

## **CRSTS Hempshaw Lane - Traffic Regulation Orders**

### **Report of the Corporate Director for Place Management & Regeneration**

#### **1. INTRODUCTION AND PURPOSE OF REPORT**

- 1.1 This report has been prepared to present an update on the CRSTS Hempshaw Lane and to seek approval for permanent Traffic Regulation Orders (TRO's) to be introduced.
- 1.2 The original report to present the proposed scheme and the consultation results was considered by Area Committee on 1<sup>st</sup> December 2022 and subsequently approved. However, there is a requirement for the proposed Traffic Regulation Orders to be considered and approved to ensure the scheme is implemented successfully.

#### **2. BACKGROUND**

- 2.1. The development of these proposals is to be funded by the City Region Sustainable Transport Settlements (local transport authority allocations). The general objectives of CRSTS funded schemes include the following:
  - They should drive growth through infrastructure investment, level up services towards the standards of the best and promote modal shift from cars to public transport, walking and cycling.
  - They must reduce carbon and particulate emissions from transport, aligned with the UK's legal commitments.
  - They must further the objectives of the national bus and cycling strategies, including ambitious bus and cycling priority measures.
  - They should promote the use of active travel and public transport; not lead to overall increase in car use or car modal share, tackle traffic congestion and improve air quality.
- 2.2. A consultation was undertaken with key stakeholders in the vicinity of the proposals between 30<sup>th</sup> September and 23<sup>rd</sup> October 2022. The purpose of the consultation was specifically to inform the public, local residents, businesses and interest groups of the proposals and capture their comments. A full and inclusive consultation was undertaken and involved stakeholders including the public, local businesses and interest groups.
- 2.3. To ensure the scheme is successfully implemented and operates effectively, the introduction of updated Traffic Regulation Orders are legally required.
- 2.4. This report requests that the Central Stockport Area Committee consider and comment upon the following proposals and recommend that the Cabinet Member for Parks, Highways and Transport Services approves the legal advertisement of the Moving and Static Traffic Regulation Orders (TRO) set out in Appendix A and

attached drawings set out in Appendix B and subject to no objections being received within 21 days from the advertisement date, the order can be made.

### **3. PROPOSALS**

- 3.1. The proposals are the same as those contained within the previous Area Committee report which is linked in the background papers section.
- 3.2. A description of the proposals is provided below:
- Bus stop upgrades with new shelters and raised kerbs.
  - Improved pedestrian facilities at the Hempshaw Lane / Dialstone Lane / Banks Lane (Finger Post) junction, including upgraded push buttons and signal technology, wider traffic islands and a new build out near to the Finger Post pub for a diagonal pedestrian crossing and heritage style fingerpost direction sign. The traffic lanes and designations are to remain as existing.
  - New formal parking bays, with new or amended parking restrictions to prevent parking where the carriageway is too narrow. This would improve the general flow of traffic and bus journey times.
  - Footway build outs at side roads to improve junction visibility and provide uncontrolled crossings over Hempshaw Lane.
  - Dropped kerbs and tactile paving at side road junctions and at key desire lines e.g. adjacent to the Post Office.
  - Extension of the footway across some minor access junctions to reinforce pedestrian priority with new dropped kerbs for vehicle access.
  - Modifications to the Hempshaw Lane / Marple Road junction to improve the pedestrian crossing point and reduce the speed of vehicles turning left from Marple Road to Hempshaw Lane.
  - A New Toucan (traffic signal controlled) crossing for pedestrians and cyclists across Marple Road at the Hempshaw Lane / Offerton Lane / Marple Road junction.

### **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. No alternative solutions have been considered.

## **6. CONSULTATION**

- 6.1. The Local Ward Councillors were previously consulted and no adverse comments were received.
- 6.2. A public consultation was held in October 2022 with all comments received taken into consideration in the design of the scheme. The results of the consultation were submitted to Area Committee in December 2022 and there is a link to this report in the background papers.

## **7. FINANCIAL IMPLICATIONS**

- 7.1. The scheme will be funded from the CRSTS budget.

## **8. TIMESCALES**

- 8.1. Should the proposals be approved and subject to the resolution of any objections received, the scheme should be ready for implementation in Winter 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 Area Committee is recommended to:-

- (1) give approval to the legal advertising of the package of traffic regulations orders detailed at Appendix A to the report which fall within the purview of this Area Committee and, subject to no objections being received within twenty one days of the advertisement date, the subsequent making of the Orders.
- (2) request that the Cabinet Member for Parks, Highways and Transport Services gives approval to the remaining element of the traffic regulation orders detailed at Appendix A to the report (being on either the first 15 metres of any side road connecting with the Key Route Network or any district distributor road) and, subject to no objections being received within twenty one days of the advertisement date, the subsequent making of the Orders.



## BACKGROUND PAPERS

There are none.

Anyone wishing to inspect the above background papers or requiring further information should contact Nick Whelan on email [nick.whelan@stockport.gov.uk](mailto:nick.whelan@stockport.gov.uk).

## **Appendix A - Traffic Regulation Orders**

### Schedules – Static Restrictions

#### **No Waiting At Any Time**

Hempshaw Lane, North Side; From its intersection with the eastern kerblines of Dialstone Lane in an easterly direction to a point 7 metres east from its intersection with the eastern kerblines of Sydney Street.

Hempshaw Lane, South Side; From its intersection with the eastern kerblines of Dialstone Lane in an easterly direction to a point 7 metres east from its intersection with the eastern kerblines of Whalley Road.

Hempshaw Lane, South Side; From a point 7.5 metres west its intersection with the western kerblines of Milford Grove in an easterly direction to a point 7.5 metres east from its intersection with the eastern kerblines of Milford Grove.

Hempshaw Lane, South Side; From a point 10 metres west its intersection with the western kerblines of Filey Road in an easterly direction to a point 10 metres east from its intersection with the eastern kerblines of Filey Road.

Hempshaw Lane, South Side; From its intersection with the eastern kerblines of A626 in a south westerly direction for a distance of 17 metres.

Hempshaw Lane, North side; From a point 46 metres east from its intersection with the projected eastern kerblines of Filey Road to its intersection with the western kerblines of A626.

A626, North east side: From its intersection with the north western kerblines of Montague Road in a north westerly direction for a distance of 132 metres.

A626, South west side: From its intersection with the north western kerblines of Hempshaw Lane in a north westerly direction for a distance of 36 metres.

Offerton Fold, Both sides; From its intersection with the south eastern kerblines of Hempshaw Lane in a south easterly direction for a distance of 8 metres.

Filey Road, Both sides; From its intersection with the southern kerblines of Hempshaw Lane in a southerly direction for a distance of 15 metres.

Milford Grove, Both sides; From its intersection with the southern kerblines of Hempshaw Lane in a southerly direction for a distance of 10 metres.

Whalley Road, Both sides; From its intersection with the southern kerblines of Hempshaw Lane in a southerly direction for a distance of 5 metres.

Sydney Street, Both sides; From its intersection with the northern kerblines of Hempshaw Lane in a northerly direction for a distance of 5 metres.

Garth Road, Both sides; From its intersection with the southern kerblines of Hempshaw Lane in a southerly direction for a distance of 5 metres.

Montagu Roads, Both sides; From its intersection with the north eastern kerbline of A626 in a north easterly direction for a distance of 15 metres.

Dialstone Lane, West side; from its intersection with the projected northern kerbline of Torbay Drive to its intersection with the projected southern kerbline of Hempshaw Lane.

Hempshaw Lane; South side; from its intersection with the projected western kerbline of Dialstone Lane in a north westerly direction to its intersection with the projected eastern kerbline of Lowndes Lane.

## **Revocations**

Hempshaw Lane, North Side; From its intersection with the eastern kerbline of Dialstone Lane in an easterly direction to a point 7 metres east from its intersection with the eastern kerbline of Sydney Street.

Hempshaw Lane, South Side; From its intersection with the eastern kerbline of Dialstone Lane in an easterly direction to a point 7 metres east from its intersection with the eastern kerbline of Whalley Road.

Hempshaw Lane, South Side; From a point 7.5 metres west its intersection with the western kerbline of Milford Grove in an easterly direction to a point 7.5 metres east from its intersection with the eastern kerbline of Milford Grove.

Hempshaw Lane, South Side; From a point 10 metres west its intersection with the western kerbline of Filey Road in an easterly direction to a point 10 metres east from its intersection with the eastern kerbline of Filey Road.

Hempshaw Lane, South Side; From its intersection with the eastern kerbline of A626 in a south westerly direction for a distance of 17 metres.

Filey Road, Both sides; From its intersection with the southern kerbline of Hempshaw Lane in a southerly direction for a distance of 15 metres.

Milford Grove, Both sides; From its intersection with the southern kerbline of Hempshaw Lane in a southerly direction for a distance of 10 metres.

Whalley Road, Both sides; From its intersection with the southern kerbline of Hempshaw Lane in a southerly direction for a distance of 5 metres.

Garth Road, Both sides; From its intersection with the southern kerbline of Hempshaw Lane in a southerly direction for a distance of 5 metres.

Montagu Roads, North west side; From its intersection with the north eastern kerbline of A626 in a north easterly direction for a distance of 21 metres.

A626, North east side: From its intersection with the north western kerbline of Montagu Road in a north westerly direction for a distance of 15 metres.

Dialstone Lane, West side; from its intersection with the projected northern kerblines of Torbay Drive to its intersection with the projected southern kerblines of Hempshaw Lane. Hempshaw Lane; South side; from its intersection with the projected western kerblines of Dialstone Lane in a north westerly direction to its intersection with the projected eastern kerblines of Lowndes Lane.

### **Establishment of Pedestrian Crossing**

A626 – Located centrally 30 metres north west from its junction with Montagu Road, with a controlled parking area of 41 metres.

### **Establishment of Traffic Calming Feature**

Flat Top Hump – 75mm high  
Montagu Road, Full length of carriageway from its junction with A626 in a north easterly direction for a distance of 14.5 metres.