

## INTRODUCTION

This report summarises the first phase of engagement as Stockport Council looks to develop Active Neighbourhood proposals in the Heaton's. An Active Neighbourhood aims to enable residents to make short trips on foot, by cycle and by public transport in preference to car travel.

Figure 1 shows a screenshot from the website (<https://heatons.commonplace.is/>) which was open for comments between 7<sup>th</sup> September 2020 and 23<sup>rd</sup> October 2020. There were 5228 visitors to the website over the course of the seven-week engagement period. During this time, 7788 contributions were recorded in the form of a comment (1298 representing 17%) or an expression of agreement (6490 representing 83%). The contributions were made by a total of 1331 respondents of which 553 subscribed to receive email notifications informing them of project updates.

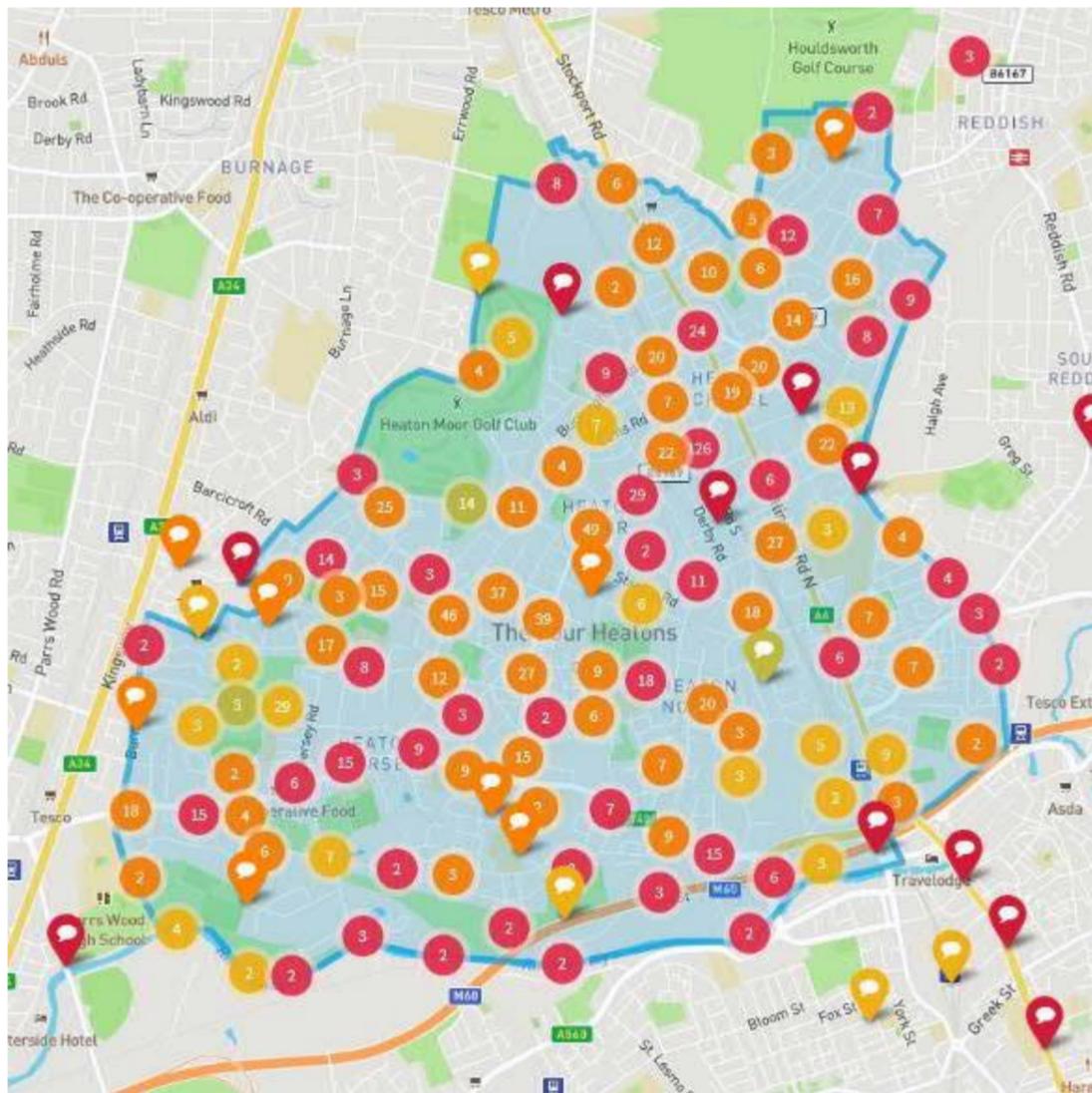


Figure 1 - Screenshot from <https://heatons.commonplace.is/> website

For ease of reporting the whole engagement area has been divided into 37 zones as displayed in Figure 2 and a number of corridors as illustrated in Figure 3.

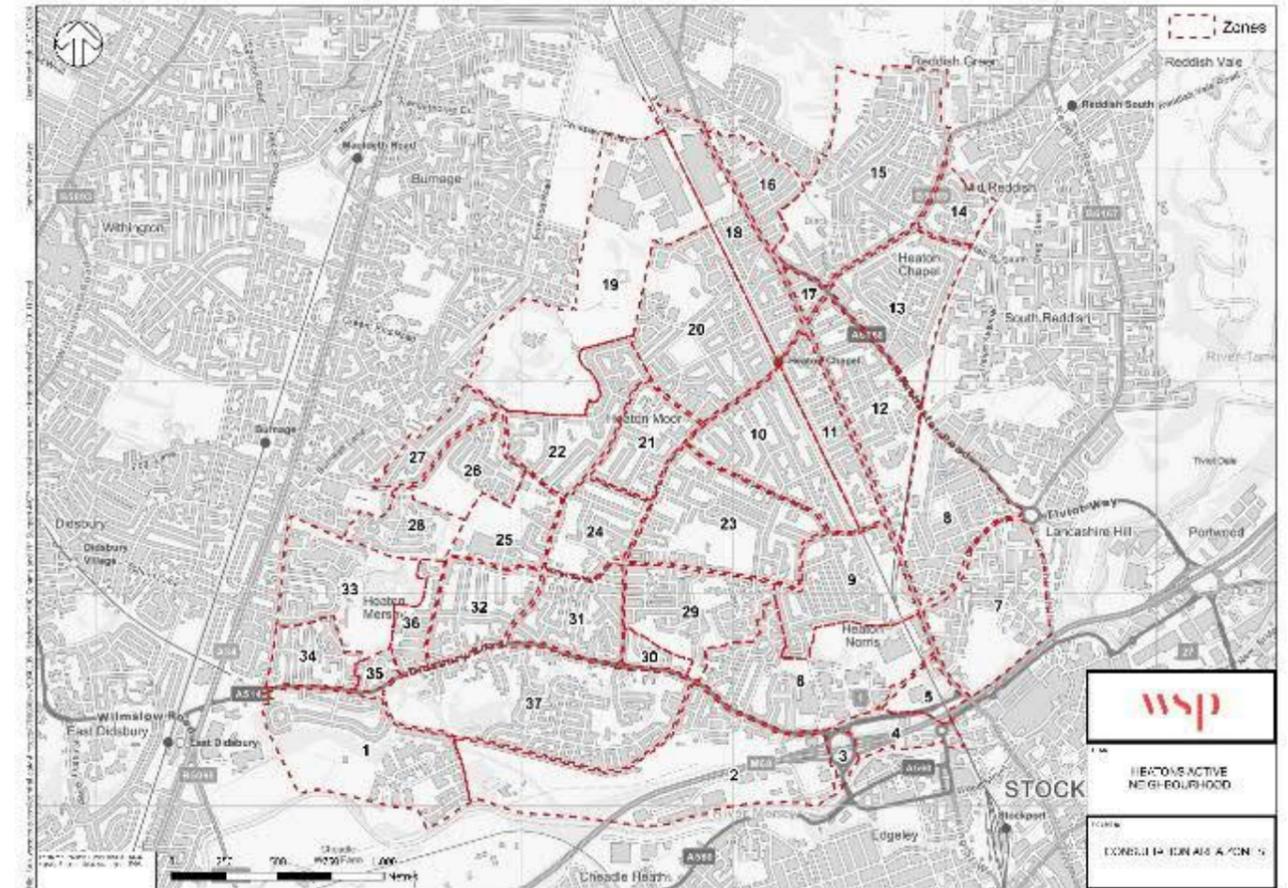


Figure 2 - Consultation area zones

Each chapter of this report will contain a table summarising the comments within each zone / corridor and each comment will be allocated a reference number.

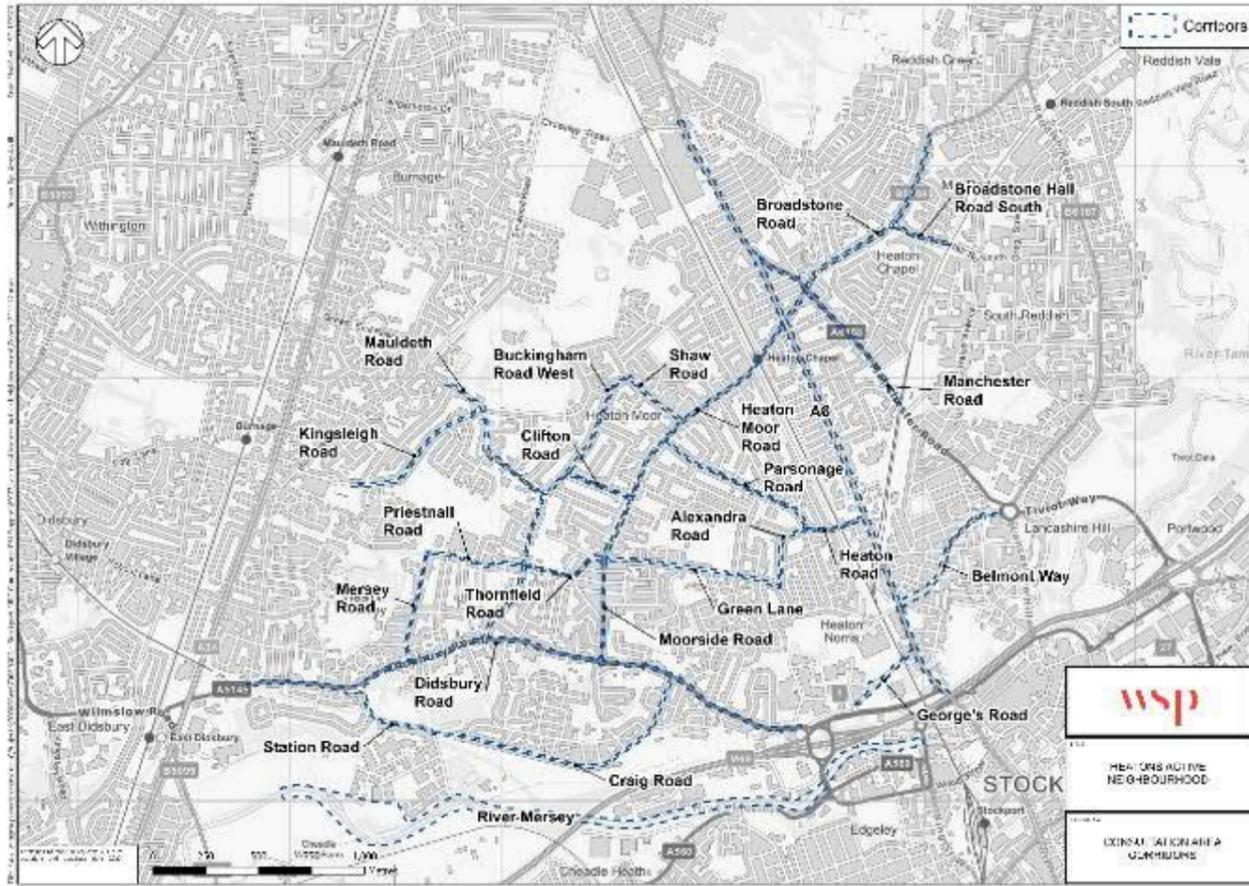
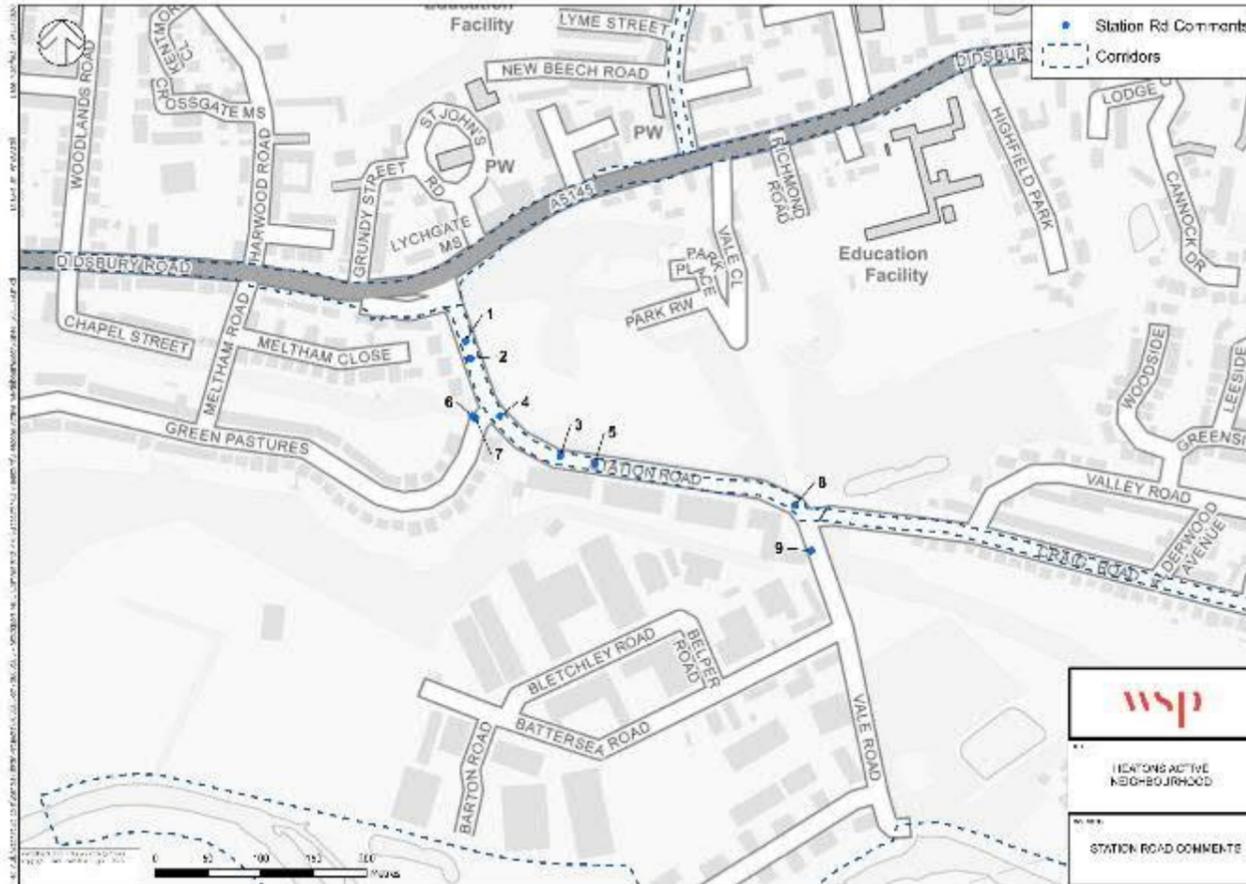


Figure 3 - Consultation area corridors

## STATION ROAD CORRIDOR

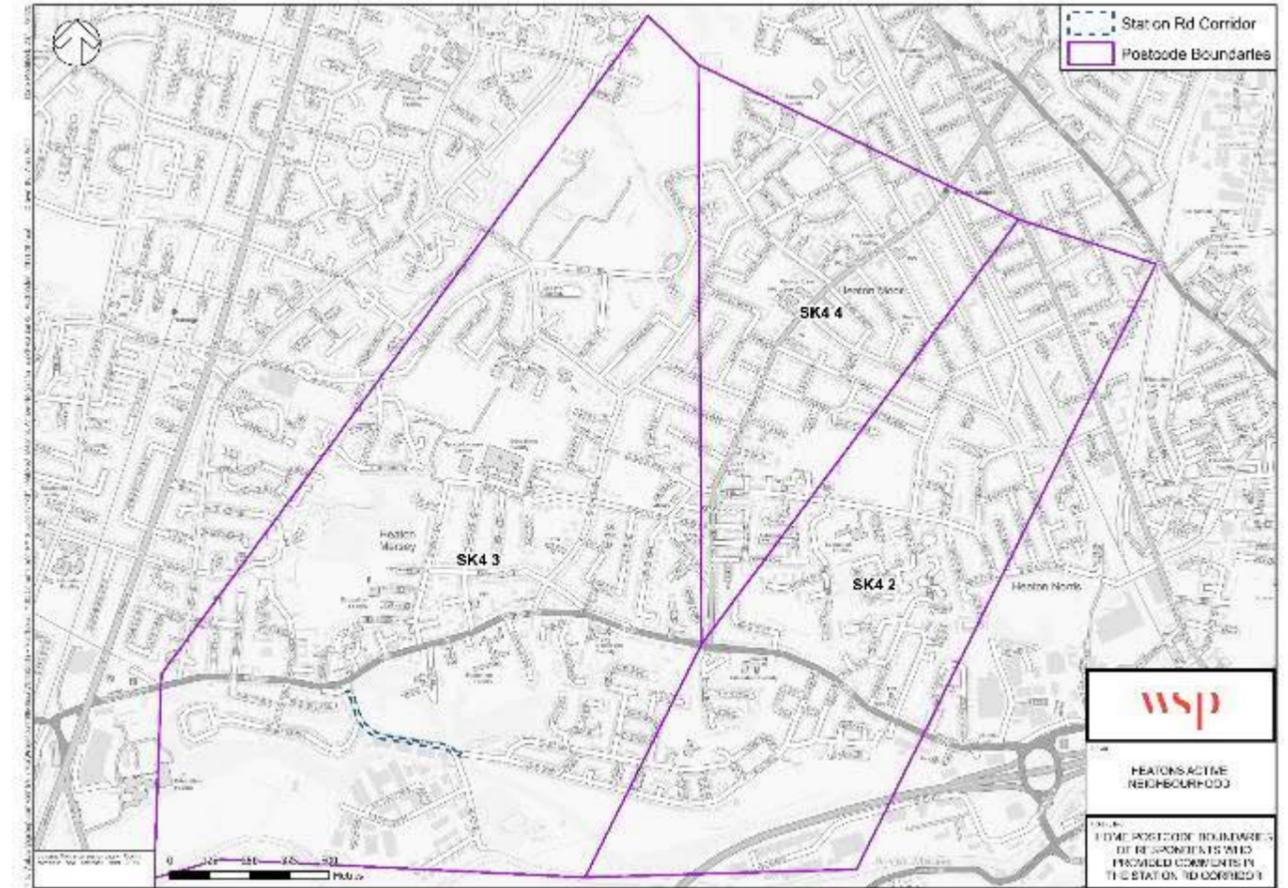
This chapter reports on pins dropped in and around Station Road which links the A5145 Didsbury Road to Craig Road & Vale Road. It also forms a junction with Green Pastures as shown in Figure 4.



**Figure 4 - Station Road corridor**

Pins 6 and 7 are also applicable to Zone 1 and are numbered 11 and 12, respectively.

Figure 5 displays the home postcode boundaries of the respondents who provided the comments listed in Table 1.



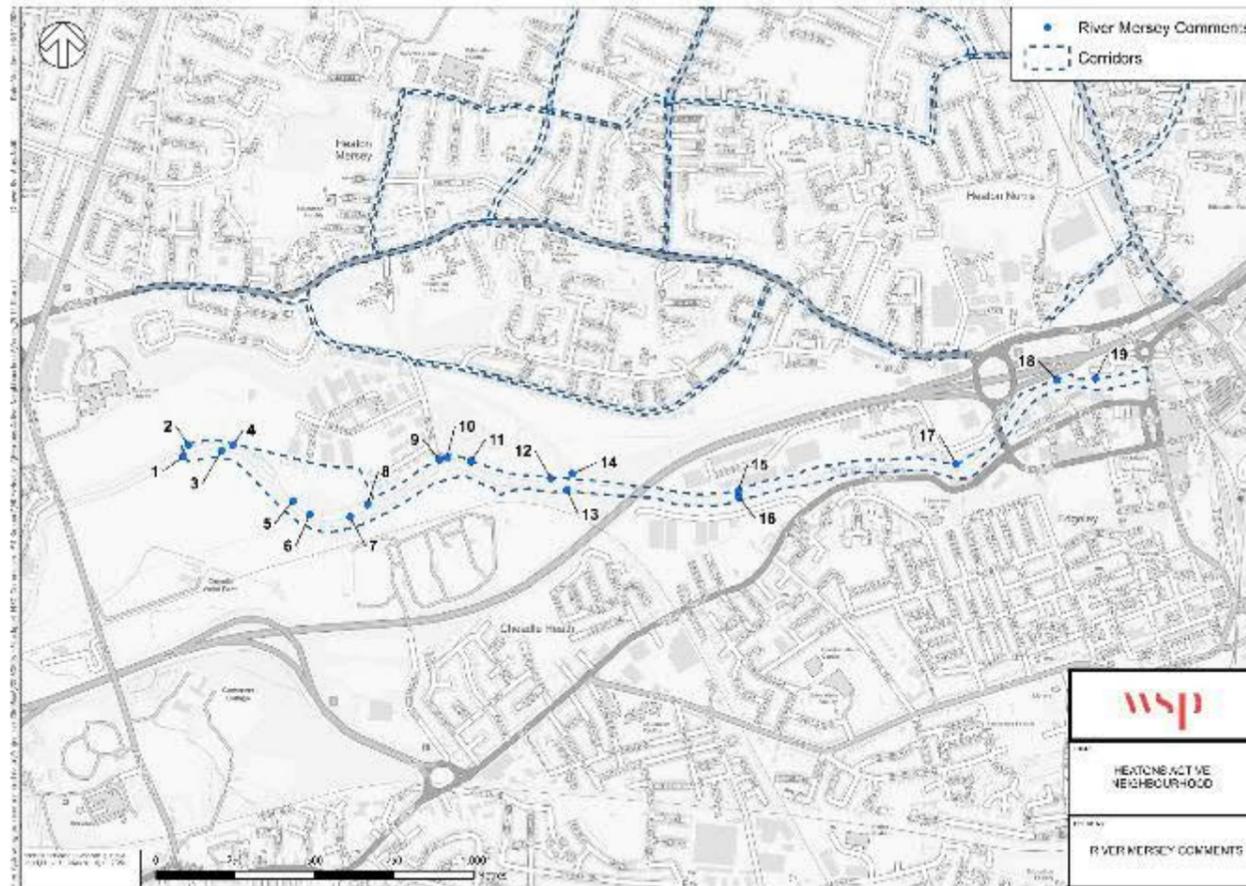
**Figure 5 - Home postcode boundaries of respondents who provided comments in the Station Road corridor**

**Table 1 – Station Road corridor comments**

<b>Pin Ref.</b>	<b>Theme / 'What are you commenting on here?'</b>	<b>Comment</b>	<b>Postcode</b>	<b>No. of Consultees in Agreement</b>	<b>'How could we improve things?'</b>
1	Safety, Parking / loading	Vehicles parked on Station Road cause problems for cyclists i.e. lack of space, dangerous overtaking. It's difficult to turn right into Green Pastures or access the TPT at the junction as there's no right-turn pocket.	SK4 4	9	Fewer vehicles, no parking.
2	Walking, Safety, Driving, Traffic, Air quality	Stockport Road described as a 'nightmare' due to overgrown vegetation, speeding vehicles, pollution and poor street lighting. Road is difficult to cross.	SK4 3	12	Better lighting, reduce pollution, slow down traffic, new / safer crossings, less traffic, fewer vehicles, better routes to schools, improve junctions for traffic & wider pavements.
3	Safety, Traffic, Cycling	Vehicles speed on Station Road and Vale Road. Recommendation to introduce enforced 20mph speed limit with protected / separate cycling route.		7	Slow down traffic, protected space for cycling.
4	Safety	The right turn from Green Pastures to Station Road is blocked by an overgrown hedge. Pedestrians have to cross or walk in the road.	SK4 3	4	Better maintenance.
5	Cycling	Station Road is dangerous for cyclists due to high vehicle speeds and no enforcement.	SK4 4	2	Enforcement, protected space for cycling, less traffic & slow down traffic.
6	Walking, Cycling	The cycle / walking route stops at Station Road. There should be a protected continuation of the path. The barriers are hard to get through.	SK4 4	1	(no entry)
7	Accessibility, Cycling	The barriers at the junction of Station Road / Green Pastures make the path inaccessible for many. Recommendation to replace with ones that meet modern standards.	SK4 3	4	Better street furniture, wider pavements.
8	(no entry)	The junction of Station Road, Craig Road and Vale Road is difficult to cross due to speeding vehicles. It requires a crossing.	SK4 3	1	Enforcement, new / safer crossings
9	Walking, Safety	Visitors to the Heaton Mersey Bowl often cross at the junction of Station Road, Craig Road and Vale Road as the pavement ends on one side. It's a dangerous spot due to the bend and volume of 30mph traffic.	SK4 2	3	New / safer crossings, slow down traffic

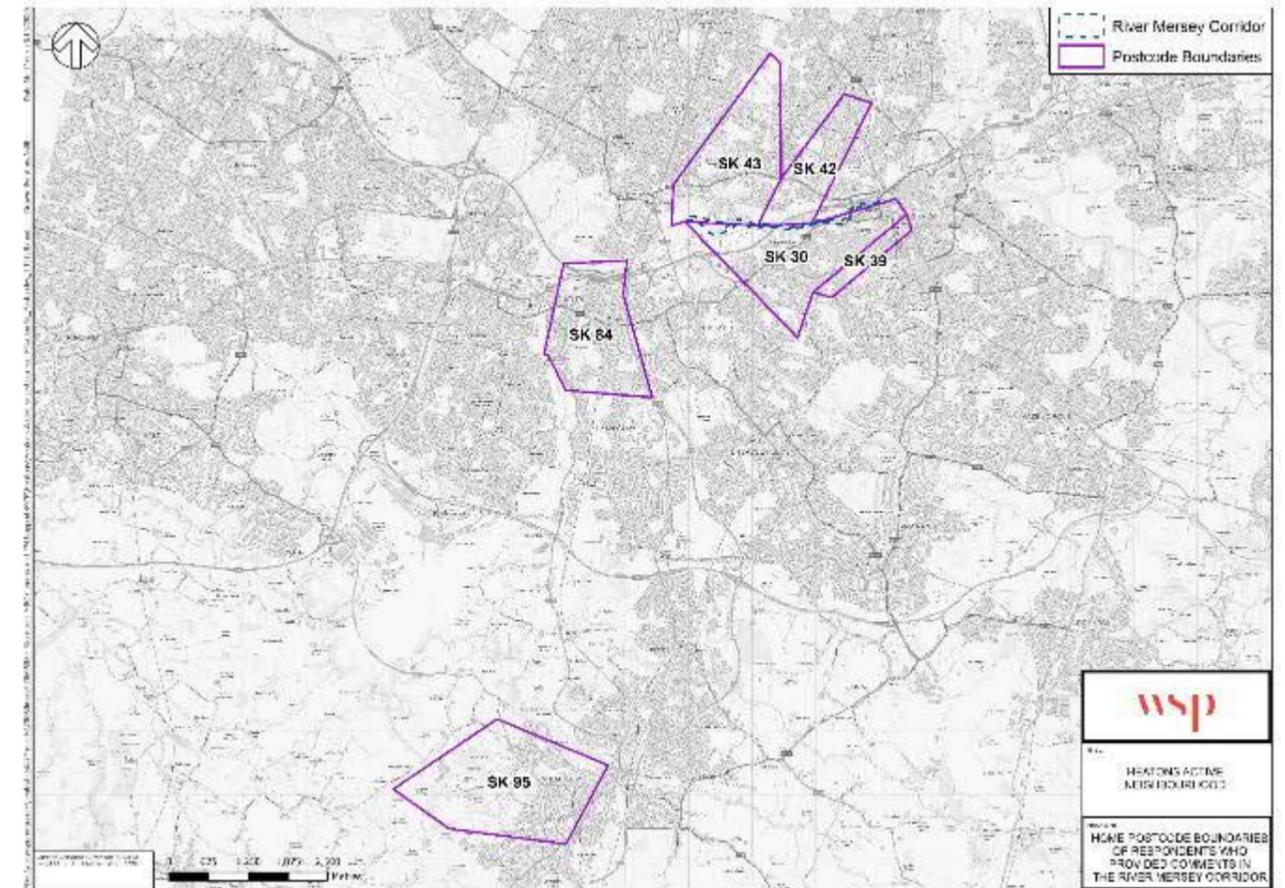
## RIVER MERSEY CORRIDOR

This chapter reports on pins dropped along the length of the River Mersey between Parrs Wood High School and King St West as displayed in Figure 6.



**Figure 6 - River Mersey corridor**

Figure 7 displays the home postcode boundaries of the respondents who provided the comments listed in Table 2.



**Figure 7 - Home postcode boundaries of respondents who provided comments in the River Mersey corridor**

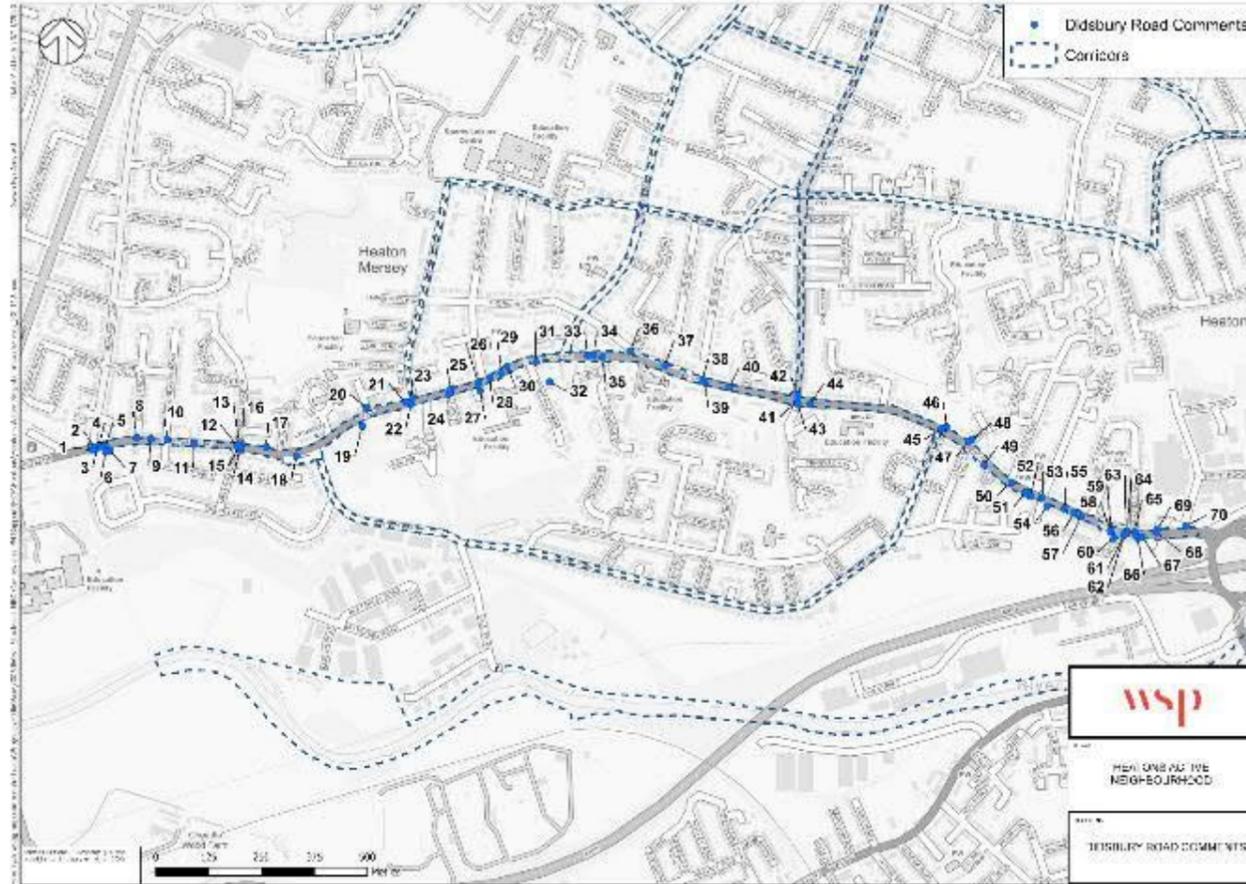
**Table 2 – River Mersey comments**

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Walking, Accessibility, Cycling, Safety, Air Quality	Recommendation for the riverside section of the TPT to be upgraded to bridleway status to provide a continuous route for users between Heatley (Trafford) to Hyde.	S70 9	1	Better lighting, protected space for cycling, places to sit, make step-free
2	Walking, Cycling	Described as 'one of the best cycling/walking routes in Stockport'. Respondent states that it allows his/her 11-year-old son to cycle safely from Gatley to Grand Central in Stockport. Route also allows for running/cycling away from traffic.	SK8 4	16	Ban off-lead dogs, improve lighting and add a toucan crossing where the path meets Manchester Road at Parrs Wood
3	Safety, Cycling, Walking	Path is falling into the river by the Rugby Club.	S70 9	3	Re-route of the TPT
4	Cycling, Walking	The TPT is important to wellbeing of local residents. This section is popular and should be maintained properly.		8	More public art, places to sit, better maintenance
5	(no entry)	The bank needs protecting or the path needs moving inland.	SK4 3	1	(no entry)
6	(no entry)	The path is a great example of what we should be trying to achieve all over the Heaton's. Described as a 'pleasant route with no traffic and a safe space for kids'.	SK4 3	0	Better maintenance
7	Cycling	Some cyclists pass without warning and far too close. Recommendation to add clear signage.		1	Signage
8	Walking, Street Furniture	Respondent reports feeling unsafe while walking at dusk.	SK4 3	1	Better lighting
9	Cycling, Street Furniture, Accessibility	Request for barriers to be removed from junction of TPT and Vale Rd as they prevent access to non-standard bikes and wheelchair users.	SK8 4	16	Less clutter
10	Safety	Respondent reports feeling unsafe due to high speed cyclists	SK4 2	6	Better street furniture, slow down traffic
11	Accessibility, Cycling	(no entry)	SK8 4	3	Less clutter at the junction of Vale Rd / TPT
12	Safety, Walking	Request for the footpath to be lit between Vale Rd and the footbridge in Edgeley.	SK3 9	0	Better lighting, better maintenance
13	Cycling, Walking, Safety	Respondent has stopped using the path for commuting because there is no space to socially distance due to overgrown vegetation.		12	Better maintenance
14	Maintenance	Vegetation should be cut back more often.		0	Better maintenance
15	Walking, Cycling, Street Furniture	Respondent reports 1-2 lights not working.	SK8 4	0	Better lighting
16	Signage	The junction of the footbridge over the Mersey and the TPT is the end of the cycling route 558 from the airport but its not mentioned in the signage.	SK4 2	5	Better road and street signs
17	Green Spaces, Walking, Cycling, Accessibility	Overgrown vegetation on the path.	SK8 4	13	Better maintenance, more regular cutting back of trees / bushes
18	Walking, Cycling	Valuable off-road pedestrian and cycle access to central Stockport.	SK3 9	2	Add a painted line to separate walkers from cyclists

19	(no entry)	Described as a 'key walking route into central Stockport'. Respondent also states, 'cyclists use a separate track to the north so walking here is perfect'.	S70 9	2	(no entry)
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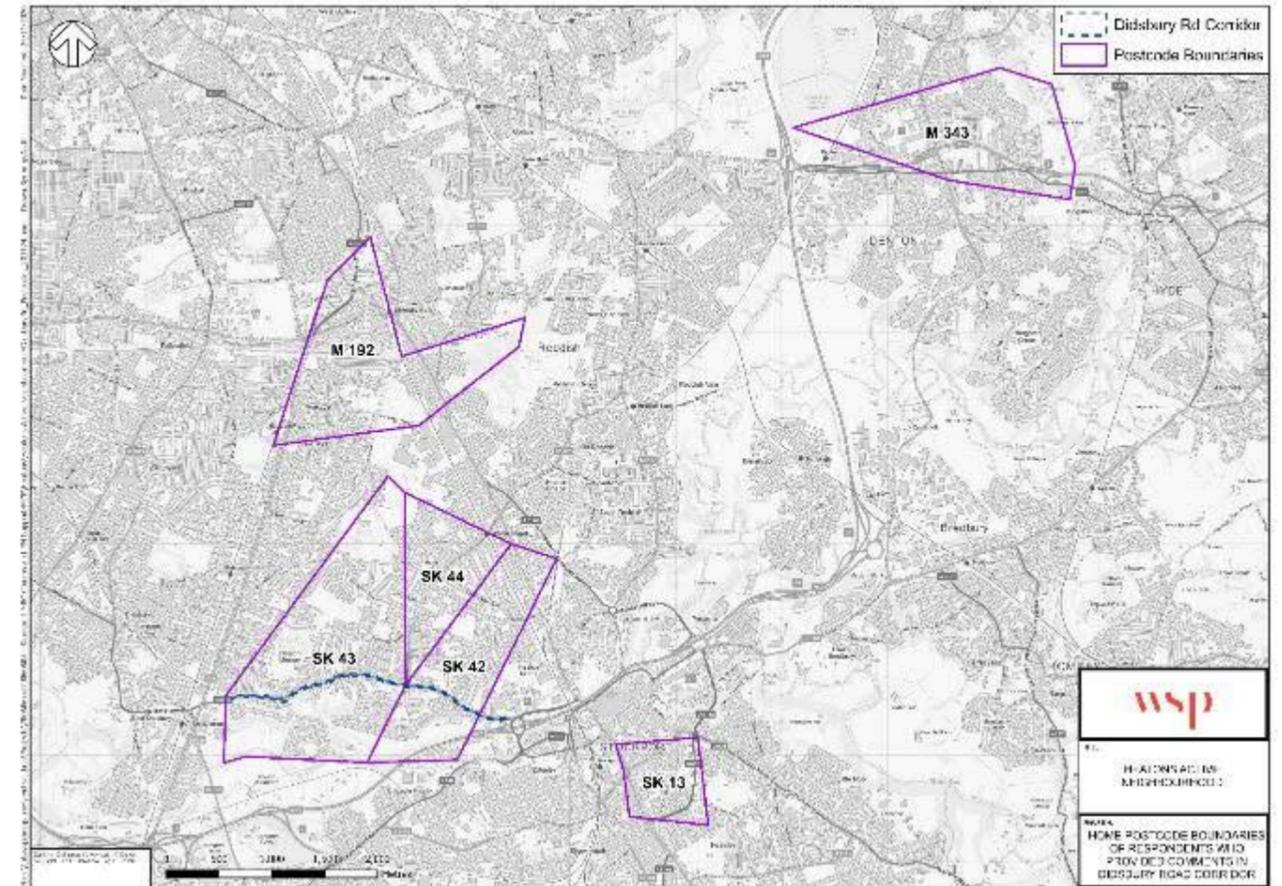
## DIDSBURY ROAD CORRIDOR

This chapter reports on pins dropped along the length of the A5145 Didsbury Road between Burnage Lane and Pyramid Roundabout as displayed in Figure 8.



**Figure 8 - Didsbury Road corridor**

Figure 9 displays the home postcode boundaries of the respondents who provided the comments listed in Table 3.



**Figure 9 - Home postcode boundaries of respondents who provided comments in the Didsbury Road corridor**

**Table 3 – Didsbury Road comments**

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Traffic	Recommendation to remove the bus lane so people can turn left at Parrs Wood. The bus lane causes traffic, which increases pollution.	SK4 2	4	Improve junctions for traffic
2	Walking, Safety, Cycling, Traffic	It is difficult to cross the end of Burnage Lane safely from the path down to the Metrolink stop. You cannot easily see traffic coming around the corner from Parrs Wood Lane. It is also difficult to get out of the end of Burnage Lane to get to the cycle path on the other side of Parrs Wood Lane, due to fast moving traffic. This junction needs to have traffic lights installed.		7	Slow down traffic, Improve junctions for traffic, New/ safer crossings, Protected space for cycling
3	Safety, Cycling	Crossing Parrs Wood Lane feels unsafe due to the volume and speed of traffic.	M3 5	0	Protected space for cycling, Enforcement, New/ safer crossings, Better lighting, Less traffic
4	Safety	Recommendation for better segregation between cyclists and pedestrians. Cyclists can reach quite a speed heading downhill. The tunnel under Didsbury Rd can be a magnet for litter, broken glass, anti-social behaviour and drug use.	SK4 3	3	(no entry)
5	Accessibility, Safety	A simple and low-cost solution is readily available to this problem, i.e. crossing Didsbury Road to the tram terminus - there is a pedestrian tunnel available just a few yards away, but no access. A sloping path between the TPT and the bus shelter could be developed through a new gap in the fence.	SK4 3	8	A gap in the fence, and a short connecting path are all that is required
6	Walking	The tunnel from Green Pastures walkway to the Metrolink stop has broken glass which is not good for cyclists, dogs or children. It is used regularly by druggies and dealers. Needs more regular cleaning and policing.	SK4 3	1	Enforcement, Better maintenance
7	Walking, Cycling, Bus Travel, Accessibility	It is necessary to cross the 'extremely busy and dangerous' Burnage Lane / Didsbury Road junction to access Metrolink from the nearest bus stop. Beneath the junction is a tunnel and footpath but there is no access to it from the bus stop. The respondent warns that a 'serious accident will occur at this junction soon' and describes it as an 'accident waiting to happen'.	SK4 3	22	New/ safer crossings
8	Accessibility	Blocking the Cloister Rd / Didsbury Rd junction will stop vehicles cutting through and speeding in this 20mph zone. Children will be able to play safely, and it may reduce vehicle crime.		2	Less traffic, Block the road
9	Traffic, Car Travel, Cycling, Driving	Didsbury Rd is a pinch point in the vicinity of the Dog & Partridge. Traffic seems fast and squeezes past cyclists at the crossing. However, crossing the road takes a long time due to limited breaks in the traffic.	M34 3	15	Less traffic, Slow down traffic, Enforcement
10	Cycling, Safety	This is a busy thoroughfare for cyclists. Protected cycleways would be ideal to protect vulnerable people from vehicles.	M19 2	7	Better road and street signs, Protected space for cycling, Enforcement
11	Cycling, Safety	Coming home from Burnage up this road is scary at times as there's not enough room for cycling.		18	Protected space for cycling, Slow down traffic

12	Driving, Traffic, Walking	It is very hard to cross the road as a pedestrian/cyclist at the junction of Harwood Rd / Didsbury Rd. Traffic is very busy on Didsbury Road, and the crossing island is located in the 'wrong' place, so you cannot join the TPT until much further down Didsbury Road. As a driver, it is difficult to turn right onto Didsbury Rd, and this will only get worse if the houses planned on the old driving range are built.		2	Improve junctions for traffic, New/ safer crossings
13	Cycling, Walking	The Harwood Rd / Didsbury Rd junction obstructs an otherwise safe and useful walking and cycling route. It can be very difficult to cross Didsbury Road here on foot or by bike unless the traffic is stopped by congestion, and even then, motorcycles come through at speed. Perhaps a joint cycle / pedestrian crossing could be placed here.	SK4 3	3	New/ safer crossings
14	Car Travel, Walking, Driving, Safety	Planned new increased housing development on Cranford Golf Range, Harwood Road will increase traffic by up to 200 cars at this junction each day. This will not be safe in terms of potential accidents, air pollution etc.	SK4 3	13	Less traffic, Slow down traffic, New/ safer crossings, Improve junctions for traffic
15	Safety, Air quality, Traffic, Cycling	Didsbury Rd is very busy, narrow past M&S garage, has terrible air quality and yet there is a proposal to add 100 extra cars twice a day from the Cranford Golf residential development all passing through this junction. Plus, increased cycle traffic from the proposed cycle route crossing Didsbury Rd here.	SK4 3	3	Reduce pollution, Protected space for cycling
16	Air quality, Safety	Already difficult to turn out of Harwood Road but planned housing development at Cranford Golf Range will cause this junction to become busier and unsafe in terms of pedestrians and air pollution.	SK4 3	7	Fewer vehicles, New/ safer crossings, Less traffic
17	Green spaces, Air quality, Bus Travel	This is a large area where trees and shrubs could really improve the quality of the environment funding is already available for such initiatives through Gov UK Trees for Climate, Northern Forest 2, etc	SK4 3	7	More trees and green space, Better maintenance, Reduce pollution
18	(no entry)	Good bus lane section (pin is located between Station Rd and Grundy St), however the end of this short bit of road forces the cyclist out and who has right of way?	M34 3	4	Fewer vehicles
19	Parking / loading	There are many illegally parked cars for a short amount of time while people use local shops etc. It is a busy place with many children crossing; it feels like an accident waiting to happen. The parked cars on double yellow lines obstruct drivers views when turning on to or from Didsbury Rd into Greenbank Ave. There is parking in the car park.		2	Stricter enforcement to rules (more traffic wardens or cameras) to avoid potential accidents.
20	Parking / loading	Cars are consistently parked on double yellow lines at the junction of Greenbank Ave / Didsbury Rd and there is no parking enforcement. This also means it is difficult for local residents to gain access, there is large amounts of litter and it is dangerous to cross.	SK4 3	2	Enforcement
21	Safety	The traffic lights (down from The Crown pub) take too long to change once pressed by a pedestrian.	SK4 3	7	(no entry)
22	Driving, Walking, Safety	This crossing is dangerous because it's far too close to Mersey Road. Drivers exiting Mersey Road and turning right during congested times are often looking for a gap in the very busy traffic. The respondent reports several occasions where drivers have gone through a red signal while pedestrians have been crossing Didsbury Rd. The crossing outside the McColls shop is also mentioned.	SK4 3	7	New/ safer crossings, Improve junctions for traffic, Fewer vehicles, Protected space for cycling, Slow down traffic, Less traffic
23	Cycling, Walking	Whilst recognising that traffic flow needs to be supported, making this crossing (near Mersey Rd) respond to pedestrians/ cyclists crossing quicker would be fairer and also support cars trying to turn out of Mersey Rd. The same issue applies at the crossing between the shops and car park in Heaton Mersey village. Excessive waiting times at busy periods.	SK4 3	12	New/ safer crossings

24	Traffic, Parking / loading, Cycling	Trying to get out of Richmond Rd safely is difficult. Parked vehicles reduce visibility. The junction is dangerous for cyclists, and cars.	SK4 3	7	Fewer vehicles, Less traffic, Protected space for cycling, Slow down traffic
25	Air quality, Driving	This stretch of Didsbury Road (in the vicinity of Richmond Rd) sees cars speeding. There used to be a speed indicator sign to show drivers their speed, but this has been taken down. Didsbury Road should be 20mph limit because it runs through a residential area and there a number of schools. The current cycle path along Didsbury is a) intermittent b) isn't protected and c) gets blocked by parked cars.	SK4 3	2	Less traffic, Better road and street signs, Protected space for cycling, Slow down traffic
26	(no entry)	There is a traffic island here (between Cavendish Rd and Parrs Mount Mews) to help people cross the road. This is frequently used by children/families to cross Didsbury Road to get to school. Why not install a proper crossing here? I have seen so many near misses here through bad driving, speeding etc.	SK4 3	0	Enforcement, New/ safer crossings
27	Safety, Traffic, Walking, Driving, Accessibility, Signage	Awful parking/driving by some parents to Didsbury road primary school - parking enforcement needed at drop off/pick up time.	SK4 3	5	Less traffic, Enforcement, Fewer vehicles
28	Air quality, Safety, Driving, Street Furniture, Traffic	Congestion is very heavy during normal (non Covid) times resulting in high levels of pollution. When it's less busy cars travel far in excess of the 30mph limit despite the (sometimes working) speed indicator. I have witnessed some very dangerous driving on Didsbury Rd. There is also too much unnecessary signage cluttering the road along its entire length but especially by the shops in Heaton Mersey. Cycling can be dangerous especially at the Didsbury Road / Highfield Rd junction where the widened pavement forces cyclists out into the traffic when cars are overtaking.	SK4 3	7	Less traffic, Enforcement, Protected space for cycling, Less clutter, Fewer vehicles, Slow down traffic
29	Traffic	The traffic lights are in the favour of cars, it should be for pedestrians primarily. They take a long time to change to red once the button has been pressed and they are not on for long once the green man displays.	SK4 3	2	Slow down traffic
30	Cycling	There is a painted cycle lane along part of Didsbury Road (near Didsbury road Primary School) that stops abruptly, is too narrow and is overhung by brambles in places. It encourages cars to pass too close and cut in when the lane stops. There are parts on both sides of the road where it is a shared space with pedestrians, needs to be some consistency as currently cyclists leave and re-join the carriageway when using the cycle lane, and the parts on the main road are too narrow.	SK4 4	18	Slow down traffic, Protected space for cycling
31	Walking, Safety	Pavement is very wide which is great as there are lots of school pedestrians. but pavement always flooding, Bushes and hedges overgrown reducing size of pavement, cars sometimes park on pavement.	SK4 3	3	Better maintenance, Enforcement
32	Cycling		SK4 3	2	Protected space for cycling, Less traffic, Fewer vehicles
33	Cycling, Traffic	There is a cycle lane along Didsbury Road but it's not safe as it's just painted lines, which cars park on along the route. Traffic and pollution levels are high, and vehicles travel at high speed along here, and it's not a safe or pleasant space for walkers and cyclists. A separated cycleway along Didsbury road would greatly improve links between Parrs Wood and Stockport, as well as making it easier to travel throughout the Heaton's. It would also free up space for walkers on the River Mersey path, as cyclists often use the river path instead of risking the roads.	SK4 3	8	Fewer vehicles, Slow down traffic, Protected space for cycling
34	Air quality, Cycling, Walking, Traffic	Looking at other comments along Didsbury road its apparent that there are lot of people who feel the same way about this road as I do. There is far too much traffic and congestion, causing too	SK4 3	1	Less traffic, Better maintenance, Protected space

		much noise and pollution. A totally inadequate cycle lane, poor junctions and crossings. In the times when the traffic is light cars speed down here with absolutely no enforcement of the speed limits. This road should be re-balanced in favour of pedestrians and cyclists starting with a 20mph speed limit, protected cycle lanes and better walking routes and crossings. It's the key road in the Heaton's so improvements he will have a big impact.			for cycling, New/ safer crossings, Reduce pollution, Slow down traffic, Enforcement, Fewer vehicles, Wider pavements, More trees and green space
35	Driving, Safety	Cars speed along this road all day and night. Many of them seem to turn into Lodge Court where I have seen what I am fairly sure is drug dealing taking place. Respondent suggests a speed camera or speed bumps are needed.	SK4 3	5	Slow down traffic, Enforcement
36	(no entry)	This junction is a rat-run for people dodging the Mauldeth road traffic lights. As well as this, the cycle path goes across this junction, and I honestly never feel particularly safe crossing, due to traffic coming from (potentially) 4 different directions, often at quite 'casual' speed.  If it were filtered for cars here, it would stop the rat-running, and improve the cycle path along Didsbury Rd.	SK4 3	16	New/ safer crossings, Improve junctions for traffic, Wider pavements
37	Parking / loading	The habits of parents dropping off and picking up kids from this school are selfish and dangerous. Didsbury Road and the adjacent service road are full of cars parked half on the pavement. Parents need to be fined for waiting outside the school. There is plenty of parking on streets within a few minutes' walk.	SK4 3	6	Better routes to schools, Enforcement
38	Cycling, Accessibility, Walking	The modal filter at the end of Queens Drive was installed many years ago and provides a very useful quiet route towards Heaton Moor Top. However, it needs to be redesigned to make it easier to cycle through, with dropped kerbs. In addition, it needs parking restrictions to prevent vehicles from parking right the end of the road. This would also make it a nicer space to walk/cycle and maybe it could actually be made into a pocket park!		2	Protected space for cycling, dropped kerbs, places to sit
39	Cycling	Didsbury Road has a partial cycle lane. It would be great if this were more extensive and on both sides of the road. Also, if cars could be prevented from parking across the cycle lane - it's often completely blocked with parked cars during school drop-off and pick-up.	SK4 2	12	Protected space for cycling, Less traffic, Fewer vehicles
40	Cycling, Parking / loading, Traffic	The cycle lanes all along Didsbury Road are very poor. Much of the time they are blocked by parked cars which makes it dangerous to even attempt to use the short bits that aren't blocked. The road surface in many places is also terrible quality and bumpy to ride on.	SK1 3	13	Less traffic, Protected space for cycling, Fewer vehicles
41	Traffic, Car Travel, Safety	The Didsbury Rd / Bankhall Rd junction is messy, even the commonplace map is not an accurate representation of traffic flow. Turning right into Briars Mt is dangerous as the turn is "blind" if there is traffic in the right filter lane heading westward. Cars often jump the lights endangering pedestrians and cars. There is often broken glass from minor bumps on the road as well as a number of more serious accidents in recent years.	SK4 2	2	Improve junctions for traffic
42	Driving	There have been comments about making Bankhall Road one way (with which I agree) but as traffic can only turn left onto Didsbury Road, this might cause drivers to do dangerous U turns after they've gone through the junction. A right-hand turn onto Didsbury Rd might be needed.	SK4 4	2	Improve junctions for traffic
43	Signage, Walking, Car Travel, Driving, Air quality, Bus Travel, Traffic, Safety	Traffic constantly ignores the red light, making it dangerous to turn right off Didsbury Road onto Briars Mount. Pedestrians find it difficult to cross here due to lack of respect from car drivers who do not always stop when lights are red.	SK4 2	1	Slow down traffic, New/ safer crossings, Protected space for cycling, Fewer vehicles, improve junctions for traffic,

					Reduce pollution, Enforcement, Less traffic
44	Driving, Green spaces, Traffic, Safety, Cycling, Signage		SK4 3	4	Protected space for cycling, Slow down traffic, Enforcement, less traffic, Better road and street signs, more cycle parking, Space for parking / loading, Fewer vehicles, Making Bike Lanes Clear by Painting them Green Along the Entire Route
45	Walking, Safety, Driving	People often turn right out of Branksome Road and go straight through the red light, either because they cannot see it or ignore it. On many occasions I have had to remind people to look at the red light so my family, who are obeying the Highway Code and crossing when the green man is visible, are not injured.	SK4 2	12	Slow down traffic, New/ safer crossings
46	Cycling, Walking		SK4 4	11	Remove the inaccessible cycle barrier here
47	Driving, Safety, Traffic, Accessibility	Enable vehicles to exit onto Didsbury Road from neighbouring roads. Most vehicles use Park Drive as you can exit to the centre of Didsbury Road enabling you to turn right. This is also the same for Langham Rd.	SK4 2	4	Improve junctions for traffic, Better maintenance
48	Driving	Park Drive is unsafe to cross and to exit your drive due to the amount of vehicles parking on here who are not residents that live on the road it also has a speeding issue when Didsbury Road is congested. Drivers will speed down the bus lane and on to Park Drive.	SK4 2	6	Slow down traffic, Fewer vehicles, Enforcement
49	Traffic	It's hard to cross the road safely between Langham Rd and Crescent Park.	SK4 2	3	Reduce pollution, Wider pavements, New/ safer crossings, Less traffic
50	Driving, Parking / loading, Safety	Junction can be dangerous. Impossible to turn right so everyone uses Park Drive. Turning right off Didsbury Road can block traffic due to congestion in other direction.	SK4 2	0	Better road and street signs, Better maintenance, Slow down traffic, less traffic, Improve junctions for traffic
51	Traffic, Air quality	Didsbury road is unfortunately the shortest way to/from the highway to Didsbury when living East and North Manchester. An alternative should be found as there is the highway so nearby.	SK4 2	0	Protected space for cycling, less traffic, Fewer vehicles, Enforcement, Better road and street signs, more trees and green space, Slow down traffic, Better maintenance, Reduce pollution
52	Littering	Littering should be punished with high fines. There is too much rubbish in general around Manchester but this part to Stockport centre is really bad. It would also be a lot safer for cars and bikes.	SK4 2	0	More public art, Enforcement, Hefty fines for littering

53	Traffic	It is difficult to cross Didsbury Rd from Craig Rd to Crescent Park because traffic is too fast.		15	Slow down traffic, Install Toucan crossing
54	Road condition	Road quality is poor creating excessive noise. Moreover, it's not very pleasant to cycle through as it is very bumpy.	SK4 2	2	Less traffic, Better maintenance, Better road and street signs
55	Driving, Traffic, Safety, Car Travel	As a resident on Didsbury Road with 2 young children, the speed which some cars come past my house is frightening! I understand it's a main road, but it gets extremely busy and not everyone adheres to the 30mph limit. I would love to see speed cameras or some other form of measure to keep drivers at the limit.	SK4 2	5	Less traffic, Reduce pollution, Fewer vehicles, Slow down traffic
56	Parking / loading, Traffic, Driving, Safety	Resident parking is insufficient. Move crossing to outside Co-op to create more parking. Traffic calming for cars coming off motorway - too fast.	SK4 2	3	More parking, Reduce pollution, Less traffic, Slow down traffic, Space for parking / loading
57	Parking / loading, Driving, Traffic	We need more parking spaces. Staff from Mercedes dealership are using our spaces. Residents parking permits would solve the problem.	SK4 2	2	More parking
58	Street Furniture	Stop people sitting on my wall and give them a bench down the road. I have people constantly sitting in my garden.	SK4 2	0	Less traffic, Fewer vehicles, Better bus service, Better street furniture
59	Cycling, Walking, Air quality, Safety	People speed off the motorway with little regard for cyclists or pedestrians. More designated cycling lanes on Didsbury road where cyclists are protected from vehicles.	SK4 2	9	Enforcement, Slow down traffic, Fewer vehicles, Reduce pollution
60	Traffic, Air quality, Green spaces, Safety			0	Less traffic, speed up traffic, Reduce pollution, Fewer vehicles
61	Cycling	Re-instate the cycle lane from the TPT crossing (Norris Hill) to the Green Lane shared pavement - it should not have been removed.		1	
62	Driving, Traffic, Safety, Car Travel	The speed limit is 30, constantly have people doing 60 down this road. Racing to get past others where the road goes from two lanes to one. No care or consideration of others.	SK4 2	1	Slow down traffic, Improve junctions for traffic
63	Cycling, Safety	There used to be a painted cycleway here but now it's gone. This section of road links the off-road cycle way that goes to Georges road to the new section that goes behind the new Mercedes garage on Brighton Road.		10	Protected space for cycling, Slow down traffic
64	Walking, Cycling	Not clear whether the official cycle route is on the pavement or not (it is further to the east where the pavement is wider). Walkers and cyclists sharing the same relatively narrow pavement is not ideal. Needs a protected space for cycling	SK4	3	Protected space for cycling
65	Traffic, Air quality, Bus Travel, Car Travel, Cycling	Should not have agreed planning permission for the Mercedes garage because it is close to the town centre.		0	New/ safer crossings, Wider pavements, Slow down traffic, Protected space for cycling, Better lighting, less traffic, Reduce pollution

66	Safety, Driving	Traffic is to fast there will be a serious accident we're two lanes become one. We have to reduce the volume of traffic using Didsbury road.	SK4 2	6	Slow down traffic, Less traffic, More trees and green space, Better road and street signs, Fewer vehicles
67	Driving, Safety	The speed of some of the cars coming onto Didsbury road is horrendous the way in which the road narrows at the point where we need to turn right into Bankfield Ave is so dangerous I'm surprised there hasn't been a fatal accident.		8	New/ safer crossings
68	Cycling, Walking	It's safe for as long as there are dividing lines, yet between the junction from Green Lane onto Didsbury Road, there are no lines, and pedestrians and cyclists are often confused about their placement. After crossing the junction, the sides switch and I have witnessed many people obviously walking in the wrong lane, wearing headphones, reading phones, and some cyclists continue the pace they had when in their designated lane, some speeding home from visiting Decathlon.  While I doubt there are likely to be many high-speed collisions, it could still happen due to inconsistent pavement markings so deemed it worthwhile to comment.	SK4 2	2	Better road and street signs, New/ safer crossings, Make it clear to all parties that the side of the pavement switches for pedestrians/cyclists after Green Lane
69	Walking, Air quality, Green spaces, Signage, Cycling	The approach for a bike could be significantly improved, more tarmac marks, lane widening etc. This is a key parallel route to the TPT to Stockport, cycling lanes, spayed cycling symbols on the flood and cycle path/path widening would go a long way here. What improvements did the Merc garage commit too through planning? i.e. S.106 and CIL, what happened to build back better! Since opening congestion has got worse.	SK4 3	3	More cycle parking, New/ safer crossings, less traffic, Dropped kerbs, More trees and green space, Wider pavements, Better lighting, Protected space for cycling
70	Traffic, Parking / loading, Walking	When the Royal Mail moved to Green Lane making its main building the increase in traffic has obviously got worse making Didsbury Road congestion worse than ever. Green Lane has very bad parking issues with vehicles parking on the pavement making it dangerous to walk on.	SK4 2	5	Fewer vehicles, Improve junctions for traffic, Better road and street signs, Less traffic

## A6 WELLINGTON ROAD NORTH CORRIDOR

This chapter reports on pins dropped along the length of the A6 Wellington Road North between the M60 and Crossley Road as displayed in Figure 10.

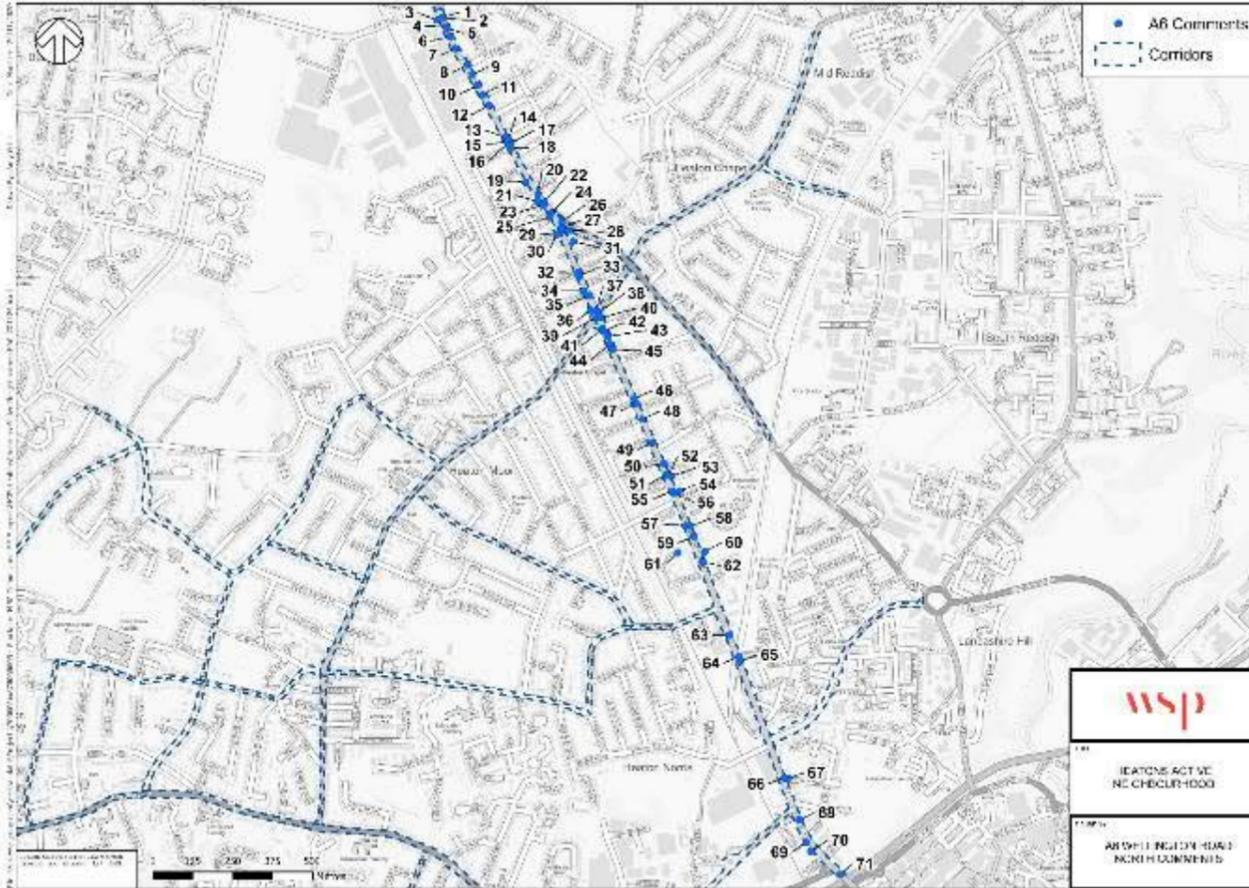


Figure 10 - A6 Wellington Road North comments

Figure 11 displays the home postcode boundaries of the respondents who provided the comments listed in Table 4.

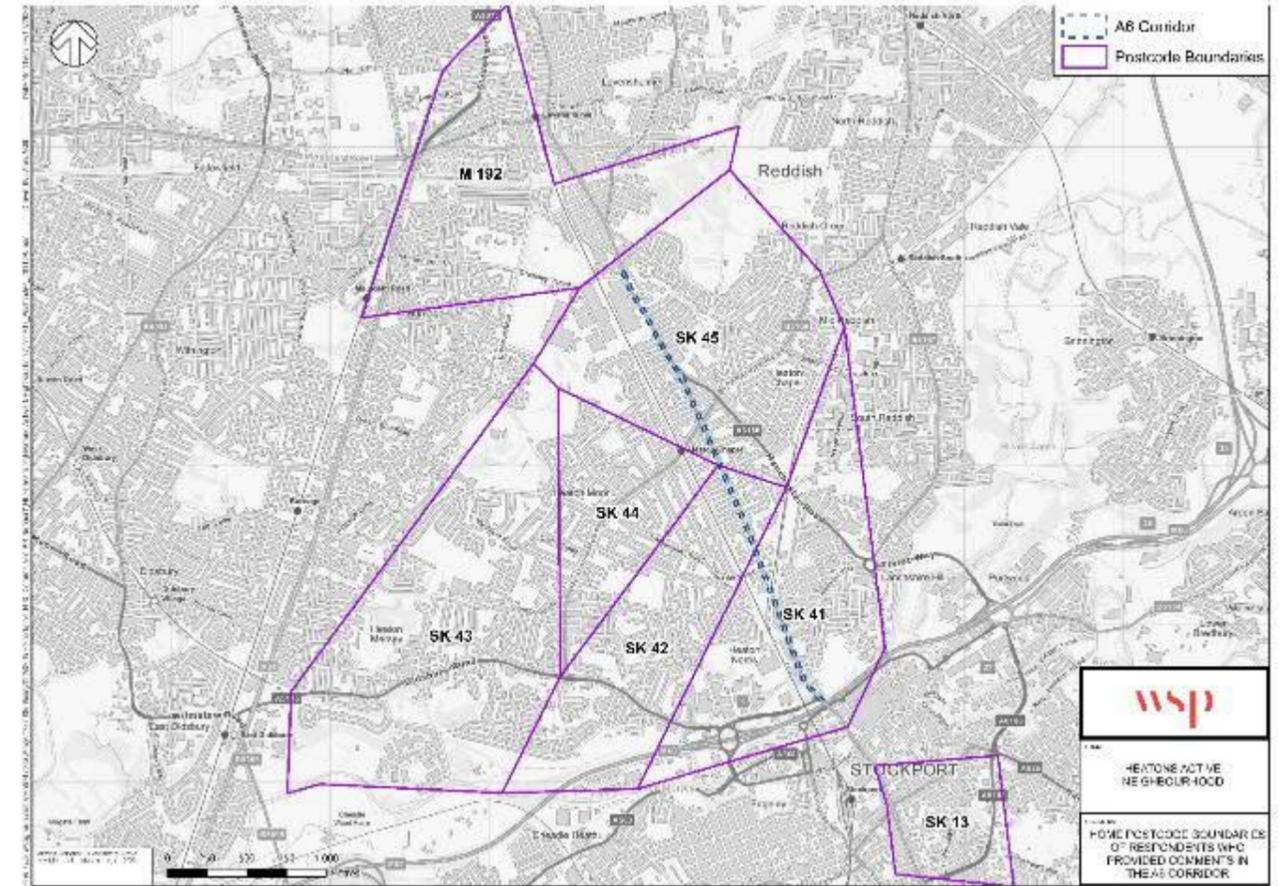


Figure 11 - Home postcode boundaries of respondents who provided comments in the A6 corridor

**Table 4 – A6 comments**

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Cycling, Traffic	Traffic turning right from the A6 into Crossley Rd consistently goes through a red light. Respondent believes a serious collision will occur at the junction.	SK4 4	3	Improve junctions for traffic, Enforcement
2	Cycling	Respondent would like protection for cyclists at the Crossley Rd / A6 junction.	M19 2	11	Protected space for cycling
3	Driving, Cycling, Safety	Respondent reports of regular bridge flooding.		0	
4	Signage	The A6 floods in the vicinity of McDonald's and McVities. The flood warning is lacking, and signage needs to be erected on both sides of the A6 before Crossley Road. Ideally have the sign flashing when it actually floods. This saves cars having to reverse on Crossley Road and keeps the A6 moving. There should be another sign on the opposite side of train bridge in to warn people in Burnage.	M19 2	4	Sign with flashing lights if flood on Crossley Road
5	Cycling	Why have SMBC concentrated on a pointless quiet cycle route to the centre of Stockport? Most people who cycle in the Heaton's cycle to central Manchester - so it would be far more useful (in terms of environmental benefit) to talk to Manchester council about improving cycle routes from the Heaton's or through Burnage or Lev/Longsight into town. No one cares about getting to Stockport town centre, why would anyone want to go there?		0	Fewer vehicles
6	Cycling	This is the last point at which cycling feels remotely safe riding in and out of Manchester on the A6. The road system is not fit for purpose beyond here, before arriving into the city centre.	SK4 4	10	Protected space for cycling
7	Safety, Driving, Traffic	The bus lane only operates in rush hour. This is the last point at which cycling feels remotely safe riding in and out of Manchester on the A6. The road system is not fit for purpose beyond here, before arriving into the city centre. Recommendation for the bus lane to be operational for 24 hours.	SK4 5	3	Enforcement, Protected space for cycling, 24 hr bus lane for cyclists
8	Driving, Traffic, Safety, Signage	Respondent is suggesting that the Weybrook Rd / A6 junction is dangerous due to the volume of traffic, cycle lane, bus lane and crossing. Suggestion to add traffic lights.	M19 2	2	Improve junctions for traffic, New/ safer crossings
9	Driving	The A6 is an excellent road for drivers connecting Manchester and Stockport.	M19 2	0	
10	Traffic	The Aldi junction suffers congestion.		0	Improve junctions for traffic
11	Safety, Car Travel, Traffic, Cycling, Driving	The Highbury Road / A6 junction is described as dangerous because pedestrians/runners cross without looking and due to the bus lane with cyclists. Turning from Highbury Road towards Stockport requires crossing two lanes of traffic and considering traffic from other nearby junctions. There have been many reports of accidents and respondent reports near misses as a pedestrian and car driver.		1	New/ safer crossings, Slow down traffic, Improve junctions for traffic
12	Cycling	The A6 is described as dangerous for cycling. Respondent would like segregated cycle infrastructure to connect the Heaton's through Levenshulme and Longsight to the city centre. If this cannot be achieved, then an alternative route should be found as the Fallowfield Loop to the Oxford Road Corridor is a substantial diversion on a bike.	SK4 5	13	Protected space for cycling

13		The shared cycling and walking path going south on the A6 near McVities needs clearer demarcations as some cyclists are going v quickly and it is frightening for older people and people with small children.	SK4 5	0	Better road and street signs, Better street furniture
14	Cycling	The existing pedestrian crossing between Milwain Drive and Alford Rd prioritises traffic, not pedestrians. It is a good way for cyclists heading south down the A6 to be able to cross the A6 to get to Alford Road and onwards to Heaton Moor. This crossing is not linked to any nearby junctions or traffic signals so the minimum time should apply to halting traffic to let pedestrian and cyclists cross. Instead pedestrians and cyclists are required to wait for ages as the traffic never lets up for the signals to detect a gap. The priority is wrong.	SK4 4	4	New/ safer crossings
15	Driving, Bus Travel, Safety, Traffic, Walking	Vehicles including buses go through the red lights on the pedestrian crossing between Milwain Drive and Alford Rd even when children are waiting to cross. Traffic approaches too fast and needs to be slowed down before this pedestrian crossing.		1	Enforcement, Slow down traffic
16	Safety, Driving	(no entry)	SK4 5	1	Slow down traffic, Better maintenance, Reduce pollution, Less traffic
17	Driving, Traffic, Air quality, Safety	This part of the A6 is treated like a racing track. You have people speeding to a ridiculous degree and using the bus lane to undertake.	SK4 5	2	Enforcement, Slow down traffic, Reduce pollution
18	Safety, Traffic, Cycling, Car Travel	By not improving cycle provision along the A6 you are risking people's lives.	M19 2	7	Protected space for cycling, Slow down traffic
19	Walking, Cycling, Green spaces, Safety	To access the Fallowfield Loop from the Heaton's you could go via Highfield Country Park but you need to cross the A6. I suggest a route using the rail crossing at Buckingham Road. You need to provide a crossing on the A6 and marked route to access Highfield Park.	SK4 4	8	New/ safer crossings
20	Traffic	Tesla lorries park in the bus lane.	SK4 5	2	
21	Safety	There needs to be more crash barriers outside of St Thomas' C of E School and St Thomas' church.	SK4 4	6	More crash barriers
22	Cycling	(no entry)	SK4 5	15	Better routes to schools, less traffic, more trees and green space, Reduce pollution, Protected space for cycling
23	Traffic, Safety, Walking	It would be good to know if a reduced speed zone could be introduced around school times and a crash barrier alongside the pavement. The speed of traffic on the A6 is scary, with cars often undertaking in the bus lane right outside St Thomas' C of E Primary School.	SK4	3	Slow down traffic
24	Walking, Safety	A street barrier is needed along this part of the A6. The route is busy with primary school children from St Thomas'. Buses and traffic travel very fast here while kids with scooters/bikes and parents with prams walk to school.	SK4 4	4	Better street furniture, Protected space for cycling, Better routes to schools, New/ safer crossings, Wider pavements
25	Speed camera needed or speed restriction	A speed camera or speed restrictions are required outside St Thomas' School.	SK4 5	9	

	especially at school times				
26	Driving, Cycling, Safety, Street Furniture	The A626 / A6 junction is described as terrible for cyclists because the lanes are too tight.	SK4 5	6	New/ safer crossings, Better road and street signs, Improve junctions for traffic, Better street furniture, Protected space for cycling
27	Cycling	The A6 route from Manchester to Stockport needs a dedicated and protected cycle route to really convince commuters to cycle and not drive. Something similar to Manchester's Oxford Road.	SK4 4	3	Protected space for cycling
28	Cycling	The A626 / A6 junction is described as dangerous for cyclists using the cycle lane on the A6 as cars can overtake and cut across them to go down Manchester Road.	SK4 5	7	Protected space for cycling, Slow down traffic
29	Traffic, Safety, Parking / loading, Walking, Cycling	The Ellesmere Rd N / A6 junction should be closed to traffic. It was closed during gas pipe work recently and worked very well to reduce the rat run. It also reduced problem parking from takeaways and made a safer school route to St Thomas. Safer conditions for children in the street.	SK4 4	5	Reduce pollution, Fewer vehicles, Better routes to schools, Protected space for cycling
30	(no entry)	Parking along this route, in the vicinity of Domino's, is constantly problematic from delivery drivers and customers from the takeaways. They park over peoples driveways and on double yellows lines, not making it safe to cross with young children. It would really help Ellesmere Rd N if the junction was closed off. Safer for school children too.	SK4 4	6	Enforcement, Fewer vehicles
31	(no entry)	<p>You have a death wish if you want to cycle down the A6 between Stockport and Manchester. The only route that's safe is the Fallowfield Loop and that's a bit of a diversion. Cycling through Levenshulme and Longsight especially is a nightmare as well as anywhere near the Crossley Road junction. It's all very dangerous.</p> <p>If you're going to be serious about cycle routes, then you have to invest in off road stuff and promote it. Or completely isolate traffic from cyclists in some way. It's no good doing what they did a few decades ago and painting cycle lanes on the road just for statistical and political gain. You have to understand cycling behaviour and culture.</p>	SK4 5	18	Better street furniture
32	Cycling, Walking, Safety	<p>Respondent suggests adding a toucan crossing over the A6 between Heathfield Ave and Cambridge Rd.</p> <p>It's quite a long way to a safe crossing point of the A6 - this is a useful link between two quiet roads, particularly if heading to Heaton Chapel station, via the accessible route down to the platform.</p>		5	New/ safer crossings, Protected space for cycling
33	Traffic	The parking bay on the A6 here often has cars parked at the end of the bay on the pavement - this obstructs the view south from the junction when trying to leave Heathfield Avenue.		4	Enforcement
34	Bus lane	Respondent described bus lanes as a 'nightmare', causing traffic congestion all down the A6, often 5 buses one behind the other, one pulls in to pick up and the other 4 try to pull out into the car lane causing longer tail backs and congestion. Poor cyclists trying to get by the buses take their lives in their hands. Motorcycles should also be able to use bus lanes.	SK4	1	Less traffic
35	Safety, Cycling, Air quality	Main roads in general are ok for cars but the sides are problematic for cyclists who are trying to stay out of the way of cars.	SK4	3	Protected space for cycling, Better maintenance
36	Cycling, Rail Travel, Walking	It is possible to cycle to Manchester or Stockport along pleasant safe routes without going on the A6 – but it takes twice as long. Compared with some of the other radial routes, the A6 is almost	SK4 4	2	Protected space for cycling, Fewer vehicles, Better rail

		devoid of trees or green space. It is very busy and not good for walking or cycling. If the trains and (non-polluting) buses were reliable and frequent then there would be no excuse for so much traffic.			service, Less traffic, More trees and green space
37	Driving	Please could traffic engineering look again at this junction to assess whether it could be redesigned to provide a legal turn from Wellington Road southbound into Heaton Moor Road. The junction is quite large here and I'm sure some imaginative design could accommodate it. Currently residents of roads between the A6 and railway line, north west of this junction, suffer considerable traffic travelling from the A6 towards Heaton Moor, as the signposted route down Manchester Road - School Lane - Heaton Moor Road is time-consuming.	SK4 4	7	Improve junctions for traffic
38	Safety	The crossing on the A6 across to Donatello's is dangerous - cars cut the red lights turning left and right from the side streets onto the A6. Traffic travels particularly fast from School Lane.	SK4 5	1	Slow down traffic, New/ safer crossings
39	Cycling, Walking, Safety	The B5169 / A6 junction is a major barrier for walking and cycling between Heaton Chapel and Heaton Moor. The pedestrian crossing here is poor – it only covers two arms of the junction, is indirect and takes far too long. The other junction arms put you in danger as there is no time for you to cross without traffic coming at you. This junction is also poor for cycling, with dangerous overtakes and aggressive lane changes all too common.  A CYCLOPS junction, now being introduced across Greater Manchester, would resolved many of these problems. It would provide protected crossings on all arms of the junction for both pedestrians and cyclists, making it much more pleasant to cross and linking the School Lane shopping area with Heaton Moor Road.	SK4 4	42	Protected space for cycling, Slow down traffic, New/ safer crossings
40	Accessibility, Walking	Pedestrian crossing is in place on one side of the B5169 / A6 junction only at the moment, this makes access to businesses on School Lane difficult as it involves lengthy detours in order to cross very busy roads at designated crossing points. Many people choose to cut the corner off the lengthy detour on the A6 crossing, putting pedestrians and road users at risk. Traffic on A6 travelling towards Stockport goes from 2 lanes to a single lane and bus lane just after the crossing, leading to speeding traffic trying to skip the lights and get into the right-hand lane before the bus lane begins.	SK4 5	4	New/ safer crossings
41	Cycling, Traffic, Air quality	By not improving cycling provision all along the A6 you are risking people's lives.	M19 2	9	Protected space for cycling
42	Driving	The no-right turn at the Heaton Moor Road / A6 junction is dangerous and ill-thought out. I presume the no-right turn is to allow buses to get through quickly? Well, it is a very wide junction which easily would allow traffic to go left, straight on and right (it is possible to do all 3 coming the other direction). Look at what Manchester City Council have done so with a much smaller space in Fallowfield at the junction of Wilmslow Road and Moseley/Wilbraham Road. This route has many, many more buses.  The no-right turn means than many speeding motorists use Buckingham Road, Claremont Road or Heathfield Avenue as a rat-run. These roads are often full of children from St. Thomas's and other schools. How long until a child is severely injured or killed because of the no-right turn?	SK4 4	0	Improve junctions for traffic
43	Cycling, Bus Travel, Traffic, Air quality	Change priority so that bus lanes are 24/7. This will encourage their use by cyclists as commuters (assuming that the remainder of the A6 artery is also considered to encourage the use of public transport/taxis/car clubs/walking /cycling).	SK4 4	0	Protected space for cycling, Fewer vehicles, Reduce pollution
44	Cycling, Air quality, Traffic, Safety	Whilst I respect the Council's idea to create a quiet cycling route away from the A6, for most cyclists taking the shortest, direct route is more convenient. From Heaton Chapel to Stockport town centre the A6 is wide and has wide pavements also. There is a real opportunity to create fully segregated	SK4 4	5	Protected space for cycling, Slow down traffic

		cycleways on both sides. Only by seeing cyclists and infrastructure for cyclists on major routes will mainstream cyclists be catered for and car users encouraged to cycle and to respect cyclists.			
45	Cycling, Safety	The A6 is wide enough for protected cycle lanes, this would create a wonderful direct link into Manchester making it a key commuter route in and out of the centre.  By improving cycling along here, there's also potential to bring more people to Stockport via bikes, connecting it further with surrounding areas of Greater Manchester.	SK4 4	8	Protected space for cycling
46	Cycling	This is the main route from Stockport to Manchester. I commute to Manchester every day and as a result of feeling that the A6 is so unsafe to ride to work on I travel via Didsbury instead. The pavements are hugely wide almost all the way to Manchester with wide roads and as such a separate designated cycle lane would be greatly appreciated and I suspect very well used!  Nb. It would also be useful to extend this beyond Stockport in the direction of New Mills which has similar issues/ features.	SK4 2	16	Protected space for cycling
47	Walking	The lights on the pedestrian crossing between Langford Rd and Brackley Rd favour motorists. They can take an age to change for pedestrians. Please could they be made more responsive, to help prioritise pedestrians crossing the A6?	SK4 5	6	Quicker response when pedestrians push crossing button
48	Car Travel	Since the A6 has been re-tarmacked, the surface is terrible. It feels and looks like it hasn't been finished. The noise is louder, and the drive/cycle is much bumpier than it was before. Surely this is finished? If it is, it needs looking at again as it is a poor-quality road now.	SK4 2	3	More trees and green space, Slow down traffic, Enforcement, Protected space for cycling
49	Safety, Cycling	The width of this road is the size of some motorways. Plenty of room for protected lanes.	SK4 5	11	Protected space for cycling, Better road and street signs
50	Cycling, Accessibility, Safety, Car Travel	The council is promoting a parallel route between HC and Stockport town centre. I think the direct route along the A6 should be the priority for cyclists as well as cars/other vehicles.	SK4 4	3	Better road and street signs, Protected space for cycling
51	Cycling	A6 feels very dangerous to cycle. However, the pavements along the majority of A6 are fairly wide. Complete separation of cycling lane from the rest of the traffic is compulsory. Lines on the tarmac are not enough.	SK4 2	16	Less clutter, Protected space for cycling
52	Cycling	(no entry)	SK4 5	1	Protected space for cycling
53	Cycling	(no entry)	SK4 4	1	
54	Cycling	The A6 is a main route to Stockport for residents of the Heaton's but you risk your life on a bike.	SK4 4	4	More trees and green space, Protected space for cycling
55	Traffic	Average speed cameras would be good. As the road widens, vehicles treat the A6 as a speedway once they are past the current speed cameras. An average speed system (both ways) between the pedestrian crossing to the south of the Glenfield Rd junction and the School Lane traffic lights could resolve this. It's particularly unsafe for St Anne's school children.	SK4 2	7	Slow down traffic
56	Cycling, Safety, Traffic	Make the A6 safe for cycling with protected, segregated cycling lanes. Painted lines and parallel routes just don't cut it.	SK1 3	11	Protected space for cycling

57	Cycling	Respondent requests a safe, segregated cycle lane that follows a direct route rather than a parallel route that goes around the back of B&Q. The pavements and road along the A6 are wide enough to accommodate segregation.	SK4 2	1	Protected space for cycling
58	Driving, Bus Travel	Request for the bus lanes on the A6 to operate for 24 hours. Speeding drivers use them outside the rush hour to undertake. They make the road noisy and unpleasant thereby deterring cyclists. The A6 is described as a 'racetrack' at night.		0	Protected space for cycling
59	Cycling	The green paint is uncomfortable to ride on. The A6 had a good surface but has been covered with stone chippings.	SK4 2	2	Removal of green paint.
60		This is the widest pavement in Gtr Mcr I believe = surely there is room for additional smoother cycle space, trees as proposed by the Stockport council in 1947 ("as soon as the tramlines are removed!"), and the few pedestrians who walk this way.		0	More trees and green space
61	Car Travel	Respondent states that the traffic lights caused him/her to be late in picking up his/her partner from Whitehill Day Centre.		0	
62	Cycling	The A6 is described as 'far too dangerous for cyclists' so the respondent reports driving everywhere despite a desire to cycle for local journeys.  There are concerns regarding the width of the road through Levenshulme but the A6 has plenty of room for cycle lanes through Stockport. Most of the road has double lanes in each direction and the lanes are wider than they need to be. There is also lots of wasted space in places with unnecessary hatched markings.  Adding segregated cycle lanes down this road would be a game changer.	SK4 2	4	Protected space for cycling
63	Air quality, Traffic, Safety, Cycling, Driving	By not improving cycling provision all along the A6 you are risking people's lives.	M19 2	9	Protected space for cycling
64	Safety, Cycling, Walking, Air quality	The section of the A6 between Heaton Road and St Georges Road is a dangerous place to cycle. As a daily experienced cyclist, I refuse to cycle on this stretch of road as it is just too dangerous. Cars travel far too fast, no one seems to obey the 30mph speed limit and speeds in excess of 50mph are common as well as undertaking all of which pose a serious threat to both cyclists and pedestrians especially considering that from St Georges Road to Heaton Lan there is a blind summit by the old Mercedes Garage.	SK4 2	2	Slow down traffic
65	Cycling	Protected cycle lanes are needed along the full length of the A6.	SK4 5	16	Protected space for cycling
66	Car Travel, Safety, Driving, Cycling	The Church Road / A6 junction is described as 'incredibly dangerous' for drivers and cyclists. Respondent suggests adding a yellow box as 3 lanes of traffic need to be crossed.	SK4 1	1	Improve junctions for traffic, Protected space for cycling, New/ safer crossings, Better road and street signs
67	Traffic, Safety	Traffic speeds between Kingsgate House and National House. A yellow box is needed on the A6 as its difficult and dangerous for cyclists to turn right from Church Rd.	SK4 1	3	Slow down traffic, Enforcement, Better road and street signs
68	Cycling	Cycling would be safer with a separate cycle lane like they have in Holland, not a bus lane. Otherwise a lane on the pavement.	SK4 2	3	Wider pavements, Protected space for cycling,

69	Traffic, Safety, Cycling	On the uphill slope from the town centre to Heaton Norris, the bus lane is not in operation for 24 hours. Outside bus lane hours, some drivers use the bus lane undertake traffic in the main lane. They rapidly pass cyclists moving slowly uphill, passing very close. This makes cycling unsafe. As a cyclist I have personally had several near-misses here. Proposal: Bus Lane should be 24 hour on the sloping section.	SK4 2	5	Protected space for cycling
70	Traffic	Currently there is a bus lane that's used as a bus lane for 30hrs per week. For 138hrs it's not a bus lane and yet bad drivers fail to use it and drive dangerously in the outside lane. The outside lane isn't the lane we should be using.	SK4 3	1	
71	Cycling	Why is there no cycle link from top of Travis Brow link road down to Mersey Square? There is ample pavement width for shared use.		5	Protected space for cycling

## ALEXANDRA ROAD CORRIDOR

This chapter reports on pins dropped along the length of Alexandra Road between Green Lane and Heaton Road as displayed in Figure 12.



Figure 12 - Alexandra Road corridor

Figure 13 displays the home postcode boundaries of the respondents who provided the comments listed in Table 5.

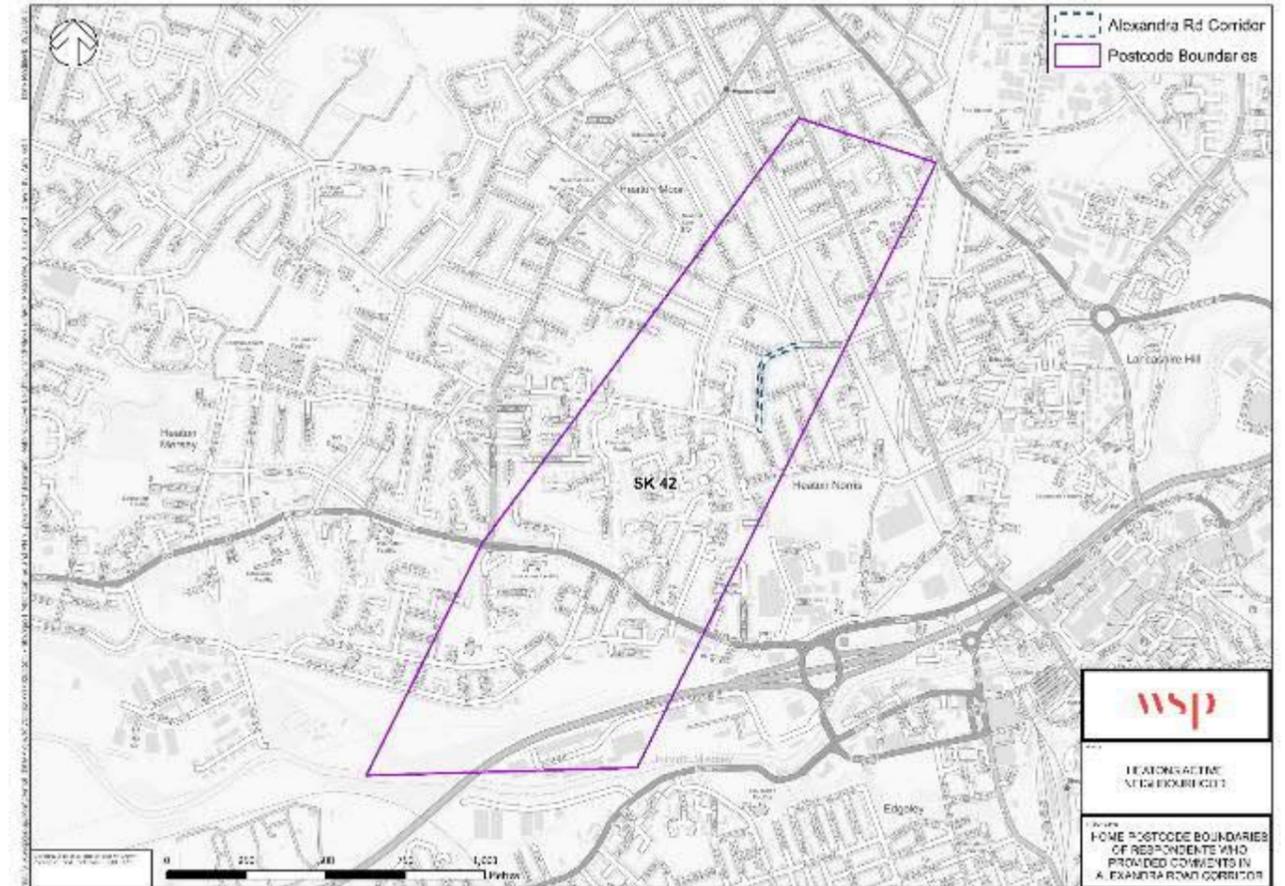


Figure 13 - Home postcode boundaries of respondents who provided comments in the Alexandra Road corridor

**Table 5 - Alexandra Road corridor comments**

<b>Pin Ref.</b>	<b>Theme / 'What are you commenting on here?'</b>	<b>Comment</b>	<b>Postcode</b>	<b>No. of Consultees in Agreement</b>	<b>'How could we improve things?'</b>
1	Safety, Cycling	Although during the day traffic is light down Alexandra Road during the rush-hour period it is used as a cut through road with traffic speeding along it. The current traffic calming measures are insufficient and should be strengthened especially considering that this is a popular route for children walking to Priestnall and Norris Bank schools.	SK4 2	1	Slow down traffic
2	Driving	Alexandra Road has for a long time been a cut through from the A6 to Heaton Moor Road via Green Lane. Whilst there are some traffic calming measures up towards Heaton Road it doesn't stop traffic bombing down to the corner on Green Lane. The immediate area needs making safer for walking and cycling so the local community can safely access the conservation area and the local school and sports club.	SK4 2	9	Slow down traffic, Less traffic

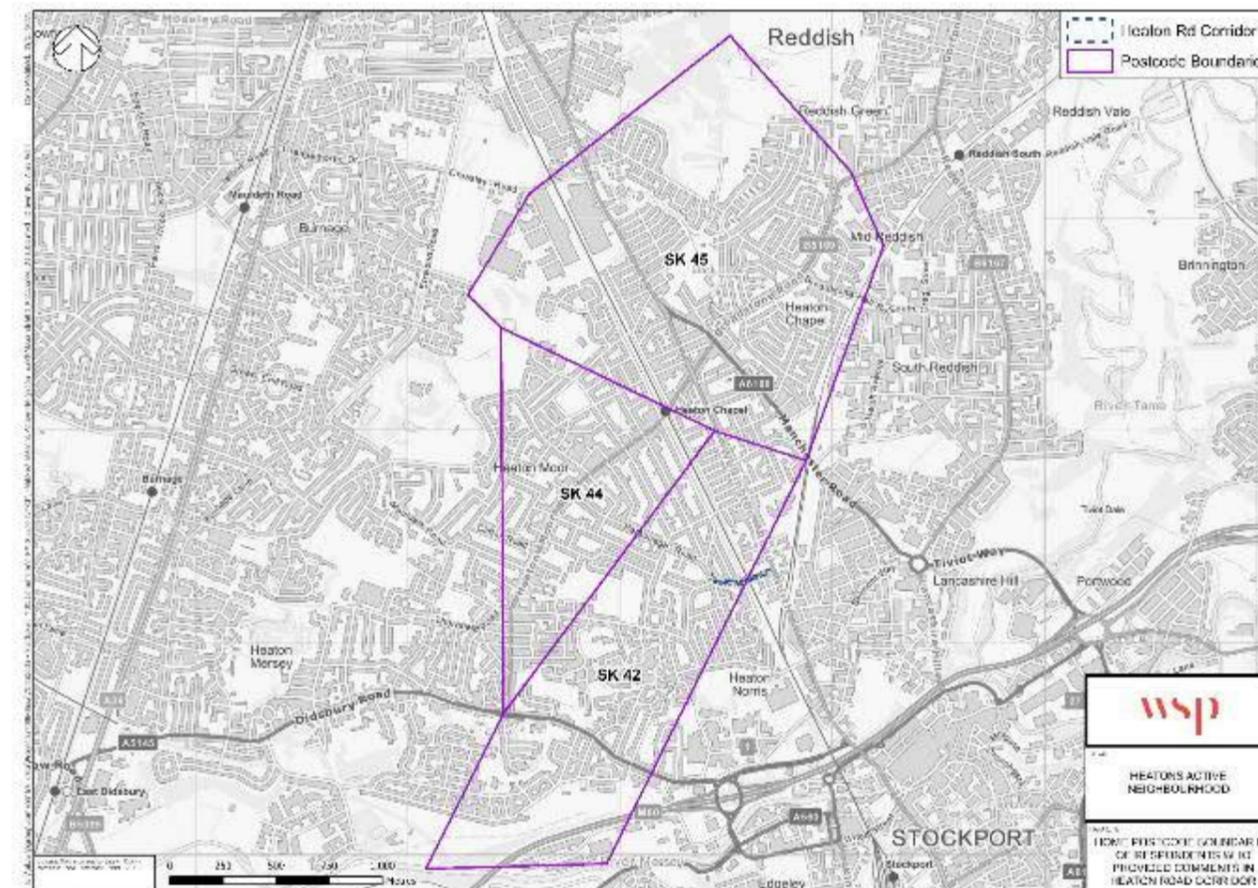
## HEATON ROAD CORRIDOR

This chapter reports on pins dropped along the length of Heaton Road between Alexandra Road and the A6 as displayed in Figure 14.



**Figure 14 - Heaton Road corridor**

Figure 15 displays the home postcode boundaries of the respondents who provided the comments listed in Table 6.



**Figure 15 - Home postcode boundaries of respondents who provided comments in the Heaton Road corridor**

**Table 6 – Heaton Road corridor comments**

<b>Pin Ref.</b>	<b>Theme / 'What are you commenting on here?'</b>	<b>Comment</b>	<b>Postcode</b>	<b>No. of Consultees in Agreement</b>	<b>'How could we improve things?'</b>
1	Walking, Cycling, Traffic, Driving, Bus Travel, Safety	<p>There are several comments throughout the area between Heaton Moor Road and the A6 about high levels/high speeds of through motor traffic/rat running. None of the streets in this area are designed for through traffic, so adding modal filters on one street could just move the traffic to another street which is also unsuitable.</p> <p>Why not solve the problem by adding both a modal filter at the Warwick Road bridge and a bus gate at the Heaton Road bridge?</p> <p>This would eliminate through motor traffic throughout the whole area, without needing many other interventions, making the area much safer for walking/cycling. Through motor traffic would then need to keep to the main roads instead (Heaton Moor Road/A6 or Heaton Moor Road/Didsbury Road). This would make for longer journeys by car, but streets across the area would be much less hostile so that people would feel safer switching to walking/cycling. Bus routes would be unaffected, and the whole area would still be accessible to residents by car.</p>	SK4 5	11	Less traffic, Add a bus gate at the bridge over Heaton Road
2	Walking, Traffic, Safety	Traffic along this road is very fast making it dangerous to cross the road. It's also difficult to see around the bends in the road so it's hard to see if there are cars coming.	SK4 4	6	New/ safer crossings, Slow down traffic
3	Traffic, Safety, Walking, Cycling	The traffic on this stretch of road has increased significantly over the last 10 years, during the am/pm rush hour in particular. Prior to Covid we have traffic jams outside of our house due to the traffic lights onto the A6. Sometimes we can't access our drive because of the standing traffic, which provides a pollution issue also. Vehicle speed is also a major concern at other times, and a number of children live on this section of Heaton Road.	SK4 2	3	Fewer vehicles, Slow down traffic

## GEORGE'S ROAD CORRIDOR

This chapter reports on pins dropped along the length of George's Road between the A5145 Travis Brow and the A6 as displayed in Figure 16.



Figure 16 - George's Road corridor

Figure 17 displays the home postcode boundaries of the respondents who provided the comments listed in Table 7.

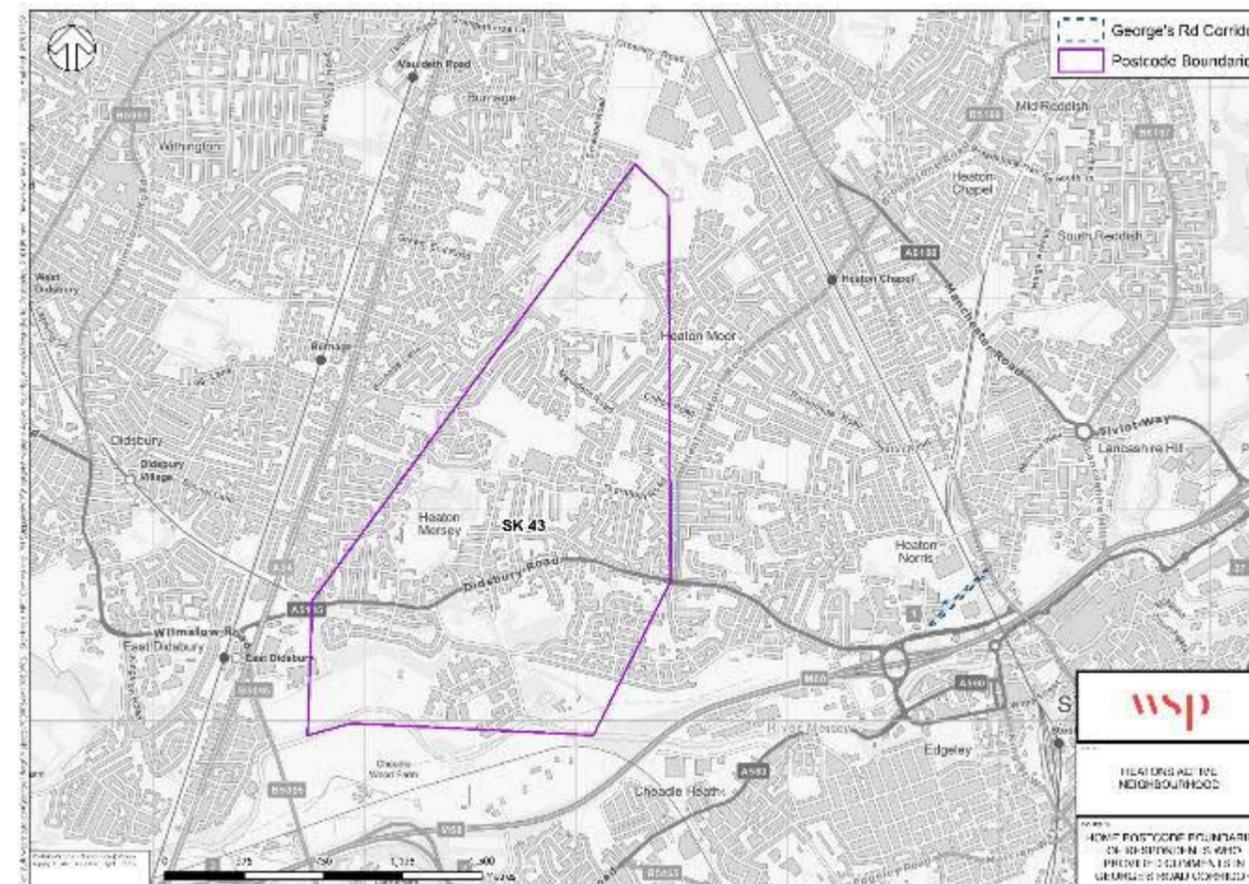


Figure 17 - Home postcode boundaries of respondents who provided comments in the George's Road corridor

**Table 7 – George’s Road corridor comments**

<b>Pin Ref.</b>	<b>Theme / ‘What are you commenting on here?’</b>	<b>Comment</b>	<b>Postcode</b>	<b>No. of Consultees in Agreement</b>	<b>‘How could we improve things?’</b>
1	Rail Travel	Heaton Norris Station is a great idea and one I have discussed with my partner as we've walked past. Can I make 2 other suggestions for rail travel but not in the Heaton's, 1, a station at Stepping Hill Hospital. 2, a station at The Etihad Stadium to link it on the existing line to Victoria Station. This is a line used once a week for passengers and in a major conurbation, we are supposed to be using more public transport I do hope this is implemented as it would be a great addition to our local network 😊	SK4 3	4	Better rail service
2	Accessibility, Cycling	The new cycle facility along Georges Rd is reasonably useful (if the vegetation is kept cut back), but at the junction of Wycliffe St, the dropped kerbs are not safe for cyclists and the junction needs to be made more cycle friendly.		2	Dropped kerbs, Protected space for cycling

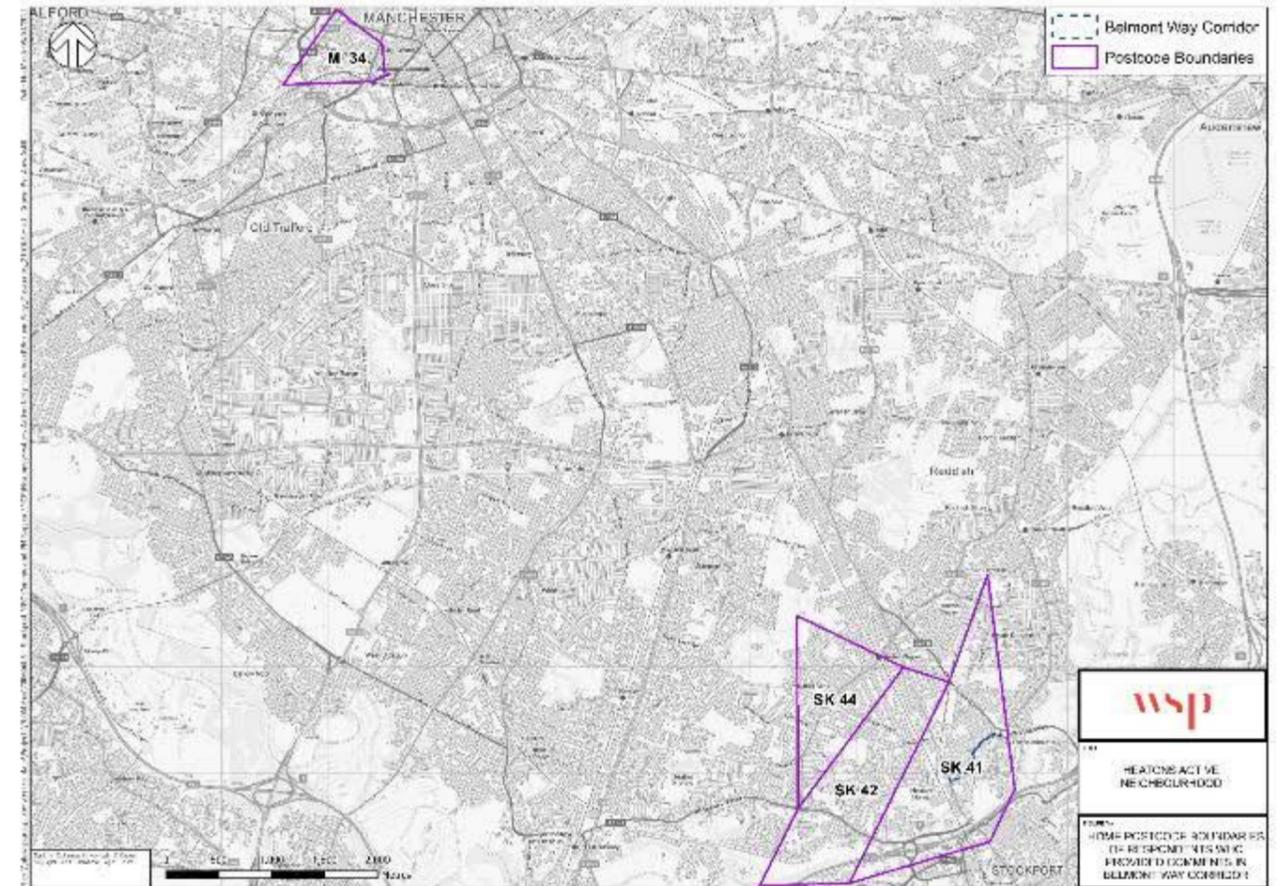
## BELMONT WAY CORRIDOR

This chapter reports on pins dropped along the length of Belmont Way between the A6 and the A626 Manchester Road / Sandy Lane / Tiviot Way / Lancashire Hill roundabout as displayed in Figure 18.



**Figure 18 - Belmont Way corridor**

Figure 19 displays the home postcode boundaries of the respondents who provided the comments listed in Table 8.



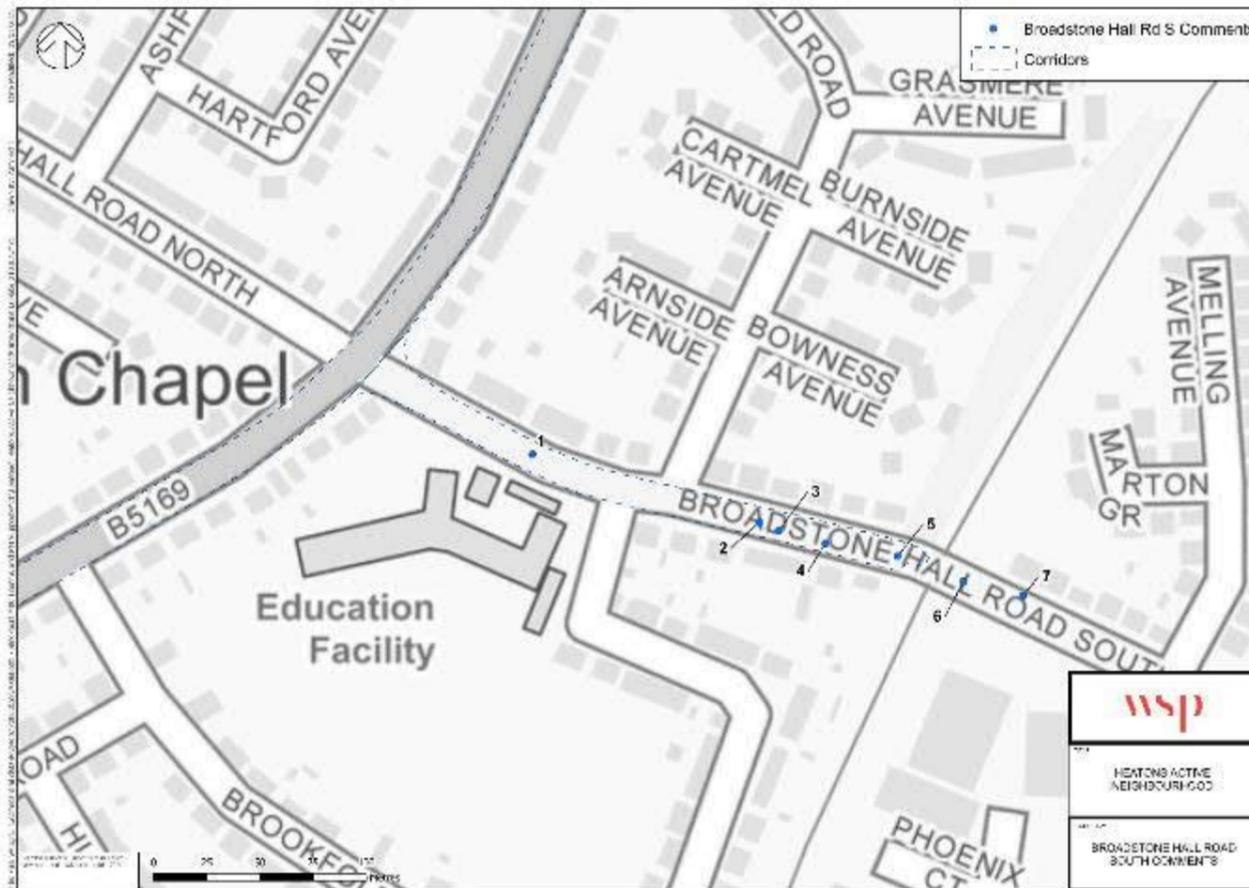
**Figure 19 - Home postcode boundaries of respondents who provided comments in the Belmont Way corridor**

**Table 8 – Belmont Way corridor comments**

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Cycling, Safety	The A626 Manchester Road / Sandy Lane / Tiviot Way / Lancashire Hill roundabout is very busy, setting off to join the traffic is not very easy and can mean it feels busy and unsafe.	M34 3	3	Protected space for cycling, Slow down traffic
2	Walking, Cycling, Accessibility	The existing cycle route across Belmont Way, using Grafton Street and Belmont Street, is not accessible to everyone because of the cobbles on Belmont Street.  One solution would be to move the crossing to the junction of Meal Street and Ince Street. This would improve accessibility while not affecting the cobbles.	SK4 4	0	New/ safer crossings
3	Cycling	It would be great to have a modal filter at the junction of Belmont Way / Belmont Street. Cobbled street isn't wonderful to cycle on. Cycle path passes along a street used for parking for local mill.	SK4 2	2	
4	Walking	Too many parked cars make visibility poor to cross the top of Belmont Street. Also, cars drive too fast on this street. Also parked cars near junction make driving difficult too.	SK4 1	4	Slow down traffic, Enforcement
5	Parking / loading, Walking, Safety	Too many cars parked on Belmont Street near junction with Belmont way. Also, Clement street junction. Makes it difficult for cars to get through safely. Very difficult for pedestrians to cross this end of Belmont Street safely.		0	Fewer vehicles, Improve junctions for traffic
6	Cycling, Safety, Walking	What is the point of having a Toucan crossing on Belmont Way, when there is no cycle parking at the shopping precinct? The Toucan crossing just leads to muddled shared space into the car park. But there is no-where obvious to actually chain up your bike!!!!		2	More cycle parking, Protected space for cycling
7	Safety, Cycling	Belmont Way is horrible to cycle up, as traffic is very fast. There is plenty of space along most of it to sort out a separate off road/quiet cycleway, which would link across the A6 from Bowerfold Lane. The alternative is a poorly signed and convoluted indirect trip through various backstreets.		3	Protected space for cycling, Slow down traffic

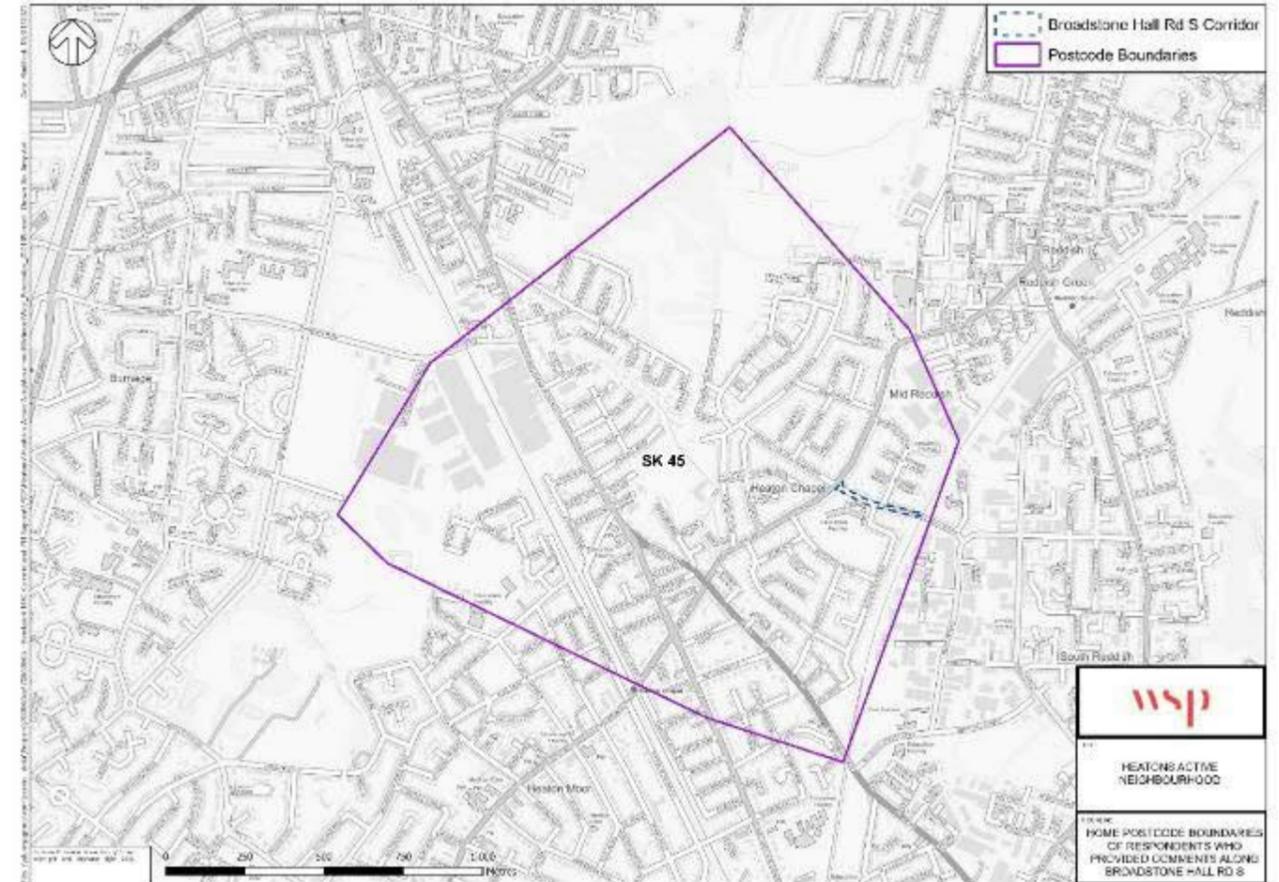
## BROADSTONE HALL ROAD SOUTH CORRIDOR

This chapter reports on pins dropped along the length of Broadstone Hall Road South between Broadstone Road and the Stockport–Stalybridge railway line as displayed in Figure 20.



**Figure 20 - Broadstone Hall Rd S corridor**

Figure 21 displays the home postcode boundaries of the respondents who provided the comments listed in Table 9.



**Figure 21 - Home postcode boundaries of respondents who provided comments in the Broadstone Hall Rd S corridor**

**Table 9 – Broadstone Hall Rd S corridor comments**

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Safety, School access	<p>Traffic outside Broadstone Hall Primary School is terrible at the start and end of the school day. It's not safe for the kids, and not good for the residents either.</p> <p>Why not make a school street on Broadstone Hall Road South outside the school, going around onto Bollington Road up to the footpath entrance to the school playground entrance?</p> <p>Closing the road to traffic at the start/end of the school day would make it much safer for kids to walk/cycle to school, and much better for residents. (Residents' access would be unaffected.)</p>	SK4 5	6	Better routes to schools, Create a school street
2	Cycling, Parking / loading	<p>Gaps left for cyclists at the edge of the road where the speedbumps go- great except cars park on them and you have to go in the middle of the road. Why not double yellow them?</p>	SK4 5	1	Add double yellows on speedbumps
3	Traffic, Driving	<p>As a resident of Broadstone Hall Rd South I agree entirely with the other comments about closing the rail bridge to all but foot and cycle traffic.</p> <p>There is way too much industrial and car through-traffic using this road as a shortcut across the railway. It must be diverted down the nearby main roads.</p> <p>I am tired of hearing vans and trucks bouncing over the speed bumps at way above the limit, and the frequent car horns from altercations at the rail underpass.</p> <p>Something must be done.</p>		8	Less traffic, Close the rail bridge to motor traffic, Reduce pollution, Fewer vehicles
4	Walking, Cycling	<p>A modal filter would be an excellent idea under the railway bridge here. There are speed bumps, but a lot of cars ignore these and it is particularly audible when a large truck does, too. There are often altercations between vehicles that do not give way from one side of the bridge. This makes it especially dangerous for cyclists.</p>	SK4 5	11	Protected space for cycling, Slow down traffic, Reduce pollution, Wider pavements, Fewer vehicles
5	Traffic, Cycling, Walking	<p>Broadstone Hall Road South is used as a rat-run between the industrial estate and Broadstone Road. Adding a modal filter at the bridge to prevent through motor traffic would make it a much better route for walking cycling.</p> <p>This would make Broadstone Hall Road South much safer for people walking/cycling to Broadstone Hall Primary School.</p> <p>The footpath under the railway bridge is also currently too narrow for double buggies / wheelchairs, forcing them to use the road instead. Adding a modal filter would make this a much safer route.</p> <p>Cars/vans travelling to the industrial estate should be using the main roads anyway (Broadstone Road - Reddish Road - Greg Street), not using a rat-run past a primary school.</p>	SK4 5	19	Add a modal filter
6	Safety, Cycling, Walking, Traffic, Car Travel, Accessibility, Driving	<p>There are already a number of comments suggesting that through traffic be stopped under the railway viaduct. However, this could cause problems for the residents of Broadstone Hall Rd S, Melling Avenue and Marton Grove.</p>	SK4 5	2	Enforcement, Better road and street signs
7	Safety, Walking, Traffic, Driving, Cycling, Signage	<p>An increasing amount of traffic is using this route as a cut-through to the industrial estate and there are more and more confrontations between drivers not reading the bridge signage properly or refusing to give way. Several times a week a larger vehicle will not see the signs on the Whitehill end and drive to the bridge before having to turn around, putting parked vehicles along the street outside homes at risk of being damaged. Speeding is an issue also, particularly at night where vehicles can be heard revving through the</p>	SK4 5	9	Better road and street signs, Slow down traffic, New/ safer crossings, Less traffic

		bridge or racing over the speed bumps which are doing nothing to deter dangerous driving. The bridge is not well-lit and is not pleasant to walk through after dusk.			
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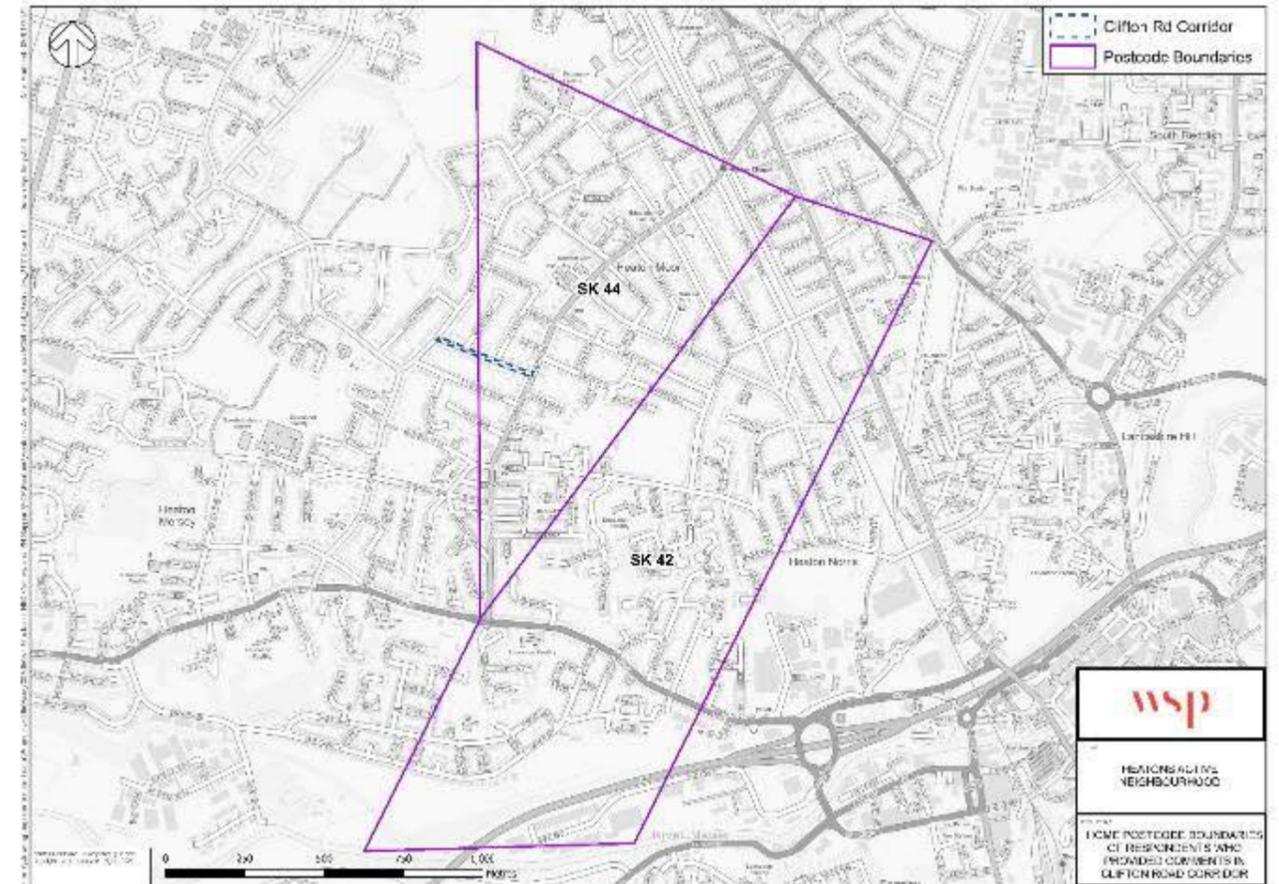
## CLIFTON ROAD CORRIDOR

This chapter reports on pins dropped along the length of Clifton Road between Buckingham Road West and Heaton Moor Road as displayed in Figure 22.



**Figure 22 - Clifton Road corridor**

Figure 23 displays the home postcode boundaries of the respondents who provided the comments listed in Table 10.



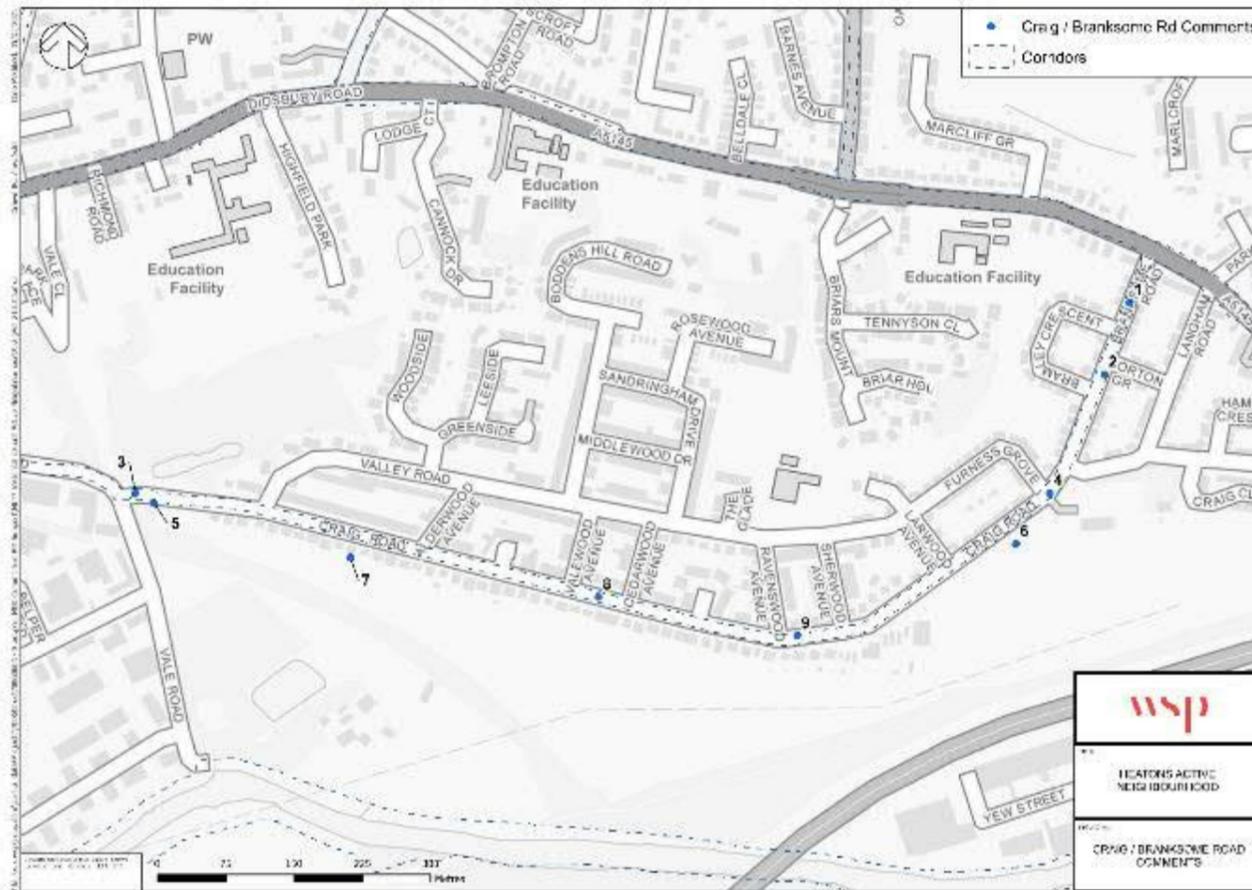
**Figure 23 - Home postcode boundaries of respondents who provided comments in the Clifton Rd corridor**

**Table 10 – Clifton Road corridor comments**

<b>Pin Ref.</b>	<b>Theme / 'What are you commenting on here?'</b>	<b>Comment</b>	<b>Postcode</b>	<b>No. of Consultees in Agreement</b>	<b>'How could we improve things?'</b>
1	Safety, Driving, Walking	The mini roundabout on the corner of Clifton Road and Buckingham Road West encourages dangerous driving with people driving at speed from Buckingham Road West and not slowing on approach - Similarly people driving in both directions along Clifton Road. Difficult to cross the road and dangerous for pavement users. Constant near misses/horns blaring during the day (lockdown and WFH has meant increased awareness of problem during the day).	SK4 4	18	Wider pavements, Slow down traffic, New/ safer crossings, Better road and street signs, Improve junctions for traffic
2	Safety, Walking, Parking / loading	Always cars parked on the pavement along Clifton Rd. Makes it difficult to pass on foot and have to often go into the road. Particularly challenging for wheelchair users and parents with push chairs	SK4 4	13	Enforcement, Fewer vehicles, Less clutter
3	Walking, Cycling	Alan Road can be used as an alternative to walking and cycling along Heaton Moor, avoiding the busy Heaton Moor Road. It might be worth adding some kind of crossing point or markings. Also improve the surface along the stretch between Clifton Road and Kings Drive. These are bumpy and not accessible to all.	SK4 4	14	Implement some kind of crossing point
4	Walking	Parents and grandparents find it difficult to negotiate the steep drop from the kerb to cross the cobbled driveway into 6, Clifton Road	SK4 4	1	Dropped kerbs
5	Safety, Cars are too fast, Driving	Some cars go too quick on Clifton Rd. An accident waiting to happen so I think there should be speed bumps or a crossing.	SK4 4	4	Slow down traffic, Speed bumps
6	Traffic, Cycling, Safety, Walking	I live in a house on the corner of the Clifton Rd / Alan Rd junction. I'm aware that it is used as a cycle and walking route to and from school, especially by Priestnall School children. There have been two RTAs in the last 12 months involving school children crossing at this junction either on bicycle or foot. Both resulted in hospital visits. I'm not expert to suggest a solution. Perhaps a crossing warden or a barrier to prevent cyclists shooting out onto Clifton Road. Certainly, something should be done before a more serious accident occurs.	SK4 4	1	Better road and street signs, Better routes to schools, Better street furniture, Improve junctions for traffic, New/ safer crossings
7	Walking, Traffic, Safety	It's often difficult to cross here, either across Clifton Rd (along Heaton Moor Rd) or across Heaton Moor Rd to reach shops/cinema/bus stops.	SK4 2	3	Less traffic, Fewer vehicles, Slow down traffic, New/ safer crossings

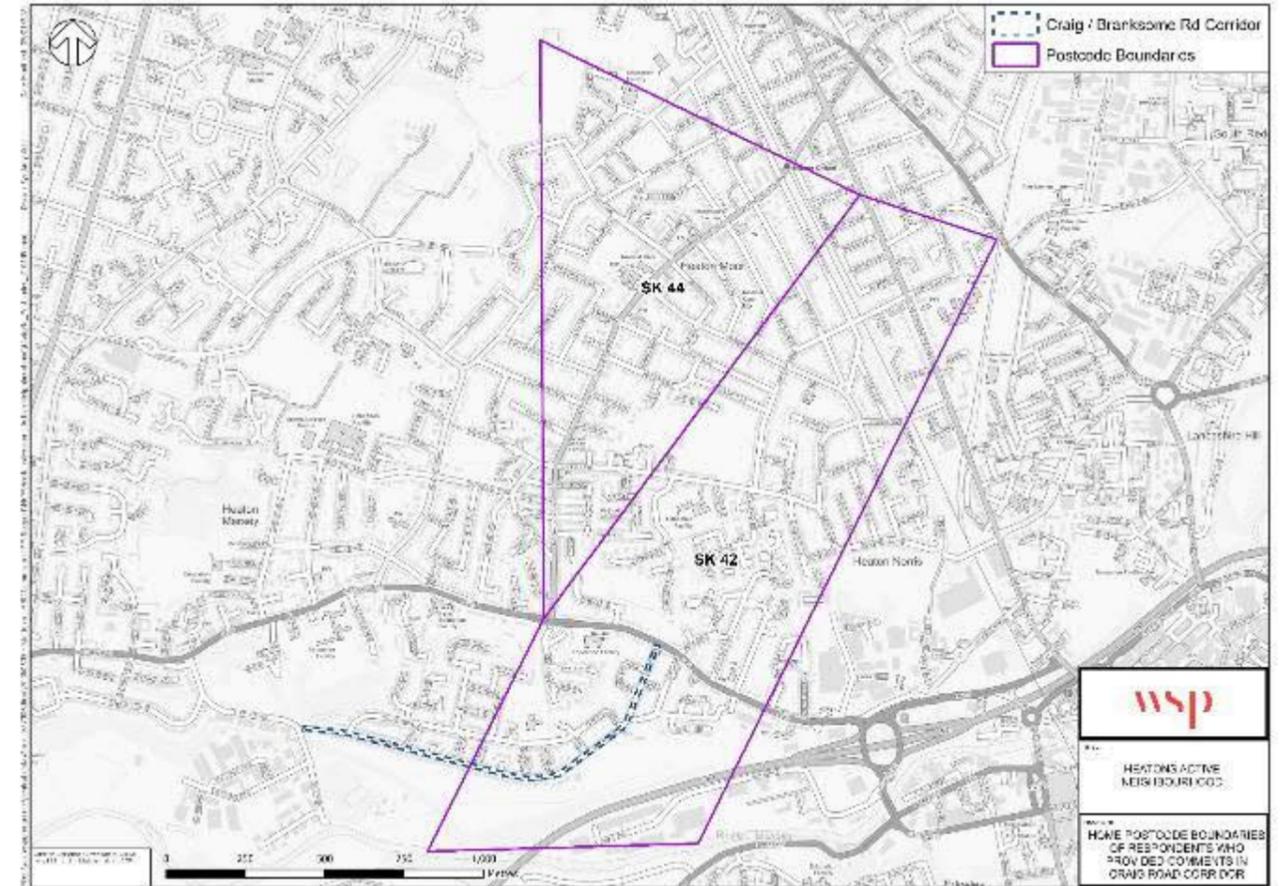
## CRAIG ROAD CORRIDOR

This chapter reports on pins dropped along the length of Craig Road and Branksome Road between Didsbury Road and Station Road / Vale Road as displayed in Figure 24.



**Figure 24 - Craig / Branksome Road corridor**

Figure 25 displays the home postcode boundaries of the respondents who provided the comments listed in Table 11.



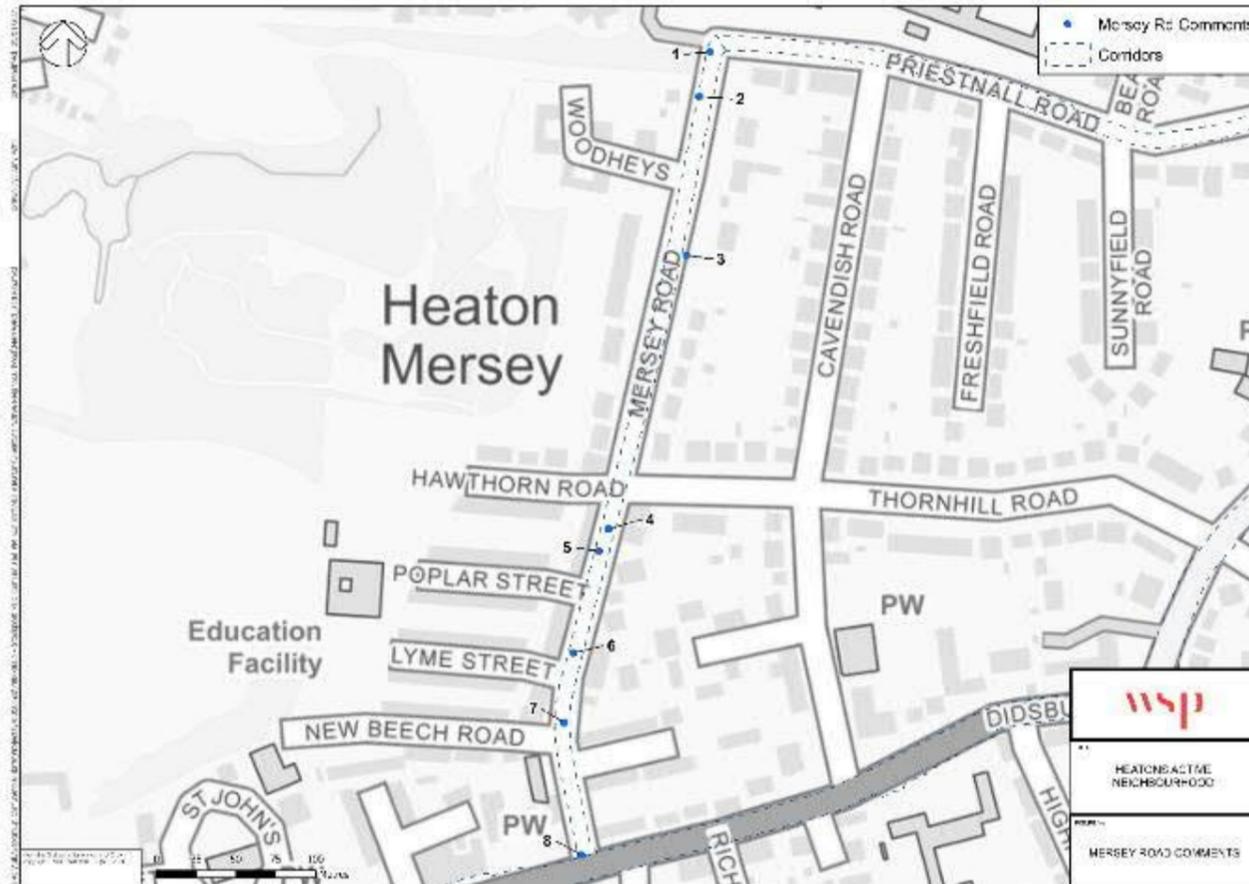
**Figure 25 - Home postcode boundaries of respondents who provided comments in the Craig / Branksome Rd corridor**

**Table 11 – Craig / Branksome Road corridor comments**

<b>Pin Ref.</b>	<b>Theme / 'What are you commenting on here?'</b>	<b>Comment</b>	<b>Postcode</b>	<b>No. of Consultees in Agreement</b>	<b>'How could we improve things?'</b>
1	(no entry)	The speed bumps along Branksome Rd need some attention, they're covered in potholes making cycling over them dangerous. The whole street is pretty unpleasant to cycle down due to the parked cars either side.	SK4 4	5	Better maintenance
2	Cycling, Safety	Branksome Rd is part of the Rat Run issue along Craig Rd. With cars parked along both sides, it is uncomfortable to cycle up as the standard of driving is aggressive and close passing is an issue. This road needs to be made safer to cycle along.		4	Slow down traffic, Less traffic, Protected space for cycling
3	Cycling, Safety	Craig Rd should be filtered at this point to protect both it and Valley Rd from rat-running traffic. It is supposed to be a safe cycle street but feels anything but.	SK4 4	5	Less traffic, Slow down traffic, Protected space for cycling, Fewer vehicles, Modal Filter
4	Traffic, Safety, Walking, Cycling	Section of Craig Rd between entrance to football centre and Branksome Rd is particularly dangerous: rat-running traffic on so-called cycle route meets testosterone-fuelled footie lads next to children's' play area. Good work planners.	SK4 4	2	Slow down traffic, Enforcement
5	Accessibility, Cycling	The steps up to Mersey Vale Nature Park from Craig Road are inaccessible to cyclists. A wheeling ramp would improve the situation.	SK4 4	1	Wheeling ramp up stairs
6	Cycling	Remove A frames from the Craig Road access to the paths that join with the TPT, so I can easily get through on my Tricycle (my only means of cycling due to disability)	SK4 4	8	Remove A frames, so I can easily get through on my Tricycle (my only means of cycling due to disability)
7	Fly Tipping	There is regular fly tipping in this area on both sides of Craig Rd. Would it be possible to have signs illustrating fines? Who do we notify when fly tipping occurs, a dishwasher has been there for 3 days currently. Thanks	SK4 2	13	Better maintenance, Enforcement
8	Walking, Safety, Traffic, Cycling	Craig Rd is a rat run to avoid Didsbury Rd at rush hour. Even though it is a 20mph area with speed humps, people drive too fast and aggressively. There is a lot of pavement parking due to a high level of car ownership. Craig Rd needs to be filtered to prevent the regular rat running at busy periods. It doesn't feel particularly safe to cycle along (and yet it should be).		4	Slow down traffic, Enforcement, Less traffic
9	Traffic, Safety, Driving	The majority of cars travelling down this road are travelling at 30+ miles per hour, weaving in and out of parked cars. There are children that play on these streets that I have seen nearly get involved in collisions.	SK4 2	0	Less traffic, Enforcement, Slow down traffic

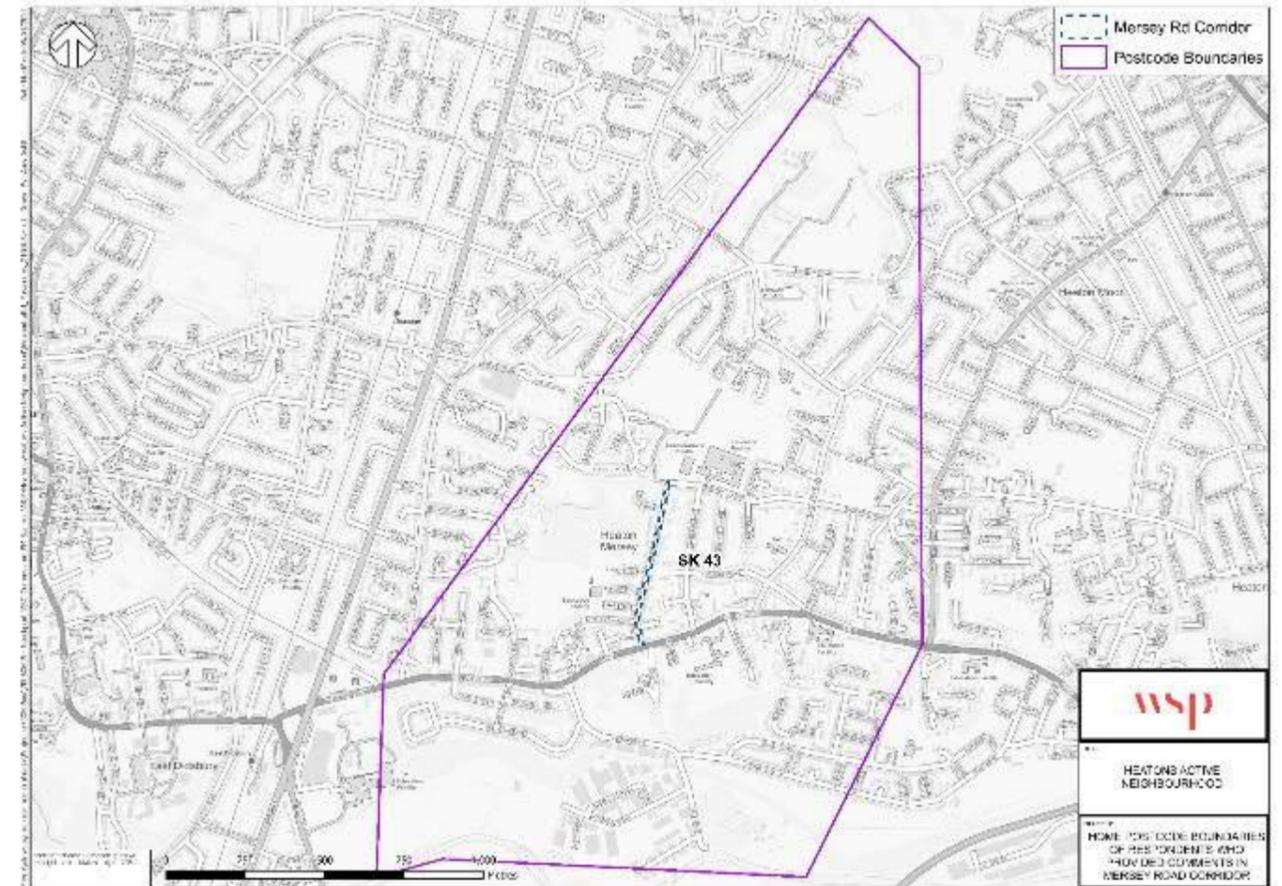
## MERSEY ROAD CORRIDOR

This chapter reports on pins dropped along the length of Mersey Road between Priestnall Road and Didsbury Road as displayed in Figure 26.



**Figure 26 - Mersey Road corridor**

Figure 27 displays the home postcode boundaries of the respondents who provided the comments listed in Table 12.



**Figure 27 - Home postcode boundaries of respondents who provided comments in the Mersey Rd corridor**

**Table 12 – Mersey Road corridor comments**

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Cycling, Walking	Agree with other comments - the drainage problems have not been resolved and the access is poor for cyclists from Priestnall Rd - Bluestone Drive. Minor tree surgery may help reduce leaf accumulation at the Priestnall Rd access (tree removal not necessary).		1	Better maintenance, access for cycles
2	Cambo Walk wood/corner of Mersey Road	(no entry)	SK4 3	2	Better maintenance
3	Safety	(no entry)		2	Better lighting
4	Traffic, Air quality	Traffic for the St John's School drop-off/pickup is an issue. The speed bumps on Mersey Road increase pollution from cars.	SK4 3	5	Reduce pollution
5	Car Travel, Air quality	There are too many speed bumps along Mersey Road. Cars accelerate and decelerate causing more pollution, both aerial and noise. Speed bumps also cause excessive wear and tear on car suspension components resulting in expense to car owners and potential for dangerous cars to be on the road.	SK4 3	1	Better routes to schools, Fewer speed bumps.
6	Traffic, Cycling	Mersey Road should be 20mph all the way along, not just starting at Thornhill Road. Also, when cycling south on Mersey Road cars are parked all the way down on the right-hand side. Cars/Vans/HGVs heading north consistently fail to give way to cyclists heading south down the road and there have been a number of near misses with bad drivers who think the opposite side of the road is perfectly fine to drive down when I cyclist is heading the other way. This is a very important cycling/walking route for children going to school (St Johns/Priestnall). Local roads need to be re-balanced away from cars, such that they encourage walking and cycling. To do this they need to be made safe.	SK4 3	1	Protected space for cycling, Fewer vehicles
7	HGVs	HGVs and large vans speed down Mersey road and rarely slowing down for the speed bumps causing noise, vibration and pollution.	SK4 3	1	
8	Cycling, Walking	Whilst recognising that traffic flow needs to be supported, making this crossing respond to pedestrians/ cyclists crossing quicker would be fairer and also support cars trying to turn out of Mersey Rd.  The same issue applies at the crossing between the shops and car park in Heaton Mersey Village. Excessive waiting times at busy periods.	SK4 3	12	New/ safer crossings

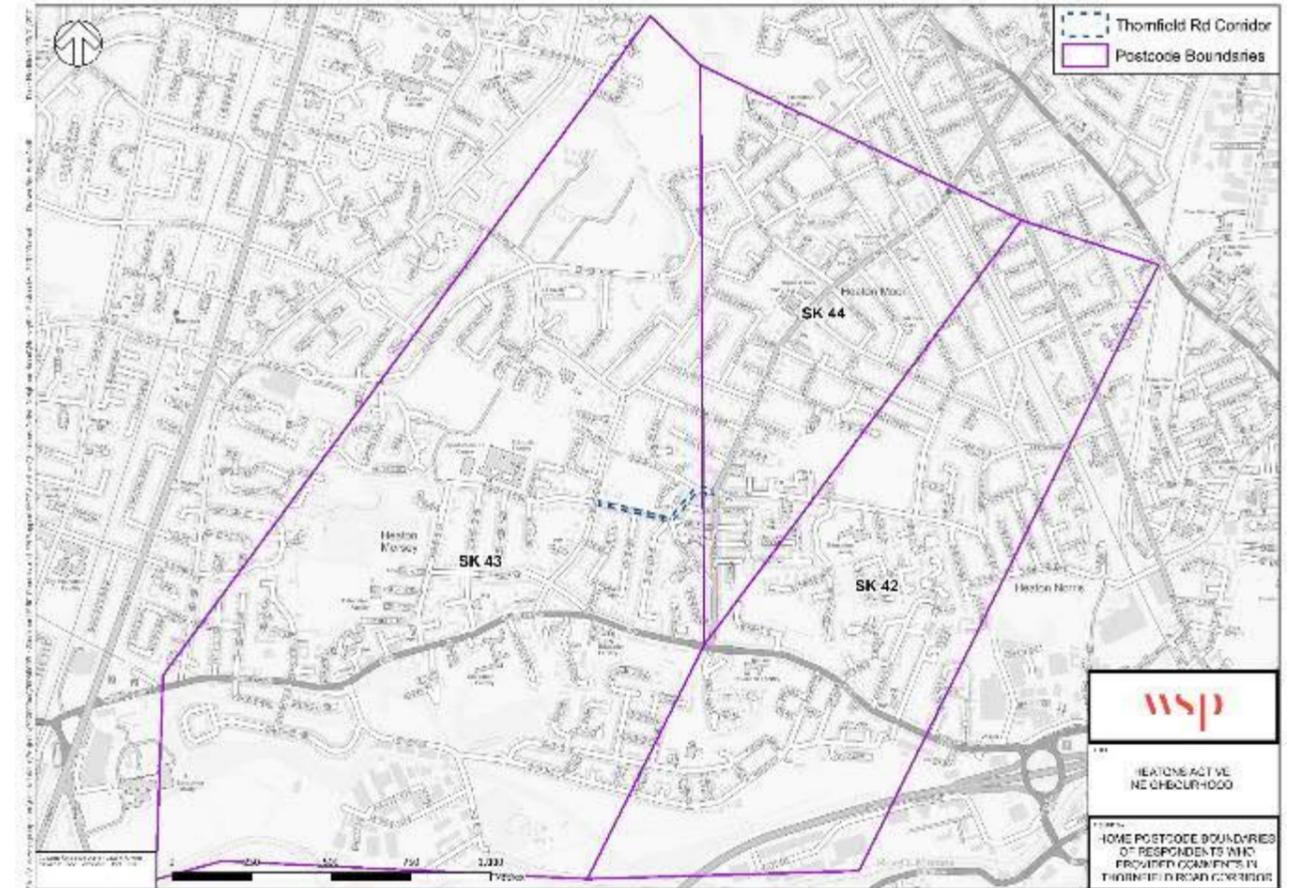
## THORNFIELD ROAD CORRIDOR

This chapter reports on pins dropped along the length of Thornfield Road between Mauldeth Road and Moorside Road as displayed in Figure 28.



**Figure 28 - Thornfield Road corridor**

Figure 29 displays the home postcode boundaries of the respondents who provided the comments listed in Table 13.



**Figure 29 - Home postcode boundaries of respondents who provided comments in the Thornfield Rd corridor**

**Table 13 – Thornfield Road corridor comments**

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Safety, Walking	The drain is always blocked, and children can't cross the road at the correct place, It's not accessible to everyone		0	Enforcement, Clear the drain!!!!
2	Safety, Traffic, Car Travel	Something needs to be considered for the arrival and exit of school pupils at the high school and surrounding primaries it is mayhem	SK4 2	4	Protected space for cycling, New/ safer crossings, Better routes to schools
3	Safety, Traffic, Parking / loading, Bus Travel	The corner is difficult for the 42A bus and other large vehicles to negotiate as parking is allowed right to the corner, therefore the bus needs to use the opposite side of the road to turn this corner, traffic is in rush hour backed up here therefore the corner becomes gridlocked, double yellow lines on this corner would prevent this.	SK4 3	18	Better bus service, Fewer vehicles
4	Parking / loading	Parking is allowed on one side of this road and constitutes a serious safety hazard. This is because parking of cars reduces one traffic lane to half meaning that all vehicles coming from the direction of Heaton Moor Road have difficulty because parked cars obscure view of oncoming traffic. In addition, when traffic is able to move it takes up half of the road used by oncoming traffic. This is particularly ludicrous when large double decker buses seek to move forward. It is not clear why parking is allowed here and should now be banned for safety reasons	SK4 2	2	
5	Cycling, Accessibility, Walking	There is a cycling route through Thornfield Park, which is great. But at the exit onto Thornfield Rd, you are met with a barrier and awkward remnants of kerbs, with no dropped kerb to give access across the road. This could be so much better for cycling and walking. A Zebra crossing would allow a safe way to cross Thornfield Rd to Curtis Rd and then there is a quiet route through to Didsbury Rd and St Winifred's and Didsbury Rd Primary.		12	Dropped kerbs, New/ safer crossings, Slow down traffic
6	Safety	The pavements are much too narrow and there is no safe crossing place at park entrance		0	Wider pavements, New/ safer crossings
7	Safety	Hazardous for cycling due to excessive speed and close-passing, especially at the bends near the library (where there is also residential on-street parking).		3	Slow down traffic
8	Accessibility	In many parts of the Heaton's, the pavements are wide enough, it's just the bushes that are overgrown. I'd suggest a polite request from the council for people to cut their hedges, and if that fails, the council should cut them back for them.	SK4 4	14	Better maintenance
9		Dangerous for cyclists to turn off (and for pedestrians to cross) the main road due to blind corner. Mini roundabout would slow traffic and make it easier for cyclists to navigate.	SK4 4	0	Mini roundabout
10	Safety, Walking, Car Travel, Traffic, Cycling, Driving	Improved safety required for drivers, cyclists and pedestrians	SK4 4	1	Better maintenance, Improved drainage

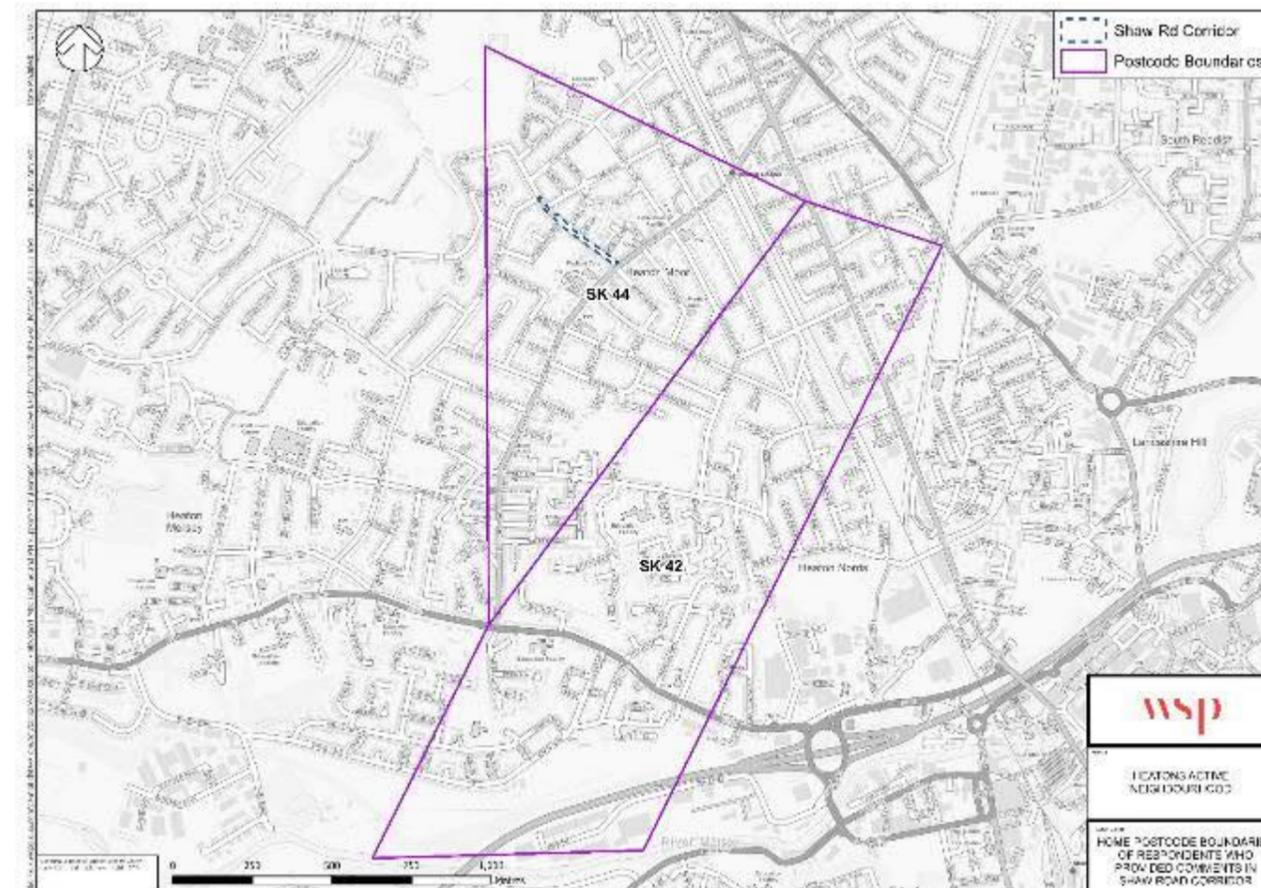
## SHAW ROAD CORRIDOR

This chapter reports on pins dropped along the length of Shaw Road between Buckingham Road West and B5169 Heaton Moor Road as displayed in Figure 30.



**Figure 30 - Shaw Road corridor**

Figure 31 displays the home postcode boundaries of the respondents who provided the comments listed in Table 14.



**Figure 31 - Home postcode boundaries of respondents who provided comments in the Shaw Rd corridor**

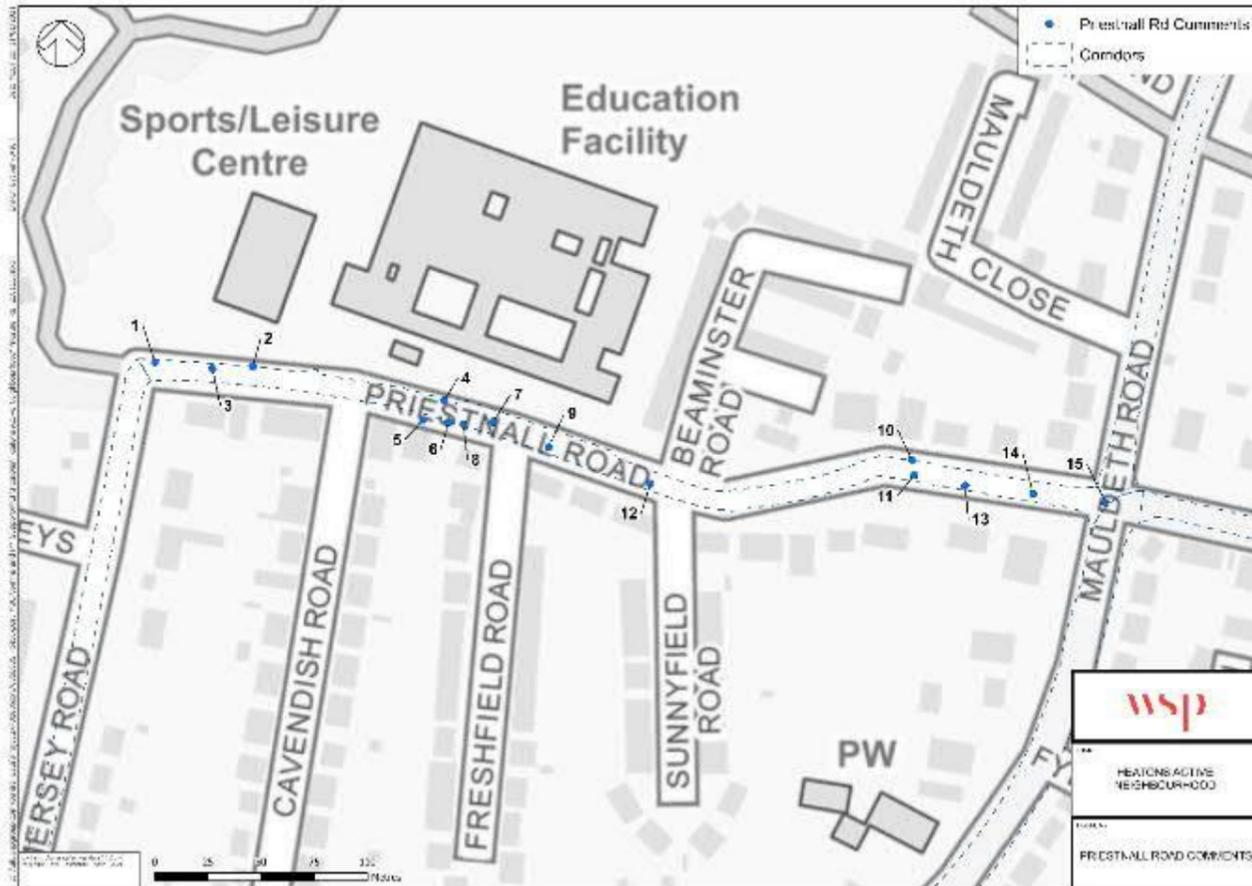
**Table 14 - Shaw Road corridor comments**

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Parking / loading	There are always lots of cars parked up on the curb on both sides of Shaw Road. It's difficult to pass by for pedestrians with wheelchairs or prams. It's also hazardous driving down here with cars parked everywhere.	SK4 4	1	
2	Driving, Traffic	The traffic is too fast on Shaw Road and Buckingham Road West.	SK4 4	3	Slow down traffic
3	Driving	Shaw Road is too narrow here for cars to easily pass. Rather than wait, too many drivers mount the kerb to get past traffic coming the opposite direction. MY kids and I have been scared by cars driving at over 10 m.p.h. along the footpath straight towards us. On one occasion we had to dive into someone's garden to avoid the car. In the absence of schemes to reduce general levels of traffic here, then an alternative of bollards, or other means of preventing drivers mounting the footpath would be very much appreciated.	SK4 4	2	Fewer vehicles, Better street furniture
4	Safety, Accessibility, Street Furniture, Walking	Pedestrianise Shaw Rd. Encourage local business to thrive and making it safer and more pleasant for people.		9	Fewer vehicles, New/ safer crossings, Places to sit
5	Safety, Walking	Why don't we make Shaw Road fully pedestrianised? Cut off all traffic both ways where the shops are and allow the area to become a space where people can walk down the road not in fear of traffic and allow the bars and restaurants to use the road as a place for people to congregate and eat out. We do this for the markets, but there's no reason it couldn't be like this all the time.	SK4 4	21	Fewer vehicles, more trees and green space, more cycle parking, Reduce pollution, Less traffic
6	Safety, Parking / loading	The local businesses on Shaw Road often forget that Shaw Road is also a residential street with many families living on the road. Have they really considered the impact of pedestrianising Shaw Road will have on the local residents who live on the road? Do we think your customers will stop driving to go the hairdressers, bar or restaurants? Where will your customers and the business owners park if the road is closed it will be even more difficult to park. Whilst I don't disagree with the suggestions to pedestrianise parts of Shaw Road it has to be considered as a coherent plan that includes the provision of a car park in the area, residents parking, increased street cleaning (it's minimal at the moment) and increased policing for the extra people drinking outside.	SK4 4	3	Slow down traffic
7	Accessibility	Regarding comments suggesting the closure to traffic of Shaw Road, under no circumstances should this be allowed to happen, and a petition by local residents and businesses some years ago helped stop a similar proposal. Closure of Shaw Road would have the effect of diverting traffic and parking onto unsuitable surrounding residential roads. Businesses in Shaw Road will also suffer if motor vehicle access and parking are removed.	SK4 4	3	
8	Parking / loading, Accessibility, Safety	In the Heaton's - why are people who use wheelchairs and Mobility scooters not mentioned as a category? To put us, presumably as 'Other' suggests that we are less worthy than others getting about the Area - the Council is normally very good about discrimination (against all marginalised groups) I am disappointed.	SK4 4	7	New/ safer crossings, more trees and green space, make step free, Better rail service, reduce pollution, Space for parking / loading, Less clutter, Dropped kerbs
9	Air quality, Traffic, Safety	Pedestrianise Shaw road!! Even if just at the weekend or during certain times, stopping traffic on Shaw would bring people to the area. It would be great for the local restaurants and bars as people could sit outside without choking on car fumes, it is not an essential road so it wouldn't be	SK4 4	20	Less traffic, reduce pollution, Protected space for cycling, Places to sit, More trees and green space,

		missed. Would add a lot to the area and bring business as it would be a more enjoyable shopping and dining experience.			More public art, Events & activities, Fewer vehicles, Wider pavements
10	Driving, Safety	The new speed limit of 20mph through the area of shops is extremely poorly signed. There are NO signs indicating a new speed limit nor any signs indicating it is now a 20mph zone. The only indication is ONE 20 road marking which is completely inadequate and not clear that a change has been made. As a local resident many have not noticed this and it's appalling.	SK4 4	4	Better road and street signs, New/ safer crossings
11	Green spaces, Cycling, Walking	Should make the eastern end of Shaw Road pedestrianised between Derby Range and Heaton Moor Road. Would be a great community destination space with space for plenty of seating. Could be used for many community activities and events, as it is on the monthly market. Integrate good permanent cycle parking and more trees. Could still have parking on Shaw Road west of Derby Range for local businesses and all houses west of this location are easily accessed by many different vehicle routes. A real opportunity to create a pleasant, safe place for the community to meet, socialise and create business opportunities.	SK4 2	5	Reduce pollution, Fewer vehicles, Events & activities, more trees and green space, Wider pavements, Less traffic, More cycle parking, Places to sit, Better lighting

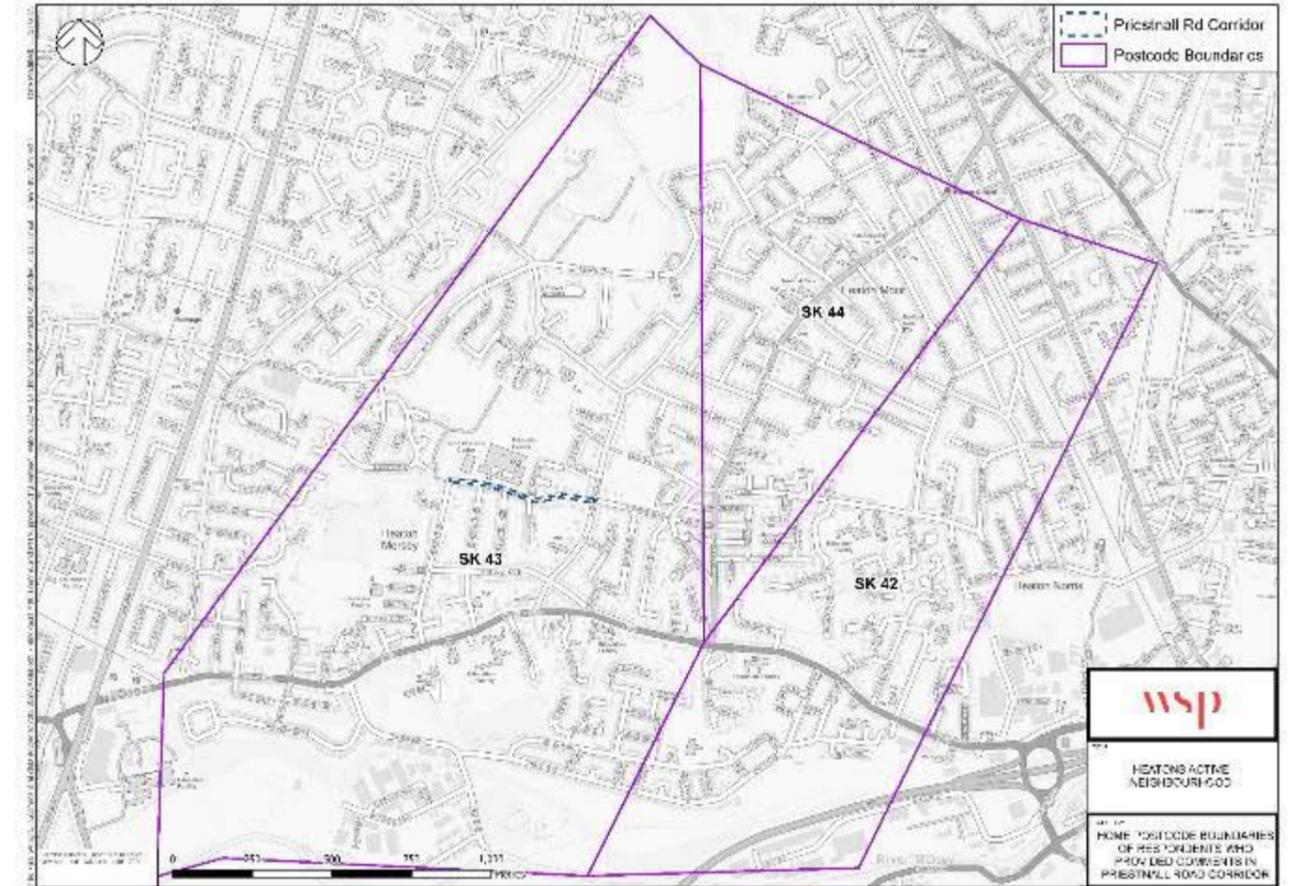
## PRIESTNALL ROAD CORRIDOR

This chapter reports on pins dropped along the length of Priestnall Road between Mersey Road and Mauldeth Road as displayed in Figure 32.



**Figure 32 - Priestnall Road corridor**

Figure 33 displays the home postcode boundaries of the respondents who provided the comments listed in Table 15.



**Figure 33 - Home postcode boundaries of respondents who provided comments in the Priestnall Rd corridor**

**Table 15 - Priestnall Road corridor comments**

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Constantly blocked surface drains	This is a busy pedestrian route for Priestnall School, Heaton Mersey common and Heaton Moor. The full drains allow all rainwater to run downhill and form a large puddle at the gate to the common and the footpath alongside the school play area.	SK4 3	8	clean out the drains and reduce the overhanging trees and shrubs
2	Cycling, Safety, Walking	This area is part of the access route to Priestnall School, Heaton Mersey common and Heaton Moor shops. Because the surface drains are very often blocked any rainwater runs down the road and forms a large puddle at the junction with Mersey Road. Tree / shrub pruning, and more regular drain cleaning are needed.	SK4 3	10	Enforcement, Better maintenance
3	Poor drainage	This area is heavily used by pedestrians and cyclists. There are very often cars parked partly on the opposite footpath which makes walking difficult	SK4 3	5	Better maintenance, Enforcement
4	Driving, Safety, Parking / loading, Walking	Selfish drivers who park on the footpath as close to the school as they can get putting school children and parents at risk because their child walk at few hundred metres, obviously there are exceptions where a few children have a disability but the vast majority that I have witnessed do not.	SK4 3	5	Fewer vehicles, Enforcement, Reduce pollution, Slow down traffic, Less traffic
5	Parking / loading, Walking, Safety, Air quality, Traffic	The amount of traffic outside Priestnall School is an accident waiting to happen. I used to work in the office and saw and heard of many near misses and actual accidents. Kids getting knocked off bikes. etc Cars mounting pavements and parking inappropriately. The pavements are too narrow as well. some greenery should be cut back. Kids have to walk on the road. It is very dangerous, and I am amazed a child has not been killed. There should be no parking allowed at all along the whole length of this road or at the very least it should be one-way system.	SK4 4	3	Slow down traffic, Enforcement, Protected space for cycling, Wider pavements, Fewer vehicles
6	Safety, Accessibility, Parking / loading, Driving, Walking	The area around the school is horrible at school drop off and pick up times. Specifically: Staff parking on the pavement. Drivers parking / waiting on the pavement. This forces pedestrians to walk in the road. Drivers idling their engines for up to an hour while they wait, causing build-up of dangerous fumes. Drivers parking the wrong way, facing the traffic, with their headlights lights on. Drivers moving off without signalling and with no awareness of pedestrians. Suggestions: Make Priestnall one way from Mauldeth to Cavendish rd. Have allocated waiting places for parents who need to pick up kids (disabled etc). Ideally this will be on the school site. Fine / name and shame parents who wait right outside the school. There is lots of places to wait a few minutes' walk away. Or incentivise kids who arrive on foot or by cycle. Make sections of the road no waiting / no parking.	SK4 3	7	Fewer vehicles, reduce pollution, Space for parking / loading, less traffic, Slow down traffic, Enforcement, Make Priestnall Road one way from Mauldeth to Cavendish rd.
7	Car Travel, Parking / loading	During school drop off/pick up times the road is impassable due to cars waiting to collect or drop off school children. Many cars fail to observe the no parking signs rendering it dangerous for all	SK4 3	1	Fewer vehicles, Better routes to schools

		children and other pedestrians. Given that none of the children are below the age of 11 I can't see why they need to be dropped off or picked outside the gate! There is no need to enter Priestnall Road at all unless the child has additional vulnerabilities. The majority of children must live in the catchment area and could easily walk, use a bike or public transport. Additional limited hours no parking restrictions should be put in place and then ENFORCED until habits have changed			
8	Walking	Very congested at school drop off and pick up, cars should not be allowed to park on this road outside the high school. The pavements are not wide enough for the kids to walk on, they walk in the road and narrowly miss them. No safe space for people to ride their bikes. Too many cars parked outside the school during the day making it difficult for people to pull out safely from side roads, very limited visibility.	SK4 3	5	Fewer vehicles, New/ safer crossings, Wider pavements, Slow down traffic
9	Safety, Traffic, Parking / loading, Driving	Suggest one-way system all along Priestnall Road from Mauldeth junction round to Mersey Rd. Make a dedicated drop off zone for children who have to be dropped off due to disability etc. Priestnall Rd becomes heavily congested at school start and end times when two-way traffic tries to pass each other alongside parked cars. One-way system would ease traffic flow and wouldn't negatively impact residents, it would assist them getting out of side roads as not crossing traffic.	SK4 3	11	Reduce pollution, Less traffic, Better routes to schools, Fewer vehicles, Space for parking / loading
10	Accessibility, Walking, Safety, Traffic, Driving	The hedges along this part of the road need to be trimmed back, they make the path overly narrow, it is single file along many parts of this road.	SK4 3	3	
11	Traffic, Driving, Parking / loading, Safety	I live on this road where Priestnall Secondary school is located. At drop off and pick up times the traffic congestion is chaotic - it's dangerous and polluted as parents leave cars running. All children should be able to walk / cycle to school instead.  There is not enough parking for teachers' cars - so they park on the road outside the houses every day. The road is narrow, many large delivery vans come to the school, the road gets blocked regularly. When this coincides with school start / finish / parents' evening it's pandemonium and gridlock often results.  In addition, this road is used as a cut through from Didsbury Road to Mauldeth Road. Despite the speed bumps many drivers speed down the road and it's dangerous, particularly as children use the school plus the leisure centre and sports facilities in the common.  Entry to the road should be restricted; its use as a rat run should be prevented.	SK4 3	7	Better routes to schools, Reduce pollution, Slow down traffic, Protected space for cycling, Enforcement, Less traffic, Fewer vehicles
12	Cycling, Walking, Air quality, Green spaces, Traffic	Safety hazard, the pavements are far too narrow to accommodate volume of school kids arriving and leaving school at opening and closing times. Pavements should be widened & a cycle lane introduced. The likelihood of accidents currently is very high. Compulsory purchase order of a narrow strip of front gardens here would facilitate wider pavement, and / or one-way road would facilitate dedicated cycle lane & wider pavements.	SK4 3	0	Protected space for cycling, Wider pavements, Fewer vehicles, Better routes to schools, Enforcement
13	Safety, Car Travel, Walking	We live on Priestnall road and our children attend Priestnall school so access for our home and safety for all children attending the school are incredibly important to us.  Cars use the road as a cut through and drive far too fast. Making it one way would only worsen it being used as a cut through road and lead to increased speeds and likely increased traffic. It would also make whichever junction was used for the end of the road unworkable for all residents.  Blocking the road completely so it had no through access for example at the junction of Cavendish road and Priestnall road would stop all speeding through traffic and make the children	SK4 2	9	Slow down traffic, Fewer vehicles, Less traffic

		<p>completely safe in this road for accessing school. This would in turn reduce pollution around the school and for all children using it.</p> <p>This shouldn't adversely impact on any resident road users as they all have access to Didsbury road and Mauldeth road as needed.</p>			
14	Safety, Cycling, Walking	<p>Pavements far too narrow to accommodate volume of school kids on the pavements &amp; bikes not safe on the road here. Widen the pavements for pedestrians via compulsory purchase order for a small section of front gardens on this stretch, so that school children can be safe. Also close the road to traffic at school arrival and leaving times and create temporary cycle lane. Leave open only for emergency vehicles at peak times. Or reduce to a single lane one-way system to create space for cycle lane &amp; widening of pavements.</p>	SK4 2	0	<p>Better routes to schools, Protected space for cycling, Fewer vehicles, Better lighting, New/ safer crossings, wider pavements</p>
15	Safety, Walking	<p>The timing on the lights for pedestrians means pedestrians have to wait many rotations. One part of junction fills in rain so cannot stand close enough to junction, so sensor thinks you're not there and light to cross doesn't go on. Sometimes the sensor doesn't work. Pedestrians are not prioritised at the Priestnall Rd / Mauldeth Rd junction which is poor given its proximity to a park and school.</p>	SK4 3	2	<p>New/ safer crossings</p>

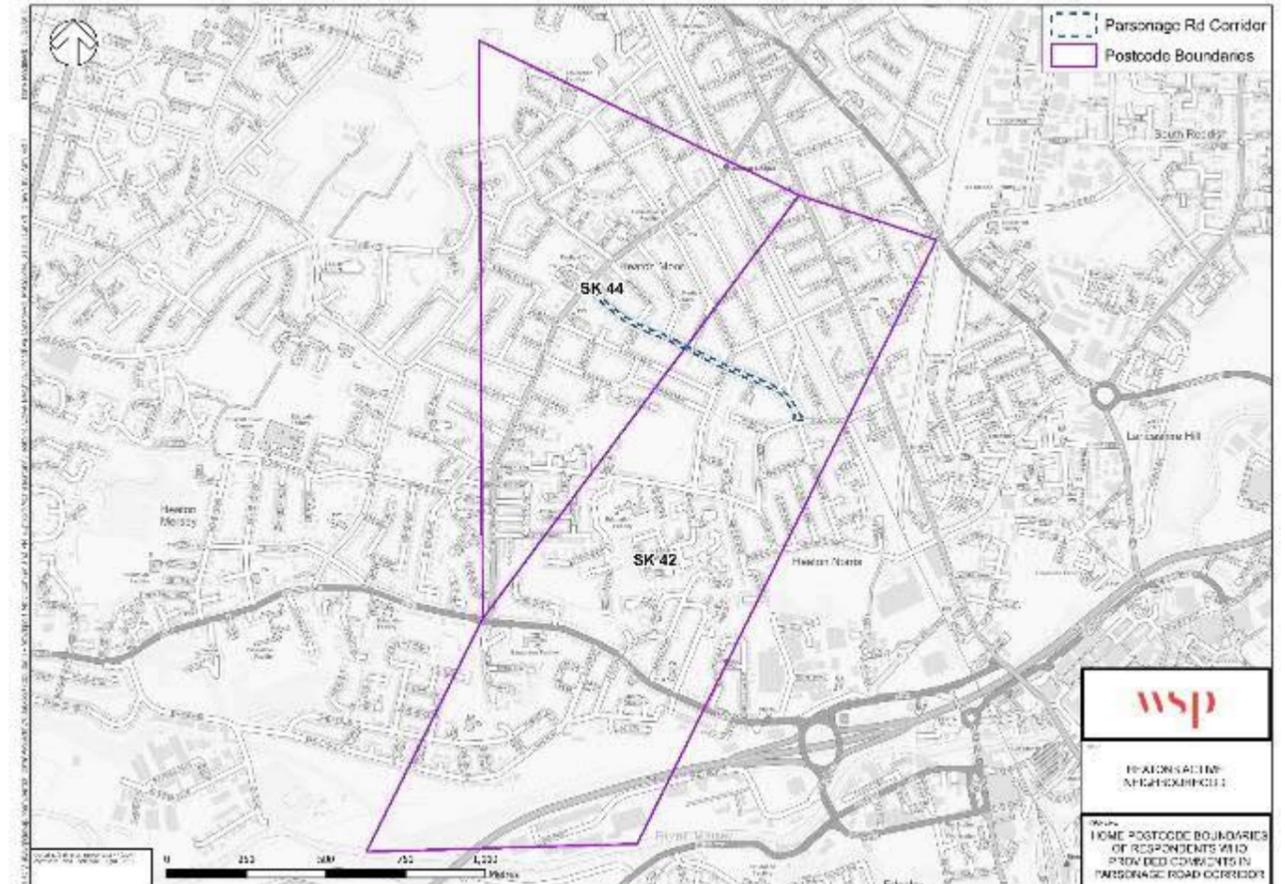
## PARSONAGE ROAD CORRIDOR

This chapter reports on pins dropped along the length of Parsonage Road between Heaton Moor Road and Heaton Road / Alexandra Road as displayed in Figure 34.



**Figure 34 - Parsonage Road corridor**

Figure 35 displays the home postcode boundaries of the respondents who provided the comments listed in Table 16.



**Figure 35 - Home postcode boundaries of respondents who provided comments in the Parsonage Rd corridor**

**Table 16 - Parsonage Road corridor comments**

<b>Pin Ref.</b>	<b>Theme / 'What are you commenting on here?'</b>	<b>Comment</b>	<b>Postcode</b>	<b>No. of Consultees in Agreement</b>	<b>'How could we improve things?'</b>
1	Air quality, Green spaces	The large section of tarmac surfaced footway at the entrance to Parsonage Road from Heaton Moor Road needs a planting area to make it more pleasant and capture some of the pollution. A planting area in the middle of this large section of tarmac surface would be lovely. It could be just a large container with a tree underplanted with wildflowers/grasses as seen outside Merseyway shopping centre. It would help with the high pollution levels on Heaton Moor Road, and green up a waste of space.	SK4 4	0	More trees and green space, Reduce pollution
2	Car Travel, Driving, Safety, Traffic	Traffic regularly speeds up Parsonage Road (when heading towards Heaton Moor Road) after the ending of the traffic calming measures further down. As a result, the top of the road is incredibly dangerous for pedestrians and cyclists and the noise and air pollution is very high. Better traffic calming measures and speed restrictions need to be put in place and enforced.	SK4 4	8	Less traffic, Better bus service, Enforcement, Slow down traffic
3	Car Travel, Air quality, Traffic, Driving, Accessibility, Parking / loading, Bus Travel, Safety	Parsonage Rd is a rat run for traffic trying to avoid the congestion on Heaton Moor Road travelling to and from Wellington Road North. From the junction of Wilson Road there are a lot of parked vehicles both sides of the road causing restricted access on a bend. To make matters worse it is also a bus route. At times it is horrendous. I have and other residents have complained to our Councillors but nothing every seems to be done about it. If it isn't speeding motorists, it's double decker buses sitting there with their engines running while waiting for room to get through.	SK4 4	7	Enforcement, Slow down traffic, Better bus service, Reduce pollution
4	Car Travel	Add more speed bumps to Parsonage Road please, speeding traffic is a problem on this road.		0	Slow down traffic
5	Safety	There are some speed bumps on Parsonage Road, but they're not enough to deter speeding drivers, there should be more bumps added to the stretch towards Heaton Moor Rd.		0	
6	Traffic, Walking	The junction of Parsonage Rd and Warwick Rd has some sort of traffic calming ramp that does not slow the traffic at all. Consequently, cars travel up to 30mph and higher speeds. Both roads are rat runs to/from A6 etc. This is dangerous for pedestrians.  The junction is also on a walking route for schools, so a lot of unaccompanied children use this too.  Suggestion is to reduce the speed limit to 20mph all along Parsonage and Warwick Rd. Add zebra crossing at the junction, and/or other traffic slowing measures.	SK4 4	9	New/ safer crossings, Fewer vehicles, Enforcement, Slow down traffic, Less traffic
7	Driving, Safety	There should be effective traffic calming measures on Parsonage Road as it is used as a 'rat run' or 'cut through' by traffic on through routes.		2	Improve junctions for traffic, Enforcement, New/ safer crossings, Slow down traffic, Reduce pollution, Wider pavements
8	Driving, Car Travel, Cycling, Walking, Safety	(no entry)	SK4 4	15	Slow down traffic, Enforcement, Less traffic

9	Safety, Walking	It is very difficult to cross Parsonage Road at the junction with Warwick Road, particularly in rush hour. A zebra crossing would make it safer for the many children crossing here to walk to school.	SK4 4	8	Slow down traffic, New/ safer crossings, Better routes to schools
10	Green spaces	Agree with the comment that the green space at the junction of Parsonage Rd and Heaton Rd should be improved. A tree was planted here when the junction was redesigned but was vandalised. Stockport being Stockport, the council just gave up rather than replanting it. Maybe do better this time?	SK4 4	2	More trees and green space, Places to sit
11		This green space at the Heaton Road/Parsonage junction is very important to residents and needs to be protected. It could be enhanced by planting trees, planters and bulbs. I don't support the idea of a bench/seating being added as I think this could encourage loitering and anti-social behaviour, especially at night.	SK4 4	0	More trees and green space
12	Green spaces	Would be nice to see the green space at the Heaton Road/Parsonage junction improved with trees and a seat...there are too few green spaces in this area and at the moment this is a bland piece of grass.... Spring and summer bulbs would be good too.	SK4 4	4	Places to sit, More trees and green space
13	Safety, Walking, Driving	Parsonage road is one of the few link roads from the A6 to Heaton Moor road which does not have speed bumps or other traffic calming measures. Many cars travel very significantly over the speed limit and it is dangerous as pedestrian	SK4 4	7	Slow down traffic
14	Signage, Safety, Cycling	I use this junction to cycle to school with my kids. Cycling from Parsonage to turn right to Heaton Road towards the train line, it is very tricky. The visibility is reduced and usually there is fast traffic. I feel very unsafe.	SK4 2	12	Protected space for cycling, Slow down traffic, Improve junctions for traffic, Better road and street signs
15	Cycling, Parking / loading, Safety, Traffic, Driving, Car Travel, Bus Travel	When travelling towards Parsonage Road you are pushed into oncoming traffic by parked vehicles on a blind bend with the oncoming traffic usually speeding. This is also a bus route making it even more dangerous as even the buses are driven around this corner at speed with total disregard to oncoming traffic. Something needs to be done about the speeding and the use of this road as a bus route needs to be reassessed. Why can't the bus route stay on Heaton Moor Road and turn right onto Wellington Road North where the road is more suitable with bus lanes, instead of using this residential rat run as a short cut increasing the already existing safety hazards?	SK4 4	2	Less traffic, Better road and street signs, improve junctions for traffic, Better bus service, Reduce pollution, Protected space for cycling, Slow down traffic, Fewer vehicles, Space for parking / loading
16	Cycling, Air quality, Safety	As a cyclist, the route planned running parallel to the A6 is a costly and pointless exercise. No cyclists, unless living on the route, will use it for two reasons. 1) The road surfaces are a awful, with pot-holes and speed bumps (unfortunately a necessary evil) make cycling hazardous. 2) If cyclists have a choice of whether to detour onto unkempt treacherous longer route or travel on a straight, flat and better surface for cycling, I know which road i will be using.		2	Better maintenance, Better road and street signs
17	Traffic, Safety	This road needs a 20mph limit along its whole length, to many cars either accelerate round the corner coming from the A6 or after leaving the traffic calmed area on Parsonage heading towards the A6. Lots of cars screech round the corners and we have had more than one crash where they haven't made the corner. Limit needs to be enforce by further traffic calming and enforcement.	SK4 4	3	Enforcement, Less traffic, Slow down traffic
18	Parking / loading	Resident parking is an issue as several houses have no drives and rely on street parking, the proposal to move the bus stop would cause an issue as currently we all park where the proposal will site the bus stop. Create reserved / permitted residents parking spots.	SK4 4	0	More parking

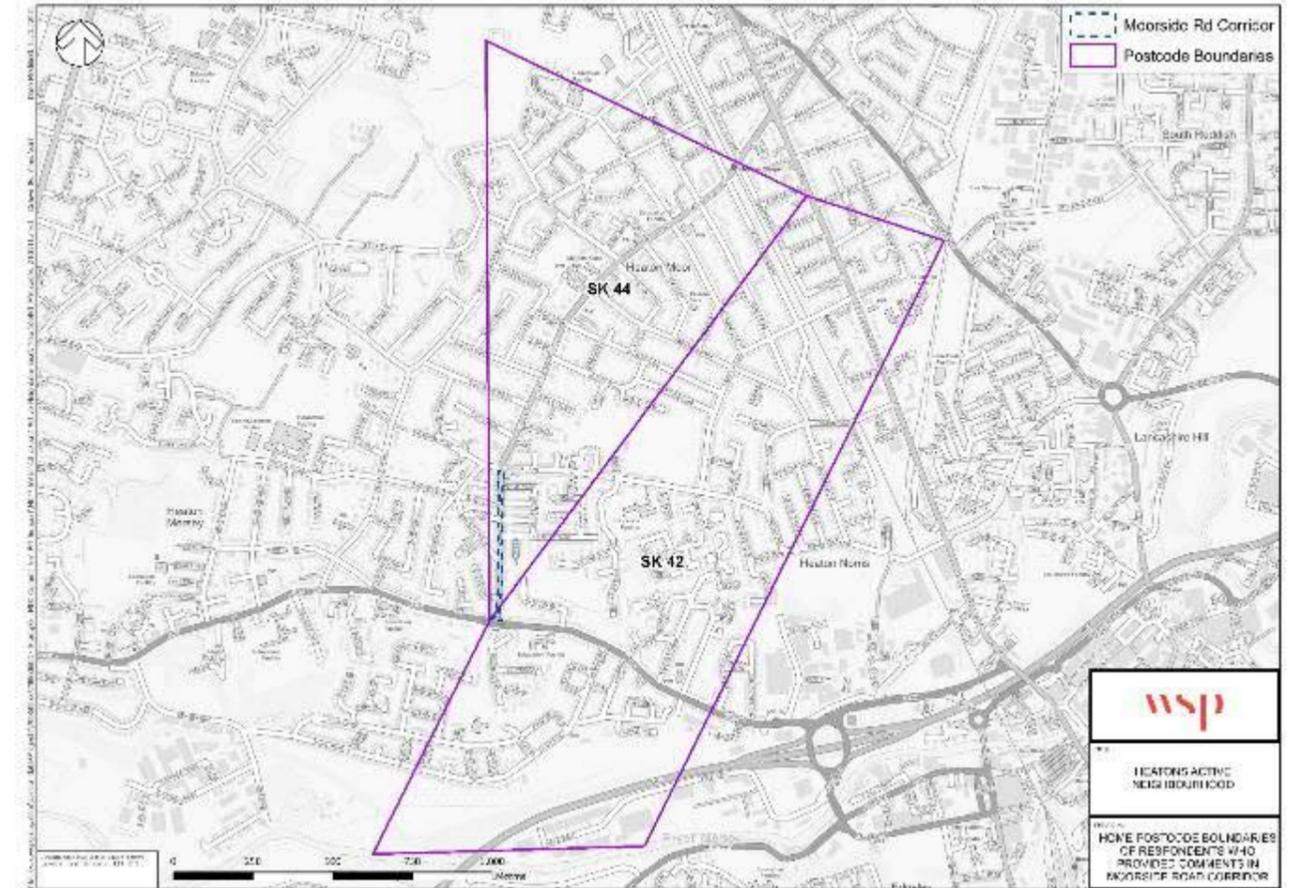
## MOORSIDE ROAD CORRIDOR

This chapter reports on pins dropped along the length of Moorside Road between Green Lane and Didsbury Road as displayed in Figure 36.



**Figure 36 - Moorside Road corridor**

Figure 37 displays the home postcode boundaries of the respondents who provided the comments listed in Table 17.



**Figure 37 - Home postcode boundaries of respondents who provided comments in the Moorside Rd corridor**

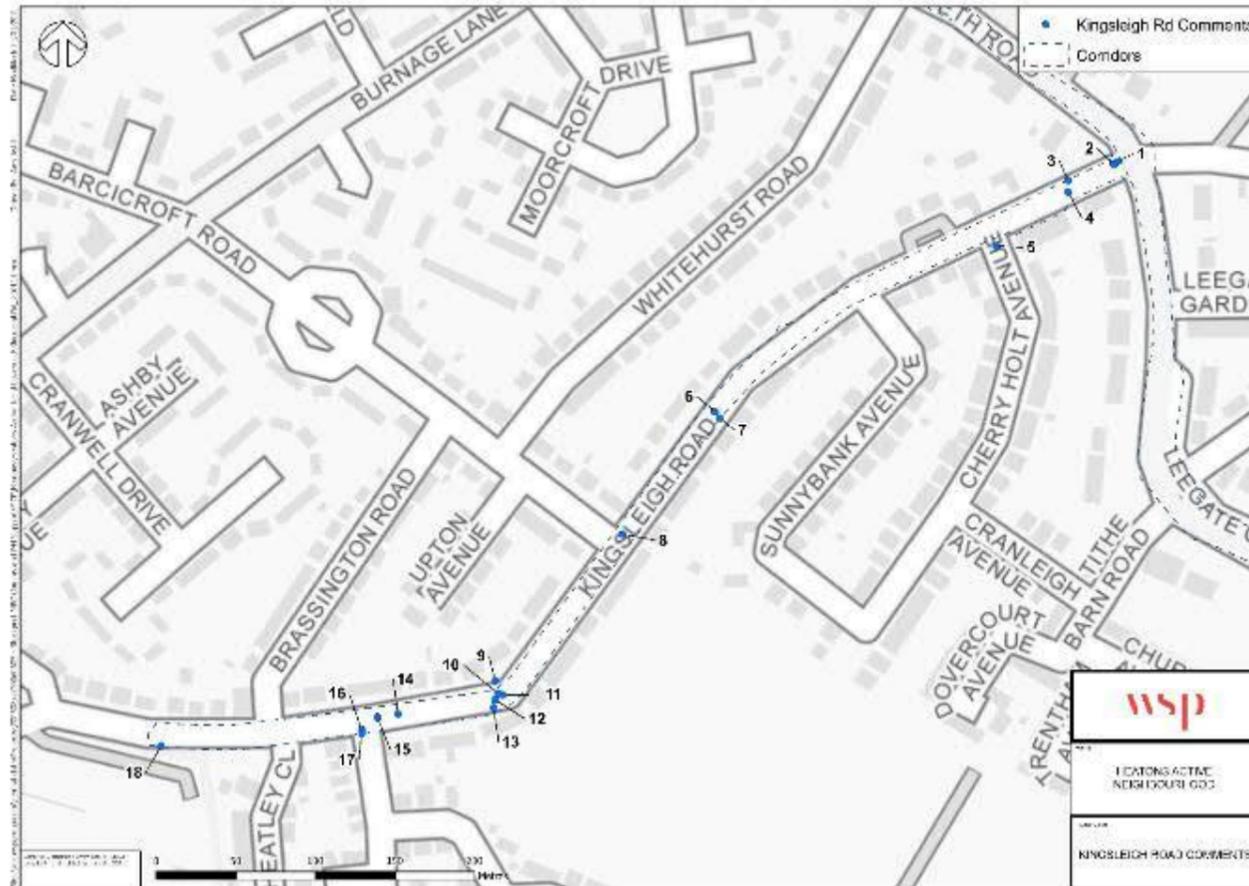
**Table 17 - Moorside Road corridor comments**

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Parking outside the Post Office	<p>These are lovely wide pavements and would be an ideal place to increase cycle parking ON the pavement.</p> <p>There are limited places for cars etc to park, but I am unsure if there is a time limit. 20 minutes would seem ideal to allow people to "nip" into shops while longer term users could use the car park on Kings Drive. This would probably increase the trade for shops and would prevent people from parking for long periods and "bunging" up the available spaces.</p> <p>As the pavements are wide a bench would also be appreciated!</p>		4	Places to sit, More cycle parking
2	Parking / loading	<p>Parking both sides of the road creates problems for two-way traffic, especially if buses/lorries need to pass. However, car owners in the terraced houses have nowhere else to park so I don't think double yellow lines is the answer. Could there be a one-way system so vehicles can't turn onto Bankhall Road from Didsbury Road? The 197-bus travelling from Stockport could access Heaton Moor via Didsbury Road, Mauldeth Road and Thornfield Road. The 197 to Stockport would be unchanged.</p>	SK4 4	2	Less traffic, Fewer vehicles
3	Safety	<p>Because cars park on both sides of the road it becomes effectively one way, it is dangerous trying to come out of the side roads as views are restricted by parked cars.</p> <p>This needs to be viewed early in the morning before people have gone into work.</p> <p>Please have double yellow lines, perhaps give grants for converting front gardens for parking and dropping the kerb.</p>	SK4 4	4	Less traffic
4	Traffic	<p>More speed bumps as there are further up Heaton Moor Road. Improved pavements on the side streets.</p>	SK4 4	0	Space for parking / loading, less traffic, Slow down traffic, Dropped kerbs, Fewer vehicles
5	Accessibility, Traffic, Cycling, Bus Travel, Car Travel, Driving, One-way system	<p>Bank Hall Road (from junction with Moorside Road) should become one way towards Thornfield road taking all traffic to Heaton Moor. Moorside Road should become one way from Green Lane towards Bankhall Road (Didsbury Road).</p> <p>This would allow for easy passage of traffic to / from Heaton Moor for all vehicles whilst providing adequate &amp; safe parking for those living on these roads. This in turn will provide a better experience for pedestrians as cars won't have to mount the kerb to park.</p>	SK4 4	3	Improve junctions for traffic, Space for parking / loading, Less traffic, One-way system
6	Safety, Walking, Cycling	<p>The footpath leading off Bank Hall Rd is a really useful linking route through to NCN55 and Marlcroft Ave. However, the first bit is quite narrow - is there any way it could be widened so that the whole route could be made into a cycle route? There would also need to be a safe crossing installed on Bank Hall Ave.</p>		7	New/ safer crossings, Wider pavements
7	Walking	(no entry)	SK4 2	1	Improve junctions for traffic, less traffic, Fewer vehicles, Wider pavements, Slow down traffic, Make this road one way- no left turn onto it from Didsbury Road
8	Walking, Safety, Traffic	<p>Traffic speeds are frightening. Coupled with the narrow pavements and frequent pavement parking, it's a dangerous place to walk. Could traffic be banned from turning off Didsbury Road</p>	SK4 4	13	Wider pavements, Less traffic, Fewer vehicles

		onto Bankhall? This would allow the pavement to be widened. Or double yellow lines along the length of Bankhall, coupled with speed enforcement measures (though this doesn't address the narrow pavement)?			
9	Walking, Safety	(no entry)	SK4 2	7	Wider pavements
10	(no entry)	Creating a bike lane from Manchester Road to the bottom of Moor Top which can then be extended to Mersey River section of the Trans Pennine Trail would be a game changer creating connectivity, reduced traffic, better health outcomes	SK4 4	2	Protected space for cycling
11	Driving	There have been comments about making Bankhall Road one way (with which I agree) but as traffic can only turn left onto Didsbury Road, this might cause drivers to do dangerous U turns after they've gone through the junction. A right-hand turn onto Didsbury Road might be needed.	SK4 4	2	Improve junctions for traffic

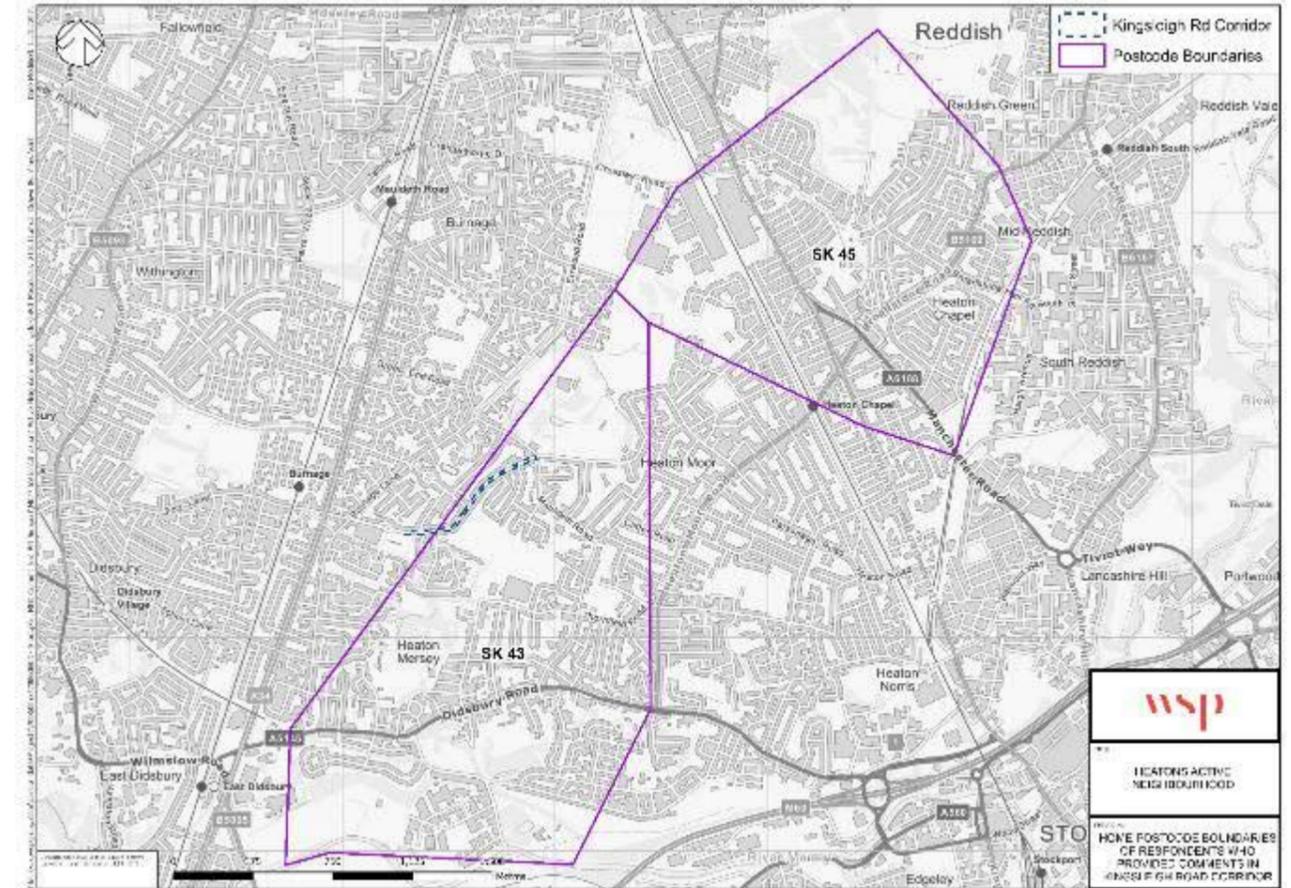
## KINGSLEIGH ROAD CORRIDOR

This chapter reports on pins dropped along the length of Kingsleigh Road between Mauldeth Road and Lane End Road as displayed in Figure 38.



**Figure 38 - Kingsleigh Road corridor**

Figure 39 displays the home postcode boundaries of the respondents who provided the comments listed in Table 18.



**Figure 39 - Home postcode boundaries of respondents who provided comments in the Kingsleigh Rd corridor**

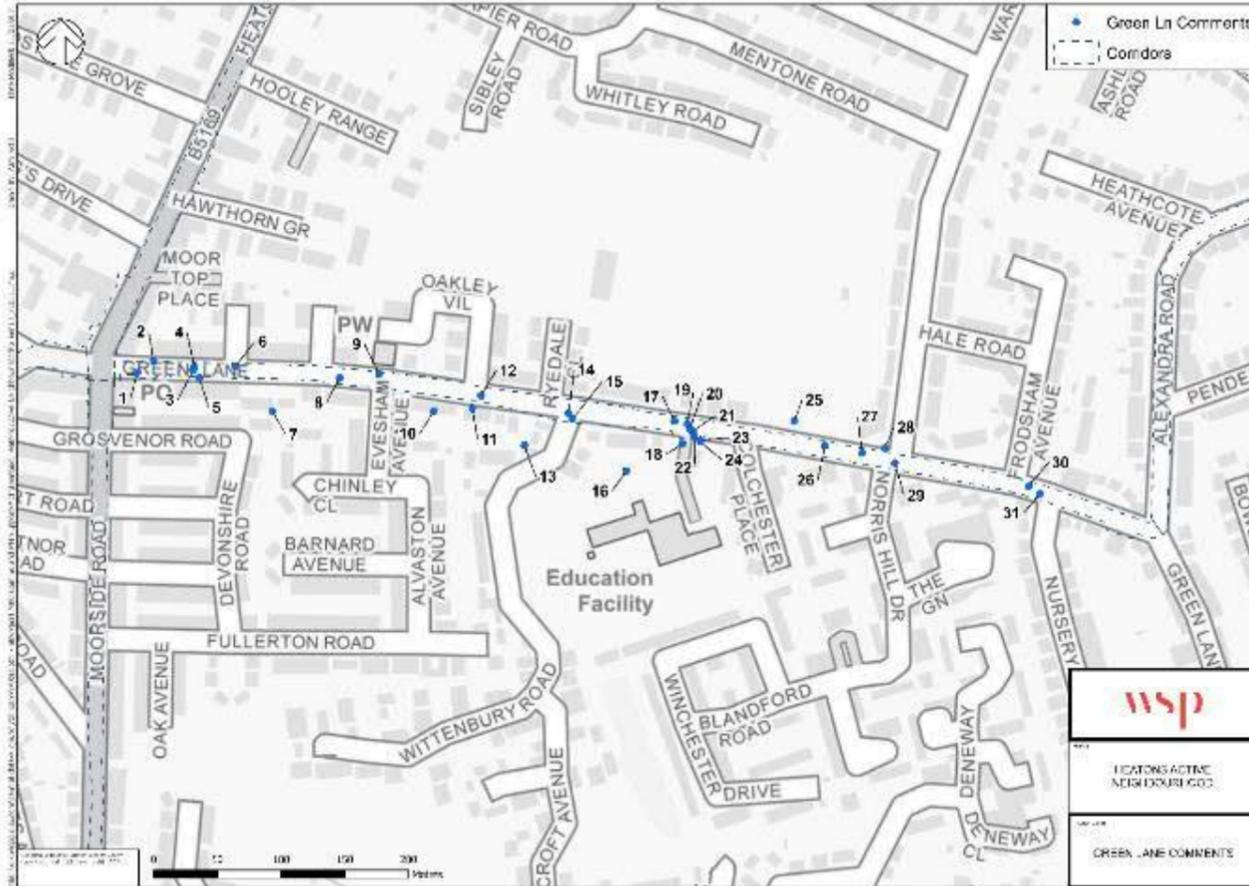
**Table 18 – Kingsleigh Road corridor comments**

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Green spaces, LITTER	In addition to the dangerous speeds driven along this stretch of road and the narrow pavements, there is also a huge amount of litter. Especially discarded masks by the bus stop. Please add a bin!	SK4 3	7	
2	Litter	In addition to the awful and dangerous speeding traffic around here, the litter at the mini roundabout is terrible, also many discarded masks at the bus stops. Please put a bin here!	M19 2	5	Bins
3	Parking / loading, Safety	Cars park across the corner of the horseshoe re-joining Kingsleigh Road. If road marking could be placed on the corner it would be safer for both cars pulling out of the horseshoe and cyclists riding past. Edging out of the horseshoe is dangerous as there is no line of sight for traffic. I have witnessed a traffic accident here.	SK4 3	1	Enforcement, Better road and street signs
4	Signage	It is important to retain car parking for the shops, as they rely to a degree on passing trade. No parking on pavements, there is no point in widening pavements if people are just going to park their car completely on the pavement.	SK4 3	0	
5	Parking / loading	The Kingsleigh Rd / Cherry Holt Ave junction is overwhelmed with cars from residents in the flats opposite parking often illegally on both sides of Cherry Holt Avenue, making it a dangerous junction and a hazard to all types of road user. Narrowing the road on Cherry Holt at the junction with Kingsleigh Rd and installing bollards to prevent parking would be ideal.	SK4 3	3	Wider pavements
6	Traffic, Cycling	Kingsleigh Road is used as a rat-run, with cars cutting through to go between Mauldeth Road and either Burnage Lane via Barcicroft Road, or the Tesco on Lane End Road. A modal filter is needed on Kingsley Road to prevent through motor traffic, and to make the streets safer for walking and cycling.	SK4 5	19	Modal filter
7	Car Travel, Cycling, Driving	Used as a rat run with high traffic volume, especially rush hours. Speeding over humps. Unsafe for cyclists and walkers.	SK4 3	7	Less traffic, Fewer vehicles, Protected space for cycling, Slow down traffic, Enforcement
8	Cycling, Car Travel	I find cycling here fine and I would not agree with proposals to limit through traffic.	SK4 3	7	
9	Car Travel, Cycling, Parking / loading, Safety	There is too much on street parking at this location (on the bend) which reduces visibility and narrows the road leading to lots of near misses, especially when cars travel too fast up the hill.	SK4 3	4	Slow down traffic, Fewer vehicles, Space for parking / loading, More parking
10	Traffic, Safety, Driving, Signage, Parking / loading	Road used as rat run. 20mph on road is ignored most times. I've seen buses and artics use the road some have dislodged branches on roadside trees, so completely unsafe for cyclists. The narrow road sign is ignored close to Alwinton junction. Residents park half on pavements so their cars don't get clipped reducing pavement width.	SK4 3	5	Fewer vehicles, Enforcement, Less traffic
11	Traffic	A lot of traffic does more than 20mph along Kingsleigh Road.	SK4 3	6	Enforcement
12	Parking / loading, Traffic, Car Travel, Walking, Cycling	The traffic is heavy and noisy at times, with cars parked either side of the road. Cars and bikes speed along as the road is used as a cut through to the supermarket.	SK4	2	Reduce pollution, Space for parking / loading, Fewer vehicles, Slow down traffic, Less traffic, More parking, More trees and green space

13	Cycling	The (limited) protected cycling infrastructure on Kingsleigh Road isn't well maintained meaning it's useless to cyclists. Car parking obstructs the protected cycling areas at traffic calming areas. They need to be cleaned and parking restrictions implemented at the entrance and exit of cycling infrastructure.	SK4 3	3	Protected space for cycling
14	Traffic	Prevent access to supermarket	SK4 3	7	Less traffic, Slow down traffic
15	Cycling	I think the chicanes were intended to have cycling 'bypasses'. These are too narrow to be used and full of debris.	SK4 3	4	Protected space for cycling
16	Safety	This is the only way to get into this neighbourhood. In recent years in winter we have lots of people in cars scoping the neighbourhood and then coming back later to carry out burglaries. We need a webcam at the start of Alwinton Ave.	SK4 3	2	Enforcement
17	Safety	There is no restraint on vehicle speed on Kingsleigh Road from above Alwinton Ave down to the Stockport boundary with Lane End Road. Permanent closure of this road was suggested at the planning stage for the Tesco store; instead it has become a rat-run. The 20mph limit is totally ignored - many pass at well over 30mph.		1	Slow down traffic
18	Safety	A coordinated action with Manchester Council is needed here; the build-out is of very little effect in restraining speeding drivers and the problem extends on either side of the boundary (including Lane End Rd beside the Tesco store). This location is dangerous for all.		1	Enforcement, Slow down traffic

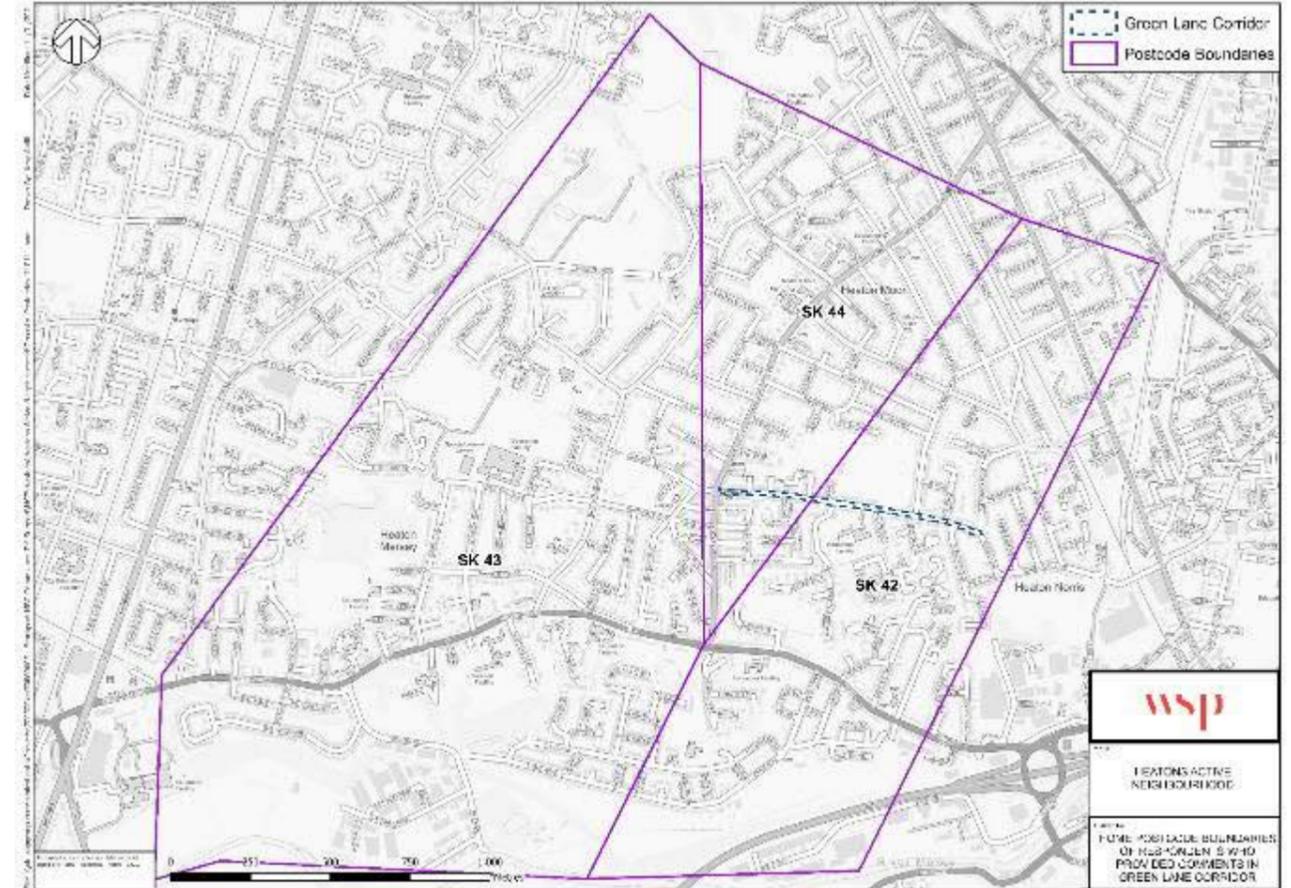
## GREEN LANE CORRIDOR

This chapter reports on pins dropped along the length of Green Lane between Balmoral Road and Alexandra Road as displayed in Figure 40.



**Figure 40 - Green Lane corridor**

Figure 41 displays the home postcode boundaries of the respondents who provided the comments listed in Table 19.



**Figure 41 - Home postcode boundaries of respondents who provided comments in the Green Ln corridor**

**Table 19 – Green Lane corridor comments**

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	(no entry)	Where do you suggest the residents who live in the terraced houses along here park their cars? - this is the reason the road is narrow here so unless you ban these residents from owning cars there is nothing practical that can be done!!		0	(no entry)
2	Traffic, Driving	It is crazy to have a 20 mile an hour zone change to 30 miles an hour for a few 100 m at the top of Green lane. The person who drew a 30-mile hour marking is just next to a row of parked cars taking the road to a single lane! Further down the road it is also not possible to see the 20 mile an hour sign on left side due to foliage and the sign in the right was knocked down by a car over 5 years ago and not replaced. All the residential roads could be 20, it would be safer and might save you some signs!	SK4 3	4	Slow down traffic, Fewer vehicles
3	Traffic	(no entry)		1	Reduce pollution, More parking, Better routes to schools, Less traffic, Fewer vehicles
4	Driving, Traffic, Walking, Street Furniture, Safety	Green Lane is a busy route between schools, homes and the shops for cars and pedestrians. Despite the installation of bollards on the pavement, cars still regularly mount the pavement with 2 wheels and drive along the pavement to avoid oncoming traffic. The pavement isn't particularly wide, and this isn't safe for pedestrians.	SK4 4	19	Better street furniture
5	Driving, Parking / loading, Car Travel, Safety, Traffic	Dedicate one side to pedestrians only (the side with posts) then on opposite side narrow path and drop kerb so residents can park more tucked in. Heavy levels of congestion and poor driving etiquette cause hazard to drivers, cyclists and pedestrians as traffic doesn't flow easily both ways with narrowness of Green Lane close to traffic lights.	SK4 3	4	Less clutter, Space for parking / loading, Dropped kerbs
6	Safety, Car Travel, Parking / loading	As a resident on Ansley Grove getting out of the road onto Green Lane is more often than not dangerous due to the fact that cars are allowed to park at the immediate entrance of the road, meaning there is often (in particular if vans are parked right at the corner, which happens frequently) zero visibility of vehicles on Green Lane. This is especially dangerous due to the sometimes-high speed of cars traveling on this section of Green Lane. Potential solutions to this problem could include a) humps to slow down traffic, b) a mirror which would allow cars to exit Ansley Grove safely, c) don't allow cars to park right at the corner of the junction Green Lane/Ansley Grove.	SK4 3	4	Slow down traffic, Improve junctions for traffic
7	Safety, Traffic, Parking / loading, Driving	Green Lane is overused by heavy vehicles and general traffic cutting through to/from the A6. Cars have to use on-road parking at the Heaton Moor end making it a bottleneck and unsafe for bikes. Pedestrians are unsafe here too as cars regularly park and drive on the pavements. Also, many cars travel too fast on the road. Late at night there are regular very loud motorbikes going up and down the road. Generally, it seems restrictions and enforcement are lacking in the area.	SK4 3	2	Fewer vehicles, Reduce pollution, Slow down traffic, Enforcement, Less traffic
8	Safety	Very hazardous due to excessive speed and close passing in a restricted space with school and residential parking. Needs urgent attention.		4	Slow down traffic
9	Driving, Traffic	Green Lane should be 20mph.	SK4 4	7	Slow down traffic

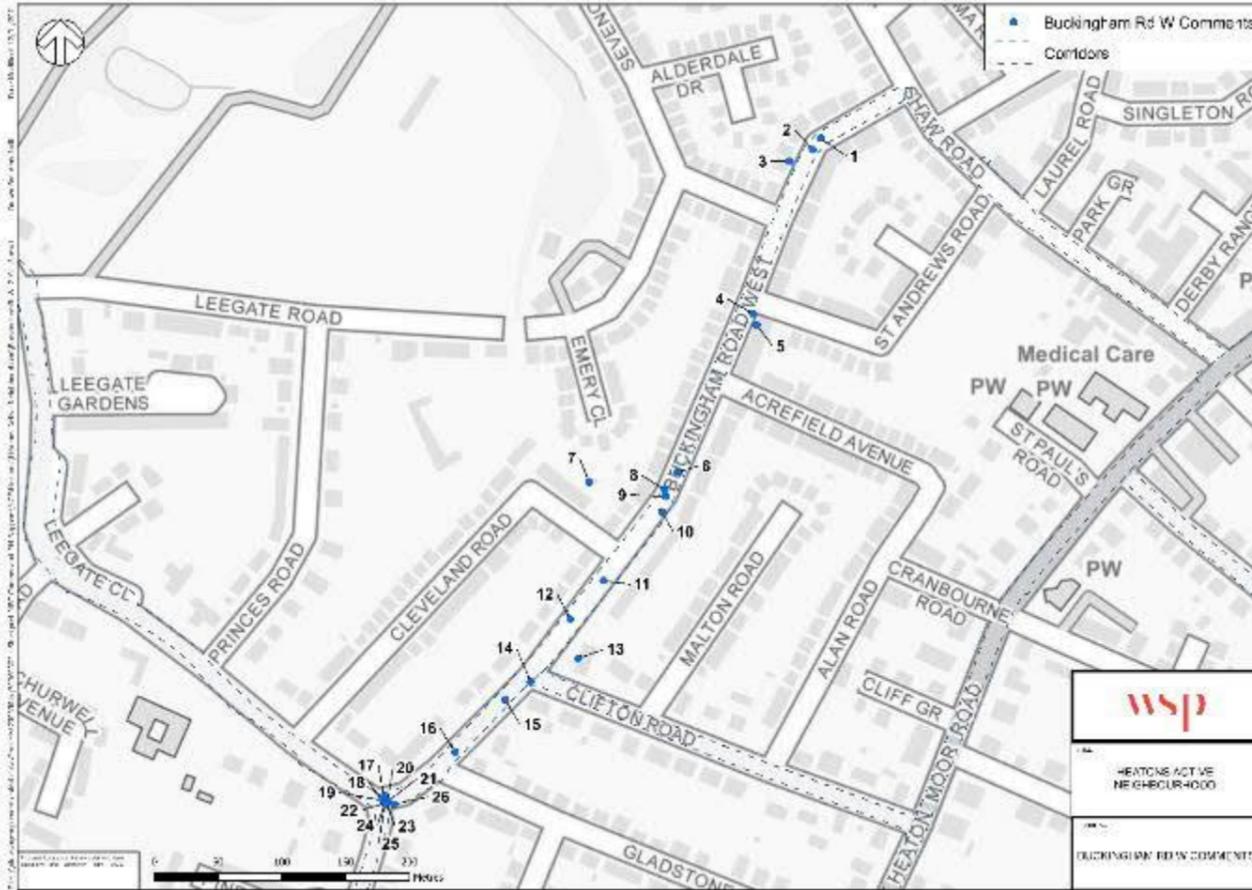
10	Traffic, Safety	Green Lane has become unsafe due to speeding cars. The speed bumps near the school slow traffic momentarily but then they speed up again once passed these. There is also no school crossing patrol at the moment due to Covid and a permanent fixture would be advisable. My two children and I were almost hit by two males on a motorbike, coming home from school, as they sped up the road and used the speed bumps as a challenge. It's manic at school drop off and pick up times and only a matter of time before someone gets seriously hurt.	SK4 3	5	New/ safer crossings, Slow down traffic
11	Safety, Parking / loading, Driving	Getting out of Oakley Villas can be quite dangerous at times due to cars and vans parked close to the junction, making your view to turn both left or right onto Green Lane obscured. This isn't helped at times by the speed of cars driving up and down Green Lane. Adding to this is that Oakley Villas isn't a full width road, limiting your position in the road to turn onto Green Lane. Suggested solutions - extending the 20mph section to the junction at Moor Top, speed bumps and restricted parking at the junction with Green Lane.		1	Slow down traffic, Improve junctions for traffic
12	Walking, Accessibility	The path between Green Lane and Fullerton Road became very popular with families to walk down after it was cleared last October, and yet it has become overgrown again and is used less and less and becomes even more overgrown until it is now barely used. I understand the policy is to clear it once every 2 years. WHY???	SK4 3	28	Less clutter, Better maintenance
13	Safety	Green Lane is one of our most dangerous roads due to excessive vehicle speed and close-passing in a restricted space with school and residential on-street parking. Needs urgent attention.		6	Slow down traffic
14	Safety, Walking, Driving	The smooth, curved corners of this junction encourage turning into and exiting Wittenbury Rd without slowing down. They also makes it a very wide junction for pedestrians to cross. The problem is exacerbated by the dense vegetation of the corner property making it impossible to see approaching vehicles. The junction should be narrowed with right-angular corners and a clear stop line more appropriate to the location.	SK4 4	4	Slow down traffic, New/ safer crossings
15	Safety	The junction of Green Lane and Wittenbury Road seems to be the source of extreme engine revving at times. Blind bend before junction so people coming out far too fast and not able to see people crossing. Surprised and grateful more accidents haven't happened here.	SK4 4	0	Slow down traffic
16	Safety	Green Lane is one of our most dangerous roads due to excessive speed and close passing in a restricted space with school and residential parking. Needs urgent attention.		7	Slow down traffic
17	Driving, Safety, Traffic, Car Travel	I understand that parents are driving on to work after the school drop off. We are lucky to have the sports club parking facilities but with the Covid staggered drop offs it just means that the area is jam packed from 0830 to 0915. It's not safe for the parents / children walking / cycling to school. I would like to see traffic banned from this area around that time.	SK4 2	3	Slow down traffic, Less traffic, Enforcement
18	Driving, Walking, Cycling, Traffic, Safety	The vehicle traffic on Green Lane needs to be slowed down, inadequate speed humps don't work. Need to have at least two areas that reduce flow down to single Chicane carriageway with priority Signage. Also need a zebra crossing to be installed directly outside Norris Bank Primary school. These measures would ensure cars reduce their speed when transiting through. Cycle space and widened pavements would be brilliant.	SK4 2	11	Better routes to schools, Slow down traffic, New/ safer crossings, Protected space for cycling
19	Car Travel, Driving, Walking, Cycling, Safety, Traffic, Air quality, Accessibility	Lots of comments on Green Lane not being safe for children. This school could be a demonstrator for School Streets where the road outside the school is walking, cycling, scooting only during drop off and collection times. Residents with homes within the zone would still be able to drive in / out	SK4 4	8	Less traffic, Better routes to schools, Fewer vehicles

		but slowly. <a href="http://schoolstreets.org.uk/">http://schoolstreets.org.uk/</a> School Streets are common in other areas. Could this be the Heaton's first?			
20	Parking / loading, Traffic	(no entry)		2	Slow down traffic, Better street furniture
21	Parking / loading, Safety, Walking, Accessibility	Despite the school asking several times, people continue to park directly outside the school and the corner of Colchester Place. Every now and then, a traffic warden is present, so no one parks there but it goes straight back to normal when they've gone. Pencil bollards like outside Broadstone school would work well. Most people can park in the sports club opposite which is great however a zebra crossing would help a great deal with safety as traffic is always heavy in the mornings. Most cars tend to ignore the 20mph restriction also. With current school procedures, all of the above is even more important as it's extremely busy at drop-off and pick up with parents queuing along the pavements and trying to cross the road to maintain social distancing.	SK4 2	18	New/ safer crossings, Better street furniture, Slow down traffic, Enforcement
22	Parking / loading, Traffic, Safety	Traffic and parking issues around school drop of and pick up, children's safety at risk needs to be addressed in consultation with the school residents and parent.	SK4 4	2	Less traffic, Slow down traffic, Better routes to schools
23	Traffic, Walking, Air quality, Driving, Safety	(no entry)	SK4 2	3	Protected space for cycling, Space for parking / loading, Fewer vehicles, Enforcement, less traffic, Reduce pollution
24	Signage, Car Travel, Safety, Parking / loading	There is tonnes of traffic down Green Lane at drop off & pick up. There are so many cars riding up on the kerb and parking in silly places to drop off & collect children. It's not safe for families that walk. Cars are fast and drivers are inconsiderate of the safety of others. The COVID drop off & pick up routine means more children & families waiting longer on Green Lane on narrow roads. There are too many vehicles causing a hazard through obstruction etc. Numerous children have been knocked down in the past due to the speed of cars & it's an accident waiting to happen.	SK4 4	5	Better routes to schools, New/ safer crossings, Better road and street signs, less traffic, Improve junctions for traffic, Slow down traffic, Fewer vehicles, Enforcement
25	Parking / loading	Get parents to walk to school. Apart from pick up and drop off times, it isn't bad.		5	Get parents to walk to school. Apart from pick up and drop off times, it isn't bad.
26	Cycling	Green Lane is a poorly surfaced road - predominately 20 mph limit with speed bumps -- still multiple cars travelling over 30 mph. Suggest making the road a LTN.	SK4 2	12	Less traffic, Enforcement, Fewer vehicles, Better maintenance
27	Traffic	Bit of a rat run. Lots of families who cycle.	SK4 2	1	Slow down traffic, Less traffic
28	Driving, Traffic, Safety, Walking	During school pick up and drop up Green Lane is a nightmare. For those walking and queuing to get into school it can only be a matter of time before a child is seriously injured or killed. Cars drive too fast and mount the kerbs to drop off/pick up. The number of cars makes crossing Green Lane and all surrounding roads difficult and dangerous. As it gets darker it is going to be worse.  The junction on Green Lane/Warwick is also very bad due to the road layout and how impatient some of the drivers are.  This road was dangerous before but given the extra Covid measures at school something must be done before it's too late.	SK4 2	3	Better routes to schools
29	Street Furniture	Make Green Lane/Warwick Road/Norris Hill Drive junction a mini roundabout.  Would slow traffic down and also make it safer for pedestrians as it's not obvious where cars are going at this junction because of its poor layout - NOTE this is very close to Norris Bank school.		0	Improve junctions for traffic

30	Safety, Parking / loading	Crossing Frodsham Avenue at the Green End is very dangerous due to vehicles parked on the junction. Visibility of cars driving up Frodsham Avenue to Green Lane is very limited and crossing at the junction is dangerous due to the parked vehicles.	SK4 2	1	Fewer vehicles
31	Driving, Walking, Safety, Cycling	Parking on Green Lane and the corners of roads coming off Green Lane can make it really dangerous. Nursery Rd is particularly bad - parking on the corners reduces traffic to single file on Green Lane as well as Nursery Rd and makes visibility of on-coming vehicles/bicycles/pedestrians impossible. Double yellows are needed on the corners of Nursery Rd and Green Lane as well as directly opposite the entrance to Nursery Rd.	SK4 2	19	Fewer vehicles, New/ safer crossings, Improve junctions for traffic

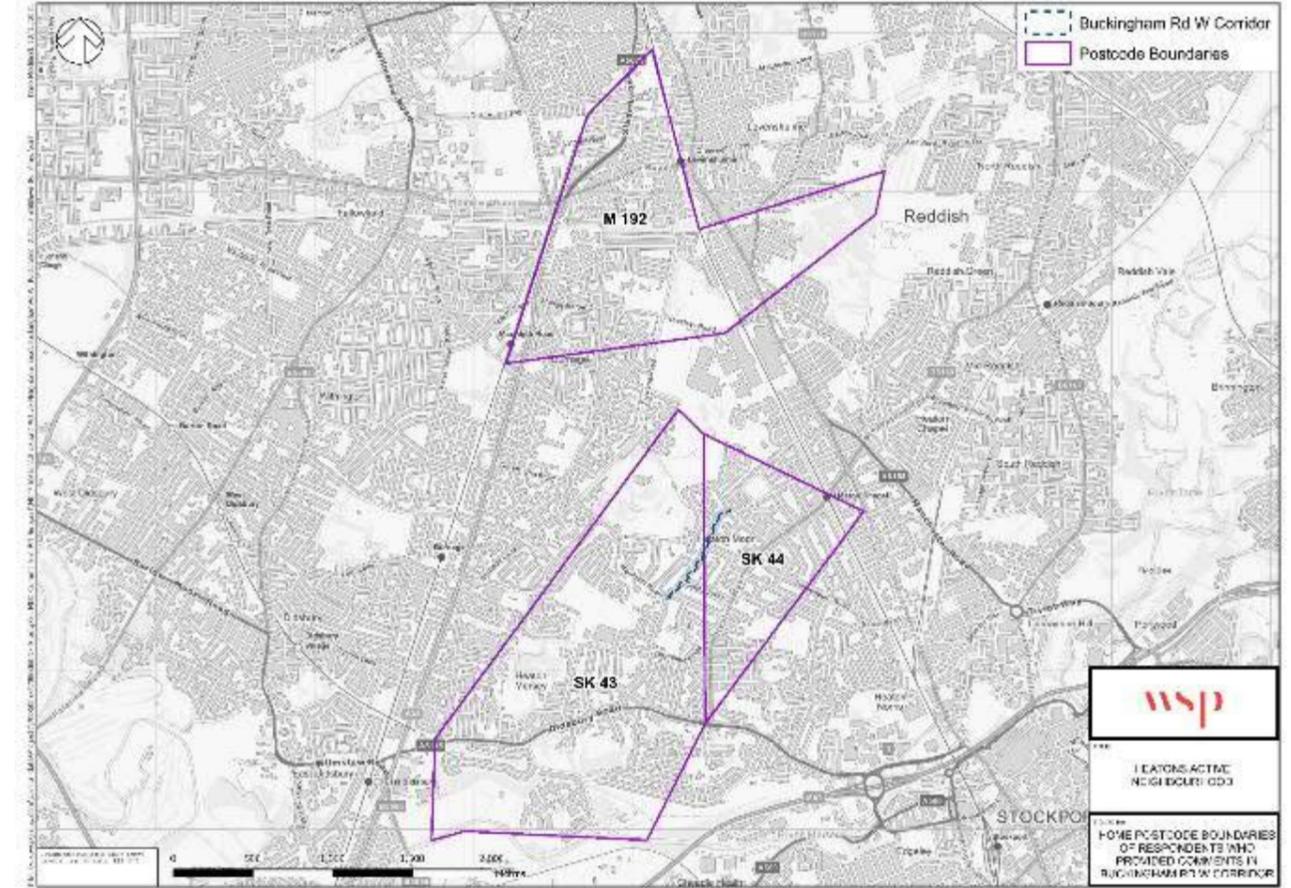
## BUCKINGHAM ROAD WEST CORRIDOR

This chapter reports on pins dropped along the length of Buckingham Road West between Shaw Road and Mauldeth Road as displayed in Figure 42.



**Figure 42 - Buckingham Road West corridor**

Figure 43 displays the home postcode boundaries of the respondents who provided the comments listed in Table 20.



**Figure 43 - Home postcode boundaries of respondents who provided comments in the Buckingham Rd W corridor**

**Table 20 – Buckingham Rd W corridor comments**

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Driving, Traffic	Slow down traffic coming around the almost blind bend, with cars parked on both sides which means that it's effectively a single lane road.	SK4 4	12	Slow down traffic
2	Traffic	It is a popular route for school commutes to Priestnall, Tithe Barn and St Thomas. Traffic speed is a huge issue. Regular misjudging of the bend, horns blaring, damage to garden walls by vehicles. This problem has got worse since lockdown as racing cars are expecting less traffic. This is a huge problem for walkers and cyclists as vehicles are not in control, and a noise, pollution and damage issue for residents.		12	Reduce pollution, Slow down traffic, Enforcement, Traffic calming
3	Safety, Car Travel, Driving, Traffic	Buckingham Rd West suffers from excessive speeding by many drivers, many treat it as a cut through and drive line it is a main road rather than residential. It really should be a 20mph road with traffic calming.	SK4 4	20	Protected space for cycling, Fewer vehicles, Enforcement, Slow down traffic
4	Traffic	(no entry)		3	Fewer vehicles, Slow down traffic, Less traffic
5	Driving, Traffic, Safety	Traffic calming measure urgently required. Cars and vans consistently speeding. Especially at rush hour when it's used as a cut-through. Dangerous for school children who walk and cycle this road.		22	Slow down traffic, Fewer vehicles
6	Safety, Driving, Traffic	(no entry)	SK4 4	2	Slow down traffic
7	Traffic, Safety, Car Travel, Driving	We have lived on this Road for many years and, thankfully, not had a problem with traffic or safety. It is an important road which services and helps access other residential areas and has done so successfully since the estate was built nearly 60 years ago.  Please leave well alone.		3	
8	Safety, Driving	Cars travel at excessive speeds especially on weekend evenings as the bars of Shaw Road and Heaton Moor Road are frequented. On these evenings the speed travelled is beyond belief and surprising a serious accident has not occurred. Extremely worrying during daytime when children walk to schools and rat running is taking place. Reported this many times to local councillors and was told any traffic survey dismisses the highest and lowest speed percentile data, which makes no sense when considering it is the highest speed which causes the most serious accidents.	SK4 4	10	Enforcement, Slow down traffic, Fewer vehicles, Reduce pollution
9	Parking / loading	Too many households have more vehicles than they can accommodate on their own drive/garage and therefore leave their cars on the road. This causes a stop start flow of traffic and prevents visitors from being able to park their vehicles	SK4 4	2	Fewer vehicles
10	Driving, Walking, Parking / loading	Road used as a cut through and alternative to Heaton Moor Road. Very busy in mornings. Roundabout at Clifton Road is mainly ignored by most drivers who career across at speed without slowing - highly dangerous in mornings where school children must be so careful here.	SK4 4	4	Slow down traffic, Less traffic, Fewer vehicles
11	Driving, Safety, Walking, Traffic, Cycling	This is a residential street that is used as a rat run. It is easy to speed on because it is wide and long. The road is used heavily by schoolchildren both on foot and cycling.	SK4 4	2	Slow down traffic

		Whilst most drivers keep to the 30mph limit, the speed that some people drive on this road is truly frightening, sometimes barely in control. These incidents of speeding are ignored/ignored out of speed surveys because they are treated as statistical outliers.			
12	Traffic, Safety	Traffic use the road as a cut through for Heaton Moor Road at excessive speeds and in the rush hour this speed is even worse which is of concern given it is a popular route for school children to walk to and from school.	SK4 4	32	Slow down traffic
13	Cycling, Walking, Traffic, Driving, Safety	Speeding cars and vans at all times of day. Several times each day certain cars doing reckless speeds. Buckingham road west is not a main road but is being treated as such. The mini roundabout at Clifton Road/Buckingham Road West is regularly ignored, as evidenced by blaring of horns! 20mph speed limit urgently needed on both these roads to allow safe cycling and pedestrian crossing.		10	Enforcement, Protected space for cycling, Slow down traffic, New/ safer crossings
14	Safety, Driving, Walking	The mini roundabout on the corner of Clifton Road and Buckingham Road West encourages dangerous driving with people driving at speed from Buckingham Road West and not slowing on approach - Similarly people driving in both directions along Clifton Road. Difficult to cross the road and dangerous for pavement users. Constant near misses/horns blaring during the day (lockdown and WFH has meant increased awareness of problem during the day)	SK4 4	18	Wider pavements, Slow down traffic, New/ safer crossings, Better road and street signs, Improve junctions for traffic
15	Walking, Safety, Accessibility	If walking or have a pram, wheelchair or young children the pavements is up and down with high kerbs at driveway entrances across if going on the pavement. This is not smooth like the rest of Buckingham Road / Buckingham Road West and other streets nearby. Runners run here and the steps / kerbs could be dangerous due to drop. This is on both sides of the road before the roundabout on Clifton Road and Gladstone Grove. The section between Mauldeth Road to Gladstone road is fine. It is the small section between Gladstone Grove to Clifton Road needs reviewing for better accessibility.	M19 2	9	Dropped kerbs
16	Walking, Accessibility	The driveways along this stretch of road cut through the pavement at a lower level, with a kerb at the side of each driveway. This makes it very difficult for people using wheelchairs, trolleys, pushchairs and prams to walk through here, despite it being a key pedestrian route into the village for residents. Ideally the driveways should be made level with the pavement and dropped kerbs installed at the road edge, but as a second choice dropped kerbs must be installed along the pavement.	SK4 3	11	Make step free, Dropped kerbs
17	Safety	This is a key area for parents to cross with their children to drop to tithe barn school and buses frequently curb the pavement with many cafes coming around the corner way too fast and it is hard to see at the point you need to cross.		5	Slow down traffic, Wider pavements, New/ safer crossings
18		An area where the road bends, very narrow pavements where many children walk to school. Visibility is poor for drivers turning onto Mauldeth Road. Cars have to pull out quickly and often tail backs onto Buckingham Rd. All round unpleasant!	SK4 3	14	New/ safer crossings, Improve junctions for traffic
19	Car Travel, Walking, Cycling, Safety, Traffic	This is one of very few junctions into/out of a large section of Heaton Moor. The traffic coming up and down Mauldeth Road is heavy, traffic in/out of Clifton Road is heavy, with flow moving in 6 different potential directions, all on a sharp bend. This causes frequent congestion and dangerous/wreckless actions by drivers, which isn't helped by drivers not indicating their intentions. All of which results in a very unsafe experience for cyclists and pedestrians. This could be improved in a couple of ways: 1) by combining traffic flow with Cleveland Road by making them both one-way. This would reduce the number of different traffic flows at each road, 2) provide a cycle and pedestrian lane around the wild garden area to keep cyclists and pedestrians away from the busy junction.	SK4 4	11	New/ safer crossings, Protected space for cycling, improve junctions for traffic, Improve traffic flow

20	Driving, Traffic	I agree with the comments that this is a busy junction, that the pavements are narrow, and that crossing is difficult. We need to address why there is so much traffic, particularly in the mornings, and trying to slow it down - rather than proposing solutions that divert the existing traffic onto quieter residential streets. Cleveland Road, for example, is not set up to take all the flow from Mauldeth Road in one direction, cars already speed up and down the road and it is already used as a rat run / cut off of the Buckingham>Clifton junction. Please do think through a proposal before making it.		5	Better routes to schools, Slow down traffic
21	Bus Travel, Safety, Walking	Buses turning left onto Clifton Road from Mauldeth Rd mount the pavement at this point as they're often unable to turn the corner. (especially in heavy traffic). This is particularly dangerous in the mornings when young children are being walked to school. Make a proper junction with wider pavement and/or re-route buses	SK4 4	13	Better road and street signs, Improve junctions for traffic, Wider pavements
22	Bus Travel	Bus drivers take no care to keep their vehicles on the road at this corner. If you look at the kerb on the northern apex of the corner, you can see how it has been destroyed and flattened by careless bus drivers. The pavement is very narrow (and there is no obvious way to widen it) so it is essential that there is some physical barrier to prevent it being used by bus drivers as an extension to the road.	SK4 3	6	High kerb/bollards to stop buses mounting pavement
23		Needs traffic lights or roundabout here, it's a bottleneck		1	Improve junctions for traffic
24	Traffic, Car Travel, Safety, Walking, Driving, Cycling	The Mauldeth Rd / Clifton Rd junction is a bottleneck & the scene of so many accidents & near misses. As a car driver, visibility approaching it northbound up Mauldeth is bad to the actual point of turning. Coming south on Mauldeth, you need to slow down for the corner but too many cars emerging from Clifton misinterpret this as slowing down to let them out or turn. Emerging from Clifton is difficult & risky. And as a cyclist I take my life in my hands at this junction & pretty much anywhere along Mauldeth. We either need traffic lights & a box junction here, or possibly a roundabout with the crocuses relocated to the centre of the roundabout.	SK4 3	5	Improve junctions for traffic
25	Safety, Traffic	Traffic lights needed at the junction between Mauldeth Rd and Clifton Rd so that traffic is not congested and can move safely. Hard to get in and out of the junction at busy times.	SK4 4	2	Improve junctions for traffic
26	Safety, Driving, Walking, Cycling, Car Travel	More people would walk to and from school if the Mauldeth Rd / Clifton Rd junction provided a consistently safe way if crossing Mauldeth Rd.	M19 2	19	New/ safer crossings, improve junctions for traffic, Wider pavements, make a mini roundabout or traffic light-controlled junction



**Table 21 – Broadstone Road corridor comments**

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Cycling, Walking	<p>Broadstone Road is very busy here, and cars drive fast on this stretch. The pinch points are a problem for anyone cycling in the narrow cycle lanes - drivers close pass at speed through the pinch points. Crossing the road on foot is also difficult due to the traffic speed, and the islands are too small to be able to comfortably cross with a pram or children.</p> <p>Solution:</p> <ul style="list-style-type: none"> <li>- Remove the islands to get rid of the pinch points.</li> <li>- Remove the hatched central median and use that space to create protected cycle tracks at each side of the road.</li> <li>- Reduce the width of the lanes for general traffic, to reduce speed and to make it easier to cross, and also to reallocate more of the width for the cycle tracks.</li> <li>- Add a crossing (perhaps a zebra, with raised table) to allow people to cross safely to reach the shops at the mill.</li> </ul>	SK4 5	8	New/ safer crossings, Protected space for cycling
2	Cycling, Safety	<p>A section of protected cycleway between Keswick Road and Houldsworth Square along Broadstone Road would allow more people to travel at any time between the two residential areas off these roads.</p> <p>It's essential that new walking and cycling routes provide the option to travel on routes that we all perceive as safe. Short cuts through parks and green spaces are great, but they don't work 24/7.</p>	SK4 4	3	Protected space for cycling
3	Traffic, Driving, Safety	Lots of children walk to and from school and nursery on this road and out for walks with families. Drivers frequently speed along it, some dangerously fast. I'd like something done to prevent speeding in this area.		5	Slow down traffic
4	Rubbish all over street	Educate people not to pick it up. Employ litter pickers. Encourage people to be cleaner. Larger fines	SK5 7	1	Less litter
5	Driving, Traffic, Car Travel	(no entry)	SK5 6	3	Less traffic, Better maintenance, speed up traffic, Fewer vehicles, Improve junctions for traffic
6	Driving, Safety, Traffic	Either speed restrictions or speed cameras. Also, footpath uneven outside 185 to 187 due to tree roots pushing up.	SK4 5	2	Enforcement, Fewer vehicles, Slow down traffic, Less traffic
7	Safety	<p>Speeding motorists use Broadstone Rd like a racetrack. Today has been the deciding factor in me emailing you as something clearly has to be enforced before someone is killed. A male driver in an Audi TT sped past me near the junction where the school is. Children cross this road many not at the crossing, so unless permanent speed cameras or speed bumps are in situ soon it will end in disaster. Hazardous particularly approaching the bend near Houldsworth Mill especially in bad weather.</p> <p>I do hope the Council are able to address this accident waiting to happen before it's too late.</p>		4	Slow down traffic

8	Traffic	Too many people feel it's a good place to drive their noisy cars at high speeds here despite it being a busy pedestrian area with a school nearby. Not only is this dangerous, but the noise from their boy racer exhausts is loud for the neighbourhood.	SK4 5	6	Fewer vehicles, Protected space for cycling, Less traffic, New/ safer crossings, Slow down traffic
9	Traffic	Boy racers use this stretch of road to drive at high speeds. It's a highly pedestrianised spot which has a school nearby. The speeds they drive at is too high and their tacky exhausts are very loud for the local neighbourhood.	SK4 5	7	Less traffic, New/ safer crossings, Reduce pollution, Protected space for cycling
10	Traffic	I am sick to death of seeing and hearing speeding cars and motorbikes constantly speeding up and down the road. My cat was mowed down last and left to die. Or was lucky it wasn't one of my children. I'm surprised nobody has been ran over yet.	SK4 5	0	Enforcement, New/ safer crossings, Less traffic, Speed cameras and or speed bumps
11		The Broadstone Hall Rd N / Broadstone Rd crossroads causes stress for crossing the road, maybe traffic lights would help for access to the school.	M34 3	6	Fewer vehicles, Less traffic, More trees and green space
12	Driving	The Broadstone Hall Rd N / Broadstone Rd junction has got busier and busier in the last few years. Increased volume & speed of traffic makes it very difficult to join Broadstone Road. From Broadstone Hall RD North it is almost a blind corner with cars coming at speed.	SK4 5	1	Slow down traffic, New/ safer crossings, Enforcement, Improve junctions for traffic
13	Parking / loading, Safety, Traffic	Hard to negotiate the Broadstone Hall Rd N / Broadstone Rd junction with poor visibility as well. Very close to a school with a large number of parents and children crossing daily.	SK4 5	0	Improve junctions for traffic, Slow down traffic, Enforcement
14	Air quality, Cycling, Walking, Parking / loading	The existing pedestrian crossing at the Broadstone Hall Rd N / Broadstone Rd junction could be moved slightly and upgraded, so that there is no 'dog-leg', and it works better in both directions for people walking, cycling or scooting etc. Most importantly, there would be an opportunity to improve air quality and reduce traffic noise outside the school. This could be achieved by re-designing the junction, so that motor vehicles cannot travel directly between Broadstone Hall Rd N & S. The space gained could be used for trees and benches etc		8	Less traffic, Fewer vehicles, Protected space for cycling, Places to sit, Reduce pollution, Slow down traffic, Better routes to schools, New/ safer crossings, More trees and green space
15	Accessibility	I disagree with the comment to make this a left turn only junction out of Broadstone Hall Road North so you cannot go straight across to BHRS or turn right onto Broadstone Road. There is no need for this change and would just result in people doing U-turns on Broadstone Road If forced to turn left or needing to use the smaller side streets adding to congestion on streets where there is only space for cars to travel from one direction at a time due to cars parked on both sides	SK4 5	1	
16	Parking / loading, Safety, Walking	Tree Branches are often below eye level and need pruning. If cycling lanes are introduced, it would cause major parking/loading issues for main road residents and make side road much more congested with additional parked cars. There are hardly any cyclists using this road at the moment, are there any case studies to support that the new cycle lanes will be sufficiently utilised?	SK4 5	0	Slow down traffic, Better maintenance
17	Walking	Pavements are raised and broken from Broadstone Mill to Manchester Road and need urgently repairs. They are dangerous and difficult for people to use especially if they have mobility issues. Trees are an important part of the area, so proper investigation needs to be done into how to resolve the issue of the pavements being unsafe due to the roots breaking through and cracking the pavements making them dangerous.	SK4 5	5	Better maintenance, Repairs are needed to pavements as tree roots have caused them to be raised

18	Traffic, Safety, Walking	Broadstone Road is a busy road all through the week. Vehicles are constantly speeding on it, presumably as an 'automatic' response to having a relatively free road available, having just queued through congestion at Heaton Chapel or in Reddish - the two ends of the road.  It is therefore extremely difficult to cross the road as a pedestrian, aside from the obvious danger of speeding traffic.	SK4 5	14	Slow down traffic, Enforcement
19	Driving	People will use their cars to get to/from work and the suggestions that people will cycle down Broadstone road to get to work when it is cold, wet and dark is just wishful thinking. Also, there is no priority traffic light with the junction of Manchester road heading north even though it is used by buses.		0	Better maintenance
20	Driving, Traffic	Traffic in the mornings and most evenings backs up Broadstone Road because of the George and the dragon junction.		1	Less traffic
21	Walking	This area could do with a crossing for pedestrians, ideally traffic light controlled.		0	New/ safer crossings
22	Cycling	Remove parking bays along the full length of School Lane / Broadstone Road and replace with segregated cycle lanes.	SK4 5	10	Protected space for cycling
23	Car Travel	Cars drive far too fast in both directions but particularly moving away from A6 towards reddish	SK4 5	3	Enforcement, New/ safer crossings, Fewer vehicles, Slow down traffic
24	Safety, Walking	Traffic coming from the direction of Heaton Chapel often turns quickly and without signalling onto Nelstrop road making it difficult for pedestrians to cross. Also parked cars on Nelstrop road pavement often make it difficult to see cars approaching from Nelstrop road. The junction could be tightened to slow traffic or a raised crossing added to slow traffic/alert drivers to potential pedestrians.	SK4 5	7	New/ safer crossings, Slow down traffic
25	Cycling	The route from Heaton moor to the Fallowfield loop via the path near Highfield country park is not accessible for families on bikes. The Fallowfield loop is a great, safe path for the family. To get to it via this route requires to go on the main road. There needs to be cycle path down a side street that is safe for the family. The other way is Errwood road, which works but is a long way for the family.		0	The route from Heaton moor to the Fallowfield loop via the path near Highfield country park is not accessible for families on bikes. The Fallowfield loop is a great, safe path for the family. To get to it via this route requires to go on the main road. T
26	Safety, Cycling, Walking	Cars travel much too fast along this stretch in both directions, the distance between crossings is too far ( Manchester Rd or Broadstone Hall Rd) trying to exit side roads such as Nelstrop or Appleton Roads on a cycle is very difficult, bus stops are directly facing each other and often have stationary buses (especially school buses in a morning) causing a real bottleneck.	SK4 5	10	New/ safer crossings, Enforcement, Protected space for cycling, Slow down traffic
27	Bus Travel, Walking, Safety, Car Travel, Cycling, Traffic, Driving	Pre Covid..It is incredibly hard to turn out of school lane on to Manchester road (towards Levenshulme/Manchester). People either block the box when coming down Manchester road and regularly jump red lights, meaning no traffic can move. Whole junction blocked. In addition to people driving straight onto school lane from Heaton moor jump the red lights. This all means the whole road backs up towards reddish.  I think this box should be more policed to ensure it is not blocked. Red light jumpers should also be monitored, I've seen many near missing with pedestrians who cross at their designated time, but someone has jumped the lights and has a near miss.  Amazingly, during school holidays none of this is an issue (my journey time through the Heaton's is more than halved during school holidays)		1	Enforcement, New/ safer crossings

28	Parking / loading, Safety, Accessibility, Walking	The pavement is constantly blocked by parked cars using the former William Hill premises. Pedestrians, wheelchairs and pushchairs are forced directly into the main road to progress. There is ample on-street parking available within the immediate vicinity, and so there is no excuse for tolerating this appalling inconsiderate behaviour.	SK4 5	7	Enforcement
29	Traffic, Walking, Air quality	The traffic and parking in this area means pavements are narrow in places and air quality is poor. It is not a pleasant place to walk. Outdoor seating areas of cafes and bars, where the pavement is wider, can also be unpleasant due to air quality when traffic is congested and suffer from noise pollution/speeding when traffic is free flowing.	SK4 5	9	More trees and green space, Fewer vehicles, reduce pollution, Places to sit, Wider pavements
30	Cycling, Accessibility	More cycle parking throughout the Heaton's would improve people's ability to go by bike rather than car	SK4 5	3	More cycle parking
31	Safety, Traffic, Air quality, Driving	There are more bars and restaurants opening but traffic and air pollution are a problem ... the traffic for Heaton moor should be directed from the A6 right turn - NOT through Heaton Chapel	SK4 5	0	More trees and green space, Events & activities, More public art
32	Parking / loading	There are parking restrictions on this road at peak times - 8:00-9:00 and 5:00-6:00. However they do not seem to be enforced and this makes cycling here difficult.	SK4 5	3	Enforcement

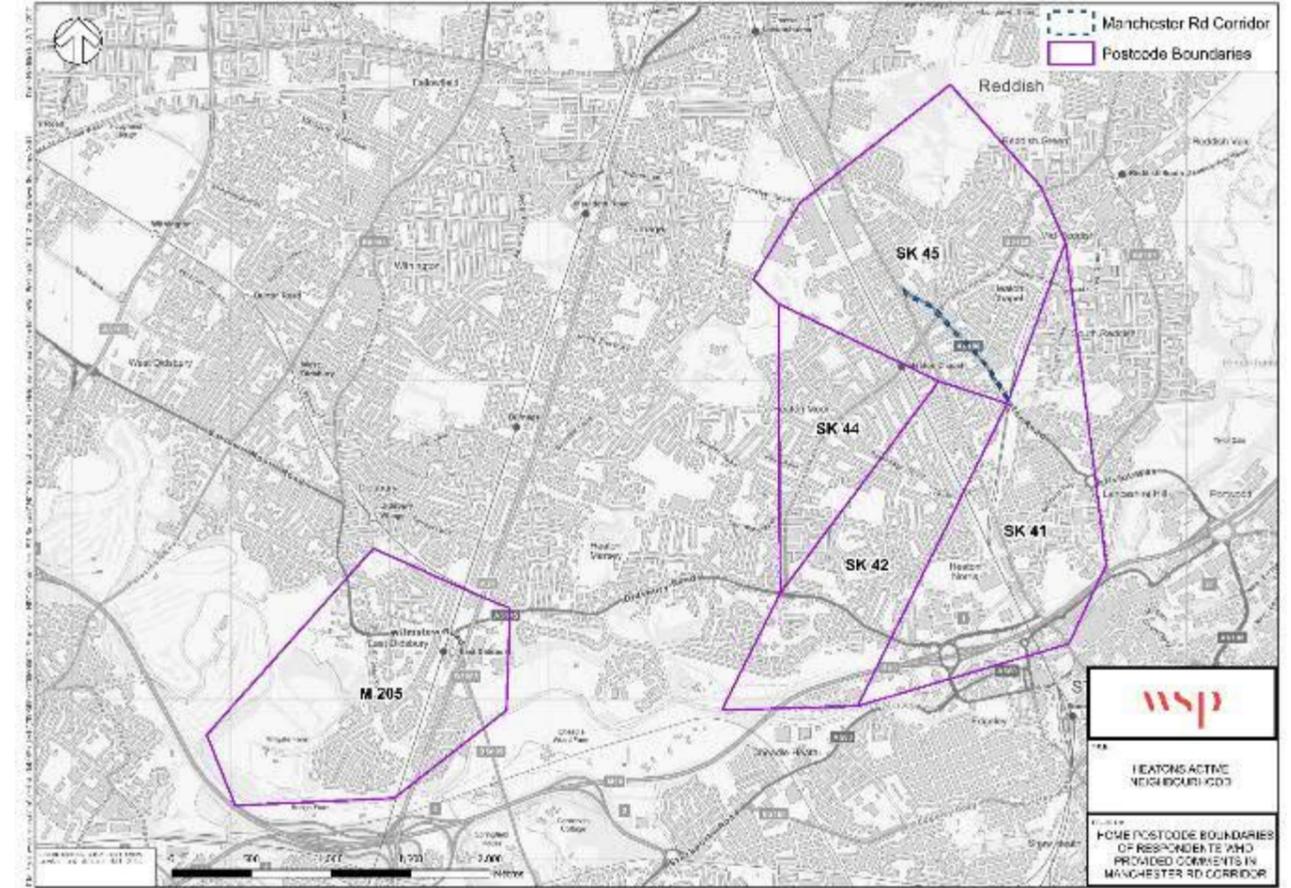
## MANCHESTER ROAD CORRIDOR

This chapter reports on pins dropped along the length of Manchester Road between the railway line and the A6 as displayed in Figure 46.



**Figure 46 - Manchester Road corridor**

Figure 47 displays the home postcode boundaries of the respondents who provided the comments listed in Table 22.



**Figure 47 - Home postcode boundaries of respondents who provided comments in the Manchester Rd corridor**

**Table 22 – Manchester Road corridor comments**

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Driving, Cycling, Safety, Street Furniture	The Manchester Rd / A6 junction is terrible for cyclists. the lanes are too tight - cars tend to try and encroach on cyclists, or attempt to pass to race the lights, not realising that there's not space for them and the cyclist to fit.	SK4 5	6	New/ safer crossings, Better road and street signs, Improve junctions for traffic, Better street furniture, Protected space for cycling
2	Cycling	Dangerous junction for Cyclists using the cycle lane on Wellington Rd North as cars can overtake and cut across them to go down Manchester Road	SK4 5	7	Protected space for cycling, Slow down traffic
3	Walking, Cycling	My daughter has just started school at St Thomas', and we have to cross four roads to get to school, it would be good if those roads had safe crossings or right of way for walkers/ children		2	New/ safer crossings, Better routes to schools, Dropped kerbs, Fewer vehicles
4	Walking	This is a route for children going to St Thomas' who live on or just off Manchester Road. We walk and scoot to school and it would be good if this was made easier through simple crossings or right of way for us		3	Fewer vehicles, New/ safer crossings, dropped kerbs, Better routes to schools
5	Walking	Cars seem to have priority at the Manchester Rd / B5169 junction. If you don't press the button for the crossing, pedestrians don't get an opportunity to cross safely. There should be a better rotation of signals to ensure the green man shows every cycle regardless of pressing the button. This would make the crossing safer and more accessible for all and means that driving is a much less attractive option.	SK4 4	3	New/ safer crossings
6	Cycling	Approaching these lights in the car you can see there is not much room, there are parked cars on the approach and it's a dangerous place for cyclists.	SK4 5	5	Protected space for cycling
7	Traffic, Driving, Signage	Why does traffic for Heaton Moor have to drive through Heaton Chapel - The Heaton Moor traffic should be able to turn into Heaton Moor from the A6 - it adds to the pollution of the area and is not logical	SK4 5	3	Improve junctions for traffic, Reduce pollution, Better road and street signs, Less traffic
8	Car Travel	Traffic Backs up to Heaton Moor Rd, going from West to East on School Lane because there is no filter when you want to turn Right going South bound on Manchester Road, yet there is filter for the opposite direction and sometimes only one car can get through. With so much traffic it is unsafe for cyclists.	SK4 4	15	Improve junctions for traffic, New/ safer crossings
9	Street Furniture	The barrier railings are broken, missing and damaged on this junction. The railings outside the pub are no longer there - it's a dangerous junction	SK4 5	0	Better routes to schools, New/ safer crossings, Slow down traffic
10	Bus Travel, Walking, Safety, Car Travel, Cycling, Traffic, Driving	Pre Covid... It is incredibly hard to turn out of school lane on to Manchester road (towards Levenshulme/Manchester). People either block the box when coming down Manchester road and regularly jump red lights, meaning no traffic can move. Whole junction blocked. In addition to people driving straight onto school lane from Heaton moor jump the red lights. This all means the whole road backs up towards reddish.  I think this box should be more policed to ensure it is not blocked. Red light jumpers should also be monitored, I've seen many near missing with pedestrians who cross at their designated time but someone has jumped the lights and has a near miss.  Amazingly, during school holidays none of this is an issue (my journey time through the Heaton's is more than halved during school holidays)		1	Enforcement, New/ safer crossings

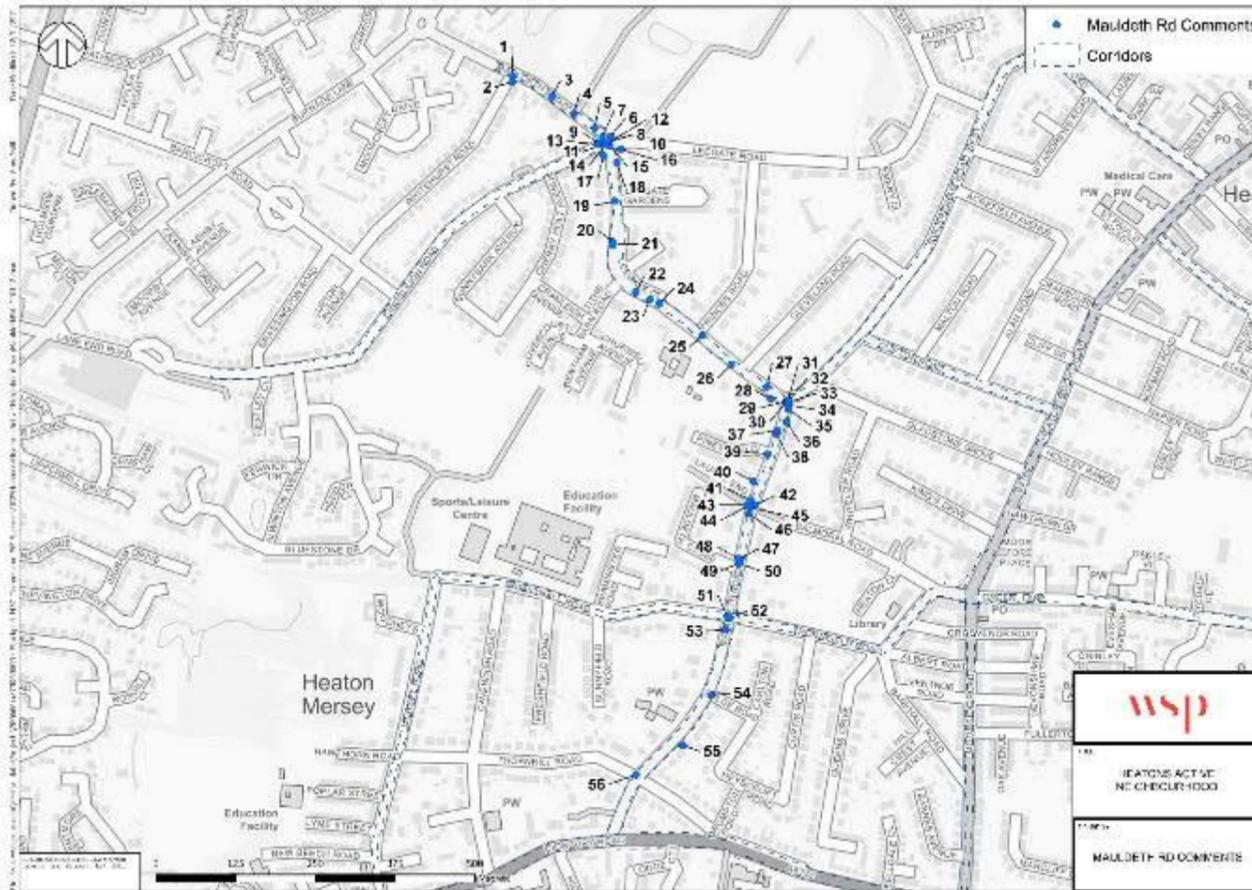
11	Car Travel, Air quality	There are already some bars and restaurants in Heaton Chapel on/near this junction. If the junction was less busy/had less air & noise pollution, this would allow more outside seating for the units around here and encourage more bars/cafe/restaurants to open in this location		2	Places to sit, Less traffic
12	Parking / loading, Safety, Accessibility, Walking	The pavement is constantly blocked by parked cars using the former William Hill premises. Pedestrians, wheelchairs and pushchairs are forced directly into the main road to progress. There is ample on-street parking available within the immediate vicinity, and so there is no excuse for tolerating this appalling inconsiderate behaviour.	SK4 5	7	Enforcement
13	Parking / loading	The right filter lane on Manchester Road from Brook Ave towards Whirley Close is blocked/unusable due to it being used by oncoming traffic. Cars parked on both sides means the cars turning right from Manchester Road onto Broadstone road are unable to use the right turn lane as cars travelling in the opposite direction are using it. Double yellow lines outside the houses would leave this lane clear for traffic. To allow the houses to still have parking they could be offered the option of dropped kerbs to park on a driveway at the front of their house as they have long front gardens.	SK4 5	1	
14	Cycling, Walking	At the Manchester Road/School Lane junction, at the southern arm of the junction (on Manchester Road) there are 5(!) lanes devoted to cars: 2 lanes travelling north, 1 lane travelling south, and 2 parking lanes. The other arms of this junction also devote too much space to motor vehicles.  Space needs to be reallocated away from motor vehicles and used for walking/cycling infrastructure instead. The DfT guidance instructs councils "to reallocate road space for significantly-increased numbers of cyclists and pedestrians." (See: <a href="https://www.gov.uk/government/news/2-billion-package-to-create-new-era-for-cycling-and-walking">https://www.gov.uk/government/news/2-billion-package-to-create-new-era-for-cycling-and-walking</a> )  The junction should be redesigned to include protected space for cycling, perhaps using the Cyclops template.	SK4 5	26	Protected space for cycling
15	Driving	The lack of a filter light at the traffic lights for cars turning right from Manchester Road onto Broadstone Road means that often only 1 or 2 cars maximum are able turn right. For this reason, lots of cars use Halesden Road and the surrounding side streets to cut through to Broadstone Road as they know they could be stuck at the traffic lights for several sets of lights if there are 5 or 6 cars waiting to turn right. Adding a Short filter to allow cars to make this right turn would reduce the need for cars to cut through the side streets via Halesden Road.	SK4 5	7	Filter light for right turn from Manchester road onto Broadstone Road
16	Safety, Driving	Please please can some enforcement start happening re. Motor cyclists having wheelie races at high speed up and down this residential road most evenings and weekends day and eve. Similarly, the speeding cars. Enforcement is needed now, before someone is seriously injured or killed	SK4 5	4	Enforcement, Slow down traffic
17	Air quality, Traffic, Driving, Safety, Cycling, Walking	The lack of any speed cameras or any traffic calming measures means Manchester Rd has become a racetrack. Most cars speed. It's dangerous. We need traffic calming measures and enforcement.		0	Fewer vehicles, Slow down traffic, Enforcement, Less traffic, Protected space for cycling
18	Traffic	2 lanes to the traffic light junction travelling north doesn't work due to residents cars parked straddling the pavement. Traffic travelling south has to straddle the North 'right turn lane'. Residents parked cars have been crashed into, wing mirrors broken off, windows smashed.	SK4 5	0	Space for parking / loading, Improve junctions for traffic
19	Traffic, Driving, Safety, Walking, Bus Travel, Cycling	The speed of the cars on Manchester Road is too fast towards the school lane junction	SK4 5	5	Slow down traffic, less traffic, Improve junctions for traffic
20	Traffic, Safety	Traffic speed on Manchester road is scary. Basically, drivers use this road to avoid speed cameras on A6. Traffic calming measures are needed urgently.	SK4 5	14	New/ safer crossings, Fewer vehicles, Less traffic, Slow down traffic, Enforcement

21	Air quality, Driving	Double yellow lines at junction (as at Brook Road) would help cars pulling out of Victoria Grove. Cars parked on corner reduces visibility. HGV traffic massive issue, noisy and polluting.	SK4 5	2	Reduce pollution, Slow down traffic, Protected space for cycling, Improve junctions for traffic, Fewer vehicles
22	Car Travel	Visibility coming out of Halesden road can be difficult due to parked cars on Manchester Road. Use of double yellow lines may help with this.		6	Improve junctions for traffic
23	Driving, Cycling	Bad visibility when pulling out of Halesden Rd e due to parking on A626 close to junction.	SK4 5	1	Improve junctions for traffic
24	Driving, Traffic, Car Travel, Safety, Parking / loading	Visibility is poor to exit the junction onto Manchester Road and see oncoming traffic, due to parked cars obscuring the view. Reduced parking on Manchester Road near the junction would help this.	SK4 5	4	Less parking near the junction
25	Safety, Driving, Traffic, Air quality	It's very difficult to see out of the junction when emerging onto Manchester Rd because of the slope and cars parked at the edge of Manchester Road. Cars park on the pavement on Halesden Road near the junction and this makes it awkward for pedestrians as the pavement narrows here. Halesden Rd/ Downham Rd/ Brookfold Rd route is used as a cut-through to avoid lights at Heaton Chapel. Despite speed bumps cars go really fast making it unsafe for walkers and cyclists.	SK4 5	6	Improve junctions for traffic, Slow down traffic, Enforcement, Less traffic
26	Signage	Large lorries and heavy vehicles are travelling down Manchester Road, rather than using the A6 and new bypass to the motorway. Manchester road is much narrower and has a lot of parked cars. I think better signage on the A6 would help.	SK4 5	8	Better road and street signs
27	Car Travel, Traffic, Safety, Cycling	Turning right (northbound) into Halesden Road is difficult and sometimes dangerous and as there is no space for traffic to pass on the left side of you as you wait to turn in. This is made worse by parked cars (often belonging to DACE garage and properties on A626) parked on Halesden Road meaning you are single file traffic as soon as you turn in which can lead to cars backing up out of Halesden Road on to the A626. It's very dangerous and needs sorting asap.	SK4 5	1	Better road and street signs, Improve junctions for traffic
28	Walking	The crossing in the vicinity of Halesden Rd is used by school children. The traffic along Manchester Rd is too fast and hence the crossing doesn't feel safe.	SK4 2	10	New/ safer crossings
29	Walking, Safety	Please install a proper crossing across Manchester Road in the vicinity of its junction with Halesden Rd. It's really hard to cross here safely especially when you are bit older and not quick on your feet.		0	Less traffic, New/ safer crossings, Slow down traffic
30	Traffic, Safety, Walking, Accessibility	Traffic speeds up down this stretch of road as it is fairly straight. HGVs use the road to get to McVities. There is no safe place to cross. Using the existing, small, traffic islands can be scary. Especially when crossing with small children and a pram. Traffic can speed at 40+mph when you are stuck in the middle of the road on a small traffic island. There are no safe crossings nearby. Visibility can be poor due to parked cars on both sides.	SK4 5	14	Slow down traffic, New/ safer crossings
31	Car Travel, Safety, Traffic, Driving, Walking	There is increasing excessive speed along this stretch of road, as road users use Manchester Rd instead of the A6 to avoid speed cameras.	SK4 5	17	Enforcement, Slow down traffic
32	Car Travel, Driving	Visibility to turn from Ash Grove onto Manchester Road is awful and dangerous.	M20 5	3	Mirror to see traffic, double yellows where cars park on Manchester road on Ash Grove side,

					Slow down traffic, Improve junctions for traffic, Better road and street signs
33	Traffic, Safety, Driving	Exiting Ash Grove on to Manchester Road is difficult due to lack of visibility. Consider narrowing pavement so that residents can park more easily outside their homes, which would increase visibility. Also place visibility mirror opposite junction so drivers can see approaching traffic.	SK4 5	6	More parking, Improve junctions for traffic
34	Cycling	Can wide pavements along A6 been converted to share space? Cycling on road it is mainly for the well experienced cyclists. It is a more direct route along busy A6, but a lot more protected for the less experience cyclist or those cycling with young kids. I use this route to get to school with my kids	SK4 2	7	Better routes to schools
35	Traffic, Air quality, Walking, Cycling	The volume of traffic along the A626 Manchester Road has increased in recent years, especially with the opening of Asda (and the new traffic lights before the roundabout). Most days, there are queues vehicles here at peak times, idling and polluting the air past the park. We have also seen far more speeding drivers here in recent months and would welcome more speed enforcement. Finally, would it be possible to route HGVs along the A6 to the M60? That offers a much wider, safer route, especially with the new motorway link road, rather than big trucks driving down this congested and relatively narrow residential road, with people walking along the pavements to shops, schools, the park, etc.	SK4 5	16	Fewer vehicles, Slow down traffic, Protected space for cycling, Reduce pollution, Enforcement
36	Car Travel, Parking / loading, Traffic, Driving	The speed of cars and especially HGVs travelling past parents and kids on the street is terrifying. It's an accident waiting to happen.	SK4 5	9	
37	Safety, Car Travel, Walking, Traffic	The speed HGVs and general traffic fly up and down this road is scary. Mums with prams getting in and out of the park whilst McVities happily sending HGVs hurtling down here. Sort it out.	SK4 5	14	
38	Car Travel, Cycling	Traffic too fast along all stretches of Manchester Road. Pavement very narrow over the railway bridge. More crossings needed. Very difficult to turn right from All Saints Road to join Manchester Rd either by bike or car.	SK4 1	16	New/ safer crossings, Fewer vehicles, Protected space for cycling, Enforcement, Wider pavements, Slow down traffic

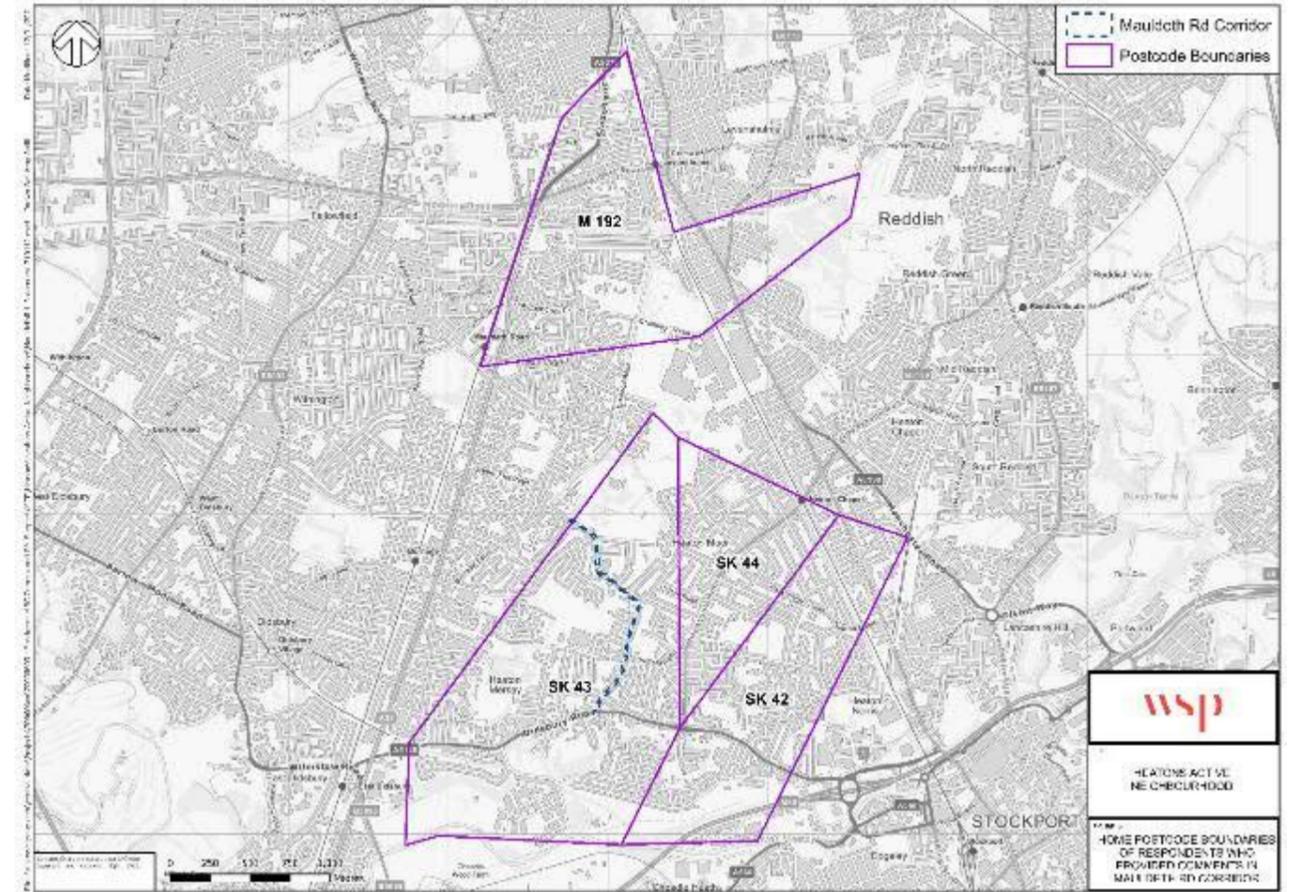
## MAULDETH ROAD CORRIDOR

This chapter reports on pins dropped along the length of Mauldeth Road between Burnage Lane and Didsbury Road as displayed in Figure 48.



**Figure 48 - Mauldeth Road corridor**

Figure 49 displays the home postcode boundaries of the respondents who provided the comments listed in Table 23.



**Figure 49 - Home postcode boundaries of respondents who provided comments in the Mauldeth Rd corridor**

**Table 23 – Mauldeth Road corridor comments**

<b>Pin Ref.</b>	<b>Theme / 'What are you commenting on here?'</b>	<b>Comment</b>	<b>Postcode</b>	<b>No. of Consultees in Agreement</b>	<b>'How could we improve things?'</b>
1	Safety, Car Travel, Cycling	Pulling out of Whitehurst Road to turn into Mauldeth in a car or on a bike is not safe. Cars come down the hill from the mini roundabout at such a speed that even if a car cannot be seen when pulling out of Mauldeth Road, it will have to brake sharply to avoid a collision as you pull out.	SK4 3	7	Slow down traffic
2	Safety	Cyclists should be trained, made to have at least 3rd party insurance and some system of traceability. They want the use of roads and footpaths, which is more than pedestrians or car users.	SK4 3	0	
3	Walking, Traffic, Safety	Cars accelerate so fast down Mauldeth Rd past Tithe Barn towards Burnage Lane. It feels very unnerving walking along the pavement as in places it's very narrow. The mini roundabout does little to slow traffic as most of the time drivers can go straight over without stopping. Crossing Kingsleigh Rd is dangerous at school times too. Please consider Zebra crossings at the mini roundabout. I also think Mauldeth Rd would benefit from a permanent 20mph speed limit with speed cameras or advisories all along, not just next to the school.	SK4 3	13	Wider pavements, New/ safer crossings, Slow down traffic
4	Safety, Walking, Traffic	Many children use the route to walk to and from school - the pavements are very narrow at points and cars drive too fast. Traffic calming measures would be very welcomed.	SK4 3	6	Slow down traffic, Wider pavements, Better routes to schools, Less traffic, Fewer vehicles, New/ safer crossings
5	Cycling	The edge of the road from Green end roundabout to Tithe Barn School is dangerously bad quality for cyclists.	SK4	9	Better maintenance
6	EV chargers	Heaton Moor has many EV owners but not many public chargers. We need more to encourage this green future where EV will be the common car.	SK4 3	2	Electric Vehicle Charging Points, Better lighting, Places to sit
7	Driving, Cycling, Safety	(no entry)		0	Slow down traffic, Protected space for cycling
8	Cycling, Traffic, Safety	Ideal route for cycling as it leads onto the Leegate Road cut though which is off road. However, this roundabout is dangerous as drivers often do not slow down to cross it, I had a cycle accident here when a driver didn't slow down or look and drove straight into me.		6	Better maintenance, Slow down traffic, Protected space for cycling
9	Green spaces, LITTER	In addition to the dangerous speeds driven along this stretch of road and the narrow pavements, there is also a huge amount of litter. Especially discarded masks by the bus stop. Please add a bin!	SK4 3	7	
10	Safety, Cycling, Traffic	The traffic on Mauldeth Road travels too fast in both directions and generally fails to give way to cyclists crossing the junction. Knocked off my bike here too.	SK4 4	4	Slow down traffic, New/ safer crossings
11	Car Travel, Walking, Traffic, Safety	Crossing at any of the point as this roundabout is a nightmare. Traffic doesn't stop to observe right of way and often don't indicate a turn. This makes it very difficult to cross especially with Children.	SK4 3	5	New/ safer crossings, Slow down traffic, Better routes to schools, Wider pavements, Less traffic

12	Safety	One of the most dangerous junctions in the area. Drivers speed in excess of the speed limit coming down Mauldeth Road towards Burnage without slowing down for the junction. As Mauldeth is on a bend, drivers trying to turn right out of Kingsleigh often don't see the speeding cars before they move out into Mauldeth Road. I have had an accident on this junction.	SK4 3	4	Improve junctions for traffic, Slow down traffic
13	Litter	In addition to the awful and dangerous speeding traffic around here, the litter at the junction is terrible, also many discarded masks at the bus stops. Please put a bin here!	M19 2	5	Bins
14	Cycling	I'd love to cycle across this junction but feel it's too unsafe because the cars drive too fast and don't follow the rules of the Highway Code to use a roundabout.		9	Slow down traffic, Protected space for cycling
15	Traffic	This mini roundabout feels very unsafe. Many motorists don't seem to understand how a mini roundabout works even with recent painting and drive straight across the Mauldeth Road junction without giving way.	SK4 3	9	
16	Driving, Cycling, Accessibility, Safety, Street Furniture, Air quality, Car Travel, Signage, Traffic, Disability safety	I have just moved to a property on Mauldeth road near this roundabout. I have a disability and my young son who is adopted from local authority goes to a nearby school. I have seen excellent plans to improve this roundabout and surroundings and I hope you deliver them as they look great. The area in question is scary for children and without the island halfway it would be dangerous to cross. It needs to be safe from a child's point of view. As a person with a disability it must be improved so everyone can cross safely. I think it is vital you lower the speed limit in this residential area and to protect pedestrians and cyclists. Ensure signage, large painted road markings re speed limit and ensure green features and a bench are included (this provides much needed relief to a school child or shopper on the way home) Make sure nothing has beeping sounds or flashing lights. Drivers need clear signposts and reminders of limits. I do think the speed bump crossings will benefit everyone. Please do include local residents when works take place we know it will benefit us in the long term but i'd suggest making it resident only for a few weeks or consulting with us to make it a success for all.	SK4 3	10	Electric Vehicle Charging Points, Better street furniture, Protected space for cycling, Places to sit, Better routes to schools, more trees and green space, less traffic, Improve junctions for traffic, Wider pavements, Reduce pollution, Better road and street signs
17	Traffic, Cycling	Traffic from Tithe Barn direction too fast, motorists do not slow approaching junction. Traffic from Green End direction often doesn't give way to bikes from Kingsleigh rd. Serious collision risk	SK4 3	14	New/ safer crossings, Enforcement, Slow down traffic
18	Safety, Cycling, Traffic, Signage	The Kingsleigh Rd / Leegate Rd junction is very dangerous. Traffic is too fast and a danger to cyclists.		26	Better road and street signs, New/ safer crossings, Improve junctions for traffic, Protected space for cycling
19	Driving	I live on this section of road. It is used as the main cycling route out of large areas of Heaton Mersey and Heaton Moor (and still will be even when the link across the golf course is built because many people will not regard this as safe after dark). It is also a walking route for hundreds of schoolchildren at Tithe Barn School as well as the numerous families who live on this stretch of road, and the roads off it. There are many driveways and other junctions off this stretch, as well as a blind bend and narrow pavements.	SK4 3	16	Slow down traffic, Wider pavements

		<p>Yet for drivers, particularly coming into the Heaton's from Burnage, this stretch of road is a racetrack. Whichever way the drivers have come, they will have come along traffic calmed roads (Burnage Lane both directions, Errwood Road or Kingsleigh Avenue) with some parked cars; in many cases roads with 20mph limits - Manchester has historically shown far greater interest in active travel than Stockport, unfortunately. There are generally no parked cars on Mauldeth Road and so it appears wider - perhaps leading to a "getting out of the city" feel.</p> <p>Regularly people drive in excess of 50mph on this stretch, and it is rare to have a day go by without somebody overtaking another driver who is driving at the speed limit, on the approach to the blind bend.</p> <p>Painting and signs have not made a blind bit of difference.</p> <p>In reality total priority has been given to motorised transport over active transport, at the expense of safety of those seeking to walk or cycle. I have heard it said that traffic calming measures would annoy bus drivers, but in fact the bus routes along which they run nearly all have traffic slowing cushions.</p> <p>I have spoken to a number of would-be cyclists, who are deterred from cycling because they would have to cycle along Mauldeth Road. I believe that unless something is done to slow down traffic on this road, which is an essential link for cyclists, the entire scheme will be flawed. Moreover, it is only a matter of time before a child is mown down.</p>			
20	Safety, Cycling, Driving, Walking	<p>Cars appear to speed up as they come up from the golf course to the school and as they leave the school section down to the roundabout. The pavements are quite narrow. The mini roundabout requires the vehicles to slowing down on approach, as does the school entrance. If something was put in to ensure cars do not try to accelerate in this short section, it would be safer.</p>	SK4 3	15	Slow down traffic
21	Traffic	<p>It is frankly terrifying at times cycling along this road with seemingly frustrated drivers in too much of a hurry to give space to cyclists.</p> <p>The only way to make this road safer is to make walking and cycling safer and to seriously slow down the cars.</p> <p>Most of Didsbury and Withington, including roads with buses on (e.g. Fog Lane) are 20mph. Why can't all the Heaton's be a 20-mph zone? I understand perhaps, apart from near Didsbury Rd School, that Didsbury Rd could remain 30mph.</p> <p>The road surface also seems to be excessively noisy.</p>	SK4	11	Fewer vehicles, Protected space for cycling, Slow down traffic
22	Safety, Cycling, Walking, Traffic	<p>Mauldeth Road from Green Lane Roundabout to Tithe Barn school and beyond - all pavements should be looked at and made wider. Traffic is very fast along Mauldeth Road and it's very scary walking my children to and from School. Particularly narrow pavements between Tithe Barn Road and the school and the pavements from Green Lane roundabout to Kingsleigh Road - both sides of the road are very narrow.</p>	SK4 3	4	Wider pavements, Better routes to schools, New/ safer crossings, Slow down traffic
23	Walking, Cycling, Traffic, Safety	<p>Although the road is meant to be a 20 zone outside of the school many don't abide by this. The roundabout at Kingsleigh Road is a waste of time as those travelling along Mauldeth Road very rarely stop to observe the right of way of</p>	SK4 3	3	Better routes to schools, Fewer vehicles, Wider pavements, Less traffic, New/ safer crossings

		other traffic. Traffic lights at this junction would be advised. From a pedestrian point of view crossing any of the road at this roundabout is very difficult. Vehicles do not use indication so you have no idea whether they are turning in to the road you are crossing and to wait until no traffic at all was around before crossing would take a long time. I have often stood in the pouring rain with 3 plus children for 5 minutes or more and no one has stopped to allow us to cross.			
24	Cycling	There are a lot of cyclists living this end of the Heaton's that use Mauldeth Road in the mornings and evenings to access other areas of greater Manchester and particularly Manchester city centre. It would be good to have some protected space for cyclists.	SK4 4	0	Protected space for cycling
25	Walking, Traffic	Since the installation of the new pedestrian crossing (which in my opinion was incorrectly placed) the pavement passing the lights is very narrow. This is apparent at school times when children and parents/carers are waiting to cross and you need to get past, with the new Covid guidelines implemented by the school you are to collect and go straight away but often you are stuck at the back of the q of people crossing to be able to move away from school. That said even pre Covid, you would end up queuing to get past and not being able to until the other people had crossed.	SK4 3	3	Wider pavements, Better routes to schools
26	Traffic, Cycling, Safety, Driving	This section of the road is the scariest road I cycle on. Cars drive far too close and too fast. For more people to cycle this key route needs to be safer and feel safe. The section from Green End to Heaton Moor is blinking terrifying.	SK4	30	Protected space for cycling, Slow down traffic
27	Driving, Cycling	Road near school. A way has to be found to reduce motor traffic in residential areas like this.	SK4 3	11	Better routes to schools, Less traffic, Protected space for cycling
28	Cycling	Cycling down the hill to access the loop is dangerous in the mornings. The road is too narrow for the volume of traffic and I've regularly had to mount the kerb/panic bang on a van or car door as they're squeezing me off the road. There's no awareness of the shared space. As a driver I've equally not seen cyclists coming up behind me and i was already way too close to the kerb for them to ride safely. Make it part of a one-way loop north. Wide safe road, 2-way cycle lanes, wider pedestrian access. It could be a much calmer safer place.	SK4	13	Protected space for cycling, New/ safer crossings, Improve junctions for traffic, Less traffic
29	Driving, Walking, Accessibility, Safety, Cycling	This is effectively a three-way junction but is treated as a two-way because two of the directions are both Mauldeth Road, which has a sharp corner here. This creates unsafe conditions for drivers, cyclists and pedestrians because drivers using Mauldeth Road are going much faster than you would at most three-way junctions, and the visibility is poor. Drivers also become impatient trying to leave Clifton Road and often pull out when they shouldn't. A remodelled junction which treats the two legs of Mauldeth Road as separate pieces would alleviate these problems. This should incorporate a pedestrian crossing point which has dropped kerbs and is at the very least visible to drivers, if not a crossing that stops traffic, as this is a popular crossing point with poor visibility for the pedestrians. The pavements should be widened because they are very narrow here and along Mauldeth Road south of this point, too narrow for a pedestrian to get past someone using a wheelchair or a pram.	SK4 3	7	Wider pavements, Protected space for cycling, New/ safer crossings, improve junctions for traffic, Dropped kerbs

30	Cycling	Road surface in very poor condition, forces cyclists into path of cars. Very dangerous junction for cyclists with impatient car drivers trying to turn right onto Mauldeth Road from Clifton Road.	SK4 3	9	Improve junctions for traffic, Better maintenance
31	Safety, Walking, Driving, Signage, Bus Travel, Traffic, Car Travel, Cycling	Buses often mount the pavement at Crocus Corner. The road markings have almost disappeared from the road, there is no protection for cyclists, there is little provision for children and parents crossing to the school, and it is a cut through for Heaton Moor to Mauldeth Road meaning that at peak times it becomes very congested and polluted.	M19 2	13	New/ safer crossings, Better routes to schools, Slow down traffic, Protected space for cycling
32	Accessibility, Safety, Walking, Traffic	This is our route to Tithe Barn school and the pavement is very narrow and trees get overgrown. It's unsafe for the children to walk to and from school and the traffic is very busy and very close to the pavement at peak times. It's also a busy route for children walking to Priestnall. It would benefit from the pavement widening or traffic reduction. It also gets flooded in wet weather.	SK4 3	9	Better maintenance, Wider pavements
33	Traffic, Safety, Cycling, Driving, Walking	This junction is very congested and dangerous. Crocus corner should be moved into the local park or onto the grass verges on Mauldeth road near the school. A mini roundabout should be put in here which would ease the flow of traffic, as on the Clifton road / Buckingham junction. The pavement could be widened to make it safer for pedestrians.	SK4 4	6	Improve junctions for traffic, Wider pavements
34	Walking	Please reinstate the lollipop service at school times it is nearly impossible for school children to cross the road. The cars come around the corner way too fast, buses mount the pavement and the pavement is way too narrow round the bend. It is so dangerous, a matter of time before an accident happens probably to a child - it is on a school route. Traffic on Gladstone Grove is way too fast.	SK4	4	Wider pavements
35	Bus Travel, Driving, Traffic, Safety, Cycling	Its horrible waking with children across the road although there is a dropped curb and sign saying not to queue cars often fly around the corner from Mauldeth road onto Clifton. Buses often end up on the curb and I always tell my children to walk close to the wall away from road as much as possible. My mum won't go that way with the children as she fears it so much. You can tell cars have gone up the curb a lot as they go around the corner due to the damage you can see to the curb in that area. Also, the pavements are very narrow on Mauldeth road near this junction. I am a cyclist and although I don't use that route much on my bike, I wouldn't particularly want to because of how fast cars go around the junction from Mauldeth to Clifton.	SK4 4	28	Wider pavements, Improve junctions for traffic, New/ safer crossings
36	Walking	This is a route for families and children walking to tithe Barn Primary School and the tennis club. It is extremely dangerous, cars come around the corner extremely fast and buses regularly mount the pavement. It's extremely dangerous as the pavement is so narrow	SK4 4	9	Wider pavements
37	Driving, Cycling, Walking, Safety, Pavement width; no safe cycle route to Priestnall High School	The pavements along Mauldeth Road (from Clifton Road to Thornfield Road) are extremely narrow. Combined with fast driving, they make the route to/from Priestnall and Tithe Barn extremely unpleasant and dangerous.  One solution would be to make this section one-way (northbound only), along with the section of Clifton Road up to the roundabout. This would form a clockwise loop for traffic, which would allow for pavements to be made much wider, and a two-way cycleway installed to provide a safe route to Priestnall	SK4 4	19	Less traffic, Wider pavements, One-way system, Better routes to schools, Protected space for cycling

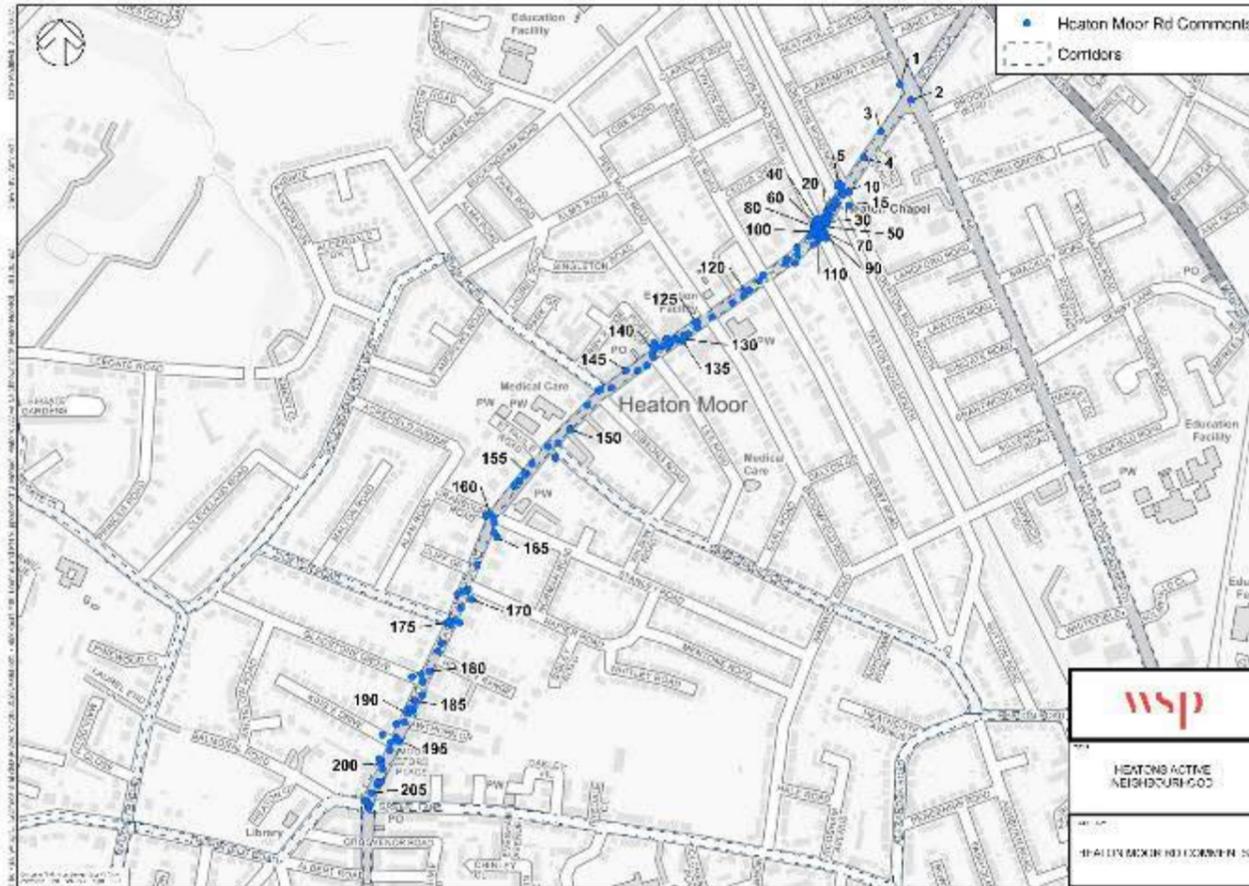
		Road from Buckingham Road (already used but only by the bravest schoolkids). Motor vehicles travelling from Burnage towards Didsbury Road will still be able to make the journey but go via Clifton Road and Heaton Moor Road.			
38	Walking, Accessibility	In many parts of the Heaton's, the pavements are wide enough, it's just the bushes that are overgrown. I'd suggest a polite request from the council for people to cut their hedges, and if that fails, the council should cut them back for them.	SK4 4	15	Better maintenance
39	Cycling, Walking	The pavements are too narrow and the traffic too fast for cyclists and pedestrians to feel safe along this stretch of Mauldeth Road.	SK4 2	3	Slow down traffic
40	Traffic, Walking	<ul style="list-style-type: none"> <li>-The pavements on both sides are too narrow.</li> <li>- On rainy days the cars speed by and there are always big puddles and nowhere to hide.</li> <li>- on bin day the bins block the pavements.</li> <li>- my children are not safe walking to school along this pavement and that is the way they have to go.</li> <li>- the pavement needs to be wider and traffic reduced,</li> <li>- cycle lanes would be an added bonus</li> </ul>	SK4 3	17	Fewer vehicles, Better routes to schools, Protected space for cycling, Wider pavements, Less traffic
41	Cycling, Walking, Air quality, Driving	If Mauldeth Road was made one way, there would be more room for cyclists and pavements. The pavement is very narrow at points. Lots of people going to local schools and it would make it nicer for people to walk and cycle. Also, there would be less pollution.	SK4 3	5	Protected space for cycling, Slow down traffic, Reduce pollution, Less traffic, Wider pavements
42	Signage, Driving, Safety, Walking, Street Furniture, Traffic, Cycling	Laurel End Lane leads to the Common and the back of a primary school. The crossing point is really popular with walkers and cyclists and is dangerous to cross due to the speed and amount of traffic using Mauldeth Road as a cut through.	SK4 3	41	Improve junctions for traffic, New/ safer crossings, Enforcement, Slow down traffic, Wider pavements
43	Traffic, Walking, Cycling	This is a very dangerous junction for cyclist and walkers. Traffic speeds down Mauldeth Road and it's hard to get safely across. This is a key walking route over to Heaton Mersey common. There should be a crossing prioritising cyclists/walkers rather than cars.	SK4 3	1	Enforcement, Protected space for cycling, Slow down traffic, New/ safer crossings
44	Parking / loading, Traffic, Air quality, Walking, Cycling, Safety	<p>This is a crossing to the park and access a more traffic-free route to the village, school and nursery.</p> <p>Traffic is often too fast, and people parking on the road reduces visibility.</p> <p>The road should be made a 20mph zone, with a zebra crossing.</p>	SK4	8	Reduce pollution, Slow down traffic, Better routes to schools, Less traffic, Fewer vehicles, New/ safer crossings
45	Accessibility, Safety, Walking, Driving	This is possibly the most perilous place to cross for children going to school. There are huge volumes of high school children trying to cross here as they exit Balmoral Road or Thornfield Park towards Mauldeth Close and the cut-through to Beaminster Road. The children weave through rush-hour traffic and vehicles static in the traffic jams. I think the safety of this area for crossing pedestrian needs urgently looking at.	SK4 4	14	Slow down traffic, Raised Crossing area with traffic calming, New/ safer crossings

46	Cycling, Safety, Walking	This is a danger spot on a frequently used cycle and walking route. There is danger to pedestrians and cyclists including school children who use it as a main crossing. However, there is no method of slowing the traffic with frequent incidents of speed causing risk to a high number of flow of pedestrians and cyclists. The traffic needs to be slowed and drivers alerted to caution with a crossing to link the main path routes over the main road (Mauldeth Road).	SK4 3	7	Slow down traffic, Better maintenance, New/ safer crossings
47	Safety	Zebra Crossing just after Mauldeth Close. Safer access to park and traffic have to go slower and stop for people crossing.	M19 2	8	New/ safer crossings
48		Very fast road. Overgrown bushes. Very narrow pavements. No safe crossing at park entrance		0	New/ safer crossings, Wider pavements
49	Walking, Cycling, Accessibility, Safety, Wheelchair access	This is a common crossing point for families and school kids going to our from the park. There is no dropped curb meaning it's inaccessible to people using wheelchairs (who have to go down to the 4-way crossing that's often flooded). When leaving the park and crossing Mauldeth road here the fencing outside the park gates means you end up crossing into the middle of Mauldeth close, rather than onto a pavement.  If the exit from the park was moved slightly north and a dropped curb was added it would be a lot safer and more accessible.	SK4 3	14	Dropped kerbs, Add crossing
50	Accessibility, Walking	The pavement is very narrow, especially when walking with a pram, you need to step into road to pass anyone.	SK4 3	7	
51	Safety, Walking	The timing on the lights for pedestrians means pedestrians have to wait many rotations. One part of junction fills in rain so cannot stand close enough to junction, so sensor thinks you're not there and light to cross doesn't go on. Sometimes the sensor doesn't work. Pedestrians are not prioritised at this junction which is poor given its proximity to a park and school	SK4 3	2	New/ safer crossings
52	Safety, Accessibility	This very busy junction is where the secondary school kids cross plus other schoolchildren and nursery etc... there is a high volume of people trying to cross at the beginning of the school day and at the end. The junction could be improved by making it so that you can cross diagonally and having the green man on for longer. Prioritising pedestrians. Also, it would be great to make Mauldeth road one way and try and cut down the amount of traffic coming though. Pavements could be widened, and cycle lanes installed for the volume of high school kids and others.	SK4 3	10	New/ safer crossings, Fewer vehicles, Better routes to schools, Slow down traffic, Reduce pollution
53	Traffic, Safety, Cycling	Traffic on Mauldeth Road is too fast with cars regularly travelling in excess of 40 mph from junction of Mauldeth / Priestnall / Thornfield to Didsbury Road.  Mauldeth is a direct route for many cyclists to get onto the Fallowfield Loop but cycling on Mauldeth does not feel safe in places, particularly between junction of Mauldeth / Priestnall / Thornfield and Green End roundabout.  The junction at Mauldeth / Priestnall / Thornfield is used by school children going to Priestnall and Tithe Barn schools. Drivers on Mauldeth frequently jump the red light. This is also a danger to cars waiting on Thornfield as Mauldeth cannot be seen from this vantage.		15	Slow down traffic, Enforcement, New/ safer crossings, Improve junctions for traffic

		Possible solutions - 20mph speed limit on Mauldeth; red light camera at Mauldeth / Priestnall / Thornfield junction; speed camera between junction of Mauldeth / Priestnall / Thornfield and Didsbury Road.			
54	Parking / loading	This is a main route to several schools and many parents dropping children at Nursery park on both corners making it impossible to cross safely. My concern is for high school children who can only see if it's safe to cross by standing in the road. There are red lines, but no one knows what that means, and it's never been enforced. The nursery are very supportive and often plead with visitors not to park there.		7	Enforcement, Fewer vehicles
55	Traffic, Safety	I've lived on Mauldeth road for over twenty years. In that time there have been many road accidents involving cars, between Didsbury road and Burnage roundabout. Traffic calming measures are well overdue.	SK4 3	2	Slow down traffic
56	Safety, Walking	As there are 4 nursery - high schools crossing before and after school it would be safer for a lollypop man to be there, kids are running across the road because the cars will not stop. The lollypop man also helps with letting cars get onto the main road to relieve congestion.		2	New/ safer crossings, in peak times lollypop man is needed

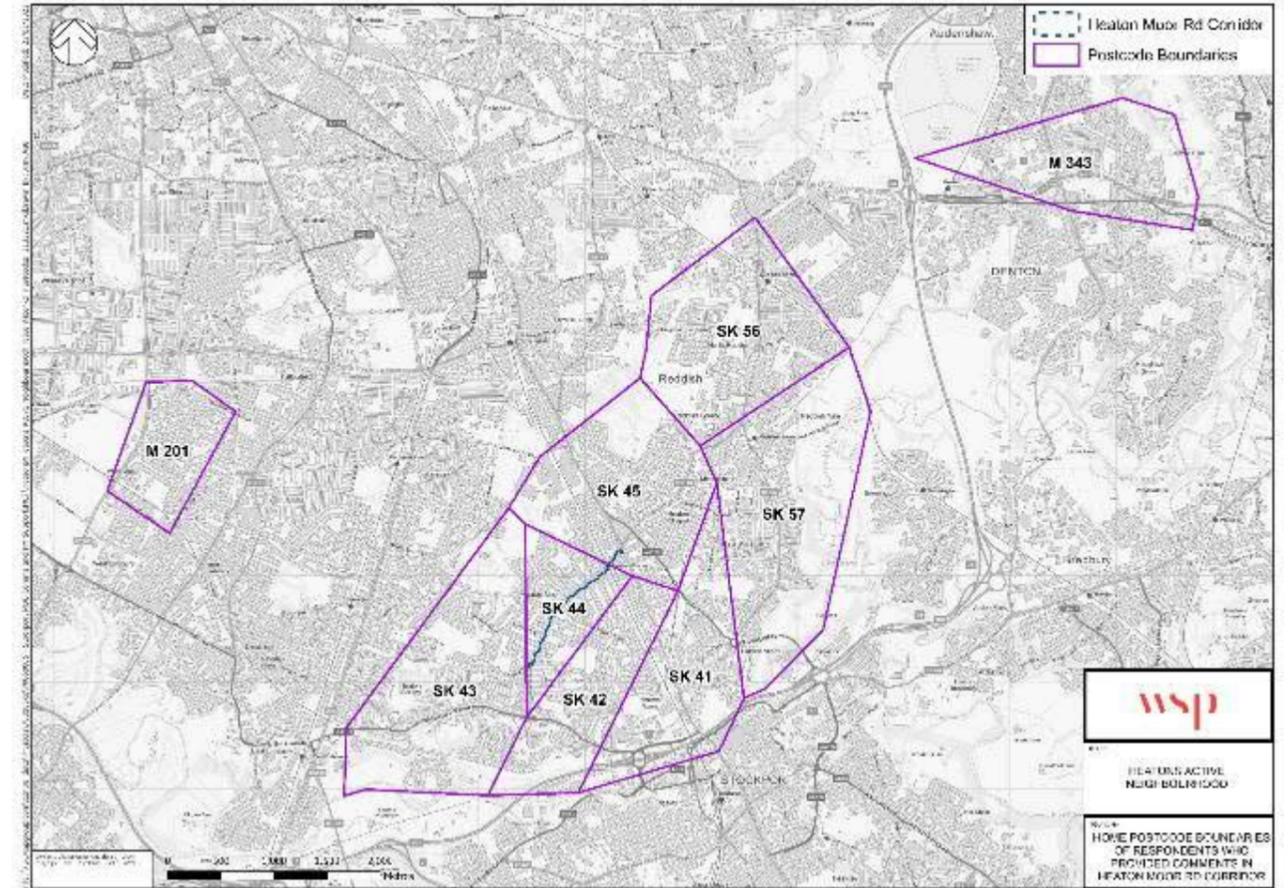
## HEATON MOOR ROAD CORRIDOR

This chapter reports on 209 pins dropped along the length of Heaton Moor Road between the A6 and Moorside Road as displayed in Figure 50. Some labels have been omitted from Figure 50 to improve the legibility of the plan.



**Figure 50 - Heaton Moor Road corridor**

Figure 51 displays the home postcode boundaries of the respondents who provided the comments listed in Table 24.



**Figure 51 - Home postcode boundaries of respondents who provided comments in the Heaton Moor Rd corridor**

**Table 24 – Heaton Moor Road corridor comments**

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Cycling, Rail Travel, Walking	Residential areas both sides of A6. We are lucky to be near to Highfield Park and it is possible to cycle to Manchester or Stockport along pleasant safe routes without going on the A6 - but it takes twice as long. Compared with some of the other radial routes it is almost devoid of trees or green space along the road, and very busy, not good for walking (would otherwise walk to Levenshulme for shops and leisure) or cycling. Trains unreliable but if trains and buses (unpolluting ones) were reliable and frequent there would be no excuse for so much traffic and you could create a decent wide greened route from Stockport through to Manchester. Please.	SK4 4	2	Protected space for cycling, Fewer vehicles, Better rail service, Less traffic, More trees and green space
2	Cycling, Walking, Safety	This junction is a major barrier for walking and cycling between Heaton Chapel and Heaton Moor. The pedestrian crossing here is poor – it only covers two arms of the junction, is indirect and takes far too long. The other junction arms put you in danger as there is no time for you to cross without traffic coming at you. This junction is also poor for cycling, with dangerous overtakes and aggressive lane changes all too common.  A CYCLOPS junction, now being introduced across Greater Manchester, would resolved many of these problems. It would provide protected crossings on all arms of the junction for both pedestrians and cyclists, making it much more pleasant to cross and linking the School Lane shopping area with Heaton Moor Road.	SK4 4	42	Protected space for cycling, Slow down traffic, New/ safer crossings
3	Cycling	Better road markings creating space between cyclists and vehicles	SK4 4	3	Protected space for cycling, Slow down traffic, Less traffic
4	Cycling	A cycle lane will make this section of road feel much safer, especially during peak hours.	SK4 4	6	(no entry)
5	(no entry)	There is an existing short stretch of 1-way southbound for all traffic and cycle only northbound. There are no parking restrictions and cars and service vehicles (railway station cleaning/ maintenance) frequently park in the space creating an unseen obstruction for cyclists turning left off Heaton Moor Road. More generally this is a dangerous junction with cars rat running from the A6 southbound to Heaton Moor Road westbound. There is poor visibility causing car drivers to edge out and trying to push past cyclists waiting at the stop line.	SK4 4	3	New/ safer crossings, Protected space for cycling
6	Cycling, Driving	This is to highlight the best cycling infrastructure in Stockport. It's only a few metres, but it's great! One-way traffic, properly separated cycling lane, it's very good, just very short	SK4 4	12	(no entry)
7	Car Travel, Traffic, Air quality, Driving	No entry to cars means traffic jams at junction with A6 as cars can't access that area. A6 junction already hugely congested. This makes it even worse.	SK4 5	0	Remove No Entry.
8	Parking / loading	Cars frequently parked in the cycle lane. Add some double yellows?	SK4 5	4	Enforcement
9	Safety, Traffic, Car Travel, Air quality	The new lights are so awful! The timing of the lights and lack of clear box markings means it is impossible to turn left onto Heaton Moor Road at rush hour. 40 minutes to do a 10-minute journey is totally unacceptable. It's dangerous and causing so much pollution due to stand still traffic.	SK4 5	4	Improve junctions for traffic, less traffic, Speed up traffic

10	Air quality, Driving, Walking, Traffic	The new lights have made it more dangerous for pedestrians on side roads as well as the amount of standing traffic at congested times has increased. The lights are not needed. Cars cannot turn out of the side roads onto Heaton Moor road due to congestion caused.		9	Remove the traffic lights and keep the pedestrian crossing
11	Driving	(no entry)	SK4 5	4	Speed up traffic
12	Driving	(no entry)	SK4 4	2	Less clutter, Slow down traffic, Wider pavements, Improve junctions for traffic, New/ safer crossings, Better road and street signs
13	Traffic	The temporary traffic lights are causing a lot of problems. Loads of queues and congestion. Unnecessary waiting. This problem wasn't there before the lights were installed. They are not needed.	SK4 2	1	Reduce pollution
14	Rail Travel, Bus Travel	(no entry)		0	(no entry)
15	Parking / loading, Driving, Traffic	I like the new traffic lights on the junction of Heaton Moor road and Tatton road south as it slows down traffic. However, could we have timed loading bays/parking for the new shops on Tatton road south allocated on the first few spaces of the road past the shops where cars currently park. A main problem is people parking on yellow lines waiting to pick passengers up from the train station. They block the road because they cannot be bothered to park further down the road. There have been near crashes due to this many times.	SK4 4	9	Fewer vehicles, Space for parking / loading
16	Traffic	The new lights are so much worse. This morning it took more than 10 minutes just to get out of the Egerton Rd one-way junction. There was no traffic coming out from either side of Tatton Rd. The traffic was horrendous, lights changed 4 times before i got out of that junction, ridiculous!	SK4 4	3	Less traffic, improve junctions for traffic, Go back to original crossing
17	Cycling, Parking / loading	Current cycle parking at platform level is not practical as it makes for a long journey to the opposite platform to collect your bike on the return journey. More cycle parking at street level would encourage people to cycle to the station for their onward journey.	SK4 5	5	More cycle parking
18	Car Travel	These lights are completely unnecessary	SK4 4	2	Slow down traffic, Space for parking / loading
19	Traffic, Safety, Rail Travel, Walking	The crossing opposite the station used to have very responsive lights which enabled train travellers and pedestrians to get quickly across the road. With the new temporary lights there is a much longer waiting time and pedestrians have to wait at Tatton Rd lights to cross when before they were able to just walk over if clear.	SK4 5	1	New/ safer crossings, Improve junctions for traffic, More cycle parking
20	Traffic	My first thought when I saw these lights was well there must be roadworks. Otherwise this is ridiculous. Then I saw the road markings and heard suggestions it might be permanent. What on earth??!! All it has done is increase traffic in the area and congestion. If you come up from Egerton Road North to turn right onto Heaton Moor Road you can't get out due to the traffic backlog from the new lights that backs up all the way to the A6 frequently so is dangerous.  I had never seen traffic congestion like this before or ANY issues with cars or others trying to turn out of Tatton Road; and that includes myself who sometimes parks there for the train. All this has done is make the traffic more congested and added danger to walkers or cyclists. Remove before someone is killed.	SK4 4	0	(no entry)

21	Traffic, Air quality, Driving, Car Travel	What is the point of the temporary lights? They just cause chaos. The junction was never a problem before the lights.		0	Remove temp lights
22	Traffic	The temporary lights are causing tremendous problems with congestion and air pollution with vehicles idling while waiting interminably for lights to change. Cars are backed up as far back as Manchester Road trying to access Heaton Moor Road. The comments on Facebook's Moor Mums group make for dismal reading - so many unhappy residents.		7	Remove temporary lights
23	Walking, Bus Travel, Safety, Street Furniture	The pavement on the north side of the road (outside the station) is too narrow. When they widened the pavement on the opposite side of the road, they did it on the wrong side. The pavement outside the station is the one that most people use, if they've bought a train ticket and are crossing the railway to the Stockport platform. And also, it's where the buses stop.  It was bad before the pandemic, never enough room to pass if someone was coming the other way, or you had to walk into the road to avoid anyone waiting for a bus - but now it's just impossible with social distancing.	SK4 4	3	Wider pavements, Better street furniture
24	Car Travel, Traffic, Air quality, Driving, Cycling, Safety	There was no issue before. These temporary lights have had a really negative impact.	SK4 4	3	Get rid of new unnecessary traffic lights
25	Safety, Traffic, Parking / loading	Cars park right up to the junctions even when there is double yellow lines.		1	Fewer vehicles, Improve junctions for traffic, Enforcement
26	Traffic	The temporary traffic lights here are unnecessary and only serve to slow down the traffic and cause queues. The pedestrian lights were adequate for any cyclists to use should they find crossing over difficult. If someone wants to turn right into Tatton Road North from Heaton Moor Road there is no room for other traffic to pass thus causing a tailback (and frustration). I have waited at these lights while no one, car or cycle has crossed and there is normally ample time or gaps in the traffic for cycles to cross, or to use the pedestrian lights. I do agree with the 20mph limit through the village.	SK4 5	0	(no entry)
27	Traffic	I am a cyclist, walker and a driver. The new traffic lights at this junction are causing blockages. If cars are turning right into Tatton Rd N or S they cause a jam. Before the lights were there cars going the other way stopped to let people turn right but now, they won't because they want to get through before the lights change. As a cyclist I never found it a difficult junction to cross at before.	SK4 4	2	remove the new traffic lights
28	Car Travel, Safety	It's made a straightforward crossing area very congested. No one knows if they should or shouldn't stop and the proposed lights are too close to the lights on Wellington rd. There's now constant traffic backed up and it's muddled and confusing to navigate. Genuinely can't see who or what it's trying to benefit.	SK4 4	3	Go back to how it was.
29	Air quality, Driving, Car Travel	The new traffic lights are causing congestion as traffic can no longer travel relatively freely to the A6 lights. The congestion is reducing the air quality around the junction and on Tatton Rd North.  The junction on Tatton Rd Nr. is now unsafe. At the moment cars turning into Tatton Rd have to use the pavement to travel down the road if cars are waiting for the lights. For the junction to be safe there would need to be no parking allowed on the rail side of the road for about 100/150m. This would allow cars to wait safely for the lights to change.		2	(no entry)

		The queue to turn on to Heaton Moor Rd from Tatton Rd is increasing the air/ noise pollution for residents walkers, cyclists and road users.			
30	Car Travel, Accessibility, Driving, Air quality, Safety, Traffic	(no entry)		0	Speed up traffic, Reduce pollution
31	Air quality, Parking / loading, Walking, Driving, Safety, Traffic	<p>Installing traffic lights at the junction of Heaton Moor Road and Tatton Road has made the street more dangerous and unpleasant for all users (residents, cyclists, pedestrians and motorists).</p> <p>It is more dangerous because the road is regularly blocked due to parked cars by traffic, which is then required to drive along the pavement for significant distances. This creates unsafe situations for walkers, especially the elderly or those walking with children. Serious safety risks are being created every day and this is entirely due to the new traffic lights.</p> <p>The worsened traffic situation makes it significantly more dangerous for local residents to access their homes and to manoeuvre on and off their vehicles on and off their drives.</p> <p>Multiple incidents of road rage and aggression have been observed. This was not present before the installation of traffic lights at the junction.</p> <p>Cars continue to park in such a way as to block the road entirely when visiting the shops or dropping off/picking up at the station. The new double yellow lines have made no difference to this at all.</p> <p>It has made it a less pleasant place to live by increasing air and noise pollution on the street as a cars sit at the traffic lights. It can now be very challenging for residents to park near their own homes. Parking is pushed further down the street, which causes problems for people that live there.</p> <p>There has been no observable increase in cyclists using the road. On weekdays there may even have been a decrease due to the dangerous conditions created along the road. Commuting down the A6 during rush hour, it is still possible to see about the same number of cyclists using the "dangerous" A6 but almost no cyclists appear to commute down the "safe" alternative route.</p> <p>Tatton Road is not wide enough to be used in the way the new traffic lights force it to be used. It cannot be a car park for the station and shops, a residential street and a safe walking and cycling street all at the same time.</p> <p>If the dangerous traffic lights must remain and the priority is to provide a safe cycling and walking environment, the street might better be made into a one-way street or parking completely prohibited along a greater part of the street.</p> <p>Otherwise, the lights need to be removed as soon as possible.</p>	SK4 4	2	Improve junctions for traffic, Enforcement, Better road and street signs
32	Traffic	Yes, walking and cycling routes are important here but not by this method - the traffic lights which have been installed are causing chaos and not only at peak traffic hours. Cars back up all the way down Heaton Moor Road at times.	SK4 3	0	(no entry)
33	Car Travel, Cycling, Parking / loading	Needs double yellow lines so cars can wait at new lights and traffic entering Tatton Road North isn't restricted by cars parked on the road outside the station. Doesn't need to be very long double yellows but currently very dangerous for cars.	SK4 4	2	Enforcement
34	Car Travel, Driving, Safety, Air quality	Terrible congestion caused by the new traffic lights. Cars trying to drive down Tatton Rd North are blocked by cars queuing all the way down, which results in cars driving along the pavement	SK4 3	8	remove traffic lights

		to get anywhere. Very unsafe for pedestrians and drivers. Total gridlock which also causes pollution issues. This was never an issue before they were introduced.			
35	Car Travel, Walking, Cycling	The temporary lights are making a reasonable junction an absolute disaster - for all road users. On 16 Sep it took me 3 turns of the lights before I could turn left from Tatton road north. I only managed it because I moved forward on a green light to the give way line and stopped and then turn when let out by a car on Heaton Moor Road effectively against the lights. It has not attained the objective as cyclists can't get across; they weave through the traffic - more dangerous. Pedestrians don't seem aware that there are pedestrian lights so just weave through the traffic - more dangerous. The bus stop holds up traffic (but for heaven's sake don't move it; we need a bus stop there), and traffic backs up in all directions spewing out exhaust fumes making an unpleasant environment for everyone. I wouldn't cycle there that's for sure. The lights at the A6 are not in phase with the lights at School Lane and Manchester Road, so you need to sort that out before trying to change this junction.	SK4 4	13	Improve junctions for traffic
36	Traffic	New temporary traffic light clearly cause significant congestion around this junction. We live at Tatton Road North - the combination of traffic parked on the railway side of the road and the new lights creates gridlock.		0	Improve junctions for traffic
37	Air quality	I don't drive this route; however, I do walk along Heaton Moor road a lot. I'm often out walking with two toddlers and a dog. The air quality is now dreadful in this area. The traffic lights have caused near constant sitting traffic. The increase in fumes is noticeable. Traffic used to flow, and it wasn't so much of a problem. Crossing the road used to be quick at the original pelican crossing. Now it takes longer, all the while breathing in fumes from traffic that can't move. Walking along here now feels unsafe and unhealthy. I will try to avoid until they are moved!	SK4 5	5	Reduce pollution, Less traffic
38	Car Travel	(no entry)	SK4 5	11	Remove the traffic calming lights which have caused more congestion than before
39	Traffic, Cycling	As a resident of Tatton road north I want to complain about the current trial with the traffic lights. They are causing dangerous situations with drivers coming from Heaton Moor road onto Tatton road north. Due to the cars parked along the road on the opposite side, drivers coming are forced to drive along the pavement, as the cars waiting for the lights are queuing right back beyond cedar grove at times. Tatton road north is a main walking route for families with young children accessing both St Thomas's school sites at the bottom of the road, orchards nursery on TRS and the train station. In addition to the above concerns, I also don't appreciate the increase in car fumes from the traffic waiting for the lights right outside of my house (** Tatton road north). I have a 3 and 6-year-old at home, we are a cycling family and would support this change to aid cyclists, but it is just causing dangerous actions from drivers (who currently have no option but to drive along the pavement!) and a build-up of pollution. Not to mention causing terrible traffic hold ups on Heaton Moor road in both directions. Please end this trial as it is dangerous!	SK4 4	5	(no entry)
40	Traffic, Air quality, Car Travel	These lights are creating more problems than they solve. Traffic does need to move you know it is a road. These temporary traffic lights do not improve walking or cycling in the Heaton's or	SK4 4	6	(no entry)

		encourage people to do either of these things. They are just causing a huge problem with pollution.			
41	Traffic, Car Travel, Driving	(no entry)		1	Improve junctions for traffic, New/ safer crossings
42	Walking	Crossing where the old lights are is now unsafe. Was trying to cross with my kid. Pressed the button, watched cars stop as always, started to cross and a car pulls out of Tatton Rd. Now there are multiple phases (unnecessarily) it is confusing and unsafe.		3	Get rid of new measures
43	Signage, Street Furniture, Visual Appearance	Is this leafy Heaton Moor or is it Downtown Los Angeles??! Please have some consideration for the Conservation Area and locals! The most industrial and unsightly street furniture conceivable! Really ?!		1	Less Corporate Vandalism
44	Traffic	This junction with temp lights does not help cyclists or pedestrians	SK4 4	1	Improve junctions for traffic, Speed up traffic
45	Air quality, Car Travel, Traffic, Cycling	I am both a cyclist, driver, and a regular Heaton Chapel station passenger. These new traffic lights are a completely unnecessary waste of time and space. They've created long tailbacks along Heaton Moor Road in both directions, when there have always been long queues from HM Road onto the A6.  Increased pollution, journey times, and traffic for very little gain. If you want to put a 4-way pedestrian/bike crossing lights, fine, but traffic lights to control cars is unnecessary. I've lived here for many years and not once have I ever had a problem turning on/off Tatton Rd as a driver or cyclist.	SK4 4	10	Less clutter
46	Cycling, Safety, Car Travel, Air quality, Accessibility, Traffic	As a cyclist, the new traffic lights at this junction are dangerous. They have increased congestion massively which has meant it's impossible to turn out of Egerton Road North onto Heaton Moor Road. As a cyclist, I have to wait until the traffic is stopped and then weave out into the stopped traffic where there's not enough space safely. As a car it's possible to edge out when traffic is moving to make a space, but as a cyclist this is dangerous. The congestion also annoys drivers which makes them less patient with cyclists and less likely to give enough space for a cyclist, and therefore increases risk. The stress of cycling through this new junction also exacerbates my health condition and disability.	SK4 5	20	Improve junctions for traffic, Speed up traffic
47	Traffic, Driving	There's no need for the traffic light that are in place at the moment at the junction of Heaton Chapel train station.  Tatton Road North hasn't got enough room for cars to be waiting at lights, due to the line of parked cars for the train station.  Drivers (such as myself) turning into Tatton Road North have to mount the pavement go down, especially if there is a wider vehicle waiting.  It's a hazard and is not needed, as previously drivers were considerate of others.	SK4 4	5	remove traffic lights
48	Car Travel, Safety, Walking, Air quality, Traffic, Parking / loading	The introduction of traffic lights has massively and negatively impacted on the usability and safety at this junction. The road is often busy with parked cars and due to the placement of the lights, this has led to the road being blocked by waiting cars. As a result, vehicles coming down Tatton Road North from Heaton Moor Road, often mount the pavement and drive a good	SK4 4	0	(no entry)

		distance down it (often all the way to Cedar Grove). This is incredibly dangerous for all of us that use the road, especially when some of these vehicles are heavy goods. The noise and traffic pollution also adds to the unpleasantness. The addition of double yellow lines has made no difference - cars still regularly park on them. I have also not seen an increase in cyclists using the road.			
49	Signage, Traffic	Free flowing traffic causes less pollution than stationary traffic. Synching traffic lights would cause traffic to move therefore pollute less.	SK4 4	1	Reduce pollution, Speed up traffic
50	Car Travel, Air quality, Cycling, Walking, Traffic, Driving	These new temporary lights are an absolute nightmare. Traffic has increased, journey times are longer, roads are too narrow to let bicycles move through the traffic, there was already a crossing there for pedestrians that has been working fine for years. It's just pointless putting traffic lights on this crossroads. It'll force people onto side roads to use as rat runs to avoid it all. Cars idling wont be good for pedestrians walking to the station/school/work.	SK5 7	3	Less traffic, Improve junctions for traffic
51	Traffic	The new traffic lights are causing a ridiculous amount of congestion on Heaton Moor Road. This is quite possibly the worst place to put traffic lights as it is causing major queues and delays, traffic is getting backed up as far as the A6, it is causing more people to use the side roads such as Tatton Rd, Derby Rd etc to avoid Heaton Moor Road which is causing more danger.		4	Remove traffic lights
52	Safety, Cycling, Air quality, Traffic, Driving, Walking	Remove the temporary lights, they have made everything worse, more traffic, more pollution, worse for cyclists and pedestrians. Please remove.	SK4 5	0	Remove the temp lights
53	Driving	The new temp traffic lights have and are still causing congestion, confusion and unnecessary delays. There addition seems to be a pointless exercise. Unless the plan is to annoy people. There seems to be no positive gain to pedestrians, cyclists or cars users.	SK4 2	7	Take the temporary traffic lights away.
54	Accessibility	There is nothing wrong with Heaton Moor Rd, Stop wasting money on things that do not matter. More people will not cycle as it's always raining anyway!	SK4 3	4	Remove the temporary traffic lights!
55	Parking / loading, Driving, Bus Travel, Signage, Car Travel, Rail Travel	Heaton Chapel station is busy and at present is not served well by buses, only half hourly. The recent traffic lights have caused major congestion problems, especially coming from Heaton Chapel when cars are trying to turn right down to the new St Thomas's school, and housing estate. The station needs 2 ticket machines i.e. one on each platform, the ramps are very steep and not wheelchair friendly. I feel the council is trying to force us to not use our cars, but for many residents the lack of regular public transport means we have to use our cars because cycling and walking is not an option because of age, safety (late night workers).	SK4 5	1	Better bus service, improve junctions for traffic, Better rail service, more parking, Speed up traffic, Space for parking / loading
56	Traffic, Signage	We live on Warwick Road. Adjacent to us is Heaton Road which runs onto Tatton Road. A new temporary set of traffic lights was added, and it's made congestion so much worse. The traffic flow was fine and as a motorist, cyclist and pedestrian the junction worked fine. Please remove these temporary traffic lights and return the junction to how it was. Thanks.	SK4 4	0	Improve junctions for traffic
57	Traffic, Driving, Accessibility	The temporary traffic lights are a disaster, causing extensive congestion back from the lights to Heaton Moor Church, making shopping at our local businesses problematic. We want to support them. This is dangerous for pedestrians and cyclists and causes erratic and frustrated driving. Cyclists and walkers can, do and should continue simply to use the existing crossing. We live on Warwick Road between Derby Road and Tatton Road South and we have seen a marked increase in traffic using what is already a rat run since the temporary lights were introduced. There is insufficient traffic on Tatton Rd to warrant four-way lights. Reading the local group on the Heaton's it is apparent that the community feels strongly against this proposal.	SK4 4	0	Improve junctions for traffic

58	Car Travel, Traffic, Safety, Cycling, Walking, Air quality, Driving, Rail Travel, Parking / loading	<p>The simple fact is that Tatton Road North cannot function as parking for the station, parking for local shops, parking for residents, access to a school and recently built housing estate, a cycle route, and a quiet residential road. The road is not wide enough for the line of parked cars, two-way traffic and a cycle route. In addition to this, the installation of the temporary traffic lights has only added to the problem. On numerous occasions we have witnessed cars mounting the pavement when turning into Tatton Road North, in order to get past the queuing traffic trying to get out onto Heaton Moor Road. Where is the cyclist/pedestrian supposed to go? In order to make this a viable cycle route you would need to remove the much-needed parking for the station - reducing the use of this vital public transport that already takes people into Stockport. Tatton Road North is simply not able to become a viable cycle path - something the planning department should know, having granted permission for 200+ houses to be built at the end of it.</p> <p>Additionally, the traffic lights in question have also severely messed up a junction and pedestrian crossing that we used daily to walk our children to nursery - without incident. The new lights mean pedestrians have to wait longer, whilst surrounded by stationary traffic, breathing in car fumes.</p> <p>Whilst we support the principle of better cycle routes, Tatton Road North, the only street in the Heaton's with a train station, is not the street for it.</p>	SK4 4	0	Improve junctions for traffic, New/ safer crossings
59	Safety, Cycling, Traffic	I understand that this crossing point and traffic lights have been implemented as part of a wider scheme to improve cycling facilities and as part of an A6 corridor alternative. It delivers an option/alternative for cyclists to use, instead of the A6 should they so desire. It's good to see the council trying new initiatives. Keep it up please.	SK4 4	13	(no entry)
60	Cycling	I feel so much safer riding my bike at this junction with the temporary traffic lights in place.	SK4 4	9	(no entry)
61	Traffic, Car Travel, Cycling, Accessibility, Air quality	I cycle through this junction regularly, usually from Egerton Road North turning onto Heaton Moor Road. Since the addition of the trial traffic lights, cycling this route has been more dangerous and difficult for me. Congestion is absolutely awful and it's now virtually impossible to get out at that junction onto Heaton Moor Road because of it. As a cyclist, it's much more dangerous for me to edge out to see if I can get through, so I have to wait until the traffic is stationary and then annoy people by weaving into Heaton Moor Road when there isn't adequate space for me - there's no other way for me to turn onto this road. Also, congestion makes drivers annoyed so they're less likely to be patient with cyclists and provide enough space. The stress of the congestion and the difficulty as a cyclist is certainly making me feel unsafe and isn't helpful for my disability - stress exacerbates my health condition. The junction was much safer for me as a cyclist before the lights were added.	SK4 5	2	Improve junctions for traffic, Speed up traffic
62	Traffic, Car Travel, Driving, Cycling, Safety, Walking	<p>The new traffic lights do nothing to promote cycling - all they do is cause congestion. I am a cyclist, a car driver and regularly walk through this junction with my children.</p> <p>The pedestrian crossing which pre-existed the new lights worked perfectly for pedestrians and/or cyclists who wanted to cross the road.</p> <p>As a pedestrian, the new lights make me feel less safe as the timings means it takes ages to cross 2 of the roads.</p> <p>Adding a cyclist box to a junction which has the knock-on effect of causing huge tailbacks of traffic, does nothing to make cycling safer.</p> <p>Cyclists needing to join Heaton Moor Rd could always wait for a natural break in the traffic or use the break in the traffic caused when someone uses the pedestrian crossing. Or actually just use the pedestrian crossing.</p>	SK4 2	4	(no entry)

		<p>Whoever has decided these lights are a good idea, has not used them as a cyclist.</p> <p>I drive my children to school and cycle to work, so feel I have an even-handed view of both modes of transport.</p> <p>No residents in the Heaton's benefit from new lights which cause tailbacks as far as the Plough in the middle of the day when Covid has already vastly reduced the number of vehicles on the road.</p> <p>This is a badly thought out scheme and the council needs to acknowledge that and try again.</p> <p>Or fit a ped crossing just after the Elizabethan and before the shops which would benefit residents, making it safer to cross.</p>			
63	Driving, Cycling, Car Travel, Traffic	There was no problem with this junction as it was previously. The new lights have made traffic situation right down Heaton moor road far worse.		6	Remove the light
64	Traffic	As shown by the temporary traffic lights here congestion and pollution have increased due to the stopping of vehicles. The junction had a pedestrian traffic light already and does not warrant a 4-way system.	SK4 4	1	Get rid of temporary traffic lights, do NOT install permanent ones here
65	Cycling, Driving, Safety, Air quality, Traffic, Walking	New traffic lights are causing congestion and creating more air pollution. Congestion was never a problem before, and it was easy to cross the road by the previous pedestrian crossing. Now it is difficult for card and cyclists to navigate and not nice to walk due to the traffic.	SK4 3	1	remove traffic lights
66	Traffic, Air quality, Safety	The new traffic lights have created more chaos and congestion, as well as more pollution than any other traffic change that I can remember in 31 years living in the Heaton's. The old system of a pedestrian controlled traffic light was far superior and needs to be re-instated.	SK4 2	1	Improve junctions for traffic
67	Traffic	The traffic flow: vehicles and pedestrians managed well without the need for the temporary lights. I have already made a formal complaint to the council and emailed our local councillor. I have put 'not very' above due to it already being adequate quality for vehicles and pedestrians.	SK4 4	12	remove temporary lights, they are causing major problems all the way back to A6 and School Lane
68	Traffic	Remove the new traffic light system, it is absolutely ridiculous the amount of traffic that they are causing.	SK4 4	5	Improve junctions for traffic
69	Driving, Traffic, Air quality, Walking, Safety, Cycling	New lights have caused extra congestion. Cars at standstill, pollution increased, harder for cyclists to navigate. Crossing the A6 has become a nightmare.	SK4 4	5	Improve junctions for traffic, Remove new traffic lights
70	Safety, Traffic, Air quality	New temporary traffic lights causing more congestion and hold ups, nightmare trying to turn right especially when the crossing is being used as well.	SK4	8	(no entry)
71	This way of reporting is open to abuse.	This exercise will prove very little as it's been hijacked by new age cycle warriors!		0	Insist on a full name and address
72	Safety, Driving, Air quality, Car Travel, Cycling, Traffic	The placement of these lights is bemusing. There has not - until their installation - been any issue at this junction in terms of pulling out/into Tatton Rd North or South, and the only congestion on Heaton Moor Rd has been the unavoidable straight queue down to the lights with the A6 at rush hours (which isn't particularly severe). These lights address a problem that wasn't apparent and in doing so have created a huge and unnecessary issue of congestion! Which comes with an increase of pollution and large and unnecessary stress and a negative feature to the Heaton's. I can't see how this is going to address any speeding issues either, as		4	Improve junctions for traffic, speed up traffic, Reduce pollution, Remove totally unnecessary lights

		<p>that wasn't an issue at this stretch, which already had the light controlled pedestrian crossing. I can't see at all how it has made anything more favourable to cyclists or pedestrians (especially given all the queuing vehicles). If there were issues with pedestrians crossing the road (wasn't aware there were), I think a zebra crossing at most would do the job far better - giving pedestrians priority without causing the congestion these lights have.</p> <p>It is also a case of cluttering up the road with more and unnecessary road furniture and signage, when the general move is in the opposite direction. Please use the money allocated to making this permanent to a different area where work would be appreciated.</p>			
73	Driving, Traffic, Air quality	The lights have done no favours for congestion and therefore air pollution. Walking past is horrific. Cycling through is hard.		2	Remove the lights that you just put up
74	Driving, Air quality, Car Travel, Safety, Street Furniture, Traffic	The council have created a nightmare with the new temporary lights at the junction please revert back to the pelican lights as the new lights create congestion pollution and are a danger to cyclists and pedestrians as motorists are jumping lights. Also causing problems with motorists turning right into the doctors. If you want to make it safer for cyclists give them a box junction at every set of lights where they can wait when the lights are on red. Please stop wasting money on something which creates more traffic. Resurface more roads and pavements to make it safer for people to walk and cycle. Replace more cut down trees on an ongoing basis which in time cleans the air and makes for a better environment to live in. Also have more regular trains stop all throughout the day with longer trains In rush hour that in time with help congestion and get the metro link through Stockport to Marple and ease congestion there as well these make a long term difference instead of short term thinking. Also have regular trains from Stockport to Leeds via Stalybridge miss out Manchester make things reliable and efficient and affordable this will ease congestion.		5	Reduce pollution, Improve junctions for traffic, Less clutter
75	Traffic, Air quality, Driving, Cycling	These temporary lights have caused gridlock and heightened pollution in a residential area, with pollution now being linked to Dementia so not great! As a walker, cyclist and car user they are causing gridlock and made matters worse, are forcing cars to drive on pavement to pass or they are stuck blocking the road, forcing cars into quieter, less used streets and indeed the very streets you are encouraging cyclists to use to bypass the lights. You've created an issue where there wasn't one! There was already a perfectly safe crossing for any pedestrians or cyclists to use, and cyclists tend to cross the pedestrianised railway bridge anyway. When will they be removed as it can't come soon enough?	SK4 4	5	Reduce pollution, Improve junctions for traffic
76	Traffic	(no entry)	SK4 4	3	Remove the new lights
77	The new (temporary) traffic lights	These lights seem to cause more congestion for no benefit. Several times since they've been put in place, I've been cycling or driving along Heaton Moor Road and been stopped by these lights, with no traffic at all coming out of the side roads (Tatton Road North/South), and no pedestrians crossing the road either. The queues back to Heaton Moor have got so bad that at busy times I will use back roads instead to avoid this junction altogether.	SK4 1	1	remove these lights, just have the pedestrian crossing by the station
78	Traffic, Safety, Air quality	traffic build up since introduction of the temporary traffic lights. no provision for emergency access into the GP surgery.	SK4 4	0	Speed up traffic
79	Safety, Cycling, Car Travel, Driving, Traffic, Rail Travel	The temporary traffic lights are already causing a huge problem to the local area and surrounding. This is not the ideal route for biking riding, especially when there is a road parallel to the other side of the railway which is one way therefore a better location for bike riders.  The lights are causing congestion in all directions and to the a6.		7	Leave it

		There is parking to the road and hitch is used by rail users, and this then means that with lights on red the road is block and then oncoming traffic cannot proceed causing congestion behind it.			
80	Traffic, Car Travel, Driving	The temporary lights are turning what was a 10-minute journey into a 45-minute journey daily. Because traffic backs up so severely, it's impossible for cars to exit the side roads even when their light is on green.		5	Improve junctions for traffic, less traffic, Speed up traffic
81	Traffic, Air quality	The temp travel lights are causing gridlock. With traffic backing up for half a mile, this has a knock-on effect to surrounding areas. School buses park up and nothing can get past them. If they arrive 5 mins early, they sit there for 5 mins. It is quite a busy road but not impossible to cross. There was no need to put these lights up as most cyclists use the A6 as it is more direct. The pelican crossing at the station was quite well used which enabled people to cross Heaton moor road safely. You have inconvenienced thousands of people for a handful of cyclists and this scheme is a complete and utter gross waste of money.	SK4 5	6	Speed up traffic
82	Air quality, Car Travel, Driving, Traffic	Traffic lights at junction are causing increased traffic queues which adding to noise and population at the junction.	SK4 2	0	Speed up traffic, Improve junctions for traffic, Less traffic, Fewer vehicles
83	Air quality	All that was needed at this junction was to change the pedestrian crossing to a toucan crossing to be used by both bikes and pedestrians. Now, all the surrounding roads are filled with stationary traffic creating air pollution that cyclists and pedestrians have to walk through.		3	Speed up traffic
84	Traffic, Driving	The new traffic signals at this junction are causing excessive and unnecessary traffic and therefore is also causing more pollution. On numerous occasions several cars have had to stop at the red light to simply let 1 car through which is much less economical than the old system. The lights simply need reverting back to how it was.	SK4 4	4	Less traffic, Better road and street signs, Improve junctions for traffic
85	Car Travel, Air quality, Parking / loading, Traffic, Accessibility	As the owner of a business on Tatton Road South I have lost quite a lot of trade since these lights were put in place, customers can't stop to call in as there is a constant obstruction because of waiting vehicles at the lights, also vehicle fumes are causing problems with pollution, the speed of drivers turning in to and out of the road is dangerous, there will be an accident or worse someone will be run over, the lights are a detriment to the businesses on the row in an already difficult time with the current pandemic.	SK4 4	5	Space for parking / loading, Remove the lights, they are causing a lot of problems
86	Traffic, Driving, Car Travel, Air quality	The suggested new traffic light system is causing a lot of unnecessary congestion. I live very close and it is causing stress to many families in the area. That spot is key for access to schools, trains, and the A6. There has never been an issue so why make changes?	SK4 5	4	Improve junctions for traffic, Less traffic
87	Cycling	The roads need to be a shared space for all users but all too often its cars/vehicles that get priority at the expense of cyclists. Good idea in theory to make Tatton Road South part of a quiet cycle route but it boils down to just far too many cars on the road in general. What can the council do to reduce traffic volumes?	SK4 4	1	Fewer vehicles, Less traffic, Protected space for cycling
88	Traffic	New traffic lights in this place are causing congestion across the A6 and Manchester Road this WILL result in accidents happening.	SK4 4	1	(no entry)
89	Traffic, Driving	the temporary traffic lights are causing extreme congestion even at quiet times of day. They need removing immediately.	SK4 5	5	Less clutter, remove temporary traffic lights

90	Driving, Traffic, Air quality, Safety, Parking / loading	We live near the Station. The new traffic light trial is causing more problems than its solving. Traffic is backed up in both directions down Heaton Moor Road, it's forcing people to use the side roads, creating problems that didn't exist previously, causing cars to mount pavements on Tatton Road North which is dangerous given it's the main walking route to St Thomas' School, and creating more pollution with much more standing traffic. I agree with the implementation of traffic calming measures as cars drive down Heaton Moor Road at ridiculous speeds, at quieter times, and particularly at night, but there are better ways of resolving that than these lights.	SK4 4	1	Reduce pollution, Improve junctions for traffic, Slow down traffic
91	(no entry)	Removal of the crossroad lights and reinstatement of the crossing would be a better solution to the problem that didn't exist.	SK4 2	4	Speed up traffic, reduce pollution, less traffic, less clutter, Improve junctions for traffic
92	Driving, Traffic	Why is the cycle route on Tatton Rd when there has been a cycle lane on Edgerton Rd North for many years? Tatton Rd is one of the major car routes to the new school and houses off Buckingham Rd. Making this a priority cycle route will only force traffic onto the other roads - Brownville and Peel Moat.		1	(no entry)
93	Cycling, Car Travel, Air quality, Driving, Bus Travel, Walking, Safety, Traffic	The addition of the temporary traffic lights has caused considerable congestion on both Egerton Road south/north and Tatton road south/north as well as Heaton Moor road. If the bus stops cars can't move in any direction and the traffic lights have literally made it more unsafe for pedestrians and cyclists	SK4 5	1	Speed up traffic, Reduce pollution
94	Traffic, Walking, Cycling	The temporary lights have caused a great deal of build-up of traffic. There were no issues here before the lights were installed. Cars are now cutting down through Derby and Broomfield road to avoid the junction. The Advanced Stop Lines for cycles are not necessary in conjunction with lights.	SK4 4	4	(no entry)
95	Traffic, Driving, Safety, Car Travel	Traffic congestion is worse since lights have been put in. The junction does not feel safe. Journey times have more than doubled.	SK4 4	5	Improve junctions for traffic, leave as it was
96	Safety, Traffic, Air quality	I live on the road adjoining the new traffic lights and it has become very unpleasant to walk along as the new traffic lights have caused a lot of stationary traffic resulting in pollution. Money would be better spent adding trees and speed bumps.	SK4 4	0	More trees and green space, less traffic, reduce pollution, Improve junctions for traffic
97	Safety, Cycling, Walking, Driving, Car Travel, Traffic	(no entry)	SK4 2	0	(no entry)
98	Driving, Rail Travel	Whilst I agree with the idea in principle, the location temporary lights outside the train station is completely wrong and causes more traffic and congestion.	SK4 5	0	Improve junctions for traffic, Better rail service
99	Signage, Traffic, Safety	New traffic lights are completely unnecessary and causing more congestion. Remove them please.	SK4 4	0	(no entry)
100	Driving, Air quality, Walking	I am struggling to understand the need for traffic controls here. There were perfectly good pedestrian-controlled traffic light measures already in place. Now pedestrians are in greater danger as the wait for green signal has considerably lengthened leading to people taking chances to cross. There is much greater congestion leading to higher levels of pollution. It's a mess.	SK4 4	0	New/ safer crossings

101	Car Travel	I cycle all round Heaton Moor - very few cyclists about but the lights are ridiculous - queues back to the shops causing massive disruption not to mention the pollution from stationary cars - what would happen if an emergency vehicle tried to get through?		0	(no entry)
102	Traffic, Cycling, Walking, Safety, Driving, Air quality	The temporary traffic lights are unnecessary and are already creating much congestion even at weekends now, as well as pollution from standing traffic. I live nearby and have used this crossroads twice daily for 40 years and this has always been a safe junction for my family as cyclists, pedestrian and I'm a motorist.  The existing pedestrian crossing at the station works well.	SK4 4	20	Remove the unnecessary temporary traffic lights
103	Cycling	The temporary traffic lights make me feel much safer on my bike. I am new to cycling and find busy junctions difficult to negotiate. The lights are actively encouraging me to get out on my bike more and use this route as I feel less nervous. I hope it will encourage more people to use their bikes, rather than getting in their car. The proposed cycle route is a great alternative to cycling on the A6.	SK4 4	8	New/ safer crossings
104	Signage, Parking / loading, Street Furniture, Safety	Traffic regularly blocks the junction as car drivers wait to collect train passengers. Cars park on the pavement blocking access for pedestrians and cause congestion at the junction. Double yellow lines at the top of the junction would help rectify the problem or enforcement of existing parking restrictions.	SK4 4	6	Improve junctions for traffic, Enforcement, Better road and street signs
105	Traffic, Driving, Air quality, Car Travel	The new traffic lights are causing huge congestion for no obvious benefit. This junction never caused a problem previously. There is problems turning into Tatton Rd North from Heaton Moor Road as cars are backed up on the wrong side of the road due to parking on this road.  Traffic down Heaton Moor Road is now awful.	SK4 4	11	Improve junctions for traffic
106	Walking, Traffic, Safety	Not safe for pedestrians as traffic was so focused on the queue it went through the red light even though there was a green man for me to walk. I had to weave my way through crawling traffic to cross the road. Not safe. There's so much more congestion here now it feels very stressful.	SK4 2	2	This needs a complete rethink. The original crossing in front of the station was better and could be adapted for cyclists too.
107	Air quality, Safety, Driving, Walking, Traffic	Traffic needs to get along Heaton Moor Road as efficiently as possible in order to reduce pollution and congestion. The previous pedestrian crossing was quite adequate.	SK4 4	2	Speed up traffic, Less clutter
108	Car Travel, Driving, Air quality	If lights are absolutely necessary, then there needs to be a filter/right turn lane. Zero cars get through the lights on green if the front car is trying to turn right.	SK4 4	0	(no entry)
109	Leave us alone	As cyclists have a zero contribution to the upkeep of the roads in the 4 Heaton, yet seem to think that own the roads, and as someone who can't cycle or walk everywhere, it is extremely important to be able to use my car to support shopping/hospitality in the local area. Also, as cycling signage has recently appeared on Tatton Road South, are you trying to tell us that no matter the consensus, this is going to happen, more a case of do what we say than have your say in my experience. More short-term car parking is needed in Heaton Moor/Mersey/Chapel/Norris, not less. It feels as though we are being dictated to by SMBC, not listened to. I have always believed if it's not broken then it doesn't need fixing, there are plenty of people dependent on their cars to get themselves to the shops, restaurants, cinema etc, not to mention the doctors. What will happen to all the small businesses who rely on passing trade for their livelihood to continue. Yes, sometimes it is a nuisance not being able to get past cars that are parked on the pavement but surely that shows that the correct amount of parking	SK4 4	1	(no entry)

		enforcement is not being employed and more parking fines will undoubtedly make people park correctly. In fact, no parking on pavements during business hours, 8am - 6pm would help to remedy the situation.			
110	Traffic, Walking, Accessibility, Driving	The new signals have helped break up traffic along Heaton Moor Road. It's made it much easier for pedestrians to cross this busy junction. When driving traffic backs up on to Tatton Road North. It's also made it easier and safer for cars to pull out of the side roads. This is an issue because it's narrow and because of the parking it's very difficult for cars coming the other way to pass. Ideally there should be double yellow lines on both sides of Tatton Road North, near the junction. I think there should also be a segregated cycle lane down this road and it also probably needs to be made one way, with speed bumps along the road.	SK4 4	1	Slow down traffic, Better lighting, Enforcement, Wider pavements
111	Traffic	The new taugth light system is causing more traffic than before therefore increasing pollution!	SK4 5	33	(no entry)
112	Car Travel	Charging points should be in local town centres.		2	Electric Vehicle Charging Points
113	Cycling	The high street has limited parking and often cars and lorry's double park on the road itself. This slows the traffic right down and creates hazards for other road users, who have to merge onto oncoming traffic to overtake the selfish people who double parked.	SK4 5	3	More cycle parking, Fewer vehicles, Less traffic, Protected space for cycling, Space for parking / loading
114	Traffic, Parking / loading	This is an incredibly popular Medical Centre. Unfortunately, as it is so popular, cars often stop/park on the single yellow line outside. Perhaps changing the lines to double-yellow lines might help?	SK4 4	7	Enforcement
115	Walking, Driving	Heaton Moor Road is a nightmare for pedestrians in wet weather due to accumulations of rainwater on the road unable to drain away because drains are blocked. Years ago, the grids were regularly suctioned out to remove accumulations of mainly leaves but this regular maintenance is not being carried out. Whoever is responsible for this, can they please take the necessary action to clear the drains.	SK4 4	4	Better maintenance
116	Air quality, Walking, Traffic, Cycling	Reddish does not get the funding or consideration it deserves we need more traffic calming and cycle lanes/paths  We pay as much council tax as "The Heaton's" yet we don't seem to get anything done including green spaces being cared for they just seem to be used as dog toilets.		1	Slow down traffic, less traffic, improve junctions for traffic, Better rail service, Reduce pollution, Protected space for cycling, Better street furniture, Better maintenance, New/ safer crossings
117	Parking / loading, Traffic, Signage	Double yellow lines at the top of the road are often obscured by falling leaves and detritus meaning that cars from the Doctor's surgery (patients and staff) regularly park at the junction, blocking entry and exit onto Heaton Moor Road. Whilst this is regularly reported using the SMBC parking enforcement website page, traffic regularly parks at the top of the junction. Also, driveway markings are regularly ignored, meaning that residents are unable to pull out of their driveways.	SK4 4	6	Better maintenance, Enforcement, Better road and street signs

118	Cycling, Walking	Water pools at this point on the road meaning that pedestrians get splashed (especially when vehicles pass at speed in excess of the speed limit) and cyclists have to pull out into the road to pass the large puddle that forms.	SK4 4	16	Slow down traffic, Better maintenance
119	Safety, Parking / loading, Traffic, Driving, Walking, Cycling	Heaton Moor Rd is a nightmare when: There has been rain - the drains are unable to remove surface water which creates large puddles that car drive through drenching pedestrians. FIX THEM!!! Idiots drive recklessly down the road - enforce speed limits through mobile speed cameras especially at weekends People are forced to park on the road when attending the Health Centre - create additional parking for this vital service The trees shed their leaves and the council does not remove them - for goodness sake make the pavements safe to walk on.	SK4 4	3	Enforcement, Slow down traffic, Better maintenance, Space for parking / loading
120	Car Travel, Driving, Safety	Really busy road where cars drive down too fast. Don't feel safe crossing the road or cycling.	SK4 4	5	Slow down traffic
121	Air quality, Traffic, Safety	This stretch is a key thoroughfare for commuters. Traffic is regularly exceeding the speed limit and it's shocking nothing is done to slow it down. This stretch regularly floods and also gets congested with traffic at busy times. This combines to make it an unpleasant place to walk, and without adequate crossings the fast traffic also makes it unsafe. Reduce traffic, slow it down, sort out the drains. Please.	SK4 4	11	Enforcement, Protected space for cycling, less traffic, Fewer vehicles, New/ safer crossings, Slow down traffic, Reduce pollution
122	Driving, Car Travel	SMBC has already painted 20 mph signs on Heaton Moor Road at least ten days before this consultation ends. It has clearly made up its mind irrespective of the views of local residents. Imposing yet more restrictions from above by diktat is not acceptable and indicates that SMBC is unlikely to listen to any of the comments made in this consultation.	SK4 4	1	See below
123	Walking, Cycling	Proposal K for shared cycle/footpaths at the junctions of Peel Moat Road/Heaton Moor Road and Brownsville Road/Heaton Moor Road is dangerous for pedestrians. There is insufficient visibility round the 90-degree corners and the existing footpath is not wide enough to accommodate cycles safely. I would not feel safe walking round those corners if they were remodelled as shown in the current proposal. How many injuries to pedestrians, children in buggies and wheelchair users is the Council prepared to accept if this proposal is implemented? Keep the cycles on the roads where they should be, rather than allowing them on footpaths - the clue is in the name Footpath.	SK4 4	12	Do not proceed with Proposal K.
124	Parking / loading	Delivery vans for boots park on this pavement creating a very hazardous blind spot near to a bust junction of cars and pedestrians.	SK4 4	0	Better street furniture
125	Cycling, Walking	At present too many cyclists illegally use the pavement. As a pedestrian I often have to sidestep cycles. I worry that before long I will be hit by one of them. Slowing down the traffic would make it safer for Cyclists to use the road. The Highway Code states: "You must not cycle on a pavement." The offence of riding a bike on the pavement is punishable by an on-the-spot fine, a fixed penalty notice of £30. This is charged under Schedule 3 and Section 51 of the Road Traffic Offenders Act 1988.	SK4 4	1	Slow down traffic

126	Cycling, Walking	This is as a dangerous place to cross Heaton Moor Road. Traffic is fast. Taxis sit outside the Elizabethan pub and cars regularly park outside the Coptic church. The shops across the road are made harder and more dangerous to access as crossing the road is so difficult.	SK4 4	5	Slow down traffic, improve junctions for traffic, Dropped kerbs, New/ safer crossings
127	Cycling	Heaton Moor Road is a key route for many local schools but is not accessible by bicycle for all but the most experienced and confident cyclists. The road is often heavily congested at peak times and during quieter times traffic is often far faster than the speed limit. In order to encourage active travel consideration should be given to dedicated cycle provision if possible and/or traffic calming measures.		21	Protected space for cycling, Enforcement, Slow down traffic
128	Parking / loading	There is very little wrong with the place as it is. More parking would be useful, not less. People are not going to rush out and purchase a bicycle just because you have altered the access to the shopping / restaurant facilities in the area.  Please leave it alone and do NOT spoil the Heaton Moor village. 'If it is not broke don't fix it' is a phrase that comes to mind. People are generally happy with what we have.	SK4 4	4	More parking
129	Cycling, Driving, Traffic	This stretch of Heaton Moor Road is like a racetrack for the lads in their high-powered cars. It's long and straight and is too tempting for them. It's crazy that nothing is done to slow them down and reduce the risk to shoppers.	SK4 5	13	Protected space for cycling, Slow down traffic
130	Car Travel	it is a terrible idea to move the traffic lights from outside Heaton Chapel station to just outside Heaton Moor practice - it's made it incredibly difficult to exit the survey by car and the traffic there has been made far worse by the change-terrible idea!!!  this area was fine as it was-shame on you SMBC for causing more congestion and pollution with the installation of new traffic lights which you never consulted local residents about.	SK4 3	1	Improve junctions for traffic
131	Parking / loading	This area of Heaton Moor has no other public parking (other than pushing parking onto nearby residential streets to the annoyance of local residents). Please don't barrier off these parking bays as part of these proposals. These few spaces are essential to the local independent businesses along this stretch of Heaton Moor Road. Please be realistic about how people actually live their lives. Whilst it is a good thing to encourage more walking and cycle use, sometimes a car is essential to the journey e.g. to collect heavy purchases. Keeping trade in The Heaton's and rather than pushing it out to national out of town businesses is as essential as encouraging more walking and cycling. A balance is surely called for here, one that recognises the benefit that a thriving local independent business scene brings to our community.	SK4 4	4	Space for parking / loading
132	Safety, Walking	A zebra crossing or similar crossing would be good in addition to the pelican lights further up as lots of people want to cross to this area of shops and usually end up dashing between the cars that are fast & frequent mostly. A 20 mile an hour zone would also be safer for cars on this stretch.	SK4 2	0	New/ safer crossings
133	Driving, Walking, Cycling	The speed of motorised traffic makes cycling feel dangerous and uncomfortable. Adding some pinch points/chicanes (with cycling bypasses) and more crossings would change the feel of the road and slow traffic. It should all be 20 mph. A speed camera would be brilliant. But no more speed humps!	SK4 4	15	Slow down traffic, New/ safer crossings
134	Parking / loading	It's already very accessible to walkers and cyclists. We want to support our local shops not remove all parking in front of them to discourage visitors. Great to improve cycle routes and even reduce speeds but consider elderly people who us local shops for day to day visits. Not as	SK4 4	18	Space for parking / loading, More parking

		able to walk as the rest of you so vehicles are only route out. Don't prevent them parking or you'll force them out of the more to larger shops outside area and make them do long journeys. Also, lots of people stop at shops on their commute out of the Heaton's (not everyone can get trains/buses etc. The car is not our enemy...Removing parking space will simply reduce footfall to our fantastic local shops and those who still need to visit by car will end up parking on the surrounding local streets, inconveniencing our community more. KEEP THE PARKING AND SUPPORT LOCAL BUSINESSES.			
135	Parking / loading	To suggest temporarily blocking the parking bays outside Heaton moor shops is a ludicrous idea. The independent shops need support from their local council not to fight against them! This would only make them struggle even more in these very uncertain times. If you get rid of the parking bays, you will also loose the shops. Customers will be forced to go to supermarkets and big outlets where parking is easier.  Don't do it!  We need more parking, not less!	SK4 4	3	More parking
136	Parking / loading	People constantly park on double yellow lines on the junction between Portland Grove and Heaton Moor Road (also on the junction between Lea Road and Heaton Moor Road). This is primarily people who are visiting the shops and Co-Op.	SK4 4	0	Enforcement, Less traffic, Fewer vehicles
137	Car Travel	The proposed removal of existing parking will make life even more difficult for the local shops.  The proposed changes in speed limit from 30 to 20 mph and back again several times along the length of Heaton Moor Road will be confusing for motorists and will be impossible to enforce. Whatever the speed limit is to be, it should be consistent along the entire length of the road.	SK4 4	6	Do not remove existing parking; make the speed limit on Heaton Moor Road consistent along its entire length
138	Parking / loading, Car Travel, Driving, Accessibility	Support for local shops should be encouraged. Removing all parking in front of them will discourage visitors. People who make regular use of the local shops for day to day visits, especially those with disabilities or reduced mobility do need space to park if they wish to use a car. Heaton Moor Rd is a major link through the area and people stop at shops on their commute in and out of the Heaton's. Removing parking space will simply reduce footfall to our lovely local shops and those who still need to visit by car will end up parking on the surrounding local streets, causing inconvenience to others in community.		3	More parking, Improve junctions for traffic
139	Driving, Street Furniture, Parking / loading	When Heaton Moor Road pavements were remodelled, the edges of most of them widened so the parking bays are now "within" the pavement. Inexplicably, this one space was left without being built up, and with only hatched white markings stopping people parking.  Of course, this means people park on the hatches - meaning when you're in a car, you have to pull further into the road to see past before pulling out. It's a dangerous junction that could easily be solved.	SK4 4	0	(no entry)
140	Cycling, Street Furniture	Installing better racking or 'bike bins' would encourage people to cycle and leave their bikes outside safely and more inclined to cycle than drive.		8	Better street furniture, More cycle parking
141	Parking / loading	(no entry)	SK4	1	Space for parking / loading, More parking
142	Safety, Street Furniture, Driving, Parking / loading, Air quality	Lea Rd is a car park for local shops. The junction with HM Rd is regularly obstructed by temporarily parked cars. As habits change post Covid and people work from home more the presumption has to be to slow down traffic or even change flows - why not experiment with blocking off Lea Rd and perhaps other roads running into HM Rd? Will need to consider local	SK4 4	0	Enforcement, Fewer vehicles, Slow down traffic, Better street furniture, more cycle

		businesses but experience of other cities where traffic is reduced is that footfall goes up as the "guerrilla" shopper rushing in and out of a shop actually get their head up and spend more time looking/purchasing.			parking, Electric Vehicle Charging Points, Dropped kerbs
143	Parking / loading	Please keep existing parking bays outside shops - don't reduce them. In my case, I sometimes need to drive to local shops as I find it hard to walk with heavy shopping. I can park and visit several local shops at once, which is convenient. Without suitable parking, I would have to drive to the local large supermarket - a longer journey, depriving local shops of business and less pleasant to do. So please don't assume that discouraging drivers necessarily means reducing car journeys in the area.	SK4 4	15	Space for parking / loading
144	Traffic, Safety, Cycling, Walking	Crossing here to get to the shops etc is hazardous It is some walk to the nearest crossing People leaving the Elizabethan pub and other venues are at risk not to mention residents of Broomfield etc who struggle to get across to access basic amenities.	SK4 4	8	Dropped kerbs, New/ safer crossings
145	Car Travel, Parking / loading	Sadly, despite being close to the shops I can no longer walk short distances, and Blue badge spaces are often used by people using the hairdressers, without a badge, having said that there is only one space. I don't want to cause problems parking on busy roads and obstructing them. I can sometimes walk from my address to the first row of shops then need to stop and find somewhere to sit or lean on, but a few benches, perhaps near the coop etc. would make life a lot easier. I don't feel old enough to annoy people on a mobility scooter yet but would rather use my local shops when possible.	SK4 4	7	Places to sit, Slow down traffic
146	Street Furniture, Walking	In many places such as near the crossing on Heaton Moor Road opposite Shaw Road, metal fence/barriers are installed. These barriers narrow the pavement and make it less comfortable for pedestrians going in different directions. This is particularly an issue during the pandemic but was an issue before hand. We shouldn't be putting obstacles in the way of pedestrians.	SK4 2	2	Less clutter
147	Driving, Safety	The new speed limit of 20mph through the area of shops is extremely poorly signed. There are NO signs indicating a new speed limit nor any signs indicating it is now a 20mph zone. The only indication is ONE 20 road marking which is completely inadequate and not clear that a change has been made. As a local resident many have not noticed this and it's appalling.	SK4 4	4	Better road and street signs, New/ safer crossings
148	Green spaces, Cycling, Walking	Should make the eastern end of Shaw Road pedestrianised between Derby Range and Heaton Moor Road. Would be a great community destination space with space for plenty of seating. Could be used for many community activities and events, as it is on the monthly market. Integrate good permanent cycle parking and more trees. Could still have parking on Shaw Road west of Derby Range for local businesses and all houses west of this location are easily accessed by many different vehicle routes. A real opportunity to create a pleasant, safe place for the community to meet, socialise and create business opportunities.	SK4 2	5	Reduce pollution, Fewer vehicles, Events & activities, More trees and green space, Wider pavements, Less traffic, More cycle parking, Places to sit, Better lighting
149	Accessibility	We have a lot of young children, elderly and poorly mobile residents but there are no places to stop and rest. Let's have some pleasant stop and rest areas in Heaton's along Heaton Moor Rd, School Lane etc that would encourage more people to walk.	SK4 4	3	Places to sit
150	Walking	Develop themed walks around the Heaton's e.g. a walk between the shopping areas, a walk linking the parks, a walk linking historically interesting locations. All walks to avoid main roads and use small roads and pathways where possible.	SK4 2	2	(no entry)

151	Air quality, Green spaces	A planting area in the middle of this large section of tarmac surface would be lovely. It could be just a large container with a tree underplanted with wildflowers/grasses as seen outside Merseyway shopping centre. It would help with the high pollution levels on Heaton Moor Road, and green up a waste of space.	SK4 4	0	More trees and green space, Reduce pollution
152	Walking, Safety, Cycling, Driving	(no entry)	M20 1	26	Slow down traffic, Less traffic, Wider pavements, Protected space for cycling
153	Cycling	Better segregation required to protect pedestrians. Shared footpaths/cycleways often result in a stressful and dangerous environment for pedestrians who are unable to relax whilst walking for fear of (often fast moving) bikes passing close by/potentially hitting you from behind.	SK4 3	1	Protected space for pedestrians
154	Walking, Safety	(no entry)	SK4 4	2	Fewer vehicles, Slow down traffic
155	(no entry)	Speeding down this road is horrific. Speed calming measures are vital.	SK4 4	9	Slow down traffic
156	Cycling	Traffic along Heaton Moor Road goes too fast and drivers overtake cyclists even when traffic is coming in the opposite direction which is very dangerous.	SK4 4	2	Less traffic, Slow down traffic
157	Car Travel	(no entry)	SK4 2	1	Slow down traffic
158	Cycling, Walking, Safety, Traffic, Drainage	This is the main road that links both sets of shops. It's crazy that when it rains people can't walk down it without being soaked by cars. The drainage needs sorting. Cycling doesn't feel safe here; it's really congested, there are often cars parked on the side of the roads and when it rains you end up trying to avoid lakes at the side of the road.	SK4 4	25	Better maintenance, Slow down traffic, Protected space for cycling, Improve drainage
159	Accessibility, Traffic, Walking	A lot of people cross here to access the St Thomas primary school, as well as Charnwood nursery and St Paul's preschool without having to walk quite a bit out of the way to access the next nearest crossing. There is a slight bend in the road that makes it additional troublesome for crossing safely. A pedestrian crossing would be well placed here.		1	(no entry)
160	Traffic, Safety, Walking	Exceptionally hard to cross this road especially with young children, lots of traffic on the roads and also travelling at speed. A crossing is required.	SK4 4	1	New/ safer crossings, Dropped kerbs
161	Parking / loading	Far too many cars (or their drivers) park on double yellow lines. Very rarely gets enforced.	SK4 2	5	Enforcement
162	Safety, Traffic, Cycling, Walking, Driving	Poor visibility combined with speed and volume of traffic on Heaton Moor Road make crossing on foot dangerous and pulling out in a car or on a bicycle difficult.  This is particularly the case for children and the older residents of neighbouring streets, of which there are many. Traffic calming measures and a crossing between the traffic lights and Moor Top and Shaw Road  is needed to make this safe for all members of our community.	SK4 4	13	New/ safer crossings, Better routes to schools, Slow down traffic, Improve junctions for traffic
163	Safety, Driving, Walking, Cycling	The sight lines at the junction are extremely poor for all forms of transport from Stanley Rd onto Heaton Moor Road.		10	Improve junctions for traffic

164	Walking	There is no pedestrian crossing nearby and is a popular place to cross the road, unfortunately it is on a bend, so visibility of traffic is poor, and cars travel too fast.		4	Slow down traffic, Improve junctions for traffic, New/ safer crossings
165	Cycling	This is not safe to cycle.	SK4 4	7	Protected space for cycling, Less traffic, Slow down traffic
166	Driving, Walking, Safety	Heaton Moor Road is unsafe. Cars go far too fast along it when it is essentially a high street full of shoppers, care homes and kids walking to and from schools. There is nowhere to cross safely between the two shopping areas at each end of the street which makes it very unsafe for local residents.	SK4 4	8	Enforcement, New/ safer crossings, Slow down traffic
167	Walking, Traffic, Safety	There are no crossing points from near Shaw Road to nearer the shopping centre near the Moor top. It's very busy with traffic but is close to bus routes. Walking around this area is difficult particularly as the pavement feels narrower. A crossing point would help access bus stops; help pedestrians and control traffic.	SK4 2	2	Improve junctions for traffic, New/ safer crossings
168	Air quality, Cycling, Safety	Heaton Moor Road seems to be regularly used as a racetrack, especially after dark, it needs a lower speed limit and enforcement of it. The air is also thick with pollution at times. The road also lacks any safe space for cycling, it could be a wonderful connecting road for cyclists and has plenty of width to be a European style boulevard with separate cycle lanes.	SK4 4	19	Protected space for cycling, Reduce pollution, Fewer vehicles, Enforcement, Less traffic, Slow down traffic, More trees and green space
169	Traffic, Safety	(no entry)		0	Wider pavements, New/ safer crossings, Slow down traffic, Less traffic
170	Walking, Traffic, Safety, Cycling	Provide a new pedestrian crossing on Heaton Moor Road near the bus stops at Cliff Grove and Stanley Road. The traffic moves quickly there and at sometimes there are no gaps, making it difficult and unsafe to cross. It would be midway between the crossings at Shaw Road and Moor Top.	SK4 4	15	New/ safer crossings, Slow down traffic
171	Safety, Walking, Traffic	There is a long stretch of Heaton Moor Road between the crossings in Moor Top and Heaton Moor without a safe crossing. A pedestrian crossing halfway between the two would make crossing this road much safer.	SK4 4	39	New/ safer crossings
172	Car Travel	This junction is incredibly wide which means cars tend to take it at speed.	SK4 4	19	Better maintenance, New/ safer crossings, Reduce the size of the junction
173	Drainage and large puddles	Improve drainage to reduce large puddles of water which quickly build up in several places along Heaton Moor Rd, making walking unpleasant. Build-up of leaves is also a problem, making walking slippery.	SK4 4	13	Improve drainage
174	Driving, Parking / loading	My concern is that if you reduce the number of parking places on Heaton Moor Road the small side roads will become even more congested. I live on Hooley Range, a very narrow cul de sac, where parking (people visiting savoy local restaurants etc) is a real issue for residents including access due to poorly parked vehicles. Resident only parking or double yellow lines down one side would resolve this.	SK4 4	1	Slow down traffic, More parking

175	Walking, Traffic, Safety	It's often difficult to cross here, either across Clifton Rd (along Heaton Moor Rd) or across Heaton Moor Rd to reach shops/cinema/bus stops.	SK4 2	3	Less traffic, Fewer vehicles, Slow down traffic, New/ safer crossings
176	Walking, Safety	This is a terrible junction for pedestrians, with a very wide opening into Clifton Road and no easy way to see in all directions before crossing. If you have a pram, it's a real worry - people end up walking down Clifton Road from Heaton Moor Road just to cross over Clifton Road. That's not good enough for a main road.		4	New/ safer crossings
177	Car Travel, Accessibility, Bus Travel, Cycling	Difficult junction to cross and potentially dangerous because of the wide splay. pedestrians have to be v careful to avoid turning traffic.	SK4 4	1	Slow down traffic, Wider pavements, New/ safer crossings
178	Walking, Traffic, Maintenance	Road frequently floods at the sides when there is rain. This leads to drivers soaking pedestrians who are walking past. Needs better drainage.	SK4 4	29	Better maintenance
179	Safety, Driving, Cycling, Walking, Traffic	Drainage is a major problem. Along with regular speeding and no enforcement. Shared pedestrian, cycling and vehicles space would solve most of the issues.	SK4 3	1	Slow down traffic, Enforcement, Improve junctions for traffic, New/ safer crossings, Better maintenance
180	Cycling, Street Furniture	The road surface at this point has been previously repaired, and the current surface repair is directly in the cycle line, making it unpleasant and a little unsafe to cycle along. The road should be repaired to ensure the surface is at least decent.	SK4 4	2	Better maintenance
181	Safety	What makes you think traffic will, drive at or lower than the speed limit. Cars on local roads already drive over the speed limit with no enforcement. Including outside Tithe Barne School, when cars are supposed to be driving at 20 mph at certain times of the day. We need speed cameras, or police, hopefully before someone is seriously injured or killed. As a resident I walk these streets daily and am baffled by the need for speed in a residential area. Please take my concerns seriously.	SK4 4	14	Slow down traffic, Enforcement
182	Safety, Parking / loading	Vehicles park here on double yellow lines, particularly at school drop off and pick up times. Not sure why when there's parking further down the road. Needs enforcement action.	SK4 4	4	Enforcement
183	Safety, Cycling, Accessibility, Air quality, Traffic, Walking, Driving	A 20mph limit for the whole road would make it safer to walk and cycle here.	SK4	32	Slow down traffic
184	Traffic, Safety	The junction at the top of Kings Drive is very busy and always plagued with vehicles parked on the double yellow lines opposite the car park entrance, this makes the junction dangerous for pedestrians crossing, vehicular access to the road for residents.	SK4 3	0	Slow down traffic, Protected space for cycling, Fewer vehicles, Better maintenance, Wider pavements, Improve junctions for traffic, New/ safer crossings
185	Traffic, Safety, Walking	This is a busy area near to shops, cinema, bars and restaurants. It is difficult to cross the road due to the volume of traffic, speed of traffic and the number of junctions. Making the route more pedestrian friendly would help, maybe by slowing traffic, and or using wider pedestrian areas or more pedestrian crossing points.	SK4 4	13	New/ safer crossings, Slow down traffic

186	Driving	The traffic survey was done in half term so is not accurate. The current speed bumps do nothing to reduce speed by the time they get to our house (near to the alley) they are travelling at over 40mph.	SK4 4	3	Less traffic, Slow down traffic, Fewer vehicles
187	Parking / loading, Walking, Safety, Bus Travel, Cycling	Speed limit should be lowered, cars travel very fast in an area with lots of pedestrians. No cycling provision. Badly placed bus stop backs up traffic into a bottleneck.	SK4 2	1	Protected space for cycling, Slow down traffic, New/ safer crossings
188	Driving, Car Travel, Safety, Walking	(no entry)	SK4 4	1	Better road and street signs, less traffic, Protected space for cycling, Better street furniture, improve junctions for traffic, New/ safer crossings, Wider pavements, Slow down traffic, Reduce pollution
189	Parking / loading	The parking outside Roast could be used as seating and a space for people to social distance and engage with each other. It is the perfect location for a parklet. Link below <a href="https://www.livingstreets.org.uk/media/4590/parklets_tool_kit.pdf">https://www.livingstreets.org.uk/media/4590/parklets_tool_kit.pdf</a> There would still be space for the bus stop, a disabled bay and a 20min loading bay for the businesses.	SK4 4	5	Places to sit, Slow down traffic, Events & activities, More cycle parking
190	Walking, Cycling, Traffic, Safety	More needs to be done to lessen the dominance of vehicle traffic at both ends of Heaton moor high street. At a minimum more pedestrian crossings are required. Cyclists have to risk life and limb just to get between both shopping areas as the traffic is fast flowing and there are no segregated cycle lanes. I appreciate there are challenges with the shared space concept implemented by Poynton, but I think it's an approach worth considering if we are serious about achieving a better balance between pedestrians/vehicles and cyclists.	SK4 2	8	Slow down traffic, Protected space for cycling, Fewer vehicles, Dropped kerbs, Wider pavements, Less traffic, New/ safer crossings
191	Driving, Street Furniture	The proposed 20 mph zone is very welcome, even if long overdue and apparently only temporary in the first instance. It should be made permanent. Also, the speed bumps should be harsh enough to force all vehicles (including SUVs) to slow down (unlike most in the borough) but passable at the side by cyclists without having to go into the gutter (again, unlike most).	SK4 4	2	Enforcement, Better street furniture, Slow down traffic
192	Walking, Car Travel, Air quality, Cycling	The heart of the Heaton's, with Covid it is even more important for local businesses to be able to use pavements for outdoor for eating out. This is hard and not pleasant with cars parked everywhere. If the road had less traffic (maybe single file), increased walk and cycling paths, people and families would be more inclined to come up and use local businesses. It should be a place where children can cycle to the shops in safety but at the moment it just isn't. If there was increased disabled protected parking but reduced overall parking this could help everyone! Where the street parking is could be cycle lanes/ room for cafe benches. Have a lovely European feel.	SK4 2	11	More cycle parking, Slow down traffic, Less traffic, Protected space for cycling, Wider pavements
193	Traffic, Safety, Parking / loading	The junction at the top of Kings Drive is very busy and always plagued with vehicles parked on the double yellow lines opposite the car park entrance, this makes the junction dangerous for	SK4 4	9	Enforcement, Improve junctions for traffic, Space for parking / loading

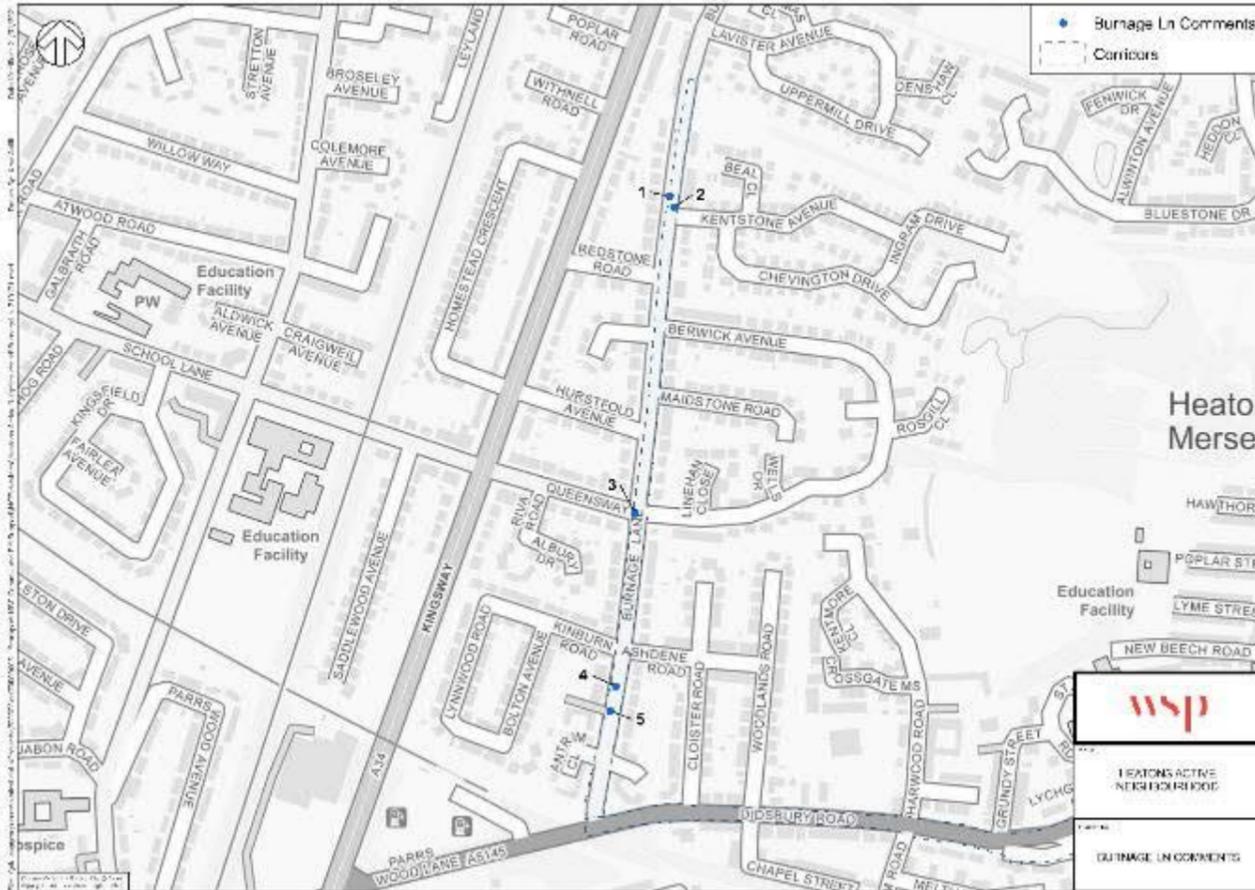
		pedestrians crossing, vehicular access to the road for residents and those wishing to use the car park.			
194	Traffic, Cycling, Parking / loading	The road has parking outside the shops and this means cars pull out and open doors on passing cyclist and walkers.	M34 3	12	More parking, Better street furniture, Wider pavements, More trees and green space
195	Safety, Cycling, Walking, Driving	Don't just introduce a reduce speed limit such as 20mph with traffic furniture. This just gives pedestrians a false sense of security and can result in more accidents due to people walking out in front of cars believing it's 'safe'.  Particularly around both areas with shops & restaurants the road needs to be reconfigured to encourage traffic to slow and allow pedestrians to cross at regular marked crossings.	SK4 4	0	Fewer vehicles, more cycle parking, dropped kerbs, Slow down traffic, New/ safer crossings, Less traffic, Protected space for cycling, Places to sit, Better road and street signs
196	(no entry)	Moor top area is heavily affected by traffic. Specific problems include speeding, congestion and pollution, cars blocking junctions etc. Yet most people who use the shops and cafes arrive on foot. Our needs are neglected, and it doesn't seem right that the needs of a few car drivers are prioritised.  Suggestions:  Traffic calming on sections of Heaton Moor Road to reduce drag racing.  Get rid of car park off kings road. Turn it into a little park with cycle parking racks.  Make the short stay parking areas outside the Savoy and the Post Office disabled parking only. Make the other area outside the easy Fish Co. loading only.  Make the pavements wider on both sides of the road. This will involve reconfiguring the space outside the Co-op, which is currently a mess and unnecessarily inaccessible for pedestrians.  Improve delivery access for the Co-op and Tesco. Large lorries currently block the main road as it is too difficult for them to reverse up to the store good entrance.	SK4 3	10	Less traffic, Changes to parking
197	Safety, Parking / loading, Walking, Car Travel, Cycling, Accessibility, Driving	1. Speed limit on Kings Drive should be reduced to 10 mph. 2. Access to Kings Drive, beyond Car Park entrance, should be limited to residents and service vehicles only. 3. Double yellow lines should be enforced, perhaps by CCTV to avoid dangerous overtaking and limited vision for vehicles, cycles, mobility scooters and pedestrians. 4. Bushes and trees at corner of junction require regular trimming to avoid poor visibility for ALL users. 5. Road surface, though recently replaced, is once again a danger to cyclists, mobility scooters, pedestrians and cars.		4	Better maintenance, More parking, Improve junctions for traffic, Better road and street signs, Slow down traffic, Enforcement, Space for parking / loading, Dropped kerbs
198	Accessibility, Walking, Car Travel, Traffic	The hedges around the car park, especially bordering Heaton Moor Road, are overgrown making the path narrow. By simply cutting them right back the width of the path could be increased at least a foot. Often the shrubs on the corner are so overgrown it's difficult to see oncoming traffic when turning out of Kings Drive. The ivy climbing the mature trees also block out the streetlights making the car park overly dark at night.	SK4 4	1	Wider pavements, Improve junctions for traffic, Better lighting

199	Parking / loading	This carpark is a real bottleneck, often with people who can't get parked then driving in & out * around, then down Kings Drive, etc. I think that during the day, say 9am- 5.30pm, parking should be limited to 30 mins (like Tesco)- for people who are just "nipping to the shops". People who are visiting cafes, salons, etc, for longer periods on planned visits can walk or park further away. Also, in view of this, waive the parking charges. I for one resent having to pay to just nip in the Coop for a pint of milk etc - so I then park down Kings Drive or the delivery lane at the back. Not good, but I'm not alone in this. Obviously can't expect disabled to park further away, so more disabled bays & with longer time limit - but enforce the disabled bays! No limit in the evening, so cinema, restaurant, bar customers can park freely.	SK4 3	1	Drop the car-park charges. Put a maximum time limit on during the working day.
200	Safety, Cycling	Need specific cycle parking outside all Heaton shops/rows of shops.  Also, can we make the whole of the Heaton's a 20mph speed limit? It would barely affect journey times in cars (average journey speed is less than 20mph and is mostly spent accelerating and decelerating), vastly improve the number of people wanting to walk or cycle and reduce pollution and noise. Go to towns or cities where this has been introduced and even car owners agree it is the best thing to happen. You don't need hundreds of speed bumps, just a 20mph speed limit.	SK5 6	3	More cycle parking
201	Cycling, Traffic, Parking / loading, Air quality	This street is a great location for shopping, but the roads are very full of polluting vehicles, there is little space on the pavements for people, crossing is dangerous, and there is no separate space for cycling. Creating a safe, separated cycle route along Heaton Moor Road, and improving walking links would make the area much more liveable, and the biggest improvement would simply be reducing traffic.	SK4 3	12	More cycle parking, more trees and green space, Reduce pollution, Less traffic, Protected space for cycling, Fewer vehicles
202	Traffic, Walking, Driving, Air quality		SK4 4	0	Reduce pollution, Enforcement, Better street furniture, Wider pavements, Less traffic, Slow down traffic
203	Cycling, Safety, Traffic	A lot of traffic at times, narrow roads and a 30mph limit don't make for great cycling. At least we can reduce it to 20mph - and actually enforce it.		5	
204	Accessibility, Street Furniture, Traffic	This is a great place to shop, but the public realm is poor, and frequently jammed with slow moving, polluting traffic. Pavement on east side very narrow, on west side wide but very cluttered. Too much space at the junction given over to motor vehicles. Difficult to cycle through. or walk across, junction. Needs redesigning to create a calmed shared space.	SK4 4	22	Places to sit, Reduce pollution, Better street furniture, Less traffic, Protected space for cycling, Wider pavements, More cycle parking, New/ safer crossings, Less clutter
205	Cycling	(no entry)	SK4 5	2	More cycle parking
206	Cycling	It was fantastic being able to cycle with my young family on Heaton's roads during lock down. The local roads now are just too busy but if they could be made more cycle friendly, I think families would be back cycling to school, parks & shops etc.	SK4 3	0	Protected space for cycling
207	Walking	This would be a great location for a diagonal pedestrian crossing. Currently, you have to be pretty fast on your feet to get across two arms of the junction if, say, you want to get from the Co-op side to the Post Office side.	SK4 4	26	New/ safer crossings

		Let's reduce the barriers here by increasing pedestrian crossing times and designing the junction to allow for diagonal crossings.			
208	Safety, Driving, Traffic, Accessibility, Air quality	Moor Top (and the four roads that meet at this junction - Green lane, Thornfield Rd, HM Rd, and Moorside Rd) is an ideal candidate for a shared space scheme where changes to road surface, street furniture, etc force cars to slow down and give way to other users.	SK4 3	16	Fewer vehicles, Reduce pollution, New/ safer crossings, Wider pavements, Slow down traffic
209	Walking	The traffic lights currently allow pedestrian crossing of all four roads at the same time. This allows for easy diagonal crossing, which another comment suggests is not possible.	SK4 4	7	

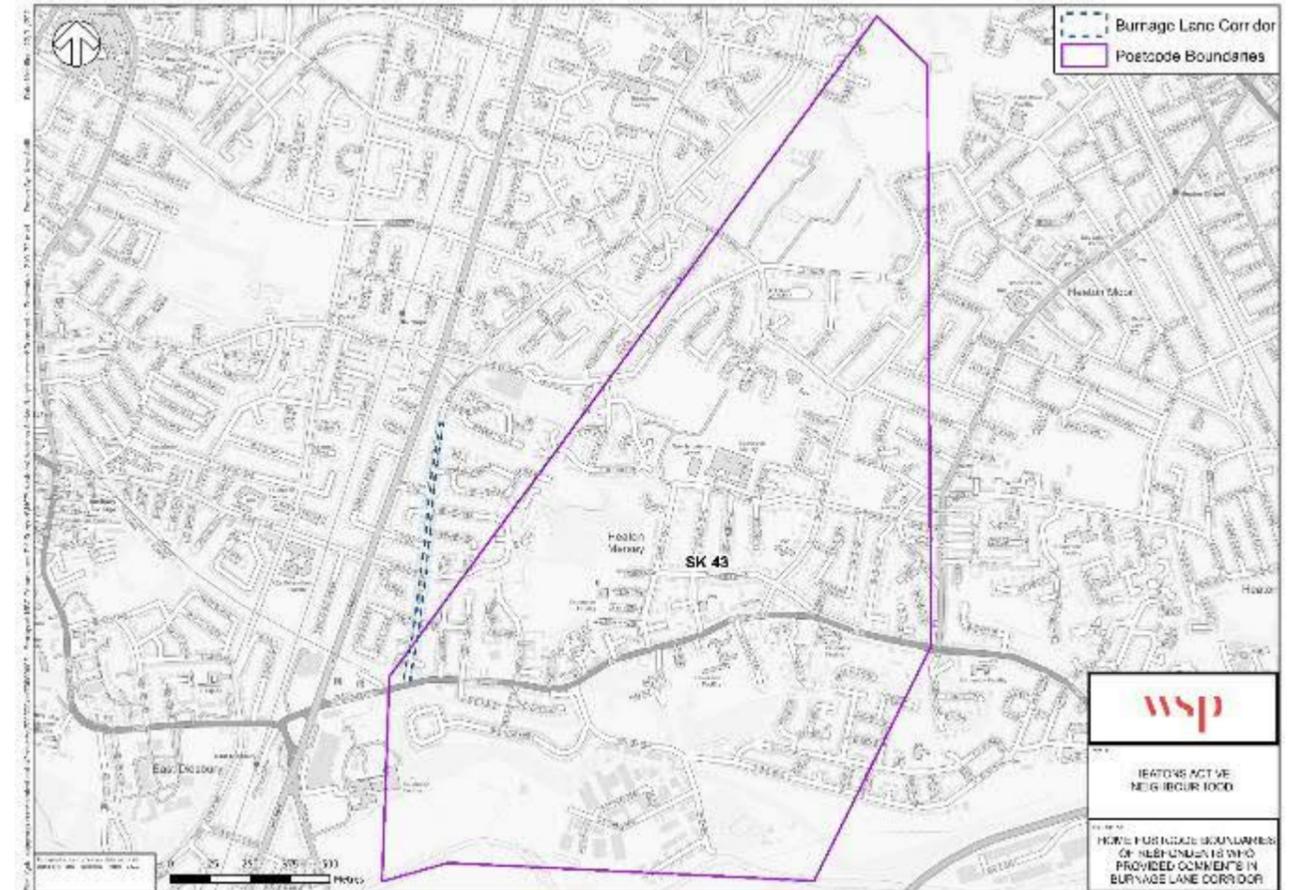
## BURNAGE LANE CORRIDOR

This chapter reports on pins dropped along the length of Burnage Lane between the A5145 Didsbury Road and the path which gives access to Burnage nature wood fields to the south of Uppermill Drive as displayed in Figure 52.



**Figure 52 - Burnage Lane corridor**

Figure 53 displays the home postcode boundaries of the respondents who provided the comments listed in Table 25.



**Figure 53 - Home postcode boundaries of respondents who provided comments in the Burnage Lane corridor**

**Table 25 - Burnage Lane corridor comments**

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Safety	<p>The speed ramps along Burnage lane are almost useless for their purpose.</p> <p>large lorries/delivery vehicles and 4x4 cars can simply override them without the need to slow down, resulting in an ever-increasing number of vehicles breaking the speed limit along this road.</p> <p>The ramp near to the junction at Kentstone Ave is repaired (Patched up) on so many occasions, which can hardly be termed cost effective.</p> <p>Consideration should be given to the installation of speed cameras along this road.</p> <p>If the cameras cannot be considered, then I suggest new and higher speed ramps using moulded ramps as on other roads in the borough.</p>		6	Slow down traffic, Enforcement
2	Accessibility, Cycling, Safety	<p>Burnage Lane was redeveloped around 2006. At the time better facilities for residents' parking &amp; pedestrian islands were installed along with some ramps to slow traffic but this severely narrowed the carriageway. An opportunity was lost to install a cycle lane along the road between the Manchester border &amp; Didsbury Road near the Metro stop.</p> <p>Cycling along this road is potentially dangerous, especially as the surface in parts is now in poor condition. At the Burnage Lane exit from the metro stop as well as access to &amp; from the trans-Pennine trail, leaving or re-joining the carriageway along Burnage Lane is hazardous for cyclists.</p>	SK4 3	9	Better bus service, Slow down traffic, Protected space for cycling
3	Traffic, Cycling, Safety	<p>Traffic barely slows down on Burnage Lane as it approaches this roundabout. If you are trying to get across it to/from Berwick Avenue, it feels really dangerous. Burnage Lane needs to be 20mph and the roundabout design looked at to see if it can be improved.</p>		5	Slow down traffic, Enforcement
4	Cycling	<p>Burnage Lane was to have cycle lanes (Manchester Cycle Network) prior to the installation of residential parking bays by Stockport Council (funded from the Burnage Tesco development). This much worsened conditions for cycling by narrowing the carriageway; either remove the parking or reduce the traffic speed.</p>		2	Slow down traffic
5	Traffic, Driving, Cycling	<p>Burnage Lane is a rat run to avoid the A34 when it is busy, particularly the junction with Parrs Wood Lane. Please reduce the speed limit to 20mph. In order to be able to cycle safely along this road, which has many parking bays along it, you have to ride in the middle of the lane, which is not good on a 30mph road!</p>		2	Slow down traffic, Enforcement, Protected space for cycling