

This report should be considered as 'urgent business' and the decision exempted from 'call-in' for the following reason(s):

The written consent of Councillor _____ and the Chief Executive/Monitoring Officer/Borough Treasurer for the decision to be treated as 'urgent business' was obtained on _____ /will be obtained before the decision is implemented.

**CRSTS Town Centre West – Wellington Road South / Railway Road
Junction Improvements**

Report of the Director of Place Management

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 This report provides an update of the A6 Wellington Road South / Railway Road proposals which seeks to improve walking and cycling connections between Stockport Station, Stockport Interchange and the Town Centre, whilst facilitating access improvements for the Stockport Exchange development. The report seeks a recommendation that the Cabinet Member (Parks, Highways and Transport Services) approves the scheme and the introduction of permanent Traffic Regulation Orders (TRO's) for moving and static restrictions.

2. BACKGROUND

- 2.1. The A6/Railway Road scheme was originally consulted on as part of a wider network of walking and cycling routes, known as Edgeley to Stockport during June and July 2021 and was funded by the Mayor's Cycling and Walking Challenge Fund (MCF). The results of the area wide Edgeley to Stockport consultation, which included the A6/Railway Road junction proposals was reported at the Central Stockport Area Committee on 16th September 2021.
- 2.2. Approval to submit appropriate planning applications to facilitate the scheme design was received at the Area Committee. Following investigations, confirmation was received that planning approval is no longer required. However, the scheme is subject to approval.

3. PROPOSALS

- 3.1. To facilitate and support development surrounding Stockport Exchange, Stockport Interchange and Stockport Station, investment to improve existing connections and build new non-car mode links is essential. As a result, this scheme has now been allocated funding from the City Regional Sustainable Transport Settlement (CRSTS).
- 3.2. The proposals originally presented in June / July 2021 for A6 / Railway Road are shown on Dwg No. F_0285_D_001 in **Appendix B**.
- A shared use pedestrian cycle route next to the NCP car park with a parallel zebra crossing for pedestrians and cyclists travelling towards Sainsbury's. This links to the existing shared use areas around Stockport Exchange and the Rail Station;
 - A segregated two-way cycle track and footway along the southern side of Railway Road to the A6 junction;
 - Widening of Railway Road to provide an extended two-lane approach to the A6 traffic lights along with new servicing facilities for development at Stockport Exchange;
 - Complete reconfiguration of the Railway Road/A6 junction including segregated cycle crossings, controlled pedestrian crossing facilities and

improved traffic operation. The junction is proposed to include a large left turn island to allow left turns out of Railway Road to operate at the same time as right turns in, which will improve operational efficiency. The two lane approach to the signals will also be extended so that if congestion on the A6 is preventing one movement the other can still flow, improving egress from Railway Road. Pedestrians will have controlled facilities on all arms of the junction, including across the A6 on the northern side which facility is currently absent. Cyclists will have segregated, controlled facilities across the A6 south of the junction to link the new cycle track on Railway Road to John Street next to the Town Hall. This will require a small area of grass outside the Town Hall to be converted to cycle track. The proposals may require the loss of one tree, which will be confirmed during the detailed design process. The proposals will include landscaping that will replace any lost trees on a two for one basis. An existing shared footway / cycleway on the A6 outside the Town Hall leading up to Edward Street will be retained. A second segregated cycle crossing will be provided over Railway Road to link into the Stockport Exchange development.

- The relocation of the on-street parking on John Street; and
- No Waiting at Any Time order in the vicinity of the proposed parallel zebra crossing on Railway Road and a 20mph speed limit order on Railway Road.

3.3. Since the scheme was presented at Area Committee in September 2021, some minor design changes have been made to the plan, including amendments to the crossing points on the western side of the A6 / Railway Road junction and updates to loading facility requirements on Railway Road. The proposals are shown on Drawing No F_5191_D_001 in **Appendix C**, with Traffic Regulation Orders shown in Drawing No F_5191_D_002 in **Appendix D**.

4. LEGAL POSITION/IMPLICATIONS

4.1. The Traffic Management Orders would be made under Section 1 of the Road Traffic Regulation Act 1984. The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft Order.

5. CONSIDERATION OF ALTERNATIVE SOLUTIONS

5.1. During scheme development options were considered for this junction upgrade including employing shared use 'Toucan' type crossings (as employed at the recent A6 / Heaton Lane junction improvement). Such a layout would have enabled the junction layout to be more compact including a traffic island of smaller dimensions. It was, however, considered that such a layout offered an insufficient level of service for cyclists to comply with guidance contained in LTN 1/20.

6. CONSULTATION

- 6.1. The results of the consultation undertaken in June and July 2021 indicated the majority of respondents agreed with the proposals to provide improved connections from Railway Road to Stockport Rail Station and the town centre. Of the 89 respondents to answer this question 18% disagreed and 67% agreed, 15% neither agreed nor disagreed or didn't know.
- 6.2. As the scheme has not significantly changed, a further consultation has not been held. However, the Cabinet Member and local Ward Councillors have been briefed with an update on the status of the scheme.

7. FINANCIAL IMPLICATIONS

- 7.1. The scheme is being funded from the CRSTS fund.

8. TIMESCALES

- 8.1. If approved the scheme is expected to be implemented in 2024.

9. EQUALITIES/COMMUNITY IMPACT ASSESSMENT

9.1. Equal Opportunities

- To provide a suitable and safer environment for pedestrians and other road users. The scheme contributes to the Council's vision statement "Promote equal life outcomes for all by tackling known inequalities across the borough of Stockport".

9.2. Sustainable Environment

- To develop and sustain a healthy, safe and attractive local environment which contributes to Stockport. Stockport Council understands the responsibility it has to lead by example and help the broader community make a positive contribution to the local environment.

10. CONCLUSIONS AND RECOMMENDATIONS

- 10.1. The Director of Place Management requests that the Central Stockport Area Committee consider and comment upon the proposals, and recommend that the Cabinet Member for Parks, Highways and Transport Services approves the legal advertisement of the Traffic Regulation Orders (TROs) set out in Appendix A and subject to no objections being received within 21 days from the advertisement date, the order can be made.

Background Papers

There are no background papers to this report.

Anyone wishing for further information please contact Nick Whelan by email on nick.whelan@stockport.gov.uk

Appendix A - TRO Schedule / Proposals

No Waiting At Any Time

John Street – North Side; From its intersection with the projected eastern kerblines of Wellington Road South in a north easterly direction for a distance of 36 metres and then 6.5 metres in a southerly direction.

John Street – South Side; From its intersection with the projected eastern kerblines of Wellington Road South in a north easterly direction for a distance of 23 metres.

John Street – South Side; From a point 32 metres north east from its intersection with the projected eastern kerblines of Wellington Street South in a north easterly direction for a distance of 4 metres.

Railway Road – North West Side; From its intersection with the projected western kerblines of Wellington Road South in a south westerly direction to its intersection with Railway Road Loop Road.

Railway Road – South East Side; From its intersection with the projected southern western kerblines of Wellington Road South in a south westerly direction for a distance of 39 metres.

Railway Road – South East Side; From a point 68 metres south west from its intersection with the projected southern western kerblines of Wellington Road South in a south westerly direction for a distance of 97 metres.

Business Permit Holders Parking Only

John Street – South Side; From a point 23 metres north east from its intersection with the eastern kerblines of Wellington Street South in a north easterly direction for a distance of 9 metres.

No Loading At Any Time

Railway Road – North West Side; From its intersection with the projected southern western kerblines of Wellington Road South in a south westerly direction to its intersection with the north eastern kerblines of the Railway Road Loop Road.

Railway Road – South East Side; From its intersection with the projected southern western kerblines of Wellington Road South in a south westerly direction for a distance of 37 metres.

Railway Road – South East Side; From a point 66 metres south west from its intersection with the projected southern western kerblines of Wellington Road South in a south westerly direction to its intersection with the north eastern kerblines of Railway Road Loop Road.

No Loading/Unloading Mon to Fri 7 to 10 am & 4 to 7pm

John Street – North Side; From its intersection with the projected eastern kerblines of Wellington Road South in a north easterly direction for a distance of 36 metres and then 6.5 metres in a southerly direction.

John Street – South Side; From its intersection with the projected eastern kerblines of Wellington Road South in a north easterly direction for a distance of 23 metres.

John Street – South Side; From a point 32 metres north east from its intersection with the projected eastern kerblines of Wellington Street South in a north easterly direction for a distance of 4 metres.

No Loading/Unloading Mon to Friday 3pm to 7pm

Railway Road – North West Side – From a point 27 metres north east from the projected north east kerblines of the Railway Road Loop Road in a north easterly direction for a distance of 43 metres.

Loading Bay – All days - 24 hours

Railway Road – South East Side; From a point 36 metres south west from its intersection with the projected southern western kerblines of Wellington Road South in a south westerly direction for a distance of 29 metres.

Loading Bay – Mon to Friday 7pm to 3pm – 30 mins No return within 60 mins.

Railway Road – North West Side – From a point 27 metres north east from the projected north east kerblines of the Railway Road Loop Road in a north easterly direction for a distance of 43 metres.

Revocations

No Waiting At Any Time

John Street – South Side; From its intersection with the eastern kerblines of Wellington Road South in a north easterly direction for a distance of 13 metres.

John Street – North Side; From its intersection with the eastern kerblines of Wellington Road South in a north easterly direction for a distance of 36 metres in a north easterly direction and then 6.5 metres in a southerly direction.

John Street – South Side; From a point 25 metres north east from its intersection with the eastern kerblines of Wellington Street South in a north easterly direction for a distance of 11 metres.

Railway Road – Both Sides; From its intersection with the western kerblines of Wellington Road South in a south westerly direction to its intersection with the north eastern kerblines of the Railway Road Loop Road.

Business Permit Holders Parking Only

John Street – South Side; From a point 13 metres north east from its intersection with the eastern kerbline of Wellington Street South in a north easterly direction for a distance of 12 metres.

No Loading/Unloading Mon-Fri 7-10 am & 4-7pm

John Street – North Side; From its intersection with the eastern kerbline of Wellington Street South in a north easterly direction for a distance of 22.5 metres.

John Street – South Side; From its intersection with the eastern kerbline of Wellington Street South in a north easterly direction for a distance of 13 metres.

Railway Road – Both Sides; From its intersection with the western kerbline of Wellington Road South in a south westerly direction for a distance of 48 metres.

Proposed 20mph Speed Limit

Railway Road – From its junction with Wellington Road South for its full length including the inner and outer loop at its south western end.

Proposed Establishment of Tiger Crossing

Railway Road – Located centrally 14.5 metres north east from its intersection with the north eastern kerbline of Railway Road Loop Road, with a controlled zone of 21 metres.