

**STOCKPORT COUNCIL**  
**EXECUTIVE REPORT – SUMMARY SHEET**

**Subject: Integrated Transport Block (ITB) Phase 2 – Manchester Road, Cheadle – Proposed Traffic Regulation Orders (TRO)/Toucan Crossing/Traffic Calming Feature - Objection Report**

---

**Report to: (a)** Cheadle Area Committee  
(b) Cabinet Member (Parks, Highways & Transport Services)

**Date:**

---

**Report of: (b)** Joint Report of the Director for 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 objection made in relation to the proposed Traffic Regulation Orders (TROs) on Manchester Road, Cheadle.

---

**Recommendation(s):**

The Director of Place Management requests that the Cheadle Area Committee consider and comment upon the objection received and recommend that the Cabinet Member for Parks, Highways and Transport Services approves that the Traffic Regulation Orders be made as originally advertised and that the Toucan Crossing and Traffic Calming Feature are constructed as advertised.

---

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

---

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

[Cheadle AC Report 30th July 2024](#)

---

Contact person for accessing background papers and discussing the report

**Officer: Ifan Aslam**  
Tel: 0161-747-3266

---

**‘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.

Cheadle Area Committee Meeting:

**Integrated Transport Block (ITB) Phase 2 – Manchester Road, Cheadle – Proposed Traffic Regulation Orders (TRO)/Toucan Crossing/Traffic Calming Feature - Objection Report**

Joint report of the Corporate Director for Place Management & Assistant Director – Legal & Democratic Governance

**1. INTRODUCTION AND PURPOSE OF REPORT**

- 1.1 This report is to advise committee members of two objections received relating to the proposed Traffic Regulation Orders (TROs) for ITB2 Manchester Road, Cheadle.
- 1.2 A Committee Report detailing the advertisement of the TRO required for this scheme, including waiting/loading restrictions, Traffic Calming and Pedestrian Crossing was recommended for approval by the Cheadle Area Committee in July 2024 and subsequently approved by Cabinet Member.
- 1.3 Manchester Road in Cheadle is a Classified B Road that it 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 of traffic are often observed during peak hours up 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.
- 1.4 It is proposed to build a new Railway Station in Cheadle at the Alexandra Hospital which will have access from Manchester Road via a new junction. A new signal controlled 'Toucan' crossing is also proposed on Manchester Road to serve the Station along with widened footways/cycleways which connect from Newlands Road to the new Railway Station access road. The junction of the new access with Manchester Road will include a raised road surface to slow turning traffic, so assisting pedestrians in crossing it.
- 1.5 Traffic Regulation Orders (TROs) are proposed as part of the highways scheme to support the Cheadle Station development. These measures are needed in order to prevent parking for the station. 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 peak hours when the traffic flow is the 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 Railway Station site so there is no need for them to stop on Manchester Road.
- 1.6 Furthermore, one element of the highways scheme to support the Cheadle Station development is to provide a shared pedestrian / cycle route on the eastern side of Manchester Road between Newland Road and the proposed Toucan crossing which connects into the station. This requires a widened footway to facilitate the shared

use, which hence requires peak time loading restrictions on Manchester Road to assist safe access as the carriageway is to be narrowed.

- 1.7 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.
- 1.8 Following recommendation by the Cheadle Area Committee the Traffic Regulation Order (TRO) at the meeting on 30<sup>th</sup> July 2024 the subsequent approval by Cabinet Member the TROs for Waiting/ Loading restrictions and the legal notices for the and Traffic calming were legally advertised between 11<sup>th</sup> December and 31<sup>st</sup> December 2024 with letters detailing the TROs also delivered to frontages. The Toucan Crossing was advertised between December 4<sup>th</sup> and 24<sup>th</sup> 2024.
- 1.9 During the advertisement of the TROs two objection were received.
- 1.10 This report seeks to ensure that the objections to the Traffic Regulation Order (TRO) are appropriately considered.

## **2. INFORMATION AND ADVICE**

- 2.1 In considering the objections 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. OBJECTIONS AND COMMENTS**

- 3.1 The Scheme which includes Waiting/Loading Restrictions and Traffic Calming feature were legally advertised between 11<sup>th</sup> December 2024 and 31<sup>st</sup> December 2024 with two objections received. The Toucan Crossing was advertised between December 4<sup>th</sup> and 24<sup>th</sup> 2024. The objections related to the Waiting/Loading Restrictions and the Toucan Crossing rather than the proposed Traffic Calming feature.
- 3.2 The specific objection and points contained within each email/letter have been reviewed and detailed below together with a officer response.

### **3.3 Objection 1 – Points raised 1**

This objection has been received from a car dealership located on Manchester Road. The objector was objecting about the introduction of No Loading All Days 7-10am and 4-7pm restrictions.

The objector mentioned that the proposed peak time loading restrictions will affect deliveries to the business which can take place at any time and cannot be

undertaken always between 10 am and 4pm when there are no restrictions on loading.

It was also stated that there was insufficient space on the business forecourt to manoeuvre the transporter delivering motor vehicles especially given that the business needs to keep a high level of stock to operate efficiently.

It was stated that due to these factors, the introduction of the proposed loading restrictions would mean that the business would likely close.

### **Officer response**

Loading and unloading will still be permitted on Manchester Road, if not causing an obstruction outside of peak hours.

Manchester Road in Cheadle is a Classified B road that is locally classified as a Strategic Route within the Stockport road hierarchy. The AM and PM Peak loading has been proposed to protect operation of this key route during the peak hours whilst supporting the implementation of a railway station in Cheadle. The area in question adjacent to the business 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.

### **Objector 1 – Points raised 2**

There were no changes to waiting and loading restrictions on Manchester Road considered at the Planning application stage of the new Railway Station or suggested in the subsequent safety audit of the scheme.

### **Officer response**

The waiting and loading restrictions on Manchester Road were reviewed by highway engineers as a response to information received from planning submissions around on-highway loading activity. The carriageway along Manchester Road is being narrowed on Manchester Road to widen the footway to introduce improved pedestrian and cycle access to the proposed Cheadle Rail Station, in line with the council's support for a strategy for access to the new Station. The proposals would restrict loading and parking during peak hour times of the day and enable free flow of traffic.

This creates a situation where unregulated highway obstruction by an HGV, plus the associated loading and unloading manoeuvring of vehicles in the carriageway, is considered a risk. Therefore it was considered appropriate for access and road safety reasons to introduce loading restrictions. However, we have sought to limit the loading restriction to the peak hours of 7-10am and 4-7pm in when demand on the highway is at its peak, and the risk to all highway users would be at its greatest, whilst also considering the loading/unloading requirements of local residents/businesses.

### **Objector 1 – Points raised 3**

That the Statement of Reasons for the Traffic Regulation Order (TRO) to introduce the waiting/loading restrictions didn't reflect earlier comments at Planning application stage

#### **Officer response**

The Statement of reasons for making the Traffic Regulation Order to introduce waiting/loading restrictions on Manchester Road came because of an assessment by Council Engineers following comments received during the planning application process which mentioned about parked vehicles including HGS's causing congestion on Manchester Road. As a result, council officers assessed the situation which included site visits and concluded that it would be appropriate to introduce a Traffic Regulation Order (TRO) that is proposed to introduce loading restrictions to minimise potential peak hour congestion along Manchester Road which could occur due to parked/stopped vehicles especially HGVs.

### **Objector 1 – Points raised 4**

The objector had complaints about the consultation process for the Traffic Regulation Order (TRO) seeking to introduce waiting/loading restrictions. It was stated that there was no first stage informal consultation and that although the Traffic Regulation Orders were advertised for the statutory minimum of 21 days, this included 2 bank holidays.

#### **Officer response**

The Traffic Regulation Order was advertised for 21 days which is the length of time prescribed by Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. However, it should also be noted that properties fronting Manchester Road also received a letter with a copy of the legal notices and the drawings at the same time as the legal notices were posted on site on Lighting Columns, in the local newspaper and on the council website. Also to allow for postal submissions a few additional days leeway was given to receive comments/objections.

It is true that Stockport Council does sometimes have a two-stage consultation process, with an informal consultation before the statutory consultation required for a Traffic Regulation Order (TRO), but this is not always the case. As stated previously as well as the having the legal notices, posted on site on lighting columns, and on the councils' website, properties fronting Manchester Road received a letter and copies of the legal notices and drawings.

In this case, extending the consultation period could have helped address concerns about insufficient time and potentially reduced objections relating to the timing. We do consider extending consultation periods during major holiday seasons to ensure all stakeholders have ample opportunity to participate. However, there isn't a specific legal requirement to extend the consultation period for permanent Traffic Regulation Orders to account for public holidays. The consultation process is designed to ensure that the public has a far opportunity to participate and provide and provide feedback. Local authorities are encouraged to consider public holidays and other significant dates when planning consultation periods to ensure that everyone has an adequate

opportunity to respond. Given the urgency of this matter, the legal officer decided not to extend the period. Given the objections received, it is considered that the consultation process has been fair and adequate. Those who wanted to object have done so, and no objections were received outside the time raising this point and asking for their objection to be considered. Therefore, I would advise that we do not extend the consultation period as no one has been prejudiced.

### **3.4 Objection 2 – Points raised 1**

The objector stated that the proposals would affect the safe access and egress into Manor Court, which is already difficult.

#### **Officer response**

It is not considered that the access and egress into Manor Court should be greatly affected by the Traffic Regulation Order (TRO), the waiting restrictions are not changing from the existing No Waiting At Any time restrictions, and it is considered that the introduction of peak time loading restrictions will help road safety close to the junction. It is not anticipated that the proposed Toucan Crossing will cause any road safety issues at the junction with Manor Road, and indeed it may reduce traffic speeds and hence make access and egress to Manor Court safer.

### **Objection 2 – Points raised 2**

It was stated that the scheme could lead to environmental concerns over air quality in Cheadle and surrounding networks and that the proposed Toucan crossing on Manchester Road and that previous works taken place to ease congestion in last 8-10 years have not improved air quality. It was also stated that the proposed crossing on Manchester Road will add to congestion and particle fumes and that trains at proposed station can only add to more pollution.

#### **Officer response**

Regarding the questions concerning air quality, this is hard to quantify, the proposed waiting restrictions should have no effect as there is little change and the peak time loading restriction should improve the situation as there will be less instances of vehicles either having their engines on whilst loading/unloading. Regarding the Toucan crossing, this may lead to some additional emissions due to vehicles breaking, but this would likely be counter acted by the Toucan Crossing encouraging more people to walk, cycle and use the train, which would mean less vehicles on the road.

The question relating to emissions by trains, would be more related to the original planning application for the Station, rather than to do with the proposed Toucan crossing or waiting/loading restrictions.

## **4. PROPOSED AMENDMENTS TO THE ORDERS**

- 4.1 It is proposed that no amendments be made to the proposals and that the proposed Traffic Regulation Order (TRO) be made as advertised, and that the Toucan Crossing and Traffic Calming feature be constructed as advertised.

## **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 RECOMMENATIONS**

- 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 received so that the scheme can be progressed, and the Traffic Regulation Order to introduce waiting/loading restrictions be introduced or abandoned.

## **8. ALTERNATIVES CONSIDERED**

- 8.1. The alternatives to the proposals laid out in this report is to continue with the current lack of restrictions and crossing and traffic calming features which could lead to road safety and access problems.

## **9. RECOMMENDATIONS**

- 9.1 It is recommended that:
- 9.2 the Area Committee and Cabinet Member for Highways, Parks & Transport Services note all Traffic Regulation Orders (TROs), Pedestrian Crossing and Traffic Calming notices where objections have been received and considered by officers.
- 9.3 the Area Committee recommend that the Cabinet Member for Parks, Highways and Transport Services approves the implementation of the Traffic Regulation Order (TRO) be made as originally advertised and that the Pedestrian Crossing and Traffic Calming feature be constructed as advertised.
- 9.4 That the objectors are informed of the decision.

## **Background Papers**

### **[Cheadle AC Report 30th July 2024](#)**

Anyone wishing further information please contact Ifan Aslam at [Ifan.aslam@stockport.gov.uk](mailto:Ifan.aslam@stockport.gov.uk)

## **APPENDIX A**

### **ITB2 - Manchester Road – Cheadle**

#### **Schedules**

##### **Proposed Establishment of Pedestrian Crossing**

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

##### **Proposed Traffic Calming Measures**

Flat Top Road Hump 75mm high, full width of carriageway, 10 metres in length.  
Access Road off Manchester Road, Located 105 metres north from the extended northern kerblines of Newlands Road in a south westerly direction for a distance of 10 metres from the projected south western kerblines of Manchester Road.

##### **Proposed Waiting Restrictions**

###### **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**

### **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 kerblines of High Street in a north western kerblines direction to a point 54 metres north west from the projected northern kerblines 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 kerblines of High Street in a north western direction for a distance of 11.5 metres.