

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Integrated Transport Block (ITB) Phase 2 – Manchester Road Proposed Traffic Regulation Order (TRO)

Report to: (a) Cheadle Area Committee **Date:** Tuesday, 30 July 2024
(b) Cabinet Member (Parks, Highways and Transport Services)

Report of: (b) Director of Place Management

Key Decision: (c) **NO / YES** (Please circle)

Forward Plan General Exception Special Urgency (Tick box)

Summary:

To seek approval to legally advertise the introduction of Traffic Regulation Orders (TRO's) on Manchester Road.

Recommendation(s):

The Director of Place Management requests that Cheadle Area Committee consider and comment upon the following proposals and recommend that the Cabinet Member for Parks, Highways and Transport Services approves the legal advertising and making of the Traffic Regulation Order (TRO) set out in **Appendix A** and attached drawings, and subject to no objections being received within 21 days from the advertisement date, the order can be made.

Relevant Scrutiny Committee (if decision called in): **(d)**
Communities & Transport Scrutiny Committee

Background Papers (if report for publication): **(e)**

There are none.

Contact person for accessing
background papers and discussing the report

Officer: Nick Whelan
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'Urgent Business': (f) **YES / NO** (please circle)

Certification (if applicable)

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.

Integrated Transport Block (ITB) Phase 2 – Manchester Road Proposed Traffic Regulation Order (TRO)

Report of the Director of Place Management

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 This report has been prepared to seek approval to legally advertise the introduction of Traffic Regulation Orders (TRO) on Manchester Road in Cheadle.

2. BACKGROUND

- 2.1. Manchester Road in Cheadle is a Classified B road that is locally classified as a Strategic Route within the Stockport road hierarchy. This stretch of road is close to the junction with Stockport Road and queues are often observed during peak hours to and past the railway bridge. Keeping the highway clear in this area is essential to maintain traffic flow at the junction to avoid further congestion.
- 2.2. It is proposed to build a new Railway Station in Cheadle which will have access from Manchester Road at a new junction. A new signal controlled 'Toucan' crossing is also proposed to serve the Station along with widened footways / cycleways which connect from Newland Road to the new Station access road. The junction of the new access road with Manchester Road will include a raised road surface to slow turning traffic, so assisting pedestrians in crossing it.
- 2.3. TRO's have been proposed as part of the highways scheme to support the Cheadle Station development. They are needed in order to prevent parking for the station and other nearby uses occurring on Manchester Road. Such parking could cause blockage of through traffic and cause possible detriment to pedestrians if cars park partly on the pavement. There is a particular risk to traffic operation during the peak hours when traffic flow is highest and we expect many pedestrians to be using Manchester Road to get to the station. At these times it is considered necessary to prevent vehicles not only from parking but also from stopping by means of a loading restriction. For those wishing to drop off or collect passengers it should be noted that short stay parking will be provided within the site so there is no need for them to stop on Manchester Road.

3. PROPOSALS

- 3.1. It is proposed to implement No Waiting At Any Time (NWAAT) parking restrictions and no loading restrictions during the peak hours of 7am – 10am and 4pm – 7pm Monday to Friday along Manchester Road between the junction with Stockport Road to north of the junction with the Mill Lane Cemetery access road. This is to support the operation of Cheadle Station and keep the highway clear from loading or parked vehicles during peak hours. A Toucan crossing is proposed which will have associated zig-zag markings on which it is prohibited to stop. To ensure that the restrictions also apply to vehicles stopping on the footway, the NWAAT TRO will also apply along the length of the zig-zag markings. The following drawings are set out in **Appendix B**; Proposed TRO Plan, Proposed Toucan Plan and Proposed TRO Revocation Plan.

3.2. In order to raise awareness of these proposals it is proposed that a letter drop consultation takes place at the same time as the legal advertisement period. Letters will be sent to residents and businesses along Manchester Road which might be affected by the proposals. Any objections received will be reported back to the Area Committee for consideration.

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. Bollards were originally proposed along Manchester Road to protect the shared use footway / cycleway. However, bollards can be a loading obstruction and in addition, the position of them narrowed the effective width of the shared use footway/cycleway. As a result, the bollards have been removed from the proposals and replaced with peak hour loading restrictions, so the shared use path is protected during the busiest times of day for commuters to / from the station.

6. CONSULTATION

6.1. Consultation is to be undertaken alongside the legal advertisement of the Traffic Regulation Order (TRO).

7. FINANCIAL IMPLICATIONS

7.1. The scheme will be funded from the Integrated Transport Block Phase 2.

8. TIMESCALES

8.1. Should the proposals be approved and subject to the resolution of any objections received, the Traffic Regulation Order (TRO) should be completed by Spring 2025.

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 Cheadle Area Committee consider and comment upon the proposals, and recommend that the Cabinet Member for Parks, Highways and Transport Services approves the advertisement of the Traffic Regulation Order (TRO) set out in **Appendix A** and on the attached drawings in **Appendix B**.

Background Papers

There are no background papers to this report.

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

Appendix A – Traffic Regulation Order Schedule

Manchester Road, Cheadle

Proposed Establishment of Pedestrian Crossing – ITB2\5224-06\ManchesterRoad\Not\01

Toucan Crossing – Manchester Road, Cheadle: Toucan Crossing located centrally 63 metres north from extended northern kerblines of Newland Road.

Proposed Traffic Calming Measures - ITB2\5224-06\ManchesterRoad\Not\01

Flat Top Road Hump 75mm high, full width of carriageway, 10 metres in length.

Access Road off Manchester Road (Located on the western side of Manchester Road 105 metres north from the extended northern kerblines of Newland Road) in a south westerly direction for a distance of 10 metres from the projected south western kerblines of Manchester Road.

Proposed Waiting Restrictions - ITB2\5224-06\ManchesterRoad\tro\01 **Proposed No Waiting At Any Time**

Manchester Road, Cheadle – West Side: From its intersection with the north western kerblines of High Street in a north western kerblines direction to a point 161 metres north west from the northern kerblines of Mill Lane.

Manchester Road, Cheadle – East Side: From its intersection with the north western kerblines of Stockport Road in a north western kerblines direction to a point 161 metres north west from the projected northern kerblines of Mill Lane.

Proposed Loading Restrictions

No Loading 7-10am and 4-7pm All Days

Manchester Road, Cheadle – West Side: From its intersection with the north western kerblines of High Street in a north western kerblines direction to a point 161 metres north west from the northern kerblines of Mill Lane.

Manchester Road, Cheadle – East Side: From its intersection with the north western kerblines of Stockport Road in a north western kerblines direction to a point 161 metres north west from the projected northern kerblines of Mill Lane.

Revocation of Existing Waiting Restrictions - ITB2\5224-06\ManchesterRoad\tro\rev\01

No Waiting At Any Time

Manchester Road, Cheadle – East Side: From its intersection with the north western kerblines of High Street in a north western kerblines direction to a point 110 metres north west from the northern kerblines of Newlands Road.

Manchester Road, Cheadle – West Side: From its intersection with the north western kerbline of High Street in a north western kerbline direction to a point 54 metres north west from the projected northern kerbline of Newlands Road.

Revocation of Existing Loading Restriction

No Loading Monday to Friday 8-9am & 4.30-6.30pm & Saturday 8-9.30am & 11.30am – 1.30pm

Manchester Road, Cheadle – West Side: From its intersection with the north western kerbline of High Street in a north western direction for a distance of 11.5 metres.