

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Vauxhall Industrial Estate, South Reddish

Report to: (a) Heatons & Reddish Area Committee **Date:** Monday, 27 January 2025
(b) Cabinet Member (Highways, Parks & Leisure Services) **Date:**

Report of: (b) Director of Place Management

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

Forward Plan General Exception Special Urgency (Tick box)

Summary: This report provides results of a consultation process on the Vauxhall Industrial Estate project, including proposals for introducing traffic calming measures in South Reddish on Greg Street. The scheme aims to ensure that the development is accessible by sustainable modes of transport and occupiers and visitors to the development are encouraged and enabled to travel to the development using sustainable modes of transport.

Recommendation(s): Members are requested to consider the contents of the report, noting the results of the recent consultation exercise carried out with residents and businesses in the surrounding area of the proposals, and to approve the proposed measures and the legal advertising of the Traffic Regulation Orders detailed in Appendix A and recommend that the Cabinet Member (Cabinet Member for Parks, Highways & Transport Services) approves those parts within 15 metres of a Strategic Route. Subject to no objections being received within 21 days from the advertisement date the orders 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

'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.

Vauxhall Industrial Estate, South Reddish

Report of the Director of Place Management

1. INTRODUCTION AND PURPOSE OF REPORT

Members are requested to consider the contents of the report, noting the results of the recent consultation exercise carried out with residents and businesses in the surrounding area of the proposals, and to approve the proposed measures and the legal advertising of the Traffic Regulation Orders detailed in Appendix A and recommend that the Cabinet Member (Cabinet Member for Parks, Highways & Transport Services) approves those parts within 15 metres of a Strategic Route. Subject to no objections being received within 21 days from the advertisement date the orders can be made.

2. BACKGROUND

Members will be aware that planning permission (Ref: DC/083249) was granted for the redevelopment of the former Vauxhall Industrial Estate into Employment Units with associated parking and infrastructure to ensure that the development is accessible by public transport.

When the planning application was submitted a detailed review of the local highway, pedestrian and cycle network was carried out, which included identifying existing deficiencies, and issues that will affect pedestrian and cycle safety and assessing existing pedestrian and cycle routes and connections to these. This resulted in a package of measures being drawn up, that would improve the site's accessibility, enable and encourage staff and visitors to access the development using sustainable modes of transport and improve the safety of the roads which will be used to access the site by foot and cycle.

3. PROPOSALS

The proposed measures are summarized below:

- Footway Improvements with pedestrian dropped crossings with tactile paving are proposed at the junction of Charlbury Avenue with Greg Street.
- Proposed pedestrian dropped crossing with Refuge Island on Greg Street (south of Property No. 293) with No Waiting at Any Time restrictions.
- Several parking bays on the western side of Greg Street from south of Charlbury Avenue to south of the junction of Gregson Road, with complimentary No Waiting at Any Time restrictions on the eastern side of Greg Street.

- Access Protection Road markings (H-Bar's) outside residential properties on Greg Street near the junction with Charlbury Avenue and north of Lyon Way.
- The provision of a vehicle-activated speed (VAS) readout sign on Greg Street, south of the proposed pedestrian refuge island.
- Pedestrian dropped crossings and footway buildouts in the vicinity of No. 291 Greg Street and north of Gregson Road with No Waiting at Any Time restrictions.
- Proposed 20mph speed limit on the following roads:- Greg Street (between Reddish Road and Broadstone Hall Road South), Broadstone Hall Road South (between Reddish Road and west of Melling Avenue), Styal Avenue, Eastcote Road, Welford Green, Tanyard Green, Three Acres Drive, Newark Road, Fairford Close, Fairford Way, Baslow Grove, Alderley Road, Handforth Road, St. Marys Drive, Brentford Road, Craven Road, Ormskirk Road, Brendon Avenue, Hopedale Road, Gregory Way, Gregson Road, Lockton Close, Charlbury Avenue, Maypool Drive, Exford Close, Melling Avenue, Marton Grove.

The above measures are shown on the following drawing numbers (Appendix B):

- F/5217/CON/20MPH/001
- F/5217/CON/20MPH/002
- F/5217/CON/20MPH/003
- F/5217/CON/001
- F/5217/CON/002 (Consultation Area)

The proposed Traffic Regulation Orders are detailed in Appendix A.

4. LEGAL POSITION/IMPLICATIONS

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

The proposed highways scheme has been designed in accordance with the planning conditions in relation to the Vauxhall Industrial Estate and no alternative options have been considered.

6. CONSULTATION

A public consultation was carried out from the 16th of October 2024 to the 18th of November 2024 with letters delivered to households and premises within the boundary shown on the attached plan (Appendix B).

The Ward Councillors and Cabinet Member were sent a copy of the consultation document in advance of the delivery.

A total of 31 respondents completed the online form, and 4 email responses were received. Note: Consultees had the option of requesting a paper copy of the consultation document.

A summary of consultation results is as follows:

6.1 Part 1. Questionnaire:

- **To what extent do you agree or disagree with footway improvements with pedestrian dropped crossings with tactile paving that are proposed at the junction of Charlbury Avenue with Greg Street?**

Of the 31 responses to the online questionnaire, 71% strongly agreed or agreed with the proposed improvements, 10% disagreed or strongly disagreed, 13% neither agreed nor disagreed and 6% did not answer.

It is recommended that these measures be taken forward as consulted over.

- **To what extent do you agree or disagree with the proposed pedestrian dropped crossing with refuge island on Greg Street (south of Property No. 293) with parking restrictions (No Waiting at Any Time / double yellow lines)?**

Of the 31 responses to the online questionnaire, 71% strongly agreed or agreed with the proposed improvements, 7% disagreed or strongly disagreed, 16% neither agreed nor disagreed and 6% did not answer.

It is recommended that these measures be taken forward as consulted over.

- **To what extent do you agree or disagree with the proposal of several parking bays on the western side of Greg Street from south of Charlbury Avenue to south of the junction of Gregson Road, with complimentary parking restrictions (No Waiting at Any Time) on the eastern side of Greg Street?**

Of the 31 responses to the online questionnaire, 61% strongly agreed or agreed with the proposed improvements, 16% disagreed or strongly disagreed, 16% neither agreed nor disagreed and 7% did not answer.

It is recommended that these measures be taken forward as consulted over.

- **To what extent do you agree or disagree with the proposed Access Protection road markings (H-Bar's) outside residential properties on Greg Street near the junction with Charlbury Avenue and north of Lyon Way?**

Of the 31 responses to the online questionnaire, 71% strongly agreed or agreed with the proposed improvements, 3% disagreed or strongly disagreed, 16% neither agreed nor disagreed and 10% did not answer or didn't know.

Following consultation, the proposals have been amended to include additional parking restrictions ("No Waiting at Any Time"/ Double Yellow Lines) on Greg Street from the junction of Reddish Road on both sides of Greg Street to the junction with Charlbury Avenue. Further consultation is to be carried out.

For revised drawings please see Appendix C: (Drawing Number: F/5217/CON/001 REV A)

- **To what extent do you agree or disagree with the proposed provision of a vehicle-activated speed readout sign on Greg Street, south of the proposed pedestrian refuge island?**

Of the 31 responses to the online questionnaire, 74% strongly agreed or agreed with the proposed improvements, 3% disagreed or strongly disagreed, 16% neither agreed nor disagreed and 7% did not answer.

It is recommended that these measures be taken forward as consulted over.

- **To what extent do you agree or disagree with the proposed pedestrian dropped crossings and footway buildouts in the vicinity of No. 291 Greg Street and north of Gregson Road with parking restrictions (No Waiting at Any Time / double yellow lines)?**

Of the 31 responses, 68% strongly agreed or agreed with the proposed improvements, 13% disagreed or strongly disagreed, 13% neither agreed nor disagreed and 6% did not answer.

It is recommended that these measures be taken forward as consulted over.

- **To what extent do you agree or disagree with the proposed 20mph speed limits?**

Of the 31 responses, 71% strongly agreed or agreed with the proposed improvements, 19% disagreed or strongly disagreed, 7% neither agreed nor disagreed and 3% did not answer.

It is recommended that these measures be taken forward as consulted over.

6.2 Designers Response and Comments

- A filter is required at the junction with Reddish Road to reduce anticipated traffic queues on Greg Street on the approach to the signals (which will hinder traffic wanting to exit Charlbury Avenue).

The junction of Reddish Road and Greg Street is not within the scope of the scheme.

- Extend the double yellow lines deeper into Charlbury Avenue to mitigate the effects of increased on-street parking.

There are already yellow lines (No Waiting at Any Time) covering the first 10 metres of Charlbury Avenue on both sides. There is currently no evidence of increased on-street parking. An investigation into extending the restrictions could be a future option if deemed necessary.

- Why is there no VAS or other measures (Inc. 20mph) on that part of Greg Street from Broadstone Hall Road South to Hibbert Lane?

The section of Greg Street from Broadstone Hall Road South to Hibbert lane is not within the scope of the scheme.

- Double yellow lines are needed at the junction of Broadstone Hall Road South with Haigh Avenue.

There is already a daytime restriction (single yellow line) covering part of this junction. An investigation into extending/upgrading the restriction could be a future option if deemed necessary.

- Concerned that large wagons will struggle to negotiate the reduced width caused by the build-outs on Greg Street (Inc. safe access to and from premises).

The proposals have been checked for vehicle manoeuvrability (vehicle tracking) and are also subject to a Road Safety Audit to check there is adequate space for vehicle movements in both directions.

- Concerned about HGV's staying overnight in the parking bays with related environmental issues near residential properties.

There is an order across GM Combined Authority which prohibits vehicles over 3.5T from parking overnight within the GM 'urban core' defined by the M60 ring road. The public can request enforcement if the order is being flouted.

- Some larger wagons struggle to make the turn from Reddish Road into Greg Street due to the width of the carriageway. Remove the width restriction on the southern part of Greg Street (near Hibbert Lane) to free-up HGV access from this direction.

The section of Greg Street south of Broadstone Hall Road South to Reddish Road is not within the scope of the scheme.

- A 20mph limit is a waste of funds and not required on the residential parts as on-street parking already serves as a speed-controlling measure.

The purpose of a 20mph speed limit is to reduce the speed of cars and improve safety for pedestrians and cyclists.

- Install speed cameras on Greg Street and Haigh Avenue to consolidate the 20mph limit.

Speed cameras are only installed subject to very strict criteria specified by the GM Casualty Reduction Partnership. The criteria seeks to identify a cluster of killed or seriously injured (KSI) traffic incidents on a stretch of Highway within a 3-year period.

- Install speed humps on Broadstone Hall Road South and Eastcote Road to deter rat-running.

A 20mph speed limit is proposed for Broadstone Hall Road South and Eastcote Road to deter rat running. Speed humps are traffic calming measures to deter the speed of vehicles not to deter rat running.

- Install a VAS on Greg Street south of the junction with Broadstone Hall Road South.

The section of Greg Street south of Broadstone Hall Road South to Reddish Road is not within the scope of the scheme.

- Propose physical traffic calming with the proposed footway buildouts and refuge island.

An extensive speed survey was conducted within the extent of the scheme, and there was no evidence that speed humps were required. A 20mph speed limit is proposed to deter the speed of the vehicles.

- Concern over loss of parking and reduction in road space due to formalised parking bays.

The amount of parking has been reduced due to the introduction of parking restrictions (“No Waiting”) which are proposed to improve visibility and road safety. The proposals have been checked for vehicle manoeuvrability (vehicle tracking) and are also subject to a Road Safety Audit to check there is adequate space for vehicle movements in both directions.

- Need more active travel measures on Greg Street.

The proposed highways scheme has been designed in accordance with the planning conditions in relation to the Vauxhall Industrial Estate and it aims to encourage and enable active travel to and from the development.

7. FINANCIAL IMPLICATIONS

The associated costs will be funded by the developer as part of the Section 278 planning conditions.

8. TIMESCALES

If approved the measures are expected to be introduced in 2025.

9. EQUALITIES/COMMUNITY IMPACT ASSESSMENT

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".

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

The Area Committee is asked to comment on this report and recommend that the Cabinet Member (Economy & Regeneration) approves the implementation of the scheme and the legal advertising of the Traffic Regulation Orders contained in Appendix B and subject to no objections being received within 21 days from the advertisement date the orders can be made.

Background Papers

There are no background papers to this report.

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

Appendix A.

Revoke No Waiting Monday to Saturday 8am - 6pm:

Greg Street

Both sides

From a point 10 metres South West of the South Western kerb line of Reddish Road (Northern junction) in a South Westerly direction for a distance of 36 metres.

South East side

From a point 10 metres South West of the South Western kerb line of Charlbury Avenue in a South Westerly then Southerly direction to a point 25 metres South of the projected Southern boundary line of No. 281 (a distance of approx. 296 metres).

From a point 34 metres South of the projected Southern boundary line of No. 281 in a Southerly direction to a point 10 metres North of the Northern kerb line of Gregson Road (a distance of approx. 148 metres and including the recess at the entrance to Lyon Way).

East side

From a point 10 metres South of the Southern kerb line of Gregson Road in a Southerly direction for a distance of 29 metres.

North West side

From a point 6 metres South West of the projected boundary line between No's 32 & 34 Charlbury Avenue in a South Westerly then Southerly direction to a point 2 metres South of the Northern property line of No. 291 (a distance of approx. 117 metres).

West side

From a point 7 metres North of the Northern kerb line of Banner Street in a Northerly direction for a distance of 12 metres.

From a point 5 metres South of the Southern kerb line of Banner Street in a Southerly direction for a distance of 7 metres.

From a point opposite the projected Southern kerb line of Gregson Road in a Northerly direction for a distance of 38.5 metres.

From a point 12 metres North of the Northern kerb line of Broadstone Hall Road South in a Northerly direction for a distance of 25 metres.

Introduce No Waiting at Any Time:

Greg Street

Both sides

From a point 10 metres South West of the South Western kerb line of Reddish Road (Northern junction) in a South Westerly direction for a distance of 36 metres.

South East side

From a point 10 metres South West of the South Western kerb line of Charlbury Avenue in a South Westerly then Southerly direction to a point 10 metres North of the Northern kerb line of Gregson Road (a distance of approx. 430 metres).

East side

From a point 10 metres South of the Southern kerb line of Gregson Road in a Southerly direction for a distance of 29 metres.

North West side

From a point level with the South Western property line of No. 293 in a South Westerly direction for a distance of 70 metres.

From a point level with the boundary line between Numbers 289 & 291 in a North Easterly direction for a distance of 75 metres.

West side

From a point 17 metres North of the Northern kerb line of Banner Street in a Southerly direction to a point 42 metres South of the Southern kerb line of Banner Street.

From a point 16 metres South of the projected Southern kerb line of Gregson Road in a Northerly direction for a distance of 54 metres.

From a point 12 metres North of the Northern kerb line of Broadstone Hall Road South in a Northerly direction for a distance of 25 metres.

20MPH Speed Limit:

- Greg Street, in both directions, from its junction with Broadstone Hall Road South for a distance of 615m in a northerly then north easterly direction.
- Broadstone Hall Road South, in both directions, from a point level with the boundary line between No 122 & 124 for a distance of 660m in a south easterly direction then an easterly direction.
- Styal Avenue in both directions, for its full length.
- Eastcote Road in both directions, for its full length.
- Welford Green in both directions, for its full length.
- Tanyard Green in both directions, for its full length.
- Three Acres Drive in both directions, for its full length.
- Newark Road in both directions, for its full length.
- Fairford Close in both directions, for its full length.
- Fairford Way in both directions, for its full length.
- Baslow Grove in both directions, for its full length.
- Alderley Road in both directions, for its full length.
- Handforth Road in both directions, for its full length.
- St. Marys Drive in both directions, for its full length.
- Brentford Road in both directions, for its full length.
- Craven Road in both directions, for its full length.
- Ormskirk Road in both directions, for its full length.
- Brendon Avenue in both directions, for its full length.
- Hopedale Road in both directions, for its full length.
- Gregory Way in both directions, for its full length.
- Gregson Road in both directions, for its full length.
- Lockton Close in both directions, for its full length.
- Charlbury Avenue in both directions, for its full length.
- Maypool Drive in both directions, for its full length.
- Exford Close in both directions, for its full length.
- Melling Avenue in both directions, for its full length.
- Marton Grove in both directions, for its full length.

Appendix B : CONSULTATION DRAWINGS

- F/5217/CON/20MPH/001
- F/5217/CON/20MPH/002
- F/5217/CON/20MPH/003
- F/5217/CON/001
- F/5217/CON/002 (Consultation Area)

Appendix C : REVISED DRAWINGS

- F/5217/CON/001 REV A