

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Objection Report re ATF4 (Active Travel Fund Tranche 4) Romiley Traffic Regulation Orders

Report to: (a) Werneth Area Committee
2024

Date: Monday, 28 October

Report of: (b) Joint report of the Director of Place Management and Assistant Director - Legal & Democratic Governance

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

Forward Plan General Exception Special Urgency (Tick box)

Summary:

To report the objections made in relation to the proposed Traffic Regulation Orders connected to this scheme and to seek approval for the introduction of the Traffic Regulation Orders as originally advertised.

Recommendation(s):

That the Traffic Regulation Order(s) be made as originally advertised.

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

Communities & Transport Scrutiny Committee

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

[Agenda item - ATF4 Romiley Traffic Regulation Orders - Stockport Council](#)

Romiley District Centre:

[Issue - items at meetings - Mayor's Cycling and Walking Challenge Fund – Romiley District Centre Improvements - Stockport Council](#) (Proposals – March 2021)

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Romiley to Stockport Cycling and Walking Route:

[Issue - items at meetings - Mayor's Cycling and Walking Challenge Fund – Romiley to Stockport Walking and Cycling Route - Stockport Council](#) (Proposals – November 2021)

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Contact person for accessing
background papers and discussing the report

Officer: Zoe Allan

'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.

Objection Report re ATF4 (Active Travel Fund Tranche 4) Romiley Traffic Regulation Orders

Joint report of the Director of Place Management and Assistant Director - Legal & Democratic Governance

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 This report is to advise committee members of objections received in relation to the proposed introduction of Traffic Regulation Orders connected to the ATF4 Romiley scheme.
- 1.2 To ensure that objections to the permanent Traffic Regulation Order(s) are appropriately and efficiently considered.

2. INFORMATION AND ADVICE

- 2.1. In considering the objection the Area Committee should be mindful that unless otherwise authorised, the only right the general public has over the highway is a right of passage along it. The Authority has both a duty of care to ensure the safety of the travelling public and a duty under the Traffic Management Act 2004 to secure and facilitate the expeditious movement of traffic.

3. ENQUIRIES

- 3.1 Emails were received from three residents during the legal advertising period seeking clarification on the following:

- **Question:** What are the proposals for No Waiting at Any Time, 20mph and any others on **Howard Close** for (including the revocation of a previous, un-marked NWAAT Order being superseded by this Order).

Response: The proposal is for No Waiting at Any Time restrictions (double yellow lines) on both sides, from its junction with Green Lane for a distance of 10 metres - this is to prevent vehicles parking at the junction as per the Highway Code Rule 243, to improve visibility and safety. Howard Close is also included (for its full length, in both directions) in a proposed 20mph speed limit zone.

- **Question:** What are the drainage proposals that are associated with the proposed installation of a **flat top hump traffic calming feature at Beechwood Avenue** (citing existing surface water drainage issues).

Response: The detailed design of this raised table will involve 3D modelling and consideration of the surface water and drainage.

These questions were responded to, and no subsequent objections were received.

4. OBJECTIONS AND COMMENTS

- 4.1. Seven emails of objection were received; these are summarised below:

| Objection | Designer's Response |
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| <p>Toucan Crossing, Compstall Road – on the basis of anti-social noise made by the crossing when active 24hrs a day and the disturbance this will cause local residents.</p> | <p>The detailed design of this crossing is to be developed with colleagues from TfGM's Urban Traffic Control team, who manage and operate all traffic signals in the region.</p> <p>The audible signal will not be in operation overnight, the precise timings (and volume) would be set accordingly during the detailed design and installation process to suit the requirements of the site.</p> <p>These concerns have been shared with TfGM for consideration and we have suggested that the audible signal only be in operation between 0700-2000hrs, to cover most of the expected crossing movements.</p> <p>To be clear, the crossing itself remains operational overnight, it is just the audible signal that would be inactive. (When the audible signal is not in operation) blind or partially sighted pedestrians can use the tactile signals attached to the call button units to tell if the signals are on green to cross.</p> |
| <p>Prohibition of Driving, Green Lane – on the basis of this being a route to Stockport Road (at peak times), so there will be an impact of displaced traffic on the surrounding network, including Gorsey Brow.</p> | <p>The project is to encourage active travel in the area by making it easier, safer and more attractive. This is part of our wider works with TfGM to deliver a network of fully inclusive routes to make walking, wheeling and cycling universally accessible for all. A key element of the project is an active travel route along quieter, residential roads between Romiley precinct and Bredbury Green.</p> <p>Green Lane at the canal bridge is narrow and has sub-standard footways. It is recognised as being a key severance to vulnerable road users including pedestrians and cyclists, the closure to motor vehicles will allow safe pedestrian use and two-way use by cycles which is currently prevented by a one-way order.</p> <p>Whilst local access is being maintained, the closure of Green Lane to through motor vehicles will result in drivers using the existing main routes (on district and local distributor roads) which are more suitable to carry motorised traffic. The alternative westbound route will require vehicles to make three left turns at junctions. It should be noted that the</p> |

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| | <p>eastbound route (current and future) requires three opposed right turns at junctions.</p> |
| <p>One Way / No Entry, Central Drive – a resident emailed our Network Management team during the advertisement period with concerns that the closure of Central Drive to motor vehicles exiting to Compstall Road will increase in traffic on Leyfield Avenue.</p> | <p>The displacement of traffic to Leyfield Avenue from Central Drive (southbound to Stockport Road) is expected to be of relatively small volume and comprised of local traffic. Traffic from further north will be likely to access Compstall Road via Sandy Lane and Guywood Lane reaching them via Marsden Road, Park Road or Park Avenue.</p> |
| <p>The following email was also received.</p> <p><i>If these changes are actioned, I have no doubt that traffic will redirect to avoid the centre of Romiley using Roundcroft and Birchvale Drive thus filtering through Barlow Fold. There are ineffective traffic calming measures on Barlow Fold and no pavements for the first hundred meters. If this change in traffic flow occurs, without adequate structural changes to Barlow Fold, then you are putting the lives of residents, of which I am one, aged 74 years, at risk. This Email is to put on record to the council that in the event of a mishap I will hold it responsible.</i></p> <p><i>You have closed Green Lane and Chadkirk, why have you not closed the bottom end of Barlow Fold?</i></p> <p><i>Carlton Avenue is also at risk whilst it has pavements on both sides and unrestricted parking on both sides.</i></p> | <p>Signage will be erected to warn drivers in advance of the road closure.</p> <p>The use of Leyfield Avenue as an exit to Stockport Road will only be attractive to a relatively small number of properties at the southern end of Central Drive.</p> <p>The proposals are not expected to result in an increase in traffic on Barlow Fold Road which is to the east of Sandy Lane.</p> |
| <p>No Waiting at Any Time (NWAAT), Beech Lane / Church Lane / Chadkirk Road / Urwick Road junction) – three emails were received with a combination of the following observations / concerns / objections:</p> <ul style="list-style-type: none"> - There is no problem at the junction which needs | <p>As above - the project is to encourage active travel in the area by making it easier, safer and more attractive. This is part of our wider works with TfGM to deliver a network of fully inclusive routes to make walking, wheeling and cycling universally accessible for all. A key element of the project is an active travel route along quieter, residential roads between Romiley precinct and Bredbury Green.</p> |

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| <p>to be addressed;</p> <ul style="list-style-type: none"> - The NWAAT will make it very difficult for people with mobility problems; - There is a lack of (on- or off-street) parking for adjacent residential properties; - There is further demand for (unrestricted) parking in the immediate vicinity associated with Chadkirk Country Park, nearby roads (with Resident Permit Schemes), Romiley Centre; - Existing parking at the junction will be displaced to along Urwick Road, which will cause neighbour dispute and be unsafe for cycling on the route being promoted, also considering occasional HGVs on this route; - There is an alternative cycle route from this junction, through Chadkirk to Otterspool; - There are existing roads where NWAAT exists for less than 10m to protect the dropped kerbs, which would be sufficient on both sides of Urwick Road; - Suggestion for Resident Permit parking for three houses at this junction. | <p>This route comprises Beech Lane and Urwick Road, hence crossing over the junction with Church Lane / Chadkirk Road.</p> <p>The proposed NWAAT is to prevent vehicles parking at this, and at other junctions along the route, thus improving visibility and safety. The proposed NWAAT also supports Rule 243 of the Highway Code which states: do not park opposite or within 10m of a junction.</p> <p>This particular junction is recognised as being somewhat constrained with respect to carriageway widths, alignment and visibility, whereby parking causes obstruction and safety issues for all road users.</p> <p>The proposal is not considered to represent a removal of existing on-street parking provision on the basis of the above. Notwithstanding this, it is of note that unrestricted on-street parking is available on residential roads in the local area, in particular Urwick Road.</p> <p>Irrespective of on-street parking, the traffic composition on Urwick Road is considered to be suitable as a 'quiet road' cycle route and this has been agreed by TfGM and Active Travel England as part of the design and funding approval process.</p> <p>Further to this, the project includes physical changes in the area (tightening junctions, including Stockport Road / Green Lane at the Duke of York) and updating signage (again near the Duke of York) to address the issue of HGV's using this route to access the Board Mill.</p> <p>The Council's Policy on Resident Parking Schemes' is on the website via https://www.stockport.gov.uk/parking-permits/new-scheme. The introduction of a new scheme local to this junction is not in line with the principles of this Policy.</p> |
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5. FINANCIAL IMPLICATIONS

5.1. There are no financial implications arising from the recommendations in this report.

6. LEGAL IMPLICATIONS

- 6.1. The Council has a statutory duty to ensure that its highways operate safely for the safe passage of all traffic including pedestrians and powers to regulate and restrict traffic to assist in that duty.

7. REASONS FOR RECOMMENDATIONS

- 7.1. To comply with the Local Authorities' Traffic Orders, Regulations 1996 the Authority must consider all objections submitted during the consultation period of at least 21 days before 'Making' a Traffic Regulation Order.
- 7.2. The Committee should make a decision in respect of the objection/s received so that the scheme can be progressed, and the Traffic Regulation Order(s) introduced or abandoned.

8. ALTERNATIVES CONSIDERED

- 8.1. The alternative to the proposals laid out in this report is to continue with the current lack of restriction on the highway by not introducing the proposed traffic regulation orders.

9. RECOMMENDATIONS

- 9.1. It is recommended that:
- 9.2. the Area Committee and the Cabinet Member for Parks, Highways & Transport Services note all Traffic Regulation Orders where objections have been considered by officers;
- 9.3. the Area Committee and the Cabinet Member for Parks, Highways & Transport Services accept the Traffic Regulation Order be made as originally advertised.
- 9.4. That the objectors are informed of the decision.

Background Papers

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Anyone wishing further information please contact Zoe Allan by emailing zoe.allan@stockport.gov.uk