

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

**Subject: Cheadle Towns Fund - Accelerated Measures**

**Report to: (a)** Cheadle Area Committee **Date:** Tuesday, 15<sup>th</sup> December 2020

Cabinet Member for Economy and Regeneration

**Report of: (b)** Corporate Director (Place) and Deputy Chief Executive

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

Forward Plan ☐ General Exception ☐ Special Urgency ☐ (Tick box)

**Summary:**

The Area Committee is asked to comment on this report and give approval to proposals A and B and the legal advertising of the associated Traffic Regulation Orders relating to Local Distributor and Local Access Roads (contained in Appendix D)

**Recommendation(s):**

The Area Committee are asked to recommend that the Cabinet Member (Economy and Regeneration) gives approval for proposals C and E and the legal advertising of the associated Traffic Regulation Orders relating to Strategic Highways and District Distributor Roads (contained in Appendix D) and subject to no objections being received within 21 days from the advertisement date, the subsequent making of the orders.

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

Communities & Housing Scrutiny Committee

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

There are none.

Contact person for accessing  
background papers and discussing the report

**Officer:** Katy Farrer  
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**‘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  
Executive/Monitoring Officer/Borough Treasurer for the decision to be treated as  
‘urgent business’ was obtained on  
the decision is implemented.

and the Chief  
/will be obtained before

## **Cheadle Towns Fund Accelerated Measures**

### **Report of the Corporate Director (Place) and Deputy Chief Executive**

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

- 1.1 In July 2020 the Government announced that £500k of Accelerated Towns Funding was available to Cheadle, in addition to the main Cheadle Towns Fund. A package of projects has been approved by MHCLG and the Cheadle Town Board in principle and have now been developed in detail for delivery as part of these advanced works, by March 2021. These include:
- a) **Ashfield Road Cycle Route** -A new cycle track linking Whitegates Road to Ashfield Road and Massie Street car park.
  - b) **School Streets Pilot** - Closure of Ashfield Crescent to motorised vehicles during school drop off/pick up times at Cheadle Primary School.
  - c) **Cheadle Village Parklet** - A new “parklet” to provide an attractive place to sit and parking for cycles on/near to Cheadle high street.
  - d) **Community High Street Information Hub** - An interactive screen on/near to the high street to provide community information messages.
  - e) **Councillor Lane Improvements** -Improvements to the appearance of the shopping parade, including new trees, cycle parking and seating. Measures to prevent motorists from contravening the one way system.
  - f) **Abney Hall Park Wildlife Improvements** - Wildlife and ecological improvements to the ponds within the park.
  - g) **Diamond Jubilee Park Improvements** - Flood mitigation, path improvements, new fitness equipment and a Learn to Ride Area.
  - h) **Practice cycle track** – Located in Diamond Jubilee Park or Abney Hall Park.

- 1.2 A public consultation was held recently for 4 of the 8 proposals listed above. This report details the results of this consultation and provides further information with regards to the how the other 4 schemes have been developed.

## **2. INFORMATION**

- 2.2. A public consultation exercise was undertaken with key stakeholders in the vicinity of proposals A, B, C and E between Friday 6<sup>th</sup> November and Friday 27<sup>th</sup> November 2020. The consultation comprised a letter drop, temporary signage erected close to the location of the proposals and information posted on Stockport Council’s ‘haveyoursay’ webpage. The scheme proposals, as consulted upon, are outlined in drawing references

F/0290A/001 and 002, F/0290C/001 and F/0290E/001 in Appendix A. A description of the proposals is provided below:

**a) Ashfield Road Segregated Cycle Route** - A cycle route between Whitegates Road and Ashfield Crescent/Massie Street car park. To achieve this the following measures are proposed:

- 4 new build outs on each corner of the junction of Whitegates Road and Ashfield Road to reduce the crossing distance for pedestrians and slow vehicles down when turning into Ashfield Road from Whitegates Road.
- 4 new trees to be planted within the build outs and dropped kerbs and tactile paving to be provided.
- Existing overgrown verge on the eastern side of Ashfield Road, adjacent to No. 18, to be removed and footway widened/resurfaced.
- Existing overgrown verge on the western side of Ashfield Road, adjacent to No. 22 Ashfield Road, to be cut back and footway resurfaced.
- A new 3.0m wide segregated cycle track through the existing closure on Ashfield Road. The existing 2.0m pedestrian footway will remain but this will be resurfaced and root damage will be rectified. The lighting will be assessed and improved if necessary.
- The echelon parking bays on Ashfield Road, adjacent to Oak Tree Court and Cheadle Library, will be removed and replaced with parallel parking bays. The existing footway will need to be reduced to 2.5m to provide sufficient space for the movements of vehicles accessing the parking bays. A turning head will be provided at the southern end of the bays.
- The area to the west of the proposed cycle track will be landscaped, subject to agreement with Stockport Council's Conservation Officer.
- Formal adoption of Ashfield Road between Whitegates Road and Cheadle Library to allow Stockport Council to maintain the area in future.
- Parking at the library to be improved to provide 10 spaces perpendicular to the carriageway. This will require 1 lighting column to be relocated.
- A continuous footway at the library car park entrance and at the junction of Ashfield Road /Ashfield Crescent to give priority to pedestrians.
- "No Waiting at Any Time" parking restrictions opposite the library car park entrance.
- A new uncontrolled crossing (dropped kerbs and tactile paving) north of the library entrance to provide a route for pedestrians to Ashfield Crescent.
- A new 3.0m wide segregated cycle track through the existing closure at the western end of Ashfield Crescent to provide access to Massie Street car park. By removing the existing parent/child space and recycling bins within Massie Street car park this will provide space to install other features such as children's play equipment, benches and cycle parking.

**b) Ashfield Crescent School Street** – A 'school street' pilot on Ashfield Crescent for Cheadle Primary School. The following measures are proposed:

- Fold up signs on new posts displaying 'Pedestrian and Cycle Zone, no motor vehicles, Mon – Fri, 08.30 – 9.15am and 2.45pm – 4pm, except permit holders' on each side of Ashfield Crescent at its junction with Ashfield Road.
- CCTV camera to be installed on new lighting column relocated from between No. 9 and 11 Ashfield Road to between No. 11 and 13 Ashfield Road.

**c) Cheadle Village Parklet** – installation of a parklet in Cheadle Village. The central refuge between Old Rectory Gardens and Wilmslow Road was identified and the following measures proposed:

- A raised uncontrolled pedestrian crossing over Old Rectory Gardens between the shops and the refuge island. This will be necessary to provide a safe crossing location for parklet users accessing the parklet after visiting the cafes and shops along Old Rectory Gardens. This will require the removal of one existing parking space.
- A modular parklet (without a base) fixed directly into the ground to prevent any movement or vandalism. This will consist of cycle parking, benches, planters and tables.

**e) Councillor Lane Improvements** – To improve the appearance of the area in front of the parade of shops at Councillor Lane it is proposed to:

- Install 9 new street trees in tree pits along the shop frontage,
- Install a bench and a community information board, and
- Install cycle parking.

In addition it is proposed to address the issue of motorists contravening the one way system between No. 129 and No. 145 Councillor Lane. To do this we are proposing to:

- Install a triangular splitter island within the junction mouth of Brookhead Drive to make it difficult for motorists contravening the one way system (when travelling north westbound on Councillor Lane service road) to turn right into Brookhead Drive.
- Install a build out opposite the splitter island to narrow the carriageway such that two way movements are not possible.
- Provide new 'One Way' traffic signs within the splitter island and the build out.
- Relocate the existing 'No Entry' signs located near to No. 145 Councillor Lane closer to the junction to improve their visibility.

2.3. A summary of the responses to the consultation are provided in the next section.

### **3. CONSULTATION RESULTS**

2.4. The public consultation exercise invited members of the public and stakeholders to answer an online survey and provide comments on each of the schemes. A summary of the responses to the consultation questions and more detailed comments are provided below.

#### **a) Ashfield Road Segregated Cycle Route**

2.5. The public were asked 'To what extent do you agree with the proposals for Ashfield Road cycle route?' There were 25 responses.

2.6. Out of the 25 respondents 13 strongly agreed (45%), 7 agreed (24%), 1 disagreed (3%), 3 strongly disagreed (10%) and 4 (14%) didn't answer this question.

2.7. A summary of comments received online that relate specifically to these measures is provided below:

- The proposals for the cycle track are welcome and long overdue.
- This will be a good cycle connection.
- This is a waste of money and cycle paths are not used.
- A request to make the footway adjacent to the library safer for pedestrians and mobility scooter users as motorists accessing the library bays often don't give way.
- Request for a cycle route through Massie Street car park.
- Cars mounting the kerb adjacent to the echelon bays make it dangerous for pedestrians including school children.
- Proposed 'NWAAT' restrictions near the library and reduced parking capacity within the bays will cause congestion and reduce already limited on street parking.
- No reduction in parking capacity as this will cause issues for residents.
- Motorists contravene existing 'NWAAT' and needs better enforcement.

2.8. Although concerns were raised with regards to the impact of the reduced capacity of the parking within the proposed parallel bays, the echelon bays should not remain as they are substandard and create a road safety issue due to motorists mounting the footway to enter/leave the bays. The parallel bays will create more space within the carriageway for motorists to manoeuvre and pass each other and for cyclists to safely pass the door zone of the parked vehicles.

2.9. The scheme proposes to re-orientate the spaces adjacent to the library so that they are perpendicular to the carriageway. This should improve safety for pedestrians.

2.10. In addition a number of emails were received which highlighted an issue with fly tipping at the northern end of the unadopted land/road closure and general problems with litter within the area. A request was made for the overgrown shrubs to be cleared and for the area to be landscaped to

discourage this behaviour. Additionally there was a request for CCTV enforcement of the fly tipping, however, further consultation with the Council's Neighbourhoods team has highlighted that it would be difficult to justify in this location and improvements to the landscaping should be a natural deterrent to fly tipping and should therefore be trialled and monitored in the first instance.

2.11. Following the overall positive feedback from the consultation exercise, the Ashfield Road Segregated Cycle route should be progressed to detailed design for construction based on Drawing Ref F/0290A/001/REVA in Appendix B.

## **b) School Street Pilot**

2.12. The public were asked 'To what extent do you agree with the proposals for Ashfield Road School Street?' There were 26 responses.

2.13. Out of the 26 respondents 11 strongly agreed (38%), 9 agreed (31%), none disagreed, 5 strongly disagreed (17%) and 3 (10%) didn't answer this question.

2.14. A summary of comments received that relate specifically to these measures is provided below:

- Fully support the measures that are proposed to restrict access to Ashfield Crescent during pick up and drop off times. Currently, it is highly dangerous and it is only a matter of time until someone is seriously hurt as vans, trucks and cars attempt three point turns right outside the school gates.
- Permits needed for Cheadle Primary School, Cheadle Social Club and Trinity Church.
- Access to the church and Doctors surgery should not be restricted.
- Where will visitors to the Doctors surgery park? Closure of Ashfield Crescent will cause issue for the elderly accessing the doctor's surgery.
- Parents driving to the school are the issue.
- Parents should be parking in Massie Street Car Park.
- Parents may start to use the Library spaces if they can't drive on to Ashfield Crescent.
- Extend the school street restrictions to include the northern section of Ashfield Road as parents currently park on the 'NWAAT' restrictions and this will get worse if Ashfield Crescent becomes a school street.
- Excellent proposals and well overdue.
- Is it possible to provide a cycle route through Massie Street Car Park as well?
- Parents parking on Ashfield Crescent/Road with engines running decrease the air quality.
- Cars turning around on Ashfield Road will endanger cyclists on the cycle route.
- The play area will encourage anti-social behaviour.
- There is not enough signage or awareness that parents can park in Massie Street car park during school pick up/drop off times.

- Parents often park and block driveways.
- The proposed camera system should extend to cover the corner of Ashfield road / crescent.

2.15. With regards to the concerns raised relating to parking capacity at school pick up/drop off times, the closure of Ashfield Crescent should in itself deter parents from driving to the school and hopefully encourage walking and cycling trips. Council Officers will also work with the school to increase awareness of the new facilities and encourage pupils to walk or cycle to the school. Should parents choose to drive they will be encouraged to utilise Massie Street Car Park rather than Ashfield Road. The reduced parking capacity should further deter parents from travelling to school by car.

2.16. With regards to the properties that require access during the closure periods, permits will be provided. These will include staff or regular visitors to Cheadle Primary School, Cheadle Social Club and Trinity Church. Other visitors to these premises will also be permitted access.

2.17. The online responses demonstrate overall support of the proposals and therefore it is recommended that this proposal is progressed to detailed design for construction based on Drawing Ref F/0290B/001/REVA in Appendix B.

### **c) Cheadle Village Parklet**

2.18. The public were asked 'To what extent do you agree with the proposals for a parklet in the location shown?' There were 26 responses.

2.19. Out of the 26 respondents 10 strongly agreed (35%), 8 agreed (28%), 3 neither agreed nor disagreed (10%), 2 disagreed (7%), 3 strongly disagreed (10%) and 3 (10%) didn't answer this question.

2.20. The public were asked 'To what extent do you agree with the proposals for the raised uncontrolled pedestrian crossing?' There were 26 responses.

2.21. Out of the 26 respondents 9 strongly agreed (31%), 9 agreed (31%), 3 neither agreed nor disagreed (10%), 1 disagreed (3%), 3 strongly disagreed (10%), 1 didn't know (3%) and 3 didn't answer this question (10%).

2.22. A summary of comments received that relate specifically to these measures is provided below:

- Could the space be used for al-fresco dining?
- Great idea
- Will encourage anti-social behaviour.
- Waste of money.
- Need space for more than one cycle to be parked.
- Parking space should not be removed outside Subway as this will kill the business.
- Will need more bins in the area for the litter. Preferably ones segregated for recycling.

- Should take the place of a parking bay not be within the verge.
- Needs to be more centrally located on the high street.
- Pedestrianise the road behind and provide a more sheltered parklet.

2.23. In addition to the online comments further email correspondence was received from residents of the flats above the parade of shops at Old Rectory Gardens stating that there is a significant existing issue with anti-social behaviour in the vicinity of the shops. Further consultation with the PCSO for the area has highlighted that this location needs further review to see if the ASB issues can be resolved, prior to installation of the parklet. As an interim measure it is therefore proposed to install a bench in this area. Should this encourage anti-social behaviour this can easily be removed and relocated elsewhere.

2.24. The revised proposals are shown in Drawing Reference F/0290C/001/REVA in Appendix B.

2.25. Whilst these issues are investigated further the feasibility of an alternative location for a parklet on High Street will be assessed. This would be subject to an additional small scale consultation with adjacent owner/occupiers and approval would be requested separately. The location is shown in Drawing F/0290C/002 (for information only) in Appendix C.

#### **e) Councillor Lane Improvements**

2.26. The public were asked 'To what extent do you agree with the proposals for the installation of a bench, information board and cycle parking at Councillor Lane shopping parade?' There were 29 responses.

2.27. Out of the 29 respondents 12 strongly agreed (41%), 9 agreed (31%), 6 neither agreed nor disagreed (21%), none disagreed, 1 strongly disagreed (3%) and 1 (3%) didn't have an opinion on this question.

2.28. The public were asked 'To what extent do you agree with the measures at the junction of Councillor Lane/Brookhead Drive to prevent contravention of the one way system?' There were 29 responses.

2.29. Out of the 29 respondents 9 strongly agreed (31%), 10 agreed (35%), 5 neither agreed nor disagreed (17%), none disagreed, 2 strongly disagreed (7%) and 3 (10%) didn't have an opinion on this question.

2.30. A summary of comments received that relate specifically to these measures is provided below:

- Further parking controls needed to prevent pavement parking.
- Request for similar measures at the shops on the A560 between Park Road and Councillor Lane.
- Speeding is an issue on Brookhead Drive.
- Measures to prevent one way contravention welcomed.
- Make the whole of the service road one way.
- The splitter island will make no difference. Motorists will turn right down St David's Road instead.
- Like the bench.



- Bench will attract anti-social behaviour.
- Could lighting be provided behind the shops?
- Could gates be installed to the rear of the shops to prevent fly tipping.
- Brookhead Drive should be part of a low traffic neighbourhood.
- Request for camera enforcement of the one way system.
- New shop fronts for uniformity.
- Provide a contraflow cycle facility within the one way system.
- Provide an uncontrolled crossing facility within the splitter island.

2.31. As there was overall support for the measures it is recommended that the proposal is taken forward for detailed design and construction. Two bollards have been added to the proposal to prevent footway parking on the eastern side of York Close. The proposals being taken forward are shown in Drawing Reference F/0290E/001/REVA included in Appendix B.

### **3. UPDATE ON REMAINING SCHEMES**

3.2. The following schemes did not require formal public consultation however the following progress update for each scheme is provided for information.

#### **d) Community High Street Information Hub**

3.3. Two potential locations have been identified in Cheadle for two digital information points. The first location is outside the BT building on Cheadle High Street, and the second outside Subway on Wilmslow Road where the new parklet is proposed. Stage 1 Road Safety Audits are required for each location which will aid in finalising the locations.

3.4. It has been agreed to have a joined up approach on the procurement of the digital information points for both Cheadle and Merseyway to ensure a consistent approach across the borough. A report is required to be taken to CLT in January for approval. A specification to go out to tender will be finalised in the next few weeks and a supplier will be appointed once governance is in place. It is anticipated that a supplier will be procured by mid-January 2021, and the information points installed by March 2021.

#### **f) Abney Hall Park Wildlife Improvements**

3.5. Proposed pond improvement works are planned for the two large ponds within the Abney Countryside Site.

3.6. Works will include repairs to the revetments/banking of the sites to prevent any breaches or erosion into the watercourses and removal of invasive non-native species in and around the water courses to improve biodiversity and wildlife enhancements. Vegetation management will also be undertaken on site to improve light to the water bodies as well as improving access for wildlife and natural cover as required.

3.7. In addition, several wildlife islands will be created to improve safe nesting areas for wildlife on both ponds.

## **g) Diamond Jubilee Park Improvements**

### Outdoor Gym

- 3.8. The Cheadle Towns Fund Board have been presented with three options for new outdoor gym items. The new outdoor gym items will be placed alongside the existing sports area.

### Footpath

- 3.9. Footpath improvement works are underway and will be completed before the Christmas break.
- 3.10. The improved section of path is near the southern entrance to the park running between the bowling green and the sports area. The paved path was of declining quality and the new path will improve accessibility at this entrance to Diamond Jubilee Park.

### Flood mitigation

- 3.11. It is proposed that a Dry Detention Basin will be created within Diamond Jubilee Park, which will manage excess water within the park. The proposal will include soft landscaping.
- 3.12. Two potential locations have been identified in the far north corner of the park. The final location is dependent on the outcome of the topographical survey and percolation tests, anticipated to be undertaken soon.

## **h) Practice Track (Learn to Ride)**

- 3.13. The learn-to-ride area will be a marked out flat hard surface to encourage young children to learn to cycle. This supports the Council's objective to encourage and support young children to learn to cycle safely.

## **4. FUNDING**

- 4.2. The cost for implementing the measures will be funded from the Cheadle Towns Fund (Accelerated Measures Fund).

## **5. CONCLUSIONS AND RECOMMENDATIONS**

- 5.2. The Area Committee is asked to comment on this report and give approval to proposals A and B, and the legal advertising of the associated Traffic Regulation Orders relating to Local Distributor and Local Access Roads (contained in Appendix D) and recommend that the Cabinet Member (Economy and Regeneration) gives approval for proposals C and E and the legal advertising of the associated Traffic Regulation Orders relating to Strategic Highways and District Distributor Roads (contained in Appendix D) and subject to no objections being received within 21 days from the advertisement date, the subsequent making of the orders.

## **Background Papers**

There are no background papers to this report.

Anyone wishing further information please contact Katy Farrer on telephone number 0161 474 4810 or by email on [katy.farrer@stockport.gov.uk](mailto:katy.farrer@stockport.gov.uk)