

CRSTS Broadstone Road, Heaton Chapel – Traffic Regulation Orders (TRO), Traffic Calming & Toucan Crossing - 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 the 11 objections received to the proposed Traffic Regulation Order (TRO) seeking to introduce Waiting restrictions, on Broadstone Road, the side streets and the Legal notices required for the introduction of Traffic calming features on Broadstone Road/ Nelstrop Road, Broadstone Road/Downham Road, and the Toucan crossing on Broadstone Road.
- 1.2 To ensure that the objections to the Traffic Regulation Order (TRO) to introduce waiting restrictions, and the objections to the proposed Toucan crossing and Traffic calming features are appropriately, and efficiency 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. BACKGROUND

- 3.1 The proposals enclosed in this report are being funded by the City Region Sustainable Transport Settlements (CRSTS) budget. The general objectives of the CRSTS funded schemes, included in the Broadstone Road/School Lane scheme in Heaton Chapel seek to improve the area around Heaton Chapel by environmental improvements like improving cycle facilities, providing better pedestrian/cycle crossing points in the area and by reducing traffic speeds on residential roads.
- 3.2 This scheme includes
 - Provision of a new Toucan crossing on Broadstone Road between Nelstrop Road and Downham Road. Footway widening to allow safe cycle access to the crossing on Nelstrop Road, Broadstone Road and Downham Road including partial removal of a parking bay between Nelstrop Road and Downham Road.
 - Raised junction tables at Nelstrop Road and Downham Road to reduce turning speeds and improve pedestrian safety.
 - Inclusion of new green infrastructure, including tree pits and tree planting as appropriate.

The public consultation for the scheme was held in September/October 2022 which w generally supported the proposals and subsequently received approval to be

delivered by Heaton and Reddish Area Committee and the Cabinet Member for Economy and Regeneration in December 2022.

The Traffic Regulation Order (TRO) and Legal notices required for the scheme were approved by the Cabinet Member for Parks, Highways and Transport Services in September 2024.

The Traffic Regulation Order (TRO) and Legal notices required for the Scheme were legally advertised between 15th January 2025 and 4th February 2025. Residents fronting the proposals received a letter and a copy of the proposals at the beginning of the advertisement period. 11 objections were received in total.

4. OBJECTIONS AND COMMENTS

- 4.1 The specific objections have been analysed and detailed together with an officer response, and this is detailed Appendix B of the report.
- 4.2 Following consideration of comments/objections received from residents regarding the reduction of on street parking for residents, it is considered that the following changes to reduce the length of waiting restrictions can be implemented without affecting the operation of the proposed scheme.

5. PROPOSED AMENDMENTS TO THE ORDERS

- 5.1 After considering the comments and objections received, the No Waiting At Any Time restrictions on Nelstrop Road at the junction of Broadstone Road are reduced from 20 metres to 11.5 metres on the eastern footway. This said reduction in the length of waiting restrictions should not have a significant effect on the effectiveness of the proposals.
- 5.2 Also, following consideration of the comments and objections received the proposed 27 metres length of No Waiting At Any Time waiting restrictions on the north side of Broadstone Road opposite the junction with Grange Avenue has been omitted from the scheme. This said reduction in length of waiting restrictions should not have a significant effect on the effectiveness of the proposals.
- 5.3 These amendments are detailed in Appendix A along with the advertised proposals which are to be retained and introduced.

6. FINANCIAL IMPLICATIONS

- 6.1. The scheme is to be funded by City Region Sustainable Transport Settlements (CRSTS) budget.

7. LEGAL IMPLICATIONS

- 7.1 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.

8. 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 recommend that the Cabinet Member for Parks, Highways and Transport Services make a decision in respect of the objections received so that the scheme can be progressed including the proposed amendments.

9. ALTERNATIVES CONSIDERED

- 9.1. The alternatives to the proposals laid out within this report would significantly impact the delivery of the scheme with the exception of the reduction of the length of the proposed No Waiting At Any Time restrictions on both sides of Nelstrop Road from the junction with Broadstone Road from 20 metres to 11.5 metres and the removal of proposed 27 metre length of No Waiting At Any Time waiting restrictions on the north side of Broadstone Road opposite the junction with Grange Avenue.

10. 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) where objections have been received have been considered by officers.
- 9.3 The Area Committee approves the implementation of the Traffic Regulation Orders (TROs) as detailed in Appendix A including the amendment to reduce the No Waiting At Any time on both sides of Nelstrop Road from 20 metres to 11.5 metres from the junction with B5169 and the removal of proposed 27 metre length of No Waiting At Any Time waiting restrictions on the north side of Broadstone Road opposite the junction with Grange Avenue.
- 9.4 The Area Committee requests that the Cabinet Member for Parks, Highways and Transport Services gives approval for the making of the amended TRO including amendments as detailed in Appendix A in 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 for the pedestrian crossing and Traffic Calming Feature be constructed as advertised.
- 9.5 That the objectors are informed of the decision.

Background Papers

[Heatons & Reddish AC Report 28th Nov 2022](#)

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

Appendix A

Amended TRO Schedule

Broadstone Road, Nelstrop Road, Downham Road, and Farm Close – Heaton Chapel Proposed No Waiting At Any Time

Broadstone Road, North west side; From a point 10 metres south west from its intersection with the western kerblines of Nelstrop Road in a north easterly direction to a point 10 metres north east from its intersection with the eastern kerblines of Nelstrop Road.

Broadstone Road, South east side; From a point 10 metres south west from its intersection with the south western kerblines of Downham Road to a point 32 metres north east from its intersection with the north eastern kerblines of Downham Road.

Nelstrop Road, West side; From its intersection with the north west side of Broadstone Road in a northerly direction to a point 8 metres north from its intersection with the northern kerblines of Farm Close.

Nelstrop Road, East side; From its intersection with the north west side of Broadstone Road in a northerly direction for a distance of 11.5 metres.

Farm Close, Both Sides; From its intersection with the western kerblines of Nelstrop Road in a westerly direction for a distance of 5 metres.

Downham Road, Both Sides; From its intersection with the south eastern kerblines of Broadstone Road in a south easterly direction for a distance of 15 metres.

Revocations

Downham Road, Both Sides; From its intersection with the south eastern kerblines of Broadstone Road in a south easterly direction for a distance of 10 metres.

Broadstone Road, South east side; From a point 10 metres south west from its intersection with the south western kerblines of Downham Road to a point 10 metres north east from its intersection with the north eastern kerblines of Downham Road.

Proposed Establishment of Pedestrian Crossing

Toucan Crossing

Broadstone Road, Located centrally 15.5 metres south west from the south west kerblines of Downham Road and with a controlled parking area of 46.5 metres on the south east side and 20 metres on the north west side.

Proposed Traffic Calming Feature Establishment Notice

Junction Tables 75mm high

Nelstrop Road located at its junction with Broadstone Road, 9 metres long in a northerly direction for the full width of the carriageway;

Downham Road located at its junction with Broadstone Road, 10 metres long in a south easterly direction for the full width of the carriageway.

Appendix B

Objections	Responses
Against the Crossing	The crossing is located at a key point providing a pedestrian / cycle crossing point on Broadstone Road, connecting east-west route to other local routes in the area. The crossing has been modelled by TfGM, not expected to impact on travel times. The crossing has previously been consulted over and approved by members as reported in November 2022.
The proposals create congestion.	Traffic modelling has been undertaken in the area. The results of the modelling indicate that the proposed crossing will operate without significant adverse impact on the overall efficiency of the network.
Issues with reduction in parking.	GM Transport Policy places the needs of pedestrians and cyclists above the need to provide for the parking of private motor vehicles. Having said that we are conscious of the need to maintain parking where it can safely be accommodated without detriment to safety, operation and the needs of vulnerable road users. The scheme seeks to maintain that balance but, in some locations, difficult decisions need to be made, and some on-street parking provisions will be removed. Where this occurs, it will be minimised to that necessary to achieve the aims and objectives of the project. With this in mind, we have reviewed the proposed yellow lines, and we reduced these on Nelstrop Road down to a distance of 10m in from the Nelstrop Road junction with Broadstone Road from the advertised 20m and the proposal for parking restriction to the front of property 2 School Lane for 27m has been omitted.
Traffic calming on Nelstrop Road / Downham Road is not necessary	The scheme includes raised junction tables as a traffic calming measure to help reduce the speed of turning traffic and improve pedestrian crossings. Other than at these junctions, no other traffic calming is proposed as part of the scheme.
Humps need maintenance	The future maintenance of highways is considered when implementing new schemes.
The cycle route needs to go through Appleton Road	The crossing will help to provide a safe crossing across Broadstone Road for pedestrians and cyclists to connect to existing and future proposed routes in the area. Connection to Appleton Road on a segregated cycleway could be examined however, it would be likely to require the complete removal of the current parking bay

	outside 232 to 248 Broadstone Road.
Shared section on Nelstrop road can cause issues with cyclists and children going to school.	Shared use paths provide off carriageway facilities for pedestrians and cyclists. Where segregated cycle paths cannot be provided due to limited space, shared use facilities are provided. Past schemes have proved safe in operation and future ones will be subject to Road Safety Audit procedures.
Waiting restrictions opposite Grange Avenue will cause parking issues to residents, carers and shoppers.	This waiting restriction has been withdrawn from the approval process.
Proposals will increase noise and vibration in the neighbourhood	Proposals aim to encourage more walking, cycling and use of public transport to help reduce car use, to reduce congestion and to lower pollution. The scheme includes junction improvements to benefit all road users. With regards to concerns with noise and vibration, the vertical traffic calming features are located at junctions where vehicle speeds will be low therefore minimising the risk of ground borne noise and vibration causing disturbance.
Proposals will not tackle dangerous driving	Speed tables are being introduced at the junctions to slow turning speeds of vehicles. If vehicles are observed to be driving in a dangerous manner this should be reported to the Police. GMP have an online reporting system which can be accessed at: https://www.gmp.police.uk/ro/report/rti/rti-beta-2.1/report-a-road-traffic-incident/
The proposed crossing is too close to the existing crossing	The proposed crossing on Broadstone Road is located approximately 150m northeast of the controlled crossing at the Manchester Road junction and 330m south west of the controlled crossing at the Broadstone Hall Road North/South signal junction. The crossing is located at a key point providing a pedestrian / cycle crossing point on Broadstone Road, connecting east-west route to other local routes in the area. The crossing has been modelled by TfGM, not expected to impact on travel times.
Increase in queuing of vehicles on Broadstone Road	Traffic modelling has been undertaken in the area. The results of the modelling indicate that the proposed crossing will operate without significant adverse impact on the overall efficiency of the network.
Road Narrowing increases risk of collision	The proposed road width on Broadstone Road at the crossing is 6.5m, this accords with recommended lane widths for a road of this nature. All proposals are subject to a Road Safety Audit which is designed to capture any road safety concerns.

<p>The proposals increases risk on Broadstone Road</p>	<p>All proposals are subject to a Road Safety Audit which is designed to capture any road safety concerns. If vehicles are observed to be driving in a dangerous manner this should be reported to the Police. GMP have an online reporting system which can be accessed at : https://www.gmp.police.uk/ro/report/rti/rti-beta-2.1/report-a-road-traffic-incident/</p>
<p>Can 20mph be enforced with speed cameras.</p>	<p>Information relating to cameras in Stockport is managed by the Safer Roads Greater Manchester Partnership.</p> <p>The Partnership's aims and objectives are to support and assist the highway authorities, police and other agencies to reduce road casualties.</p> <p>The following information is available: 1) The numbers of collisions and casualties at camera locations both before and after cameras were installed. 2) The number of speeding prosecutions arising from each camera site information on the number of motorists fined, those that completed a speed awareness course or receive a court summons. The Safer Roads Greater Manchester Partnership hold the information for Stockport Council regarding safety cameras. With regards to contravention of a speed limit this is a Police matter which should be reported directly to Greater Manchester Police for potential enforcement.</p>
<p>The traffic calming proposals include proposals that were already rejected.</p>	<p>The proposed traffic calming are only proposed at the junctions to improve safety for pedestrians and cyclists accessing the Toucan Crossing. It does not involve reinstatement of the speed table at Farm Close or any of the remaining traffic calming on Nelstrop Road.</p>
<p>The footway on School Lane is in bad condition</p>	<p>This is out of the scope of the scheme; however this matter could be reported to highways maintenance. Footways at the vicinity of the crossing will be resurfaced as part of the project works.</p>
<p>Main Roads should be used as cycling routes</p>	<p>The proposed cycle routes will use the existing network along with a combination of off-road paths and quiet roads which are already linked to the wider cycle network. The aim is to help encourage people who would be unlikely to cycle on main roads to become more active and make fewer car journeys. This will help to reduce traffic congestion and air pollution and to help tackle climate change. Part of this is to make journeys on foot or by bike much easier and more attractive for residents. As a</p>

	consequence, an increased number of cyclists is anticipated.
Proposals increase the risk of Rat runs	The proposed crossing is not anticipated to cause detriment of the operation on Broadstone Road. Therefore it is very unlikely that it would increase rat runs on residential streets.
Against tree removal on Broadstone Road	This has been minimised as much as possible. Two replacement trees will be planted for any tree removed.
Against the removal of Layby on School Lane	The TRO's for which this report considers objections do not include the removal of the layby on School Lane.
Narrowing of Nelstrop Road junction will affect bus manoeuvrability.	The carriageway width of Nelstrop Road will not now be narrowed at the junction with Broadstone Road. 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 that the double yellow lines, will restrict access to the driveway (limits the vehicle movement to park on the drive)	The proposed parking restrictions are proposed to compliment the build out leading up to the shared space and to provide forward visibility to the crossing.
Concern over entering and leaving drive as the crossing will increase congestion, increasing the risk of a collision	Traffic modelling has been undertaken in the area. The results of the modelling indicate that the proposed crossing will operate without significant adverse impact on the overall efficiency of the network.
Suggestion to locate proposed Toucan Crossing to the west of Nelstrop Road junction with Broadstone Road.	As previously mentioned in the Area committee report submitted to Heaton's and Reddish Area Committee on 28th of November 2022 a proposed Toucan crossing to the west of Nelstrop Road would still result in loss of on street parking and more crucially would not be on the north and south desire line between Nelstrop Road and Downham Road and therefore may not be used. There is concern that pedestrians take the most direct route and attempt to cross School Lane away from the Toucan facility
Increasing Double Yellow Lines on Broadstone Road is likely to result in increased car parking on the nearby side roads	The proposed Double Yellow Lines on Broadstone Road have been kept to a minimum to improve the forward visibility to the crossing.
Mobility Scooters/ electric wheelchair users will find it difficult to use the narrowed pavement	Pavements are being widened to accommodate all users within the scope of the scheme.