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 7th September 2020 and 23rd 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.

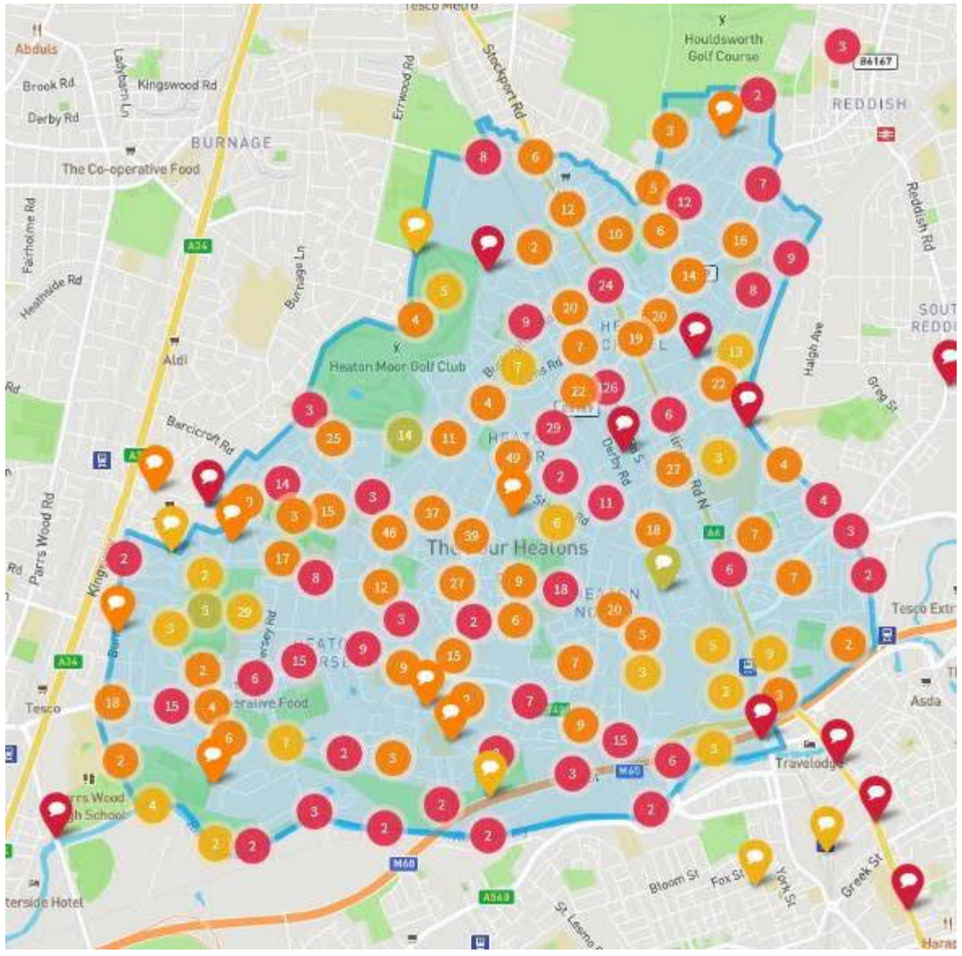

Figure 1 - Screenshot from https://heatons.commonplace.is/ website

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.

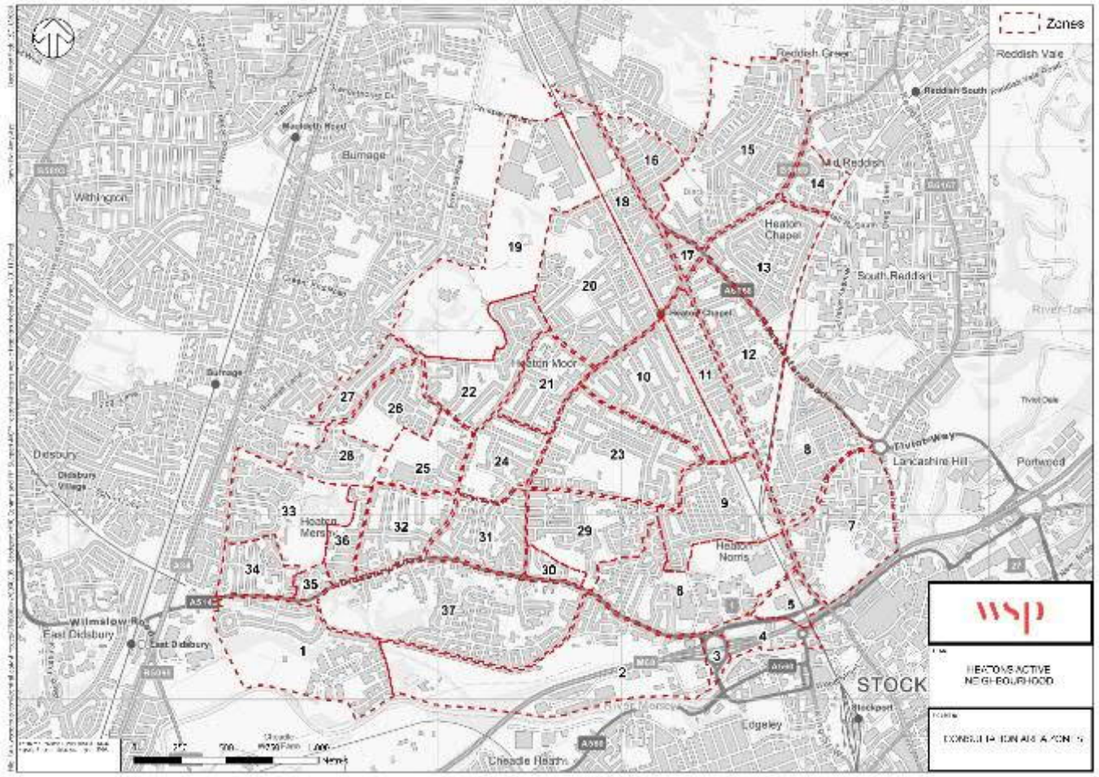

Figure 2 - Consultation area zones

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.

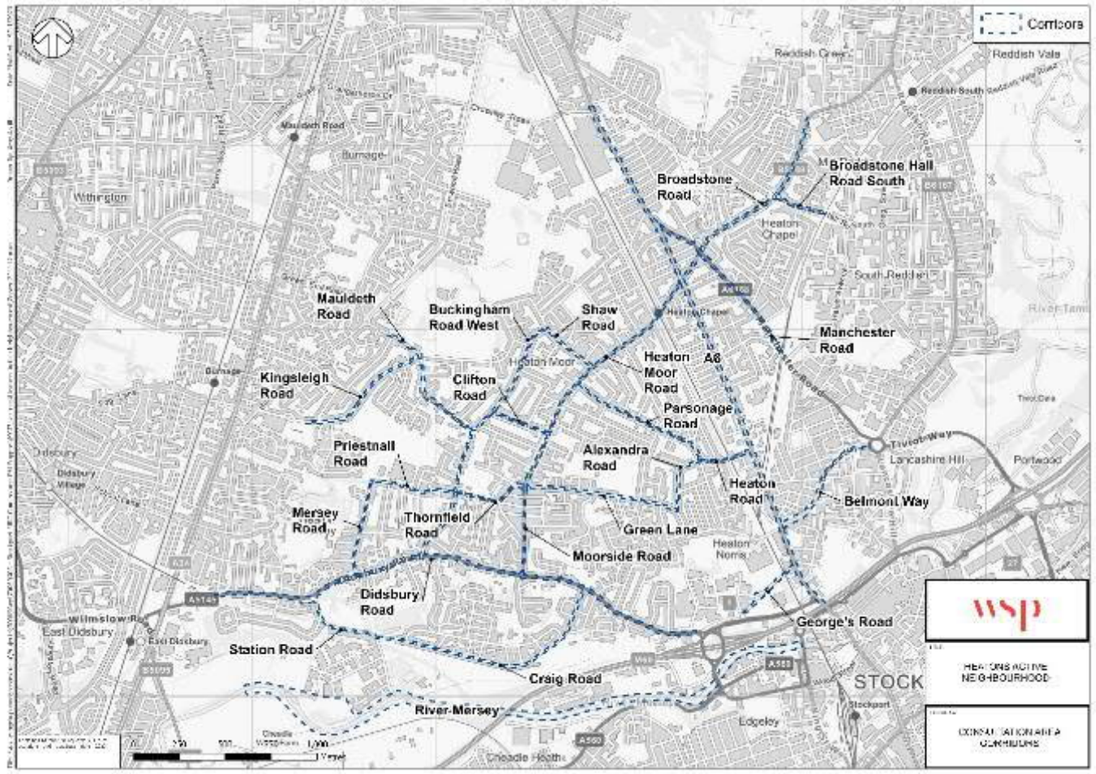

Figure 3 - Consultation area corridors

ZONE 1: SOUTH OF A5145 DIDSBURY ROAD AND WEST OF STATION ROAD & VALE ROAD

This chapter reports on pins dropped to the south of the A5145 Didsbury Road and to the west of Station Road & Vale Road. The zone includes Heaton Mersey Industrial Estate, Embankment Business Park, and Heaton Mersey Valley Golf Course.

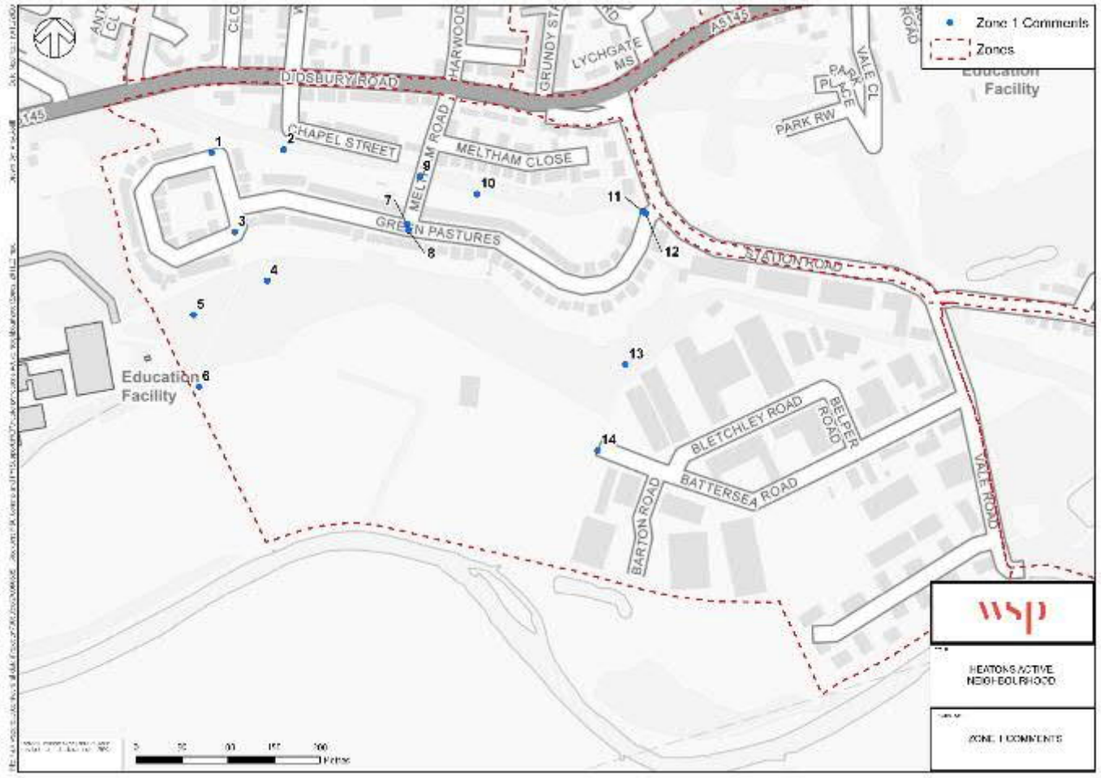

Figure 4 - Zone 1

Pins 11 and 12 are also applicable to the Station Road corridor.

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

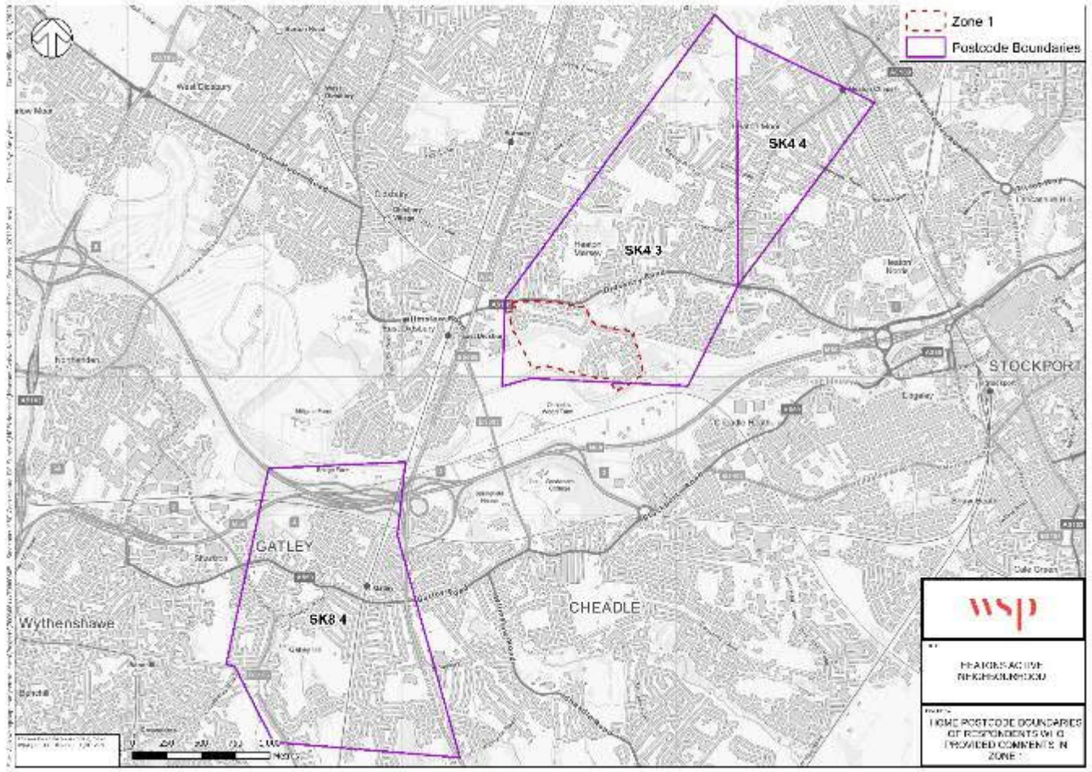

Figure 5 - Home postcode boundaries of respondents who provided comments in zone 1

Table 1 – Zone 1 comments

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Cycling	Request to reinstate the offset barriers to slow cyclists travelling from Parrs Wood Ln to Green Pastures.	SK4 3	0	Better street furniture.
2	Walking	Off-road path between A5145 and Meltham Rd floods 2-3 weeks per year.	SK4 4	4	Path / green space needs better drainage.
3	Cycling, Signage, Walking, Accessibility	Anti-cycling barriers prevent non-standard bicycles and wheelchair users from using the route that links the Mersey TPT to the Didsbury TPT. No signage to indicate whether the path is shared use.	SK8 4	2	Less clutter, better road & street signs.
4	Walking, Green spaces	(no comment)	SK4 3	0	Make step free.
5	Accessibility, Cycling	The entrance to the path linking Green Pastures to the river is narrow and steep due to the A frame and Horse Step. Suggestion to remove.	SK4 4	3	Remove A frame.
6	Cycling, Walking, Safety	The path between Green Pastures and the River Mersey isn't wide enough for shared use. Greenery needs regular maintenance.	SK4 4	9	Better maintenance, wider pavements, cut back vegetation & widen path.
7	Safety	The junction of Meltham Road / Green Pastures is unsafe due to speeding vehicles and drivers using Green Pastures as a rat run. Respondent reports of near misses with drivers cutting the corner into Meltham Road.	SK4 3	4	Slow down traffic, better signage, speed bumps, make Green Pastures a residents only road.
8	Safety	Drivers heading downhill on Green Pastures cut the corner as they turn right onto Meltham Road.	SK 43	2	Slow down traffic, better road and street signs.
9	Cycling, Walking	The barriers between the road and path are difficult to get through. Cyclists / walkers should have right of way when crossing the road i.e. zebra crossing.	SK4 3	1	Give right of way for walkers / cyclists crossing Meltham Road.
10	(no entry)	Cycling the length of Green Pastures on the road is better than using the off-road path as it's less muddy, quiet, less chance of colliding with pedestrians and you don't need to cross Meltham Road.	SK4 3	2	Not the best route for cyclists.
11	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 4	4	Better street furniture, wider pavements.
12	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 3	1	(no entry)
13	Walking	The pavement outside no. 76 on the inside of the corner is blocked due to overgrown hedge and on-street parking.	SK4 3	2	Wider pavements
14	Accessibility	The A frame barrier across the footpath needs removing or replacing to allow accessibility for all users.	SK4 4	0	Remove barrier

ZONE 2: EAST OF VALE ROAD, SOUTH OF CRAIG ROAD & WEST OF PYRAMID ROUNDABOUT

This chapter reports on pins dropped to the south of Craig Road, Branksome Road & the A5145 Didsbury Road and to the west of Pyramid Roundabout. The zone is bounded to the east by Vale Road and to the south by the River Mersey. It includes Mersey Vale Nature Park and Stockport Trading Estate.

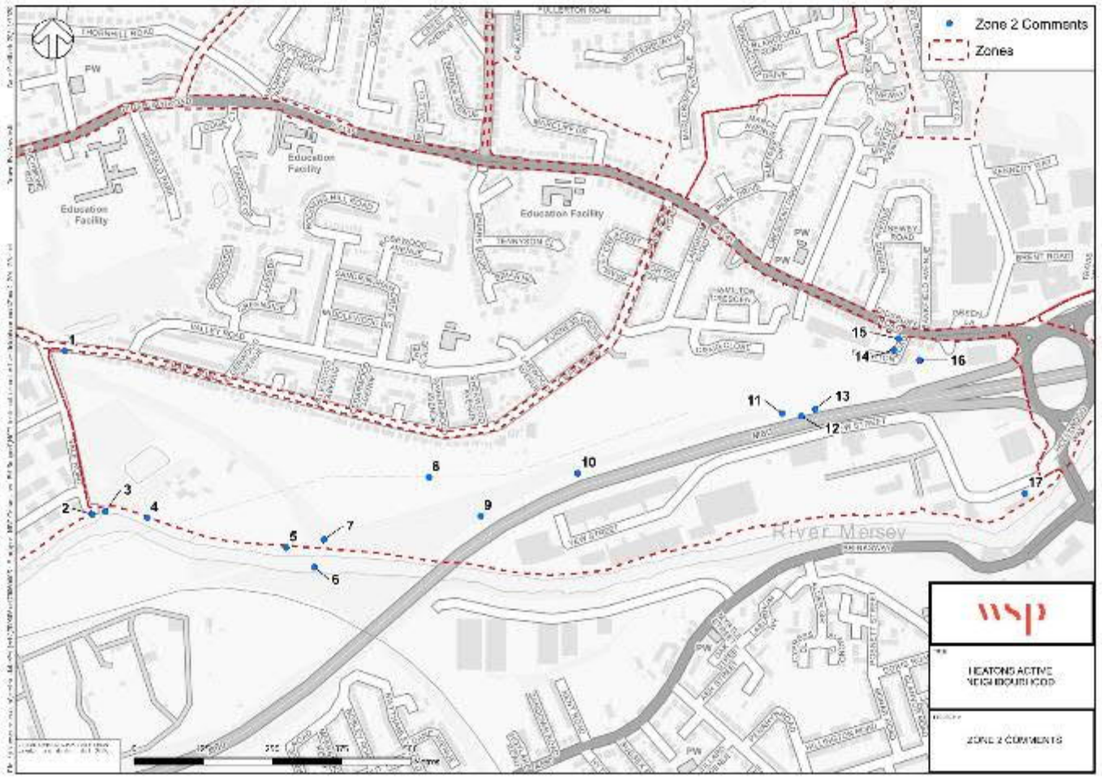

Figure 6 - Zone 2

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

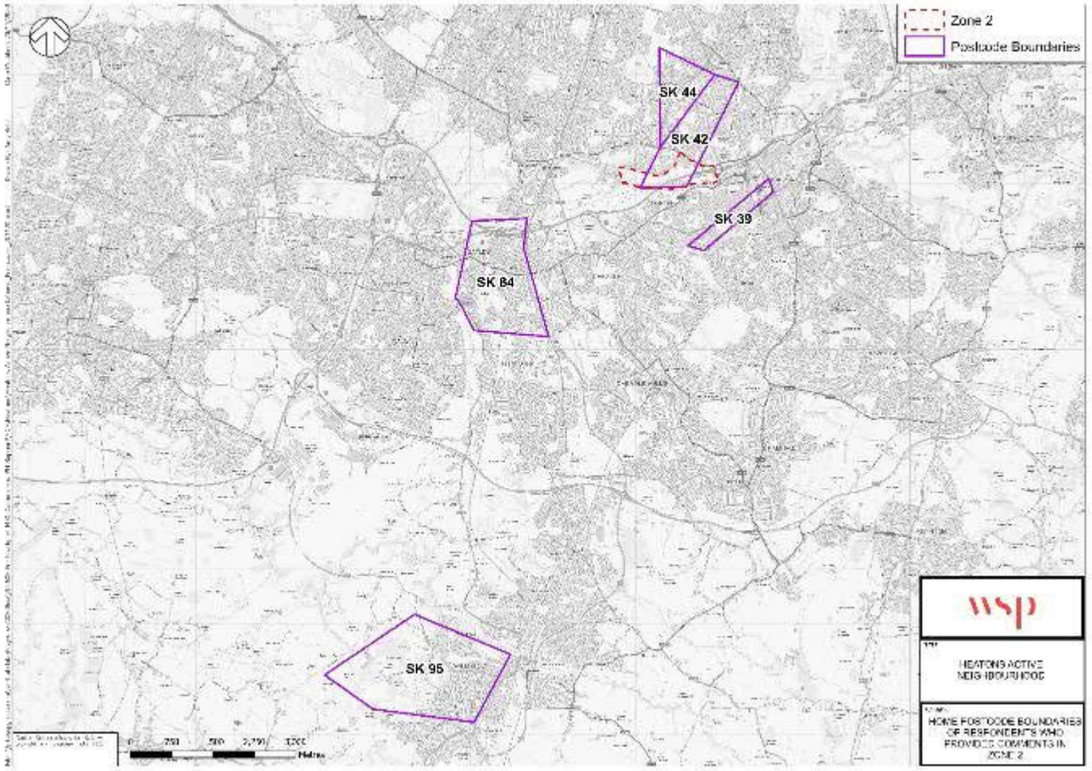

Figure 7 - Home postcode boundaries of respondents who provided comments in Zone 2

Table 2 – Zone 2 comments

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Accessibility, Cycling	The steps up to Mersey Vale Nature Park from Craig Road are inaccessible to cyclists. Recommendation to add a wheeling ramp.	SK4 4	1	Wheeling ramp up stairs
2	Cycling, Street Furniture, Accessibility	The barriers which prevent access to non-standard bicycles and wheelchair users at the junction between the TPT and Vale Road should be removed.	SK8 4	16	Less clutter
3	Safety	Walking in the vicinity of the Vale Road / NCN62 junction feels unsafe due to high speed cyclists.	SK4 2	6	Better street furniture, slow down traffic
4	Accessibility, Cycling	The junction of Vale Road and the TPT is not accessible to everyone and isn't pleasant.	SK8 4	3	Less clutter
5	Safety, Walking	The footpath that connects Edgeley to Didsbury feels unsafe. It should be lit between Vale Road and the footbridge in Edgeley	SK3 9	0	Better lighting, better maintenance
6	Cycling, Walking, Safety	The path is overgrown meaning there's no space to socially distance.		12	Better maintenance
7	Maintenance	The path linking to the TPT is overgrown. Recommendation to cut back vegetation more often.		0	Better maintenance
8	Cycling	Walking is not pleasant.	SK4 2	3	Wider pavements, rules for cyclists enforced but written up so everyone can read them
9	Accessibility	The path from behind Power League heading towards the Mersey is not accessible for everyone as it's not step free.	SK4 4	7	Make step free
10	Cycling, Safety, Green Spaces	The riverside path between Didsbury and Stockport doesn't feel safe. It is narrow and overgrown.	SK4 2	2	Better lighting
11	Cycling, Walking	The link route to the TPT is poorly surfaced, overgrown and too narrow.	SK9 5	9	Better maintenance, wider pavements
12	Walking	The path next to Mercedes Benz and the retail park is overgrown and neglected.	SK4 2	5	(no entry)
13	Walking	The walkway next to Mercedes is overgrown which makes it very difficult to socially distance. It needs lighting.	SK4 2	1	Better maintenance, wider pavements, better lighting
14	Safety, Traffic, Driving, Car Travel	Brighton Road is not safe due to the volume and speed of traffic. Other problems include traffic noise, pollution, congestion and parking.	SK4 2	1	More parking, better road and street signs, improve junctions for traffic, slow down traffic
15	Traffic, Air Quality, Green Spaces, Safety	Too much traffic in the vicinity of Brighton Road / Didsbury Road.		0	Less traffic, speed up traffic, reduce pollution, fewer vehicles
16	Cycling, Walking, Safety	The cycleway adjacent to the old Staples store is overgrown and almost unusable. It's impossible to socially distance and feels unsafe. It needs a new surface to stop vegetation from growing up through it.		6	Better maintenance, better lighting, needs a sealed surface e.g. tarmac or flexipave
17	Green Spaces	The Mersey Vale path near Pets at Home doesn't feel safe as its overgrown and not lit.		5	Better lighting, wider pavements, better maintenance

ZONE 3: PYRAMID ROUNDABOUT

This chapter reports on pins dropped in the vicinity of the Pyramid Roundabout which forms junction 1 of the M60.

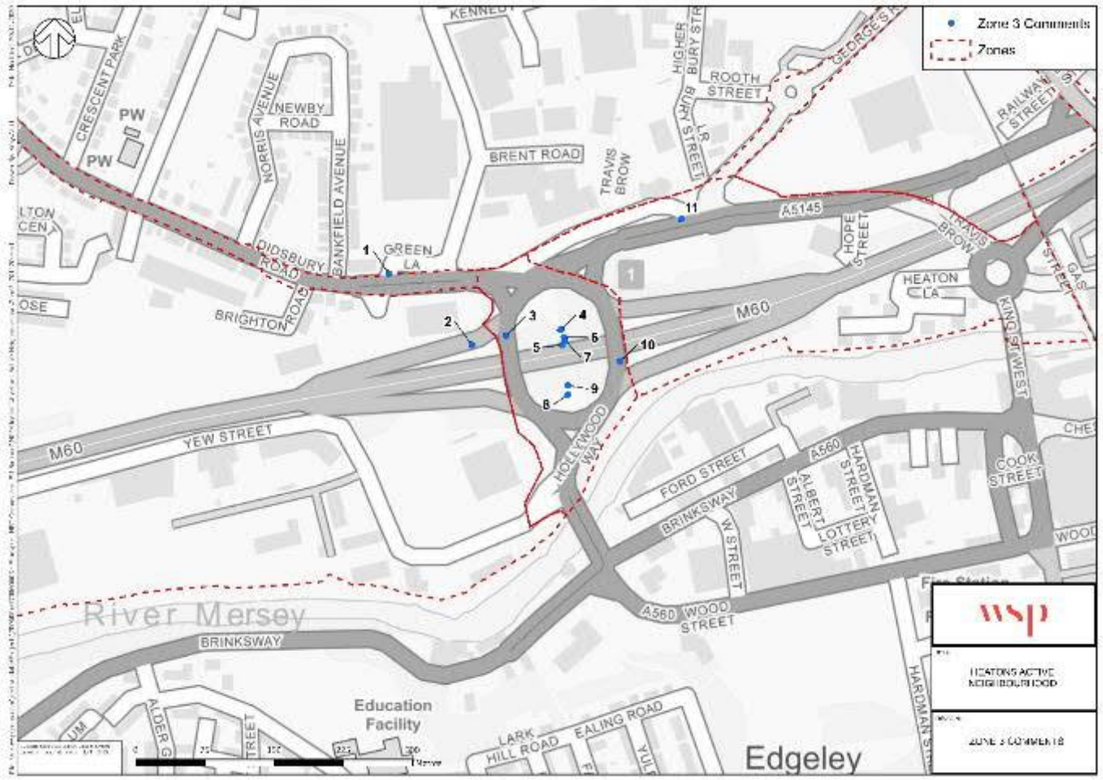

Figure 8 - Zone 3

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

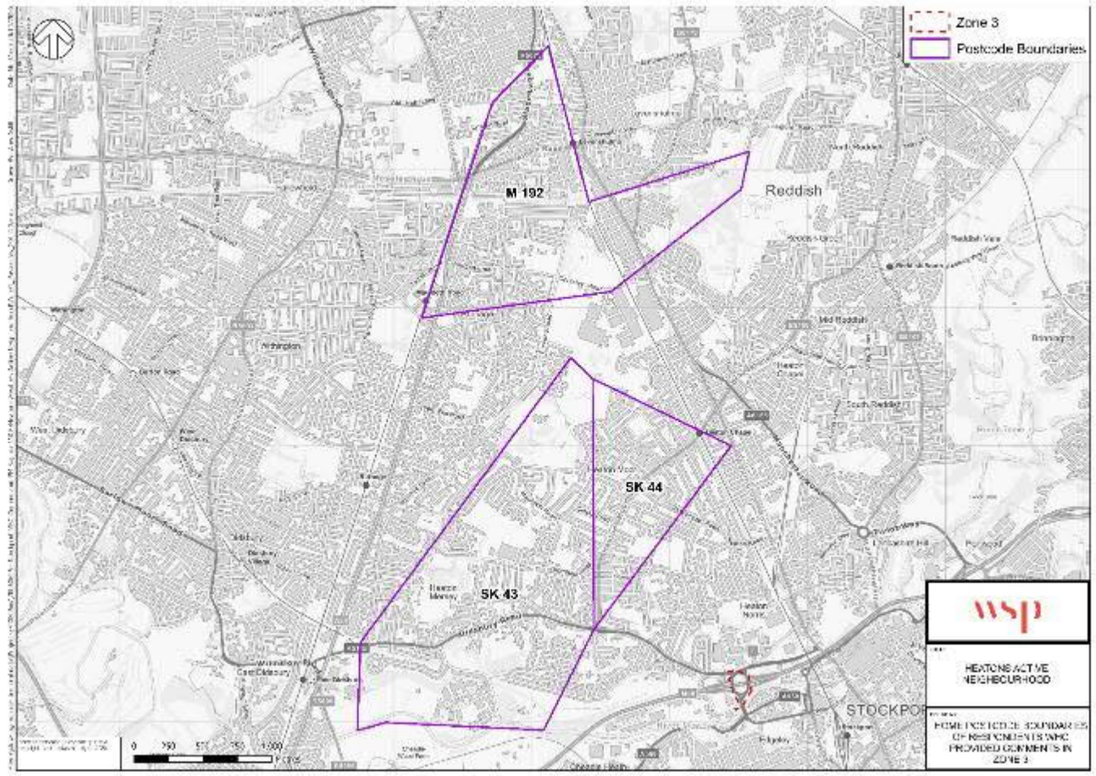

Figure 9 - Home postcode boundaries of respondents who provided comments in Zone 3

Table 3 – Zone 3 comments

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Walking, Air Quality, Green Spaces, Signage, Cycling	The approach to the junction could be improved for cyclists with more tarmac markings and lane widening. Respondent asks what improvements Mercedes committed to in their TA?	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
2	Traffic	Too much traffic / congestion on the Didsbury Road arm of the roundabout.		0	(no entry)
3	Safety, Traffic, Car Travel, Signage	The signage and lane information in the vicinity of Woolpack House doesn't help drivers and dangerous for cyclists.		0	Better road and street signs, improve junctions for traffic, new / safer crossings
4	Walking, Cycling	Cyclists ignore the dismount sign on the bridge over the M60 which makes it dangerous for pedestrians. The bridge is not wide enough for cycling and walking.	SK4	0	Wider bridge
5	Walking, Cycling	Bridge over the M60 is too narrow for shared use.	SK4 4	18	New wider bridge
6	Safety, Cycling, Air Quality	The bridge across the motorway feels unsafe and is subject to traffic noise and pollution.		0	Better maintenance, slow cyclists, widen bridge
7	Accessibility, Cycling	Request for the 'cyclists dismount' sign to be removed. The bridge is not accessible to everyone.		10	Remove 'cyclists dismount' sign
8	Cycling, Walking, Air Quality, Lack of vegetation maintenance	Cycling infrastructure feels neglected with overgrown vegetation and litter. The barrier at the south end of the bridge isn't accessible for all users.		9	Better maintenance, better street furniture, more public art, new wider bridge
9	Cycling	Cyclists ignore signage and ride across the footbridge over the M60. They cause danger to pedestrians.		1	Ban cyclists from using the footbridge, enforcement
10	Driving, Safety, Cycling	Recommendation to improve the roundabout with coloured tarmac to keep drivers in the right lane thereby improving safety. An example is provided in M60 J18.	M19 2	1	Coloured tarmac to keep vehicles in the right lane
11	Traffic	The volume of traffic on the Didsbury Road approach to the junction has increased due to the removal of the left turn filter lane at the bottom of George's Road.	SK4 4	1	Improve junctions for traffic

ZONE 4: EAST OF THE PYRAMID ROUNDABOUT, NORTH OF THE RIVER MERSEY, WEST OF THE WEST COAST MAIN LINE & SOUTH OF THE A5145

This chapter reports on a single pin which was dropped within zone 4. The zone is situated to the east of the Pyramid Roundabout, north of the River Mersey, west of the West Coast Main Line and south of the A5145. It includes Acorn Business Park, Stockport Ambulance Station and the A5145 Travis Brow, Great Egerton St, Heaton Lane, A560 roundabout.

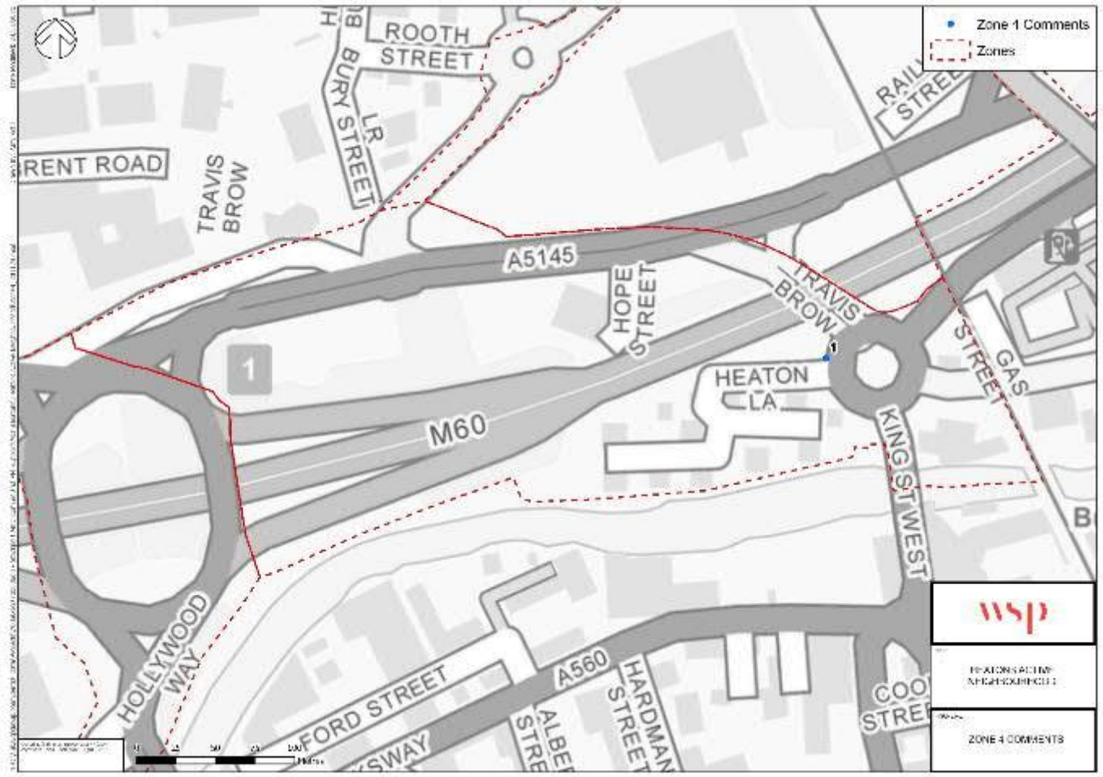

Figure 10 - Zone 4

The respondent who dropped a pin within zone 4 did not provide a home postcode.

Table 4 – Zone 4 comments

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Accessibility, Safety, Cycling, Walking	The shared-use space in the vicinity of the Heaton Lane roundabout is described as 'another section of poor-quality infrastructure put in as part of TCAP'. The respondent reports that vegetation hasn't been cut back. The useable width is compromised by the lack of thought about placement of streetlights and signage. The section around the ambulance station up to the toucan crossing could easily have been made much wider.		3	Protected space for cycling, better maintenance, less clutter

ZONE 5: WEST OF THE A6, SOUTH OF GEORGE'S ROAD, NORTH OF THE M60

This chapter reports on a single pin which was dropped within zone 5. The zone is situated to the southeast of George's Road, north of the M60 and west of the A6 Wellington Road North. It includes Decathlon, Wycliffe Street and Railway Street.

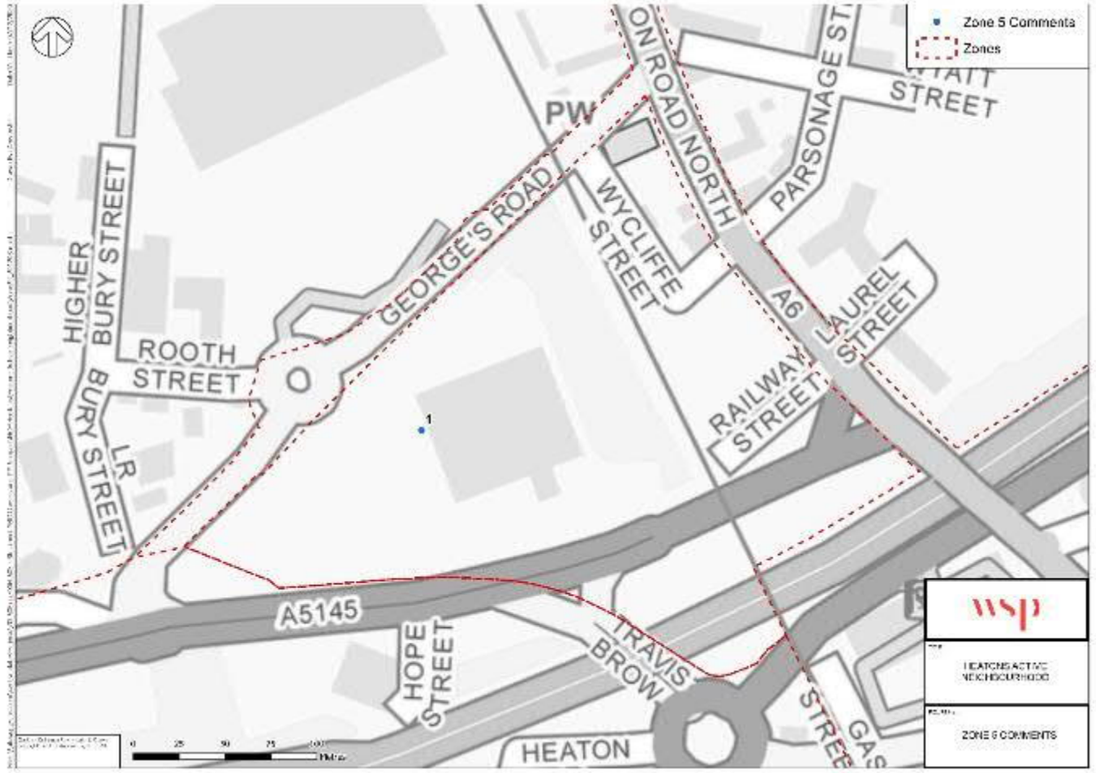

Figure 11 - Zone 5

The respondent who dropped a pin within zone 5 did not provide a home postcode.

Table 5 – Zone 5 comments

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Cycling, Accessibility	Decathlon has excellent cycle parking - it is even covered from the rain. An exemplar to many other stores (e.g. B&Q across the road!!). The cycle routes to get to Decathlon could be better - overgrown coming down George's Rd, and there is that bizarre, almost inaccessible wheeling ramp for the brave, off the new cycle path on the far side of the store! The wheeling ramp up the rather steep steps from the new cycle route at the far side of the Decathlon Car Park should be removed. It is dangerous and almost inaccessible to most cyclists other than the very fit and strong. If you have heavy panniers on your bike, it is impossible to use. Was an Equality Impact Assessment done for this wheeling ramp?		1	Better maintenance

ZONE 6: NORTH OF THE A5145, WEST OF THE A6, EAST OF MARLCROFT AVENUE AND SOUTH OF BOWERFOLD LANE, LOCKSLEY CLOSE & WINCHESTER DRIVE

This chapter reports on pins which were dropped within zone 6. The zone is situated to the north of Didsbury Road and George's Road and to the west of Wellington Road North. To the north is Bowerfold Lane, Mount Road, Locksley Close, Nursery Road, Norris Hill Drive and Winchester Drive. It includes B&Q, Royal Mail and Bowerfield Open Space.

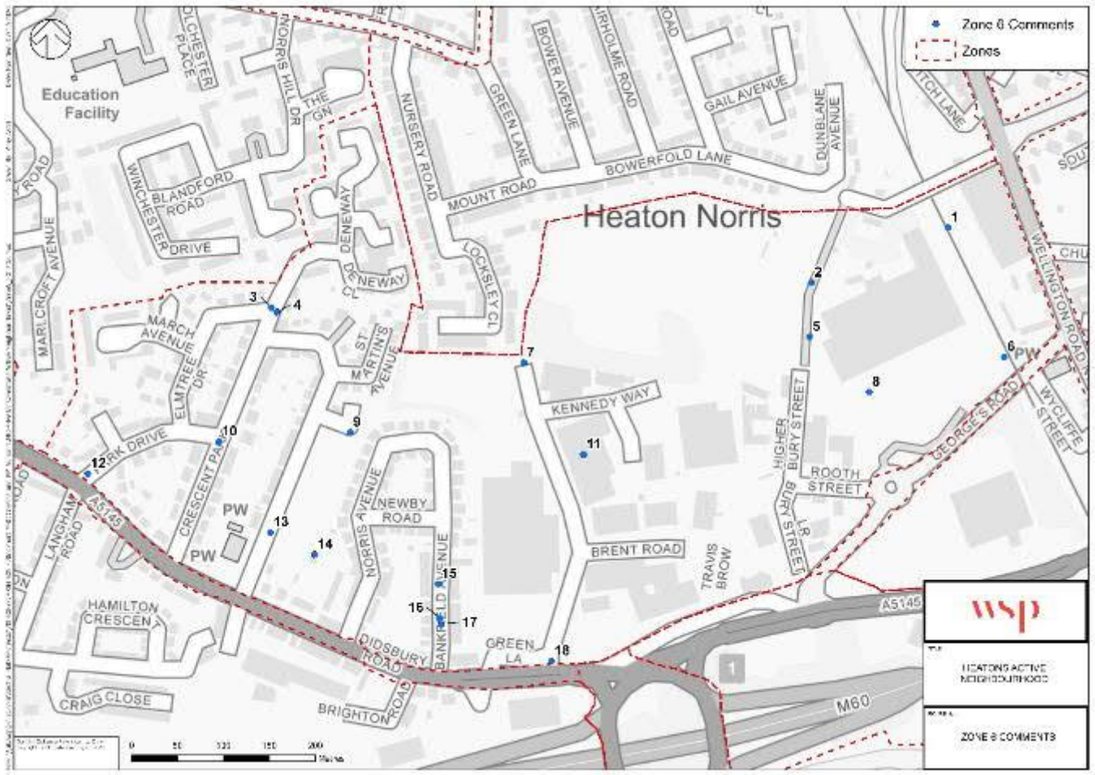

Figure 12 - Zone 6

Figure 13 displays the home postcode boundaries of the respondents who provided the comments listed in Table 6.

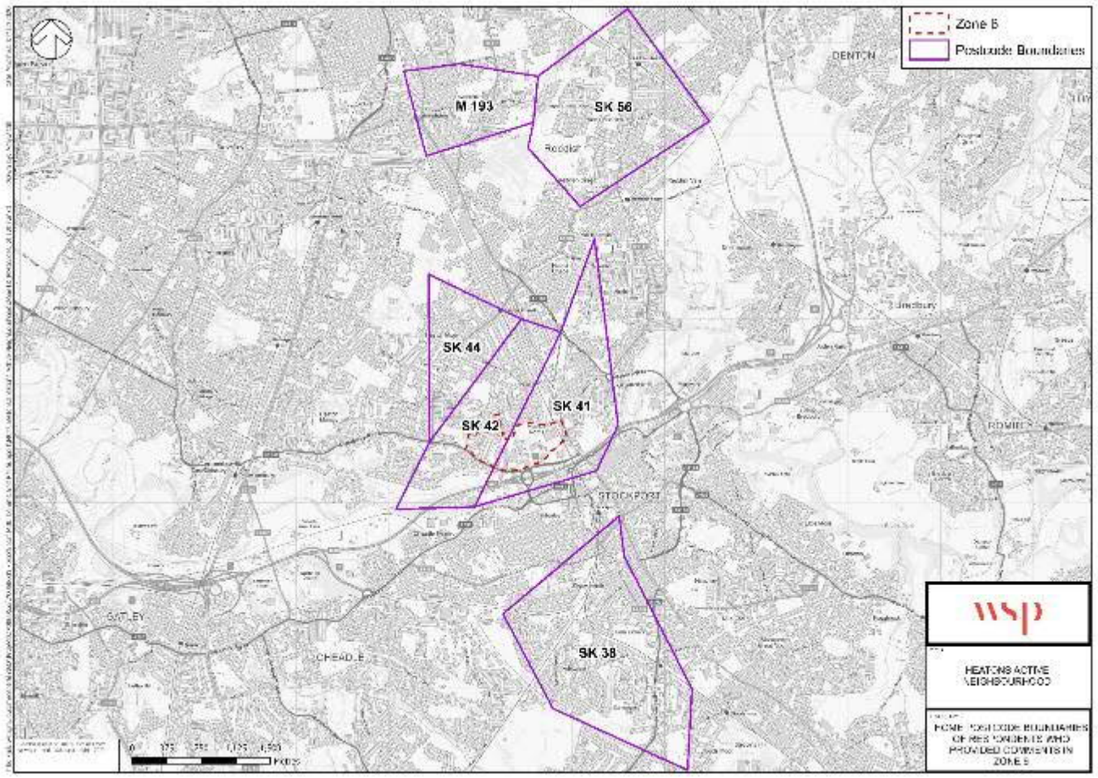

Figure 13 - Home postcode boundaries of respondents who provided comments in Zone 6

Table 6 – Zone 6 comments

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Rail Travel	Reinstate Heaton Norris Station for access to Heaton Mersey and improve Rail service to Reddish and Stalybridge and beyond with faster than present bus service can give.	SK3 8	6	Better rail service
2	Cycling	Vegetation is growing into the path behind B&Q.	SK4 2	6	Wider pavements
3	Safety, Accessibility, Traffic, Car Travel	Closing off Deneway to prevent rat running - traffic on Elm Tree can still head down and meet up at Park Drive.		2	Fewer vehicles, Installation of filter point
4	(no entry)	Closing the Elm Tree Dr / Deneway junction would do nothing to reduce traffic in the area. In fact, it would increase vehicle mileage, especially for those needing to visit multiple households such as refuse collection lorries. It would also create problems for turning vehicles at the top end of Elm Tree Drive.	SK4 2	0	Improve junctions for traffic
5	Safety, Cycling	The route between Higher Bury St and Bowerfold Ln is proposed to be the main cycle corridor, rather than up the A6. I think it's wholly inappropriate. It is around the rear of an industrial area and is quiet a lot of the time. I feel notably isolated when walking along here in daytime. Cycling along here at night would not be comfortable and wouldn't encourage me to use my bike.	SK4 4	4	Better road and street signs, Protected space for cycling, Better lighting, CCTV
6	Traffic	The traffic does not know who has right of way on George's Rd. It's on a hill and people park on the corners.	SK4 1	0	Improve junctions for traffic, Slow down traffic, Less traffic
7	Accessibility, Difficult for wheelchair users	Dropped kerb needed to enable wheelchair and mobility scooters to access this path which connects the Heaton's to the Sorting Office.	SK4 4	6	(no entry)
8	Cycling, Parking / loading	Can we get B&Q to put some proper cycle parking in, in the form of Sheffield stands or similar?	M19 3	4	Space for parking / loading, More parking, More cycle parking
9	Green spaces	The gate to Crescent Park is welded open and dogs can get out onto the road. No reason for it to be like this.	SK4 2	0	No gate
10	Safety, Car Travel, Walking	20mph speed limit is not enforced and results in high speed up and down Crescent Park / Deneway in a residential area where there are lots of children living.	SK4 2	7	Enforcement, Slow down traffic
11	Cycling, Car Travel	Beyond the current remit of the active neighbourhood, but it would be great for the council to work with Royal Mail to make more or its local deliveries by e-cargo bike. Similar schemes are happening elsewhere (including DHL in Manchester city centre), and it seems like a perfect fit for the active neighbourhood. The net result would be less air pollution (fewer postal vans needed locally), a reduction in pavement parking, lower running costs for Royal Mail vehicles, and the potential for the scheme to be expanded across Stockport if successful. Links to the depot will need to be improved, especially the existing narrow shared path along the section of Green Lane that runs alongside Bowerfold Open Space.	SK4 4	2	Protected space for cycling, more cycle parking, Move local deliveries to a fleet of e-cargo bikes
12	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

13	Parking / loading	Mercedes and other workers park here every day. Rubbish is thrown out of cars. Is it possible to class the road for only residents and park visitors?		2	Fewer vehicles
14	Green spaces	Over the last year there has been an increase in the amount of dog mess in Crescent Park. Given the new developments and increasing number of children playing here this is extremely unpleasant for children.		1	Enforcement
15	Parking / loading	Parking on Bankfield Ave has always been a problem as a result of Didsbury road residents, postal workers, Parfetts employees and people leaving cars and getting picked up all parking there. This has led to many residents giving up their front gardens so they can park their cars. This ongoing problem has recently been exacerbated by the employees at Mercedes also parking on Bankfield. Despite being assured on many occasions that Mercedes are dealing with this matter it continues to happen on a daily basis. I am clinging on to my front garden but feel I'll have no option but to convert my front lawn so I can park my car. Could the council apply some parking restrictions for non-residents?	SK4 2	3	Enforcement, Improve junctions for traffic
16	Parking / loading	I understand that part of the agreement for Mercedes was that there would be no impact on residents however Mercedes staff are continually parking on the surrounding avenues as they have not been given enough parking spaces		4	Space for parking / loading, More parking
17	Parking / loading	I am often unable to park near my disabled mother's house when I go to pick her up (Bankfield Ave)	SK5 6	0	Space for parking / loading
18	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

ZONE 7: NORTH OF THE M60, EAST OF THE A6, SOUTH OF BELMONT WAY & WEST OF B6167

This chapter reports on pins which were dropped within zone 7. The zone is situated to the north of the M60, to the east of the A6 Wellington Road North, to the south of Belmont Way and to the west of the B6167 Lancashire Hill. The zone includes Heaton Norris Park, Heaton Norris Community Centre and St Mary's RC Primary School.

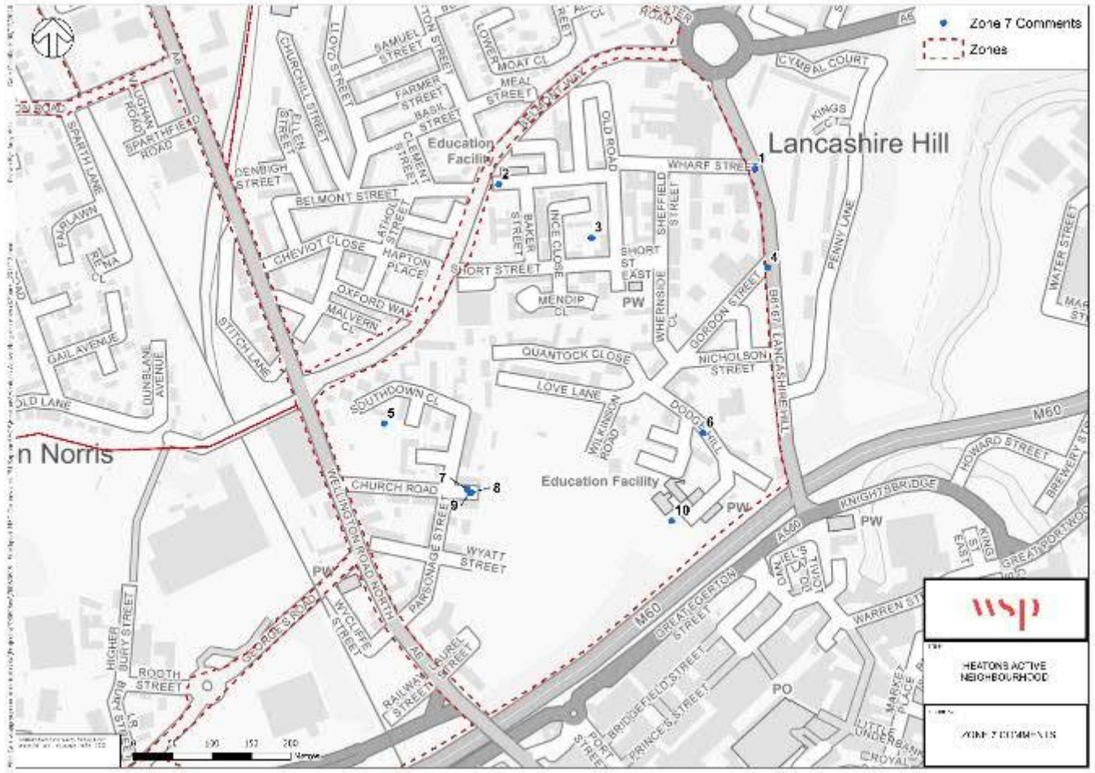

Figure 14 - Zone 7

Figure 15 displays the home postcode boundaries of the respondents who provided the comments listed in Table 7.

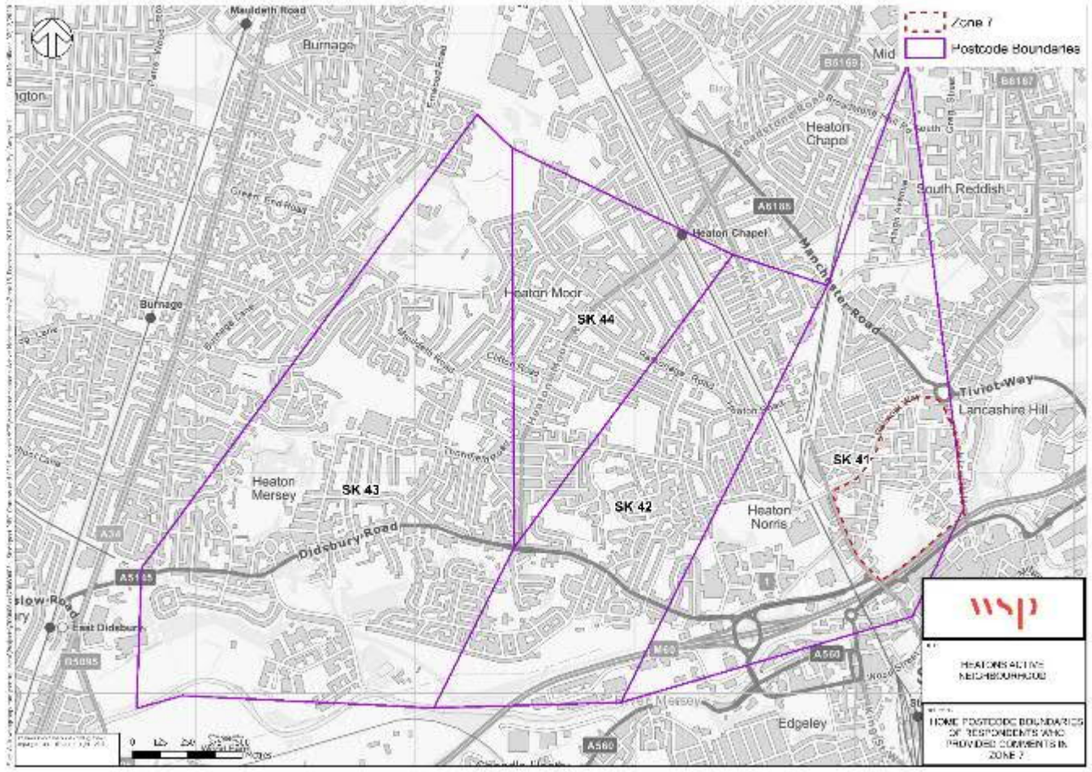

Figure 15 - Home postcode boundaries of respondents who provided comments in Zone 7

Table 7 – Zone 7 comments

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Walking, Safety	This junction is far too wide for safe pedestrian movement across this junction. An access plan for vehicles travelling to/from the industrial estate here should be drawn up to ensure these enormous junction mouths are not needed. Perhaps a one-way system along Wharf Street/Sheffield Street/Whernside Close/Gordon Street would allow the junctions to be tightened while retaining HGV access.	SK4 4	0	Reduce junction width/prioritise pedestrians
2	Cycling	Great to have a modal filter at the junction of Belmont St and Belmont Way. The cobbled street isn't wonderful to cycle on. Cycle path passes along a street used for parking for local mill.	SK4 2	2	
3	Car Travel, Air quality, Driving, Safety	Ashburn Road provides a long stretch of unrestricted road for some car drivers who use it as an opportunity to reach frightening speeds. This is a residential road with many young children and pets living on it. At the very least, it needs a speed limit imposing or speed bumps.	SK4 2	1	Slow down traffic, Enforcement, Protected space for cycling, Fewer vehicles, Less traffic
4	Walking, Safety	This junction is far too wide for safe pedestrian movement across this junction. An access plan for vehicles travelling to/from the industrial estate here should be drawn up to ensure these enormous junction mouths are not needed. Perhaps a one-way system along Wharf Street/Sheffield Street/Whernside Close/Gordon Street would allow the junctions to be tightened while retaining HGV access.	SK4 4	0	Reduce junction width/prioritise pedestrian movements
5	Green spaces, Walking, Cycling	As with many off road cycleways in Stockport, this useful route (TPT to the south of Southdown Close) suffers from a complete lack of maintenance. It doesn't appear to get swept and the overhanging trees etc haven't been cut back (by the Council) in a long time. This means that visibility along the route is impaired and it doesn't feel that safe. In addition, cars sometimes park across the dropped kerb on Parsonage St, blocking the exit.		3	Better maintenance
6	Parking / loading, Cycling, Safety, Walking	Walking and cycling should be the natural mode of transport to this location (Dodge Hill) given location next to the park but the main access point via Dodge Hill is difficult to walk upon due to historic characterful paving that can sometimes force pedestrians onto the carriageway and other pedestrianised routes/entrances do not seem to be well maintained. A sympathetic re-surfacing in keeping with conservation area character and more access points from the park side (including making the park more child friendly in the areas near to the school, rather than on the bowling green side) would help encourage foot traffic.	SK4 1	3	Fewer vehicles, Better routes to schools, Better lighting, New/ safer crossings
7	Heritage street	Church Rd retains many heritage features but especially the cobbled road. It would be an incredible shame to have the cobbles removed as they have been in many other local streets. I agree that it needs to be a safe space to cycle but it is a small road.	SK4 1	2	Better lighting, Better maintenance, Improve junctions for traffic
8	Cycling, Accessibility	This is a good way to travel east from Heaton Norris to Portwood/town without interacting with vehicular traffic, but the cobbles make it tricky to cycle over. Making it a bit easier to cycle over (without wrecking the character of the road) would really help accessibility.	SK4 3	4	Wider pavements, Protected space for cycling
9	Parking / loading	More permit parking on Church Rd to prevent train passengers parking outside houses.	SK4 1	2	Space for parking / loading

10	Walking, Signage, Traffic, Air quality, Street Furniture, Safety	We would like to encourage more pupils to cycle or walk to St Mary's Roman Catholic Primary School. School is a little inaccessible and so to reduce car use we would like to see more signposted routes available. Possibly the children could design street signs. In order to make routes safer there could be traffic calming/crossing points on Lancashire Hill that might help.	SK4 1	3	Protected space for cycling, Better street furniture, Better routes to schools, Reduce pollution, New/ safer crossings, Slow down traffic

ZONE 8: EAST OF THE A6, SOUTHEAST OF THE STOCKPORT–STALYBRIDGE LINE, SOUTHWEST OF THE A6188 AND NORTH OF BELMONT WAY

This chapter reports on pins which were dropped within zone 8. The zone is situated to the north of Belmont Way, east of the A6 Wellington Road North, southeast of the Stockport-Stalybridge railway line and southwest of the A6188 Manchester Road. The zone includes Heaton Norris Health Centre, Moat House School, All Saints CE Primary School and Grafton Street Play Area.

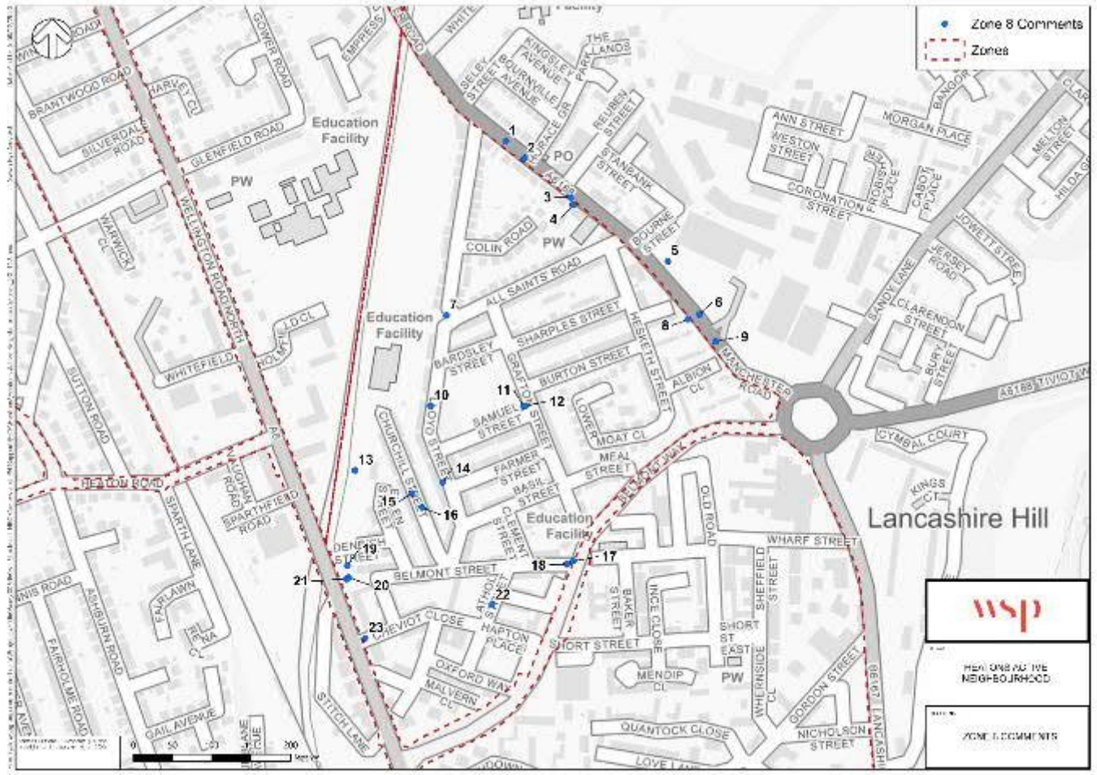

Figure 16 - Zone 8

Figure 17 displays the home postcode boundaries of the respondents who provided the comments listed in Table 8.

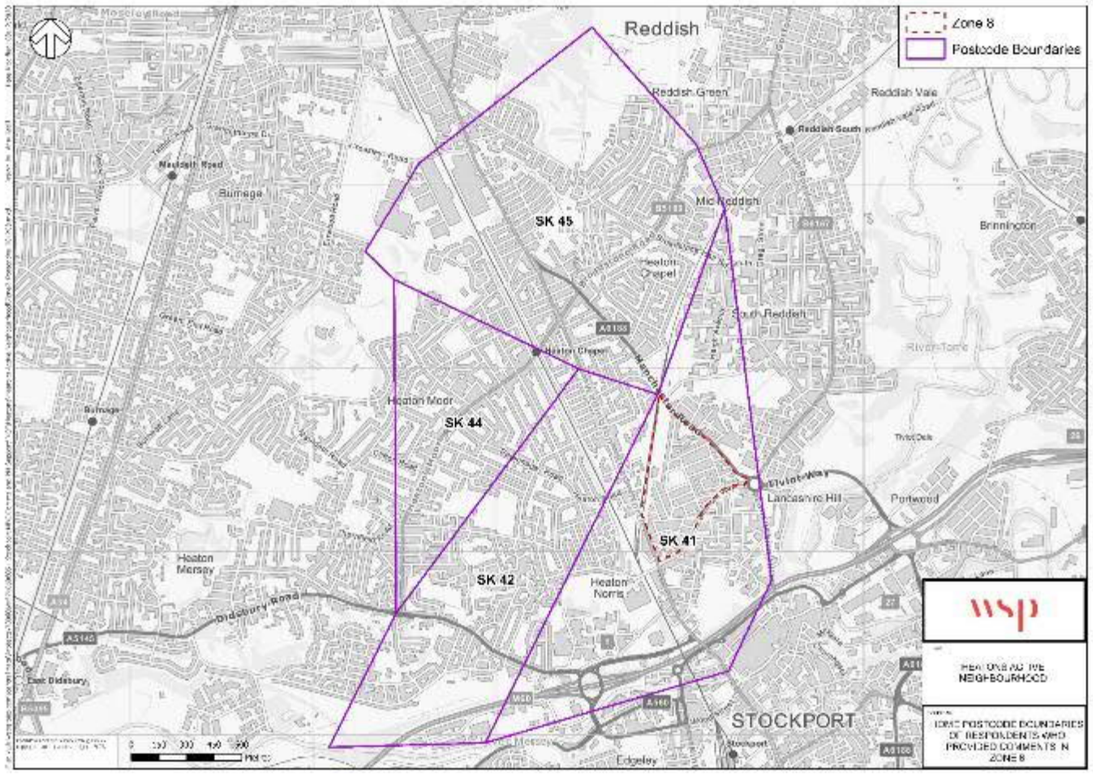

Figure 17 - Home postcode boundaries of respondents who provided comments in Zone 8

Table 8 – Zone 8 comments

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Traffic, Air quality, Safety	I have lived on one of the side roads off Manchester Road for over fifteen years and can safely say this road is getting worse in terms of traffic speeding. This road is quite busy throughout the daytime, except maybe on Sundays. However, once the evening rush is over, it becomes a relatively quiet road, and this is one cause of the problem. The other is the proximity of the M60. Taking the Loco corner shop/post office as a reference point, it is only 0.9 miles from the M60 (70 mph limit). Of that distance, 0.5 miles (to the Tiviot Way/Manchester Road roundabout) is a 40mph limit. So, traffic that has just come off the M60, where the driver has become accustomed to driving at high speeds, is into a 30mph residential area in potentially just one minute of driving (not allowing for traffic lights at Portwood roundabout). In the daytime, when traffic is busy, such drivers are forced to slow down. However, come the evenings, with little traffic on this road, there is nothing to prevent them zipping along. My house is roughly 30-40 yards from Manchester Road, so I can hear them flying along it, particularly in summer when the windows are open, but they're even audible with the windows shut. The noise is what alerts me to their speed, which is definitely frequently over 30 mph, and sometimes over 40. Once you know what noise level "normal" speeds sounds like, it's easy to tell that someone is exceeding that normal speed, sometimes to an extent that I'm waiting for the noise of a crash. There has been at least one such crash that I know of. There was a car parked on Manchester Road opposite the Loco/Post Office. Late one Saturday night, a driver going at high speed crashed into this car, then drove off without leaving any details. The parked car was a write-off, and the owner only had 3rd party insurance, so basically lost his vehicle with zero compensation. The solution to me is simple - some kind of well-publicised enforcement, combined with some traffic calming to slow the traffic down naturally without impinging too much on daytime traffic. Speed cameras, with lots of warning notices, probably better than speed humps, unless the law changes drastically and we're allowed police marksmen to shoot out the tyres. It has definitely got worse during Covid lockdown, but it was bad anyway beforehand.	SK4 1	2	Slow down traffic, Enforcement, more warnings to slow down - e.g. flashing lights when going over 30.
2	(no entry)	Manchester Rd is used by many cars and especially lorries to get to and from the M60. So, there is a lot of traffic on it and the congestion builds up from early afternoon (2.30 onwards).	SK4 1	2	Slow down traffic, Enforcement
3	Traffic, Car Travel	Cars often speed very quickly up and down Manchester Road. It is very congested in the morning and is often very difficult to cross.	SK4	7	Slow down traffic, Fewer vehicles
4	Traffic, Walking	Cameras that take an average speed check the full length of Manchester Road would deter speeding. Traffic speed should stay at 30MPH to ease flow. Wider pavements and more parking.	SK4 1	5	More parking, Wider pavements, Fewer vehicles, Improve junctions for traffic, Better maintenance, Slow down traffic, Less traffic
5	Cycling, Parking / loading	The bike racks have been moved to the far end of the Asda car park, making them really insecure. Do ASDA want people to have their bikes stolen?	SK4 5	2	
6	Cycling, Safety	Cyclists continuously cycle on the pavement recklessly endangering pedestrians. They ignore traffic signals and go through red lights or cycle on the pedestrian crossing. Strict enforcement is needed to catch and prosecute offenders to discourage this anti-social and dangerous behaviour.		3	Enforcement

7	Safety, Cycling	Put in place a modal filter on the built-up section of traffic calming outside the school/junction of Lloyd Street and All Saints Road, allowing bikes to pass through on to Lloyd Street northbound.		2	
8	Traffic, Air quality, Driving	I have lived on one of the side roads off Manchester Road for over ten years and can safely say this road is getting worse in terms of traffic congestion and noise. This road is used by many cars and especially lorries (often to/from the Whitehill Trading Estate) in the daytime to get to and from the M60. So, there is a lot of traffic on it and the congestion is present throughout the day and builds up from early afternoon (2.30 onwards), especially heading towards the Sandy Lane/Tiviot Way roundabout. I believe this is partly due to the "improvements" a few years ago to that roundabout which removed one lane of the roundabout between Belmont Way and Sandy Lane. As a result, traffic struggles to join the roundabout from Manchester Road, due to the speed of traffic already on the roundabout. I have quite a powerful car (2 litre engine), and even so, sometimes it takes a minute or two to find a gap that I can accelerate into. This results in regular tailbacks down Manchester Road, not just in rush hour, but throughout the day. These tailbacks often reach back to the traffic lights with Whitehill Street West. On several occasions when coming home with food shopping, I have simply parked my car near the Hinds Head on Denby Lane, walked the 5 minutes home with the items that needed to be refrigerated, then collected my car an hour or two later when the traffic has died down. The other factor that creates congestion is the very successful retail park with the new Asda Reddish, Wickes and Halfords. The access road onto this retail park has traffic lights that seem to give undue priority to traffic leaving the retail park, resulting in the tailbacks previously mentioned. On occasion I have seen these tailbacks reach the roundabout. When leaving said roundabout onto Manchester Road, it is quite a steep bend, and the bushes obscure the view of the road you are joining, I see this combination as a potential accident spot. I know this, so take this bend carefully, but many others do not. I also cannot understand at all why a new junction was created to access this retail park, including a pedestrian crossing, whilst retaining the existing pedestrian crossing by All Saints Road and Bourne Street. There are barely 200 yards between the two, and they don't seem to be sequenced together in any way, thus adding to the congestion. Why on earth were the two not combined? Either by scrapping the old crossing altogether, or by having just one junction/pedestrian crossing halfway between the two - this would also have served to create a bigger stretch of road back to the roundabout to avoid tailbacks onto the roundabout itself.	SK4 1	1	Less traffic, Reduce pollution, Fewer vehicles
9	Driving, Air quality, Traffic, Safety	(Same comment as 8 above)	SK4 1	1	Fewer vehicles, Enforcement, less traffic, New/ safer crossings, Improve junctions for traffic
10	Traffic, Cycling, Safety	Lloyd Street on both sides of All Saints Road is one way, but in opposite directions on different sides of All Saints Road. Cyclists use the part of Lloyd Street next to the green space to travel south, when the one-way system on that part of the road is going north. Needs more signage about the direction of the one-way system. More cyclists going the wrong way on this road will be even more dangerous. It is already dangerous on this stretch of road due to cyclists ignoring the one way system on narrow streets, with poor visibility when coming from side streets.	SK4 1	0	Better road and street signs, Slow down traffic
11	Green spaces, Air quality, Much needed community space	In a heavily built up area this old nursery concrete land should be used to expand the small park in the area. The children here have very little outdoor space. Local residents do not have big gardens and this space should be made green for the community.		0	More public art, More trees and green space

12	Green spaces	In a heavily built up area this concrete wasteland (next to Grafton St play area) should be re-landscaped (green landscaped!) and incorporated into the small Grafton Street Play area/green space. This area is crying out for more green space!	SK4 1	5	More public art, More trees and green space
13	Walking, Green spaces, Air quality	Just to say that I love the footpath by the railway line, it's green and pleasant and you don't seem to get too much litter or any unpleasant people hanging about. So probably leave it like it is! Maybe you could have a sign at the junction of Belmont Street and the A6 telling people it exists, but I'd guess that anyone who needs to know about it already does.	SK4 4	1	
14	Safety	Cars driving too fast on Lloyd St and often ignore one-way systems.	SK4 1	2	Slow down traffic, Enforcement
15	Walking, Safety, Car Travel	Cars are driven at unsafe speeds on Churchill St to get to/from school where many children are also walking to get to/from school. Higher and more speed bumps needed.	SK4 1	0	Slow down traffic
16	Safety, Walking, Driving, Cycling	Churchill Street is very dangerous for the children and families that access the school down this street. Drivers often drive too fast and this is made worse by car parked on either side and on the pavement. Children on bikes are forced to ride on pavements which then creates problems for pedestrians. There desperately needs to be a 20mph zone in the whole are inside Belmont Way and Manchester Rd - this must then be enforced by mobile speed cameras to stop drivers behaving dangerously and irresponsibly.	SK4 4	1	Slow down traffic, Dropped kerbs, Enforcement
17	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
18	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
19	Walking	The path next to the railway line is described as a ‘nice little woodland style track’. The respondent asks for it to be protected.		0	Less clutter
20	Safety, Walking, Green spaces, Cycling, Area dirty, unsafe, unsightly	Vehicles containing scrap are blocking easy access to pavements at the end of Belmont St, making it difficult for cyclists to get through too. Next to the substation and green space the path is piled high with junk and scrap. Unsightly, unsafe welcome to the area.	SK4 1	7	Dropped kerbs, Fewer vehicles, Less clutter
21	Cycling	The modal filter on Belmont St is great to protect the neighbourhood but it’s not overly accessible by bike and it looks tired.	SK4 2	5	Protected space for cycling, dropped kerbs, Better street furniture
22	Walking	Athol St is used as a cut-through between the A6 and Belmont Way. Cars are driven too fast.	SK4 1	3	Fewer vehicles, Slow down traffic, Enforcement
23	Walking	Car drivers use Cheviot Close and the area around as a cut through from the A6 to Belmont Way and drive too fast.	SK4 1	3	

ZONE 9: SOUTH OF ALEXANDRA ROAD & HEATON ROAD, WEST OF THE A6, EAST OF DENEWAY AND NORTH OF BOWERFOLD OPEN SPACE

This chapter reports on pins which were dropped within zone 9. The zone is situated to the north of Bowerfold Open Space, east of Deneway, west of the A6 Wellington Road North and south of Alexandra Road and Heaton Road. The zone includes Ashburn Road, Fairholme Road, Pendennis Road & Sparth Lane.

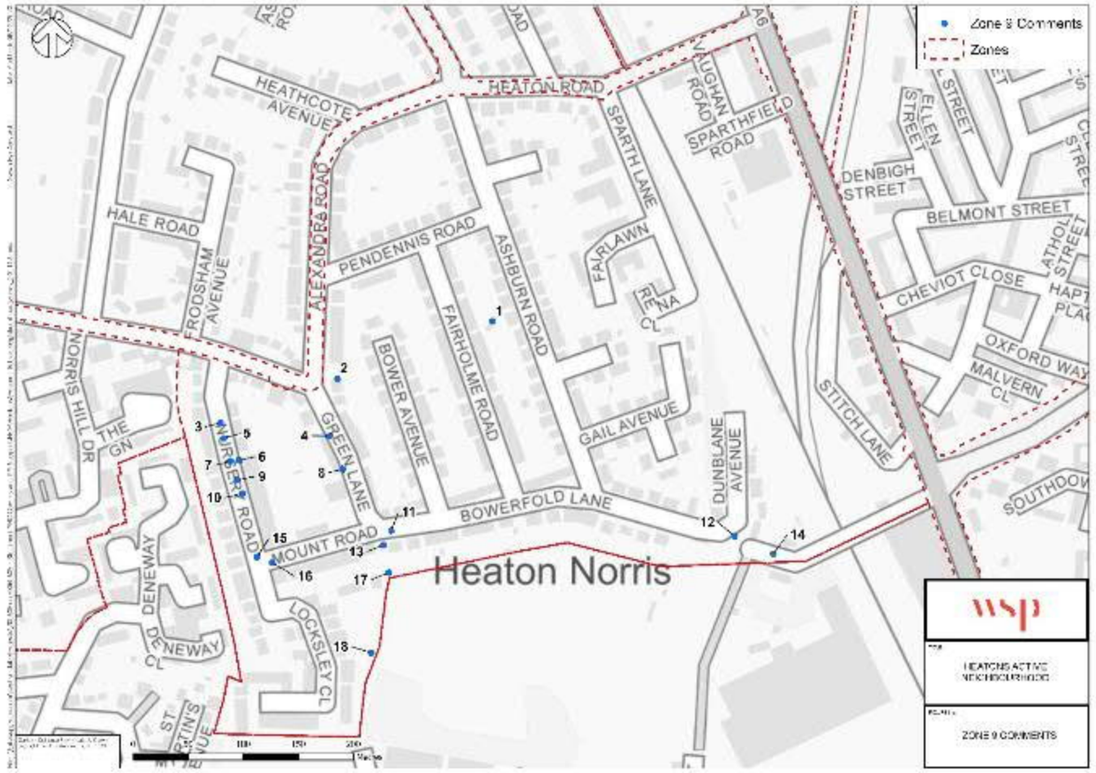

Figure 18 - Zone 9

Figure 19 displays the home postcode boundaries of the respondents who provided the comments listed in Table 9.

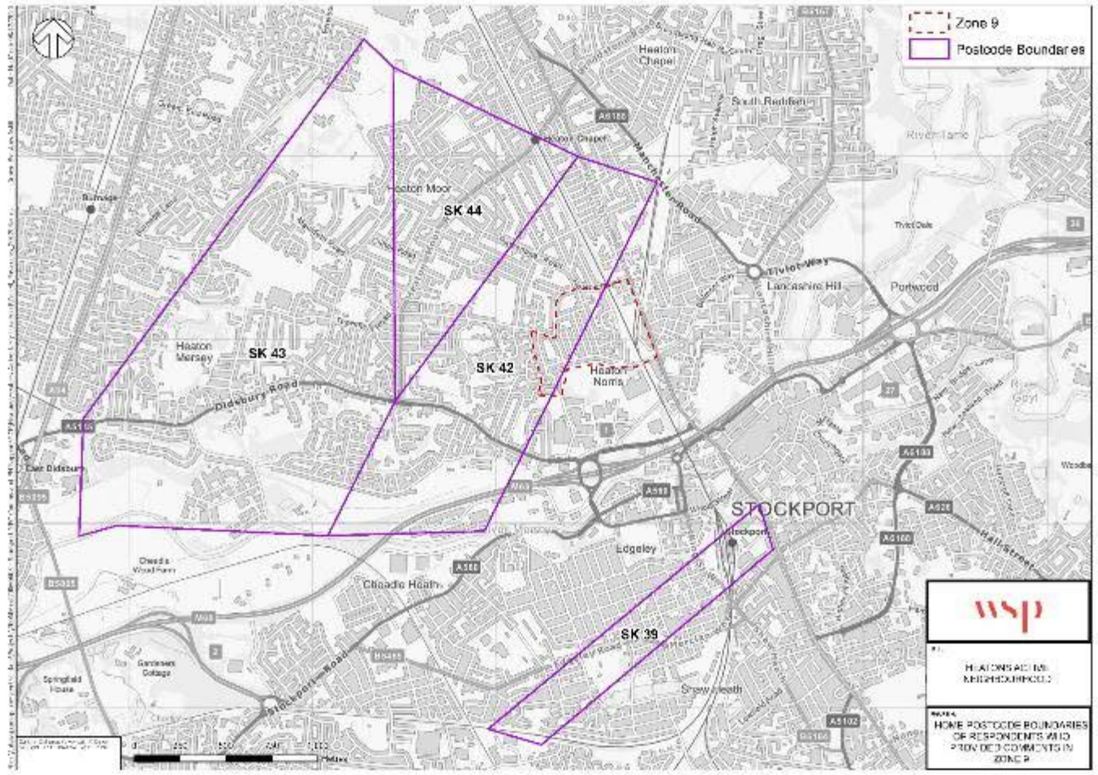

Figure 19 - Home postcode boundaries of respondents who provided comments in Zone 9

Table 9 – Zone 9 comments

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Traffic	(Comment relates to Moorside Rd which is not within zone 9) Pavements are narrow, cars are parked both sides, roads are narrow too - so traffic builds up as cars wait to pass each other. Fumes from the vehicles make walking and cycling hazardous and unhealthy.		3	Fewer vehicles, make this section of road one way diverting traffic along Bankside Rd and restricting size of vehicles allowed down these roads
2	Green spaces	The small patch of unused green space on the public footpath at the junction of Green Lane and Alexandra Rd could be utilised better for nature. Should be planted up to help support wildlife, natural meadow bee and butterfly flowers, bug hotel etc. Utilise these small pockets of green space and make walking and cycling through much more pleasant.	SK4 2	2	Better maintenance, More trees and green space
3	Safety, Traffic, Walking, Cycling, Air quality, Driving, Signage	Nursery Road has been part of the Trans Pennine Trail for about 20 years and it should therefore be a safe route for cyclists and walkers. A significant number of drivers drive too quickly down this road and this compromises the safety of cyclists and walkers. At busy times, I am discouraged from cycling on the road and I suspect that I am not alone in this. A speed reduction to 20 mph on Nursery Road and possibly adjacent roads too would make this route a protected space for cyclists and walkers (including the large numbers of adults and children using the road as part of their journeys to local schools). It would also offer environmental improvements by reducing air and noise pollution. Signage would need to be introduced if a speed reduction was introduced - particularly at the junctions - and give way lines should be painted on the road at the junction between Locksley Close and Nursery Road.	SK4 2	2	Slow down traffic, Protected space for cycling, Reduce pollution, Better road and street signs
4	Street Furniture, Driving, Traffic	Older people still need cars…not everyone can walk/cycle...need parking at local shops…new traffic lights or speed humps on Heaton Moor Road not necessary ...20mile an hour signs/cameras better idea.	SK4	2	Better street furniture, Better maintenance
5	Driving, Parking / loading, Car Travel	The Council have allowed front extensions on Nursery Rd in the form of porches. This prevents cars being parked on the driveway 90degrees to the road as the drives are now too short. As a result, garden walls are removed effecting the street scene, widening of the driveways, lack of dropped curbs and a greater volume of cars parked on the pavement causing damage to the footpaths. This has resulted it many trips and falls due to the deterioration in the pavements on this road.	SK4 4	1	Better maintenance, Better lighting
6	Traffic, Safety	The traffic along Nursery Road is very often too fast. I work from home and regularly see cars and vans driving very fast along the road. Cars are often parked in both sides of the road so any child or animal entering the road could be in significant danger. Traffic slowing measures would be great, as this road is often used as a cut through to avoid the cobbles. In addition, is there any chance of dropping curbs to help some of the residents with front gardens to get vehicles off the road? Last time I asked, the cost was prohibitive.	SK4 2	2	Slow down traffic
7	Traffic, Driving	Nursery Road is open at both ends, connecting Green Lane to Locksley Close and Bowerfold Lane. Often, cars use this road as a short cut or a route to get to and from their houses to the wider area. Unfortunately, people drive far too fast down this road on a daily basis. The road is straight, and this may encourage faster driving, as it can give the illusion that the way is clear. However, many driveways are hidden, and this can make reversing out of them hazardous: there have been many	SK4 2	6	Slow down traffic

		occasions where drivers have had to brake hard to avoid collisions because of people trying to reverse out of their driveways. One car around a month ago was forced up onto the opposite pavement as a resident slowly reversed out between parked cars, as he was going far too quickly. There have been pets killed, one very recently, because they have run into the road and drivers have been going too fast to allow themselves time to brake. I know that one adult has been injured in this way also. I am very fearful that, given the number of children who live on the road, and the fact that it is a major walking route to and from the local primary schools, it is only a matter of time before a child is injured or even killed by a motorist on this road. I would strongly urge the council to make Nursery Road a 20mph zone (as many of the other roads around it are) and install traffic calming to ensure the safety of all of the residents, particularly the children that live here.			
8	Parking / loading, Accessibility, Safety, Walking	Cannot go down Green Lane with a pushchair all the way. A bit of the pavement opposite where the Nursery Pub is, is too narrow.	SK4 2	0	Wider pavements
9	Driving, Safety, Car Travel	On this stretch of Nursery Rd cars speed along much higher than the 30mph speed limit. Most are residents of Loxley Close. Recently some pets have been killed and it is only a matter of time before a person is killed or seriously injured. A few years ago, I was injured when a speeding car hit the door of my car as I was getting in which caused me to suffer a leg injury. Traffic calming needs to be seriously considered on Nursery Rd.	SK4 2	9	Slow down traffic
10	Driving	Nursery Rd is used as a cut through to avoid Green Lane cobbles and to access Locksley Close. Vehicles drive far too fast down this road and there are a lot of children and young families living on the road. Lots of cats killed recently due to the reckless driving.	SK4 2	2	Enforcement, Better road and street signs, Slow down traffic
11	Safety	Bowerfold Lane sees a lot of fast-moving traffic. A lot of people with young families live here and the children's safety needs to be a consideration. The road would benefit from speed bumps.	SK4 2	1	Slow down traffic
12	Accessibility	The dropped kerb needs sorting out on the path between two sections of Bowerfold Lane. The spacing between the bollards needs to be 1.5m to be fully accessible to all legitimate users. There also needs to be some vegetation maintenance to maintain the path width.		6	Better maintenance, Dropped kerbs
13	Accessibility	Respondent reports not feeling safe on Green Lane and states that walking isn't pleasant.	SK4 2	10	Better maintenance, Lighting
14	Cycling, Accessibility	Green Lane --> Bowerfold Lane is the quickest way from Heaton Moor Top by bike, and this filter point also makes it the safest. One improvement would be to improve the kerb design, and maybe add a bit more protection from Dublane Avenue. Otherwise, thumbs-up all round.	SK4 3	8	Dropped kerbs
15	Driving, Safety, Cycling	This is on the trans Pennine cycle way. Nursery Road has cars parked on both sides along its entire length. Many cars speed from Green Lane to the end of Nursery Road when accessing Locksley Close. Several pets have been killed on Nursery/Locksley in the last two years. I believe it is dangerous to cycle on this narrow road with the current speed limits. I fear it is only a matter of time before a human is injured or killed by a driver speeding into or out of Locksley Close. Please reduce the limit to 20 from 30. (i.e. continue the 20mph limit from Norris Bank Primary School all the way up green lane and up Nursery Road). There are lots of families with young children living on Nursery Road and Mount Road. I fear for the children if a 20mph limit is not imposed.	SK4 2	4	Improve junctions for traffic, reduce speed limit to 20. Improved signs/give way lines at Locksley Nursery Rd Junction. Possible traffic calming please.

		I would like to see a give way sign and lines on the junction between Locksley and Nursery Road. I would consider speed bumps of other traffic calming along Nursery Road.			
16	Car Travel, Parking / loading, Walking, Driving, Signage, Traffic	Cars frequently travel too fast down Nursery Road towards and from Locksley Close. There are no road markings on the junction from Locksley to Nursery road and traffic often does not stop before turning the corner. The streets are parked on both sides with cars so only 1 car can travel at a time reducing visibility for pedestrians and cyclists (this is part of the Trans Pennine cycle route already) Cars speed up the hill of Locksley close and several pets have been killed in recent times at this junction- we have lost a cat ourselves. It feels only a matter of time before it is a small child. This area has many young families and adults walking dogs and walking to and from school and playing out on bikes. We walk Nursery road most days and often signal to cars to slow down as they reach either end of Nursery Road. It would be very beneficial to have traffic calming measures here - speed bumps, 20 mph, give way signs at end of Locksley.	SK4 2	2	Enforcement, Better street furniture, Improve junctions for traffic, Slow down traffic, Better road and street signs
17	Green spaces, Walking, Safety	The Green Lane path leading to the fields and Royal Mail needs to be made safer for pedestrians and cyclists. The sides of the path have a lot of thorny weeds. They need to be cut back. It's not safe for small children.	SK4 2	2	Better maintenance
18	Accessibility, Signage, Walking, Safety	The path next to 1st Heaton Norris Scout Hut should be improved to be a cycle route like the one just made in Abney Hall Park.	SK3 9	0	Better street furniture, Better lighting, Make step free, Wider pavements, Better road and street signs

ZONE 10: SOUTH OF B5169, NORTHEAST OF PARSONAGE ROAD, NORTHWEST OF HEATON ROAD & WEST OF THE RAILWAY LINE

This chapter reports on pins which were dropped within zone 10. The zone is situated to the north of Heaton Road, to the northeast of Parsonage Road, to the southeast of the B5169 Heaton Moor Road and west of the railway line between Stockport and Heaton Chapel stations. The zone includes Orchards Day Nursery and St. Mary & St. Mina's Coptic Orthodox Church.

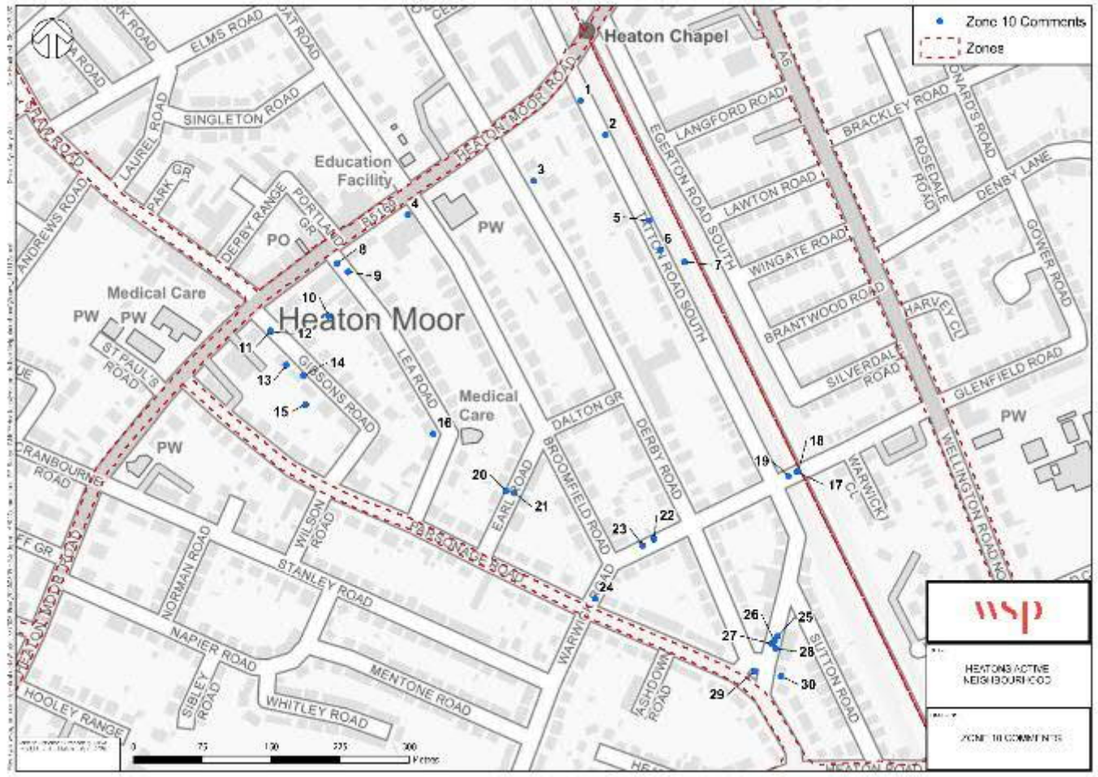

Figure 20 - Zone 10

Figure 21 displays the home postcode boundaries of the respondents who provided the comments listed in Table 10.

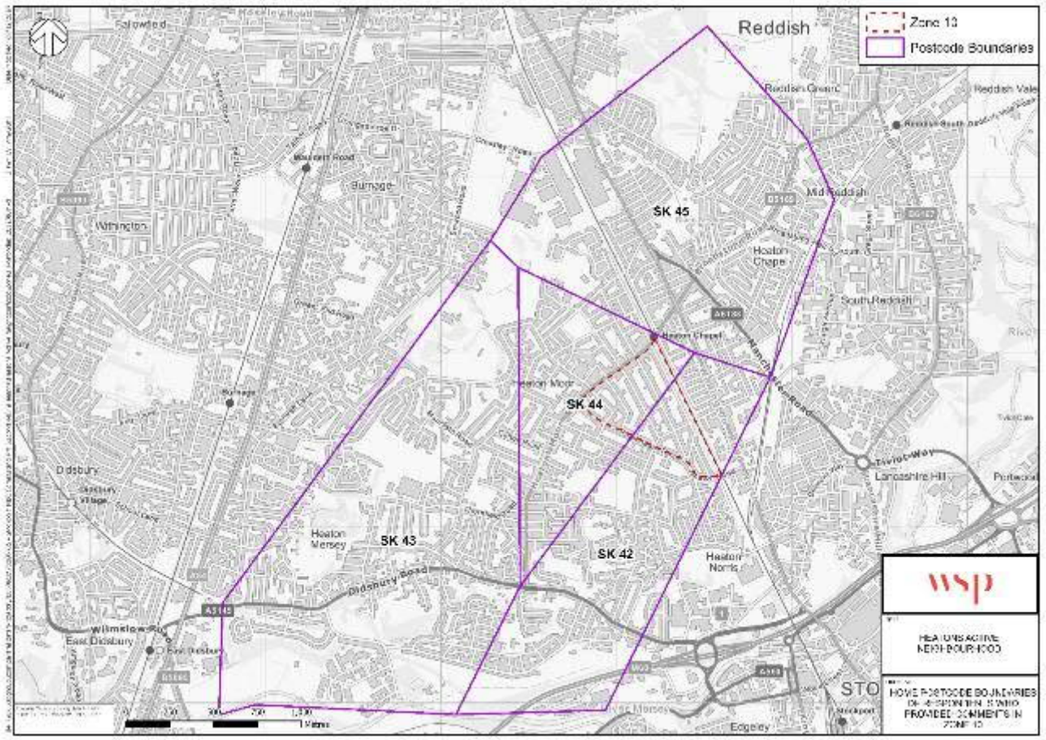

Figure 21 - Home postcode boundaries of respondents who provided comments in Zone 10

Table 10 – Zone 10 comments

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Car Travel	For many of us in Heaton Moor, car travel is still a necessary thing. Traffic flow needs improvement, not hindering.	SK4 4	1	Speed up traffic, Space for parking / loading, More parking
2	Accessibility	The whole of Tatton Road S is very difficult for wheelchair users. The kerbs on one side are high with no dropped kerbs. Hedges over growing the paths and cars parked on them on the other side, make access very difficult. Dropped kerbs are needed opposite every road junctions to allow wheelchairs to walk on the railway side of the road.	SK4 5	7	Dropped kerbs, Wider pavements
3	Traffic	I'm adding to a comment on here which suggests one-way systems for cars and blocking ends of roads (?!) - I think that is totally unnecessary as those systems are for busy town/city centres and not at all necessary for a village. The improvements that are needed relate to pedestrians and cyclists and this is where the budget should be focused; in line with Manchester's 'Berliner' programme. The positive impacts of focusing on this will be improved health through exercise (and associated wellbeing), fresh air/less polluted, and for the environment, these modes of transport are sustainable.	SK4 4	1	Commenting on previous persons suggestions
4	Safety, Traffic, Cycling, Walking, Green spaces	The Heaton Moor Rd / Broomfield Rd junction gets very busy with cars, and is worsened by taxis parking/dropping off outside the Elizabethan pub. It does not feel a safe crossing place, and is a route used by many to access Heaton Moor Park and the schools.		14	New/ safer crossings
5	Walking, Cycling	Water pools at a property just south of Orchards Nursery. Pedestrians get splashed and cyclist have to pull out into the road to get past the large puddle that forms.	SK4 4	8	Better maintenance
6	Traffic, Accessibility, Safety, Cycling	The full length of Tatton Road N&S and Edgerton Road are used by the train station commuters making it impossible to find a parking space when visiting Heaton Moor Medical Practice and the new shops at the top of Tatton road South. It's a nightmare for residents who live on these roads too. It's a free car park for commuters, most who do not live in the area, hence the number of vehicles parked up all day. Put a 2-hour parking restriction on all surrounding roads and hopefully reduce the number of vehicles coming in to Heaton Moor just to use the station. It will reduce pollution and encourage more people to cycle to work.		7	Enforcement, Space for parking / loading, Reduce pollution
7	Walking	The pavements on the residential side of Tatton Rd N are uneven, broken etc. The rail side was resurfaced during 2016. Other streets followed in 2017/18. Why was the residential side left with damaged pavements? Lighting / lampposts are old & short, not providing a well-lit area in winter, & unable to see the broken/uneven pavement. The rear entrance of the retirement building, Tatton Court, comes out onto Tatton South. The pavement leaves a lot to be desired for the elderly, or people with mobility issues, to be able to walk on the street.	SK4 4	1	Better maintenance, Better lighting
8	Safety	Lea Road needs a 20mph speed limit with traffic calming measures.	SK4 4	2	Slow down traffic, Less traffic, Enforcement
9	Traffic, Signage, Safety	The painting of the 30mph speed limit and the proposal to have a sign highlighting the 30mph speed limit for cars entering Lea Road from Heaton Moor Road will encourage some car drivers to drive at 30mph down Lea Road. This will increase the risk of an accident on Lea Road, a residential road. It	SK4 4	2	Slow down traffic

		is ludicrous to have a 20 mph for a small stretch of Heaton Moor Road and not include the surrounding residential streets. People use those streets to walk and cycle to the local shops, etc.			
10	Walking	(Comment relates to Mauldeth Rd which is not within zone 10) Pavements are so narrow and uneven, very difficult to walk on.	SK4 3	0	Wider pavements
11	Pavement / gutter sweeping	Respondent recommends a clean sweep campaign every Autumn - get people to look after their streets rather than waiting for council cleaners (who can't sweep fully because of parked cars).	SK4 4	0	Encourage people to clear the pavement in front of their houses and put leaves in the green bin.
12	Parking / loading	Not just Gibsons Road but all across Heaton Moor there is too much car parking on pavements, making it difficult to walk two abreast or with a double buggy or even a wheelchair. There should be enforcement against pavement car parking.	SK4 4	2	
13	Street Furniture	There are very few benches for the number of people who use Thornfield Park.	SK4 3	1	Places to sit
14	Accessibility, Parking / loading	Cars are parking on Gibson's Rd who do not live in the street and it makes it difficult for residents to park also people who don't live on this street park inconsiderately blocking the pathways. People also use it as a cut through at speed!	SK4 4	1	Need for residential parking only
15	Parking / loading	Lea Road generally is "overcrowded". The road is narrow...there is limited off road parking so as a result there is generally double parking where there are no restrictions. This means single line traffic and difficulties pulling in to let traffic pass. Pulling out from a drive or Lea Court car park if very difficult and dangerous because you have to pull right out beyond the parked cars to see if it's clear to proceed.	SK4 4	0	Less traffic, Space for parking / loading
16	Traffic	Both Lea and Gibson Road have sharp bends which parked up making a blind and unsafe driving experience. Double yellow lines would reduce risk on the corner.	SK4 4	0	Double yellow lines to stop parking on blind corner
17	Walking, Safety	The pavement on both sides of Warwick Rd is very narrow making it difficult to navigate with children, pushchairs, wheelchairs etc. Consider removing pavement on one side of the road in order to make the other side wider? There isn't much flexibility given that it is a railway bridge and isn't narrow. Alternatively, could make it one-way to motorised traffic (single lane with cycle lanes) so that there is more room for wider pavement.	SK4 4	12	Wider pavements
18	Traffic	If the traffic lights are kept on the junction of Heaton Road and Tatton Road this means Warwick Road to the A6 will become even more of a rat run. The best way to improve things for cyclists is to ease congestion at Heaton Road and Tatton Road which has been created by the temporary lights! This causes more people to use this as a rat run to the A6.	SK4 4	1	Slow down traffic, Improve junctions for traffic, Speed up traffic
19	Car Travel	Close Warwick Road bridge to cars. Make it a filter point so that people walking, on bikes, on mobility scooters etc. can pass through, without it being a rat-run for cars. This is a narrow bridge, and there are already other comments pointing out that it doesn't feel safe to cross. Also, and there are road bridges around 350 / 650 metres from this bridge. It would barely be an impediment to people in cars, would be easy to implement, and would help people not in cars a lot, so it's a quick win!	SK4 3	16	Less traffic, Fewer vehicles, Protected space for cycling
20	Cycling	As ever you seek to separate cars and bikes which is generally good BUT no account is taken of the needs of other road users like motorcycles. The use of curbs and "armadillos" are very dangerous to all powered two wheelers.	SK4 5	0	Better maintenance

		The sale of motorcycles has increased significantly since Covid 19 and the pointers are that this increase will continue so don't ignore it.			
21	Traffic	There are two speed bumps on Earl Rd but they might as well not be there. 1. They are at the ends of the road, where people have to slow down anyway as they approach the junctions 2. They are too flat. SO - make the existing ones bigger and add one halfway down the road to stop the van drivers from driving too quickly along it.		0	Slow down traffic
22		Warwick Road is used as a rat-run - consider modal filters at various points to reduce through traffic and make it safer for children walking and cycling to school.	SK4 4	8	Less traffic, Reduce pollution, Slow down traffic, Fewer vehicles, Better routes to schools
23	Safety, Air quality, Walking, Cycling	Consider modal filters along various lengths of Warwick Road to make it safer for children walking to school and reduce speeding traffic using it as a rat-run.	SK4 4	7	Fewer vehicles, Less traffic, Slow down traffic
24	Walking, Accessibility	The hedge on Warwick Rd (close to the junction with Parsonage Rd) is well maintained but encroaches on the pavement. It takes almost half the width of the path. The pavement is very uneven, although some bodging has been done which doesn't really improve it.	SK4 2	3	Better maintenance
25	Accessibility, Parking / loading	On road car parking space is required for the houses on Heaton Road, as they do not have driveways. As a cyclist myself, I know this part of the road is already safe and quiet to cycle, so there is no need for dedicated cycle lanes. Cycle lanes should not take up the space required for car parking as this would severely restrict accessibility for residents and their visitors.	SK4 4	1	More parking, Space for parking / loading
26	Parking / loading, Accessibility	Heaton Rd is relatively quiet but has a problem with people speeding down the ‘rat run’. As an owner of a house with no off-road parking it is imperative we keep the access and parking for our houses. I don’t see the need for designated cycle lanes, at the cost of access and parking for the residents.	SK4 4	1	Space for parking / loading
27	Parking / loading	Whilst it is a good idea to minimise these streets being used as a rat run, parking for local residents needs to be maintained. There are 4 terraced properties in Heaton Road that have to rely on street parking as they have no driveways or off-street parking areas to use.		5	Space for parking / loading
28	Parking / loading, Safety, Driving, Cycling, Resident car parking spaces with electric car charging capabilities	Heaton Rd is a residential street where many of the properties do not have the potential to create off road parking. Many residents also have young children and require parking near to their houses. As technology is developing and electric vehicles are becoming more commonplace it would be worth creating residents parking with EV charging potential, especially given the future ban encompassing diesel and hybrid vehicle manufacture. This is a street often used as a rat run and, despite speed bumps, cars frequently travel down this street at high speed which is a real danger for young children and other residents making their way between parked cars. Traffic calming measures are always welcome. Should traffic measures be taken to slow traffic on this street it would not seem necessary to create specific cycle lanes.	SK4 4	0	Improve junctions for traffic, Space for parking / loading, Slow down traffic
29	Cycling, Traffic	There are four roads converging on this green space (Heaton Rd, Derby Rd, Parsonage Rd). At Parsonage Road there is often quite fast-moving traffic and buses. Could this space be changed to a roundabout? It might help to reduce speed on this end.	SK4 2	2	Improve junctions for traffic, Protected space for cycling, Slow down traffic

		If it can be converted to a cyclops junction it would be even better.			
30	Safety	Cutting traffic through the Heaton's is a fantastic idea. Many families would benefit from safer use of spaces for walking and cycling, especially given the relative lack of green spaces. Limiting traffic through Heaton Road would increase road safety in particular in this area. Creating residents parking with provision of EV charging points would also be of huge benefit.	SK4 4	1	Electric Vehicle Charging Points, Fewer vehicles, Slow down traffic, More parking

ZONE 11: EAST OF THE RAILWAY LINE, WEST OF THE A6, SOUTH OF THE B5169 & NORTH OF HEATON ROAD

This chapter reports on pins which were dropped within zone 11. The zone is situated to the east of the railway line, west of the A6 Wellington Road North, south of the B5169 Heaton Moor Road and north of Heaton Road.

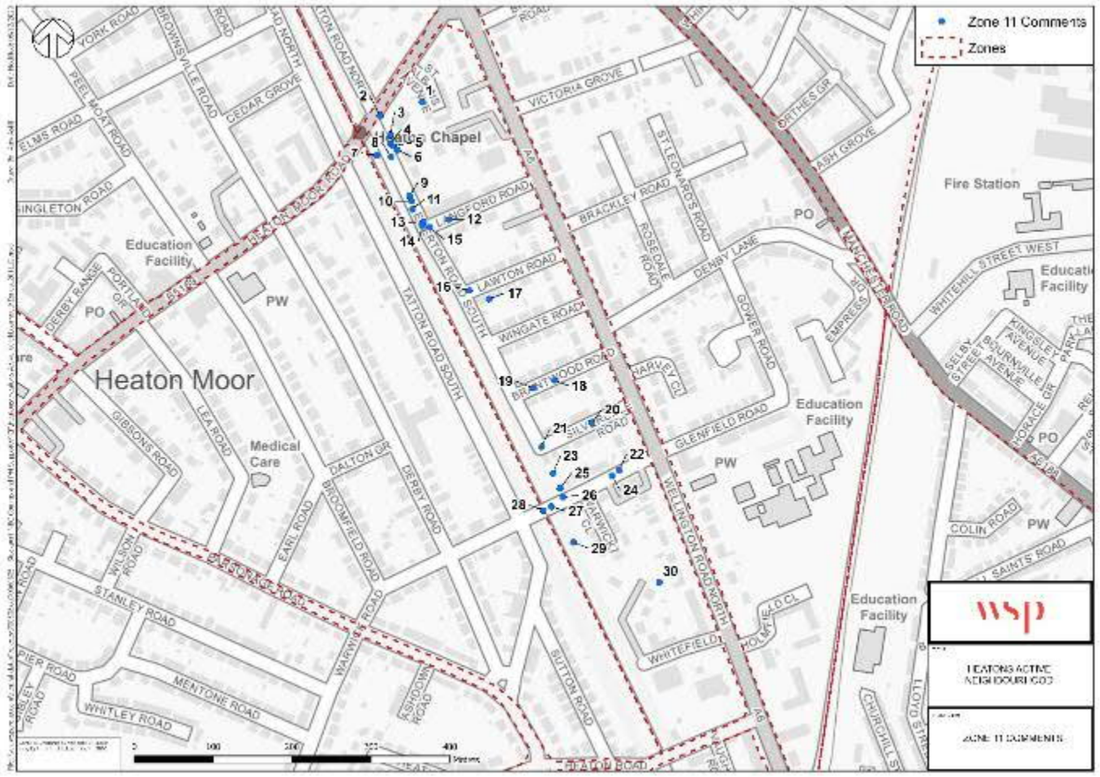

Figure 22 - Zone 11

Figure 23 displays the home postcode boundaries of the respondents who provided the comments listed in Table 11.

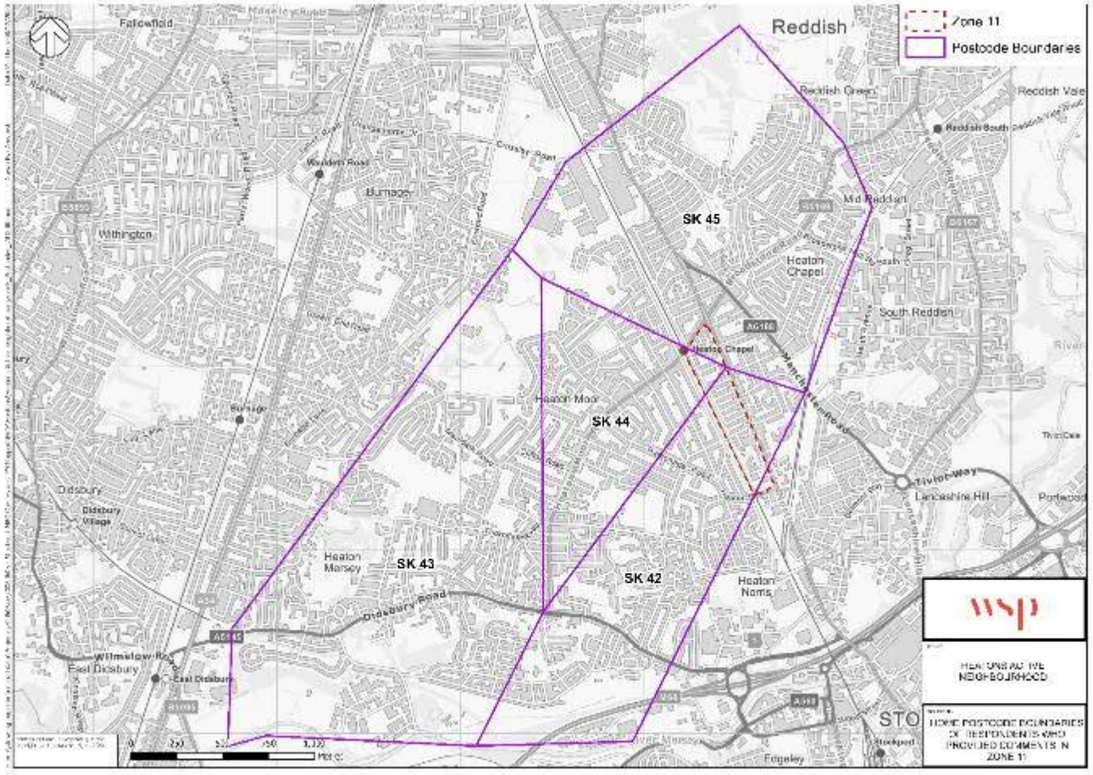

Figure 23 - Home postcode boundaries of respondents who provided comments in Zone 11

Table 11 – Zone 11 comments

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Accessibility, Traffic, Driving, Cycling	Due to temporary lights on Heaton Moor Road residents now struggle to get out of St. Albans Avenue due to queuing traffic on Heaton Moor Road.	SK4 4	2	Speed up traffic
2	Driving	The respondent states that traffic noise, pollution and congestion are problems at the junction of Egerton Rd S and B5169.	SK4 5	4	Speed up traffic
3	Traffic	Traffic lights at Heaton Chapel station is causing more problems than what it's trying to achieve. If you are turning into one of the Tatton Rd's from the opposition direction, then all the traffic behind never gets a chance to get through the lights. Just get rid of them as they are of no use. I cycle, run and drive and they don't make any difference to any of them.	SK4 4	3	Speed up traffic, Electric Vehicle Charging Points, Places to sit, Better routes to schools, Better rail service, Space for parking / loading, More parking
4	Cycling, Traffic, Safety	The temporary traffic lights are causing traffic to back up, making it harder to cross at different junctions, on your bike, e.g. Egerton Road North and South. It's already very congested on this road and the traffic lights had added to this, rather than improved it.	SK4 2	4	Improve junctions for traffic
5	Car Travel, Traffic	Bollards at the top of the road would stop cars using from Silverdale Rd to Heaton Moor Rd as a cut through off the A6. Cars speed down Edgerton Rd.	SK4 2	0	Slow down traffic, Better street furniture, Less traffic
6	Car Travel, Cycling	Coming from Egerton road out onto Heaton Moor road is really difficult. At present the temporary lights make it even harder with cars blocking the road!		2	Improve junctions for traffic
7	Traffic	Respondent believes that the station parking on Tatton Rd N should be removed if the traffic lights at the A5169 junction are staying.		0	Ridiculous decision to put traffic lights here. The congestion now is very heavy. The traffic Jams are seriously long. There was absolutely no need to out lights her. You have caused chaos now!!
8	fly tipping	Fly tipping is a problem on Egerton Rd S.		1	Better maintenance, stop fly tipping
9	Parking / loading	Parking on Egerton Road South and Langford Road for Heaton Chapel Station makes it difficult for residents to park at their homes. A residents parking scheme would work well in this area. Restricting parking would make the area safer and more pleasant for walking and cycling and would encourage commuters to walk or cycle to Heaton Chapel Station, rather than drive what is a very short journey for many.	SK4 5	3	Fewer vehicles, Space for parking / loading, Protected space for cycling
10	Traffic, Cycling, Parking / loading, Safety, Walking	The improvement with traffic reduction has been incredible over lock down with people of all ages taking to their bikes on the route. Unfortunately when they arrive at Heaton Moor Road they greeted by a narrow busy thoroughfare which is highly dangerous for cycling, drivers are not giving cyclists 1500mm clearance when overtaking.....Highway Code and safety overlooked by most drivers.		17	Electric Vehicle Charging Points, reduce pollution, Protected space for cycling, Slow down traffic, Less traffic, block the route it's dangerous, Fewer vehicles, Enforcement
11	Traffic	Egerton Road South and the adjoining roads are used as a rat run from/to the A6 from/to Heaton Moor Road. Bollards between Heaton Moor Road and Langford would stop all of this traffic but would still allow cyclists and walkers to go through. Slight inconvenience for those that live there but it would be much safer.	SK4 2	6	Less traffic, Fewer vehicles

12	Driving, Safety	Each of the tributaries off Egerton Road South is used as a rat run by cars and delivery vans which attempt to avoid the traffic lights at the junction of Heaton Moor Road and the A6. We have very young children who live on this road and the danger posed by the speeding motorists is frightening. They don't care about resident safety, only how quickly they can get from a to b.	SK4 5	9	Slow down traffic, Less traffic
13	Traffic, Safety, Driving, Cycling, Car Travel	We think that bollards to create a no through road which are erected on Egerton Road South before the junction with Langford Road and a one-way system for residents of neighbouring street to allow them to exit and enter the roads should be considered. Creating this system would make it safe for cycling and for children to play on the streets as well as improving general safety and air quality.		5	Less traffic, Fewer vehicles, Slow down traffic, Protected space for cycling
14	Safety, Car Travel, Driving	Egerton Road South is a major rat run, making the street dangerous for walking with small children. I would suggest stopping through access (except for cycles), keeping through traffic on the main roads (Heaton Moor Road and the A6). Local access to residential roads would still be possible from either the A6 or Heaton Moor Road.	SK4 5	6	Slow down traffic, Fewer vehicles
15	Traffic, Air quality, Safety	Traffic calming measures and cycling routes being suggested will make these roads even more dangerous, congested and used as rat runs and cut throughs from Heaton Moor Road and the A6. The is currently a cycle path that runs the entire route of Egerton road north - why have you not continued this onto Egerton road south, instead choosing Tatton road south and adding new traffic lights that are creating even more pollution and congestion. All of the roads here need to be addressed. Egerton road north is one way, both Tatton's only have single rows of parking and the houses have driveways, on Langford Road, we have no driveways, cars parked on pavements (necessity) and cars parking on unfinished double yellow lines. There is no enforcement and this one part of the railway road feels like a poor relation to the others. No tree lined pavements, bins or plans to improve it.	SK4 5	8	Enforcement, less traffic, Reduce pollution, Fewer vehicles
16	Car Travel, Driving, Safety, Air quality, Parking / loading	The roads off the A6 in Heaton Chapel are used as rat runs, particularly Egerton Road South. We live on the corner of Lawton Road and have 2 small children and a kitten. The speeds that some drivers drive down these residential roads is truly frightening. I don't like to let my cat out of the house for fear that he will be run over outside our own home. There needs to be urgent traffic calming measures or do something really radical like pedestrianise the area. Some streets in the Heaton's still have their original cobbles (such as Sutton Road.) These cobbles act as natural speed breaks. In places, Egerton Road South has its original cobbles peeking out of the tarmac. It would be a cost-effective way to create slower routes by pealing them back to their original surfaces. Lockdown gave a glimpse of how things could be in our immediate area. Roads that are safe for pedestrians to walk down and cyclists to bike on. There was a temporary cycle route set up on Heaton Moor to the A6, coned off for cyclist safety. It made me upset to see this go as lockdown was eased. I work in Salford and would love to cycle to work, but friends of mine have been seriously injured/knocked down whilst cycling from Stockport into Manchester on the A6. For me, the risk is just too great. Now is a time to reimagine better for the roads around the Heaton's. I think it's fantastic that SMBC are working on improving the roads and pathways around the area. It will make such a difference to peoples' quality of life.	SK4 2	5	Protected space for cycling, Fewer vehicles, Slow down traffic, Less traffic
17	Air quality, Safety, Car Travel	I live on the corner of Lawton Road with 2 small children and a cat. Our road, as others leading off the A6, are used as rat runs by vehicles. The speed at which some traffic travels down	SK4 2	7	Protected space for cycling, Slow down traffic, Reduce pollution, Fewer vehicles

		Egerton Road South is truly terrifying. I don't let my cat out of the house because I am so frightened about him being run over outside our own home. Some roads in the Heaton's (such as Sutton Road) still have their original cobbles, which seem to act as natural traffic speed calmers. In places, Egerton Road South still has its original cobbles peeking out of the tarmac. A cost-effective way of initially slowing down traffic on these roads would be to uncover the Victorian cobbled surfaces. More radical would be to pedestrianise the area. I would love to cycle into work but the A6 is so busy, noisy and dangerous that I feel unsafe doing so, particularly as several friends have been seriously injured whilst cycling into work in Manchester. Lockdown gave us a glimpse of what could be: quiet roads to walk down safely, and cycle paths that are pleasant to use on which cyclists are not 'bullied' out of the way by vehicles travelling at speed in residential areas. Now is a time to reimagine better. I welcome SMBC's efforts at trying to improve roads and pavements in our area, it will greatly improve residents' quality of life and create an environment where people of all ages feel safe, relaxed and free.			
18	Safety, Traffic	These roads (Brantwood Rd) are a rat run from Denby Ln to Heaton Moor & train station and cars travel way too fast.		6	Less traffic, Fewer vehicles, Slow down traffic
19	Safety	The roads connecting the A6 to Heaton Moor road, specifically Sliverdale, Brantwood, Wingate, Lawton etc are used as rat-runs to avoid traffic congestion. Speeds used by a majority of drivers are not appropriate for a residential area and it is unsafe for cycling despite being a key link route for many schools. Consideration should be given to either reducing the level of traffic using these roads and/or traffic calming measures whilst protecting access the parking using by rail users at the north end of Egerton Road South.		15	Better street furniture, Slow down traffic, Less traffic, Fewer vehicles, Protected space for cycling
20	Traffic, Safety	Silverdale Rd is used as a rat run up to the train station and as a cut through to Heaton Moor Road. There are 17 children on this street at risk from speeding traffic.		6	Slow down traffic, less traffic, block off road to make it a cul-de-sac
21		The footpath from Warwick Road is a really useful cut-through but there's no obvious dropped kerb at the Egerton Road South end - if you forget to loop round the nearby driveway, you're stuck on the pavement until you reach the station! (And at the other end of the path, also needs a better access point for cycles, dropped kerb, etc). Path needs better maintenance, better surface, bushes cut back better lighting	SK4 3	5	Dropped kerbs, Better maintenance, Better lighting
22	Driving, Traffic, Safety	Respondent reports that there's too much traffic which is too fast on Warwick Rd. Congestion and parking are problems.		0	Less traffic, Fewer vehicles
23	Walking, Cycling	Widen the footpath between Warwick Rd and Egerton Rd S onto the railway land to allow safe dual use for cycling and walking.	SK4 4	4	Protected space for cycling, Wider pavements
24	Traffic	Warwick Rd is used as a rat run for vehicles going/coming out of Heaton Moor. Enforce a 1-hour parking restriction to stop people from parking up and then catching the bus into Stockport to avoid paying car parking fees. It will also stop the staff who work at Ford on the A6 from parking here all day.		3	Fewer vehicles, Slow down traffic, Enforcement
25	Safety	There's a group of youths who often hang around by the litter bin at the end of the ginnel (between Egerton Rd S and Warwick Rd), sometimes intimidating passers-by. If I'm wanting to walk that way, and see they're there, I go the long way around to avoid them. It'd be great if they could be given somewhere better to hang out.	SK4 4	2	Enforcement, Better street furniture, Better lighting, Wider pavements

		If the ginnel could be widened and CCTV installed, it'd be a great bike route and the CCTV may deter those who like to hang around there. Egerton Road North / South is a much better road to cycle along than Tatton Road North / South as it's less of a Rat Run for cars, due to this ginnel at the south end of Egerton Road South. But the ginnel is what stops it being a good bike route, it's too narrow and you get people hanging round at the end of it.			
26	Cycling	A dropped kerb at each end of the ginnel would be helpful to cyclists (and potentially pedestrians using wheelchairs, pushing prams etc.)	SK4 4	16	Dropped kerbs
27	Traffic	The new traffic lights on the junction of Tatton Road and Heaton Moor Road have increased traffic on over the bridge and onto Warwick Road. As a resident of Warwick Road, we have seen an increase in traffic. I do support the new cycle idea, but a new set of traffic lights at this junction are not needed. As a cyclist I had no problem at crossing that junction.	SK4 4	1	Improve junctions for traffic
28	Safety, Walking, Driving, Traffic, Accessibility	The route off the A6 onto Warwick Road has become a rat run for vehicles accessing Heaton Moor. There are no calming measures or speed restrictions on the road which means cars are approaching the bridge in excess of 30/40mph. making it very unsafe for people walking or cycling on the bridge. The pavements on the bridge are so small and not ideal for parents who have prams or children walking with them. This bridge is not only used by children walking to the local schools but also by children walking to the A6 to catch buses to school. We need to make it safe for them all. Not suitable for disability scooters either. In the winter the road surface on the bridge has become very icy and has caused many car crashes due to the speed of vehicles. Making it pedestrian and cyclists only would solve many if not all the current problems.		13	Close the bridge to vehicles, Fewer vehicles, less traffic, Dropped kerbs, Protected space for cycling, Slow down traffic, Wider pavements
29	Signage, Safety	The route down WARWICK RD is important for Heaton Chapel residents walking or cycling to Norris Bank Primary, Freshfields Nursery, Priestnall Secondary etc. The main problem is crossroads at junctions with TATTON RD STH, DERBY RD and PARSONAGE RD. The whole crossing scenario becomes very scary during school rush hour times. I suggest that WARWICK RD becomes the 'main road', having right of way, and the roads named above become the 'subsidiaries' i.e. they have to give way to WARWICK RD traffic.	SK4 2	0	Improve junctions for traffic
30	Car Travel	It took me 50 mins on Thursday from 3.15 to collect my partner from Whitehill day centre. Should arrive at 3.30 to pick up. After 4pm when I got there. Dementia partner. Very distressed. Crazy lights ... get rid please.		0	

ZONE 12: EAST OF THE A6, WEST OF THE A626, SOUTH OF THE B5169, NORTH OF THE RAILWAY LINE

This chapter reports on pins which were dropped within zone 12. The zone is situated to the east of the A6 Wellington Road N, west of the A626 Manchester Road, south of B5169 School Lane and north of the Stockport–Stalybridge railway line. The zone includes St Anne's RC Voluntary Academy.

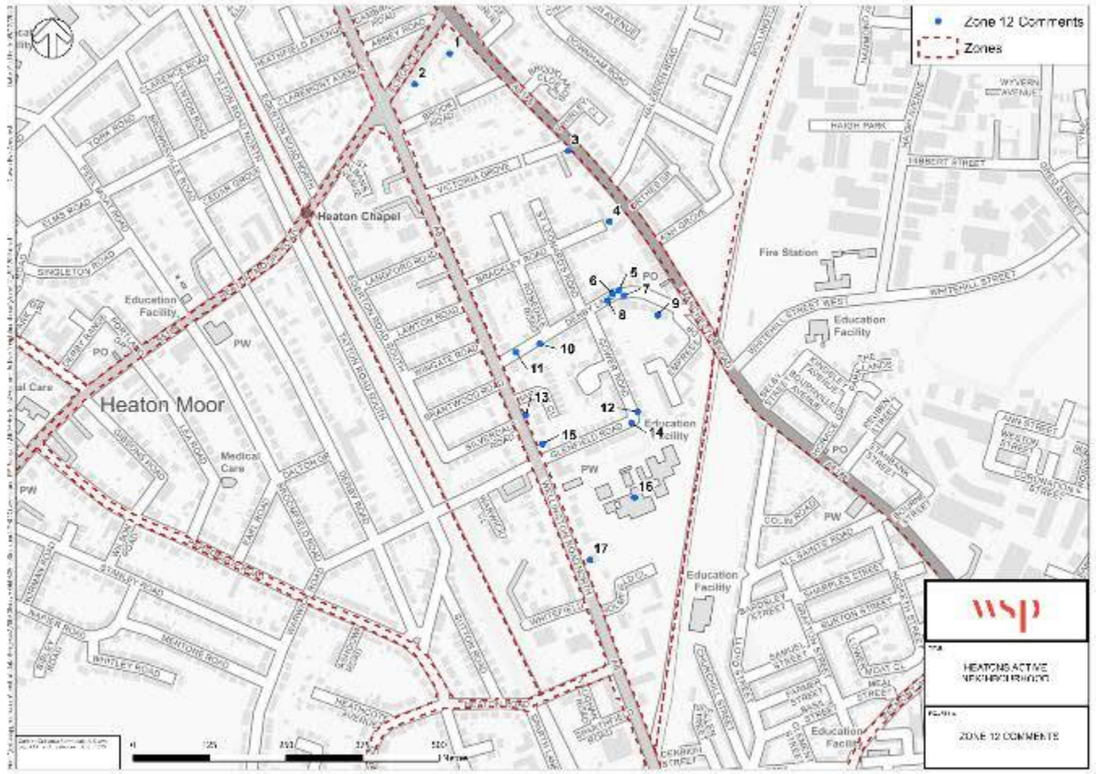

Figure 24 - Zone 12

Figure 25 displays the home postcode boundaries of the respondents who provided the comments listed in Table 12.

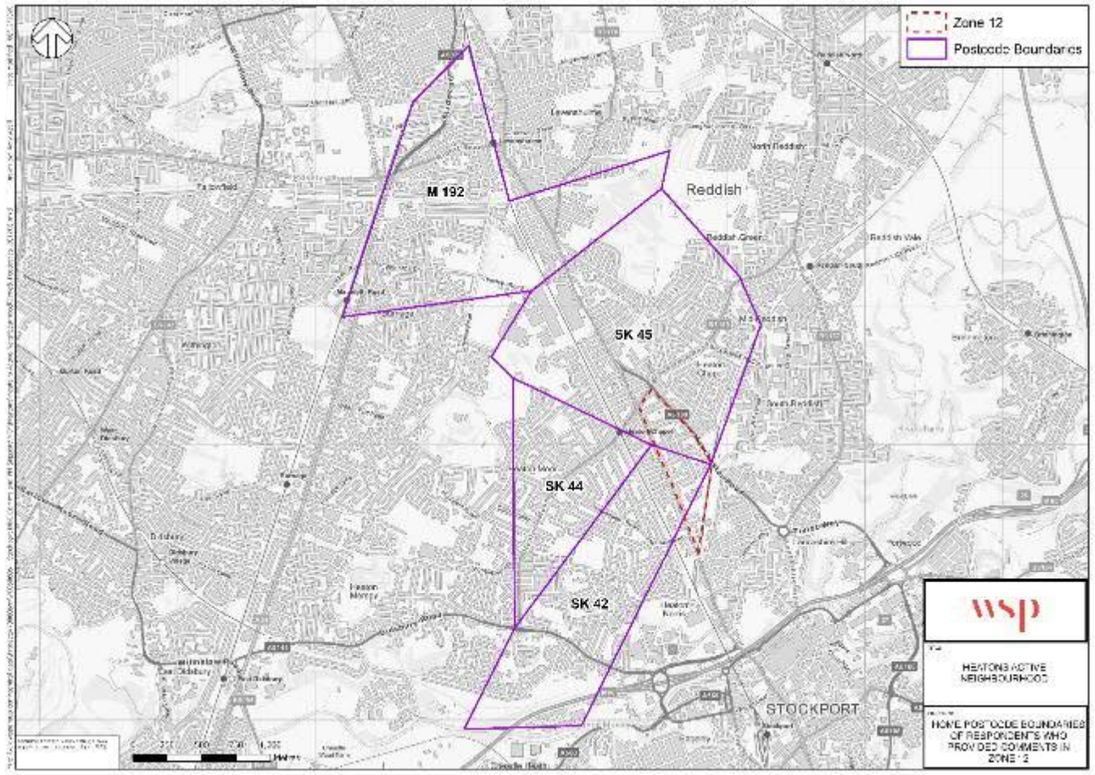

Figure 25 - Home postcode boundaries of respondents who provided comments in Zone 12

Table 12 – Zone 12 comments

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1		Do not make the roads harder to use for cars just to force the issue in favour of cycling and walking	SK4 5	2	More parking, speed up traffic, Better road and street signs, Improve junctions for traffic
2	Agenda 21			0	
3	Air quality, Driving	Double yellow lines at the junction of Victoria Grove and Manchester Rd (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
4	Accessibility, Cycling	The area between the A6 and Manchester Road currently lacks cycle links to neighbouring areas. One quick and easy fix would be to widen the existing footpath between Brackley Road and Manchester Road to make it usable for safe cycling. This would work especially well if a safe crossing was provided on Manchester Road between here and Orthes Grove, which would then give cyclists access to the quieter roads between Manchester Road and Broadstone Road.	SK4 4	7	Widen path to allow shared use
5	Car Travel	Denby Lane is described as a 'rat run' where traffic is too fast / noisy and there's pollution due to congestion.	SK4 5	6	Slow down traffic, Fewer vehicles, Protected space for cycling
6	Cycling	Speed bumps/humps are annoying for cycling on Denby Lane. Speed cushions are easier especially for road cycling with no suspension	SK4 5	1	Speed bumps here
7	Traffic, Walking, Safety	Crazy speeds on Denby Lane as the traffic cuts through from A6. We don't want this.	SK4 5	8	Improve junctions for traffic
8	Traffic	Install chicane's along Denby Lane to slow / reduce traffic.		0	Slow down traffic, Enforcement, less traffic, Width restriction to deter HGV's using this Lane as a cut through, ignoring current weight restriction.
9	Car Travel, Walking, Cycling, Safety	The traffic on Manchester Road is too fast and not suitable for the volume of traffic - HGV vehicles. The road should be reduced to 20 miles per hour. Difficult to cross the road and to get out of side Roads. Traffic should be encouraged to use the A6 not Manchester Road	SK4 5	5	Reduce pollution, Slow down traffic, Fewer vehicles, Better road and street signs
10	Traffic, Safety, Driving, Car Travel	Denby Lane is used by rat-running and speeding cars. During the lockdown lots of families, some with toddlers, cycled along this road. But all too many will be reluctant to do so now as speeding cars have returned. Could it and the surrounding streets be turned into a LTN?!	SK4 2	1	Reduce pollution, Fewer vehicles, Slow down traffic
11		Add low traffic filter to Denby Lane. 90% of vehicles through here are not for access and merely a cut through to Asda.	SK4 5	7	
12	Walking, Cycling	There is no traffic free cut through to Stockport on this side of the a6. If a cycle route alongside St Anne's could be provided, it would help more car free journeys. My kids	SK4 2	1	Protected space for cycling, Better routes to schools, More trees and green space, Fewer vehicles

		would need to cross the a6 to use the proposed cycle route to Stockport. I am in favour of the proposals, but suggest an extra path here would also help residents and school children trapped between the busy Manchester road and the A6			
13	Cycling		SK4 4	1	
14	Parking / loading	Parking and congestion cause problems around St Anne’s RC Voluntary Academy.	SK4 2	0	Better road and street signs, Enforcement
15	Cycling	The A6 is a main route to Stockport for the Heaton’s residents but you risk your life on a bike.	SK4 4	4	More trees and green space, Protected space for cycling
16	Walking, Cycling	I work for Living Streets running the WOW Walk to School project in many schools around Stockport including St. Thomas' and St. Christopher's. Maybe recruit St. Anne's and Didsbury Road to the WOW project? I feel that there has never been a better time to engage with schools and other audiences to bring about a transition to more active and healthy forms of travel in our communities. At Living Streets, we work with a number of Stockport primary schools where we are rolling out our bespoke WOW walk to school project, to increase levels of walking, cycling and scooting to school.	M19 2	4	Dropped kerbs, Better bus service, New/ safer crossings, Better lighting, Places to sit, reduce pollution, Events & activities, Better routes to schools, increasing walking and cycling to school and other locations, leading to reduced traffic.
17		A6 - To be avoided by using unnecessary cycling maze and new lights at the station which defy explanation! 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

ZONE 13: NORTHEAST OF A626, SOUTHEAST OF B5169, SOUTHWEST OF BROADSTONE HALL ROAD SOUTH & WEST OF THE RAILWAY LINE

This chapter reports on pins which were dropped within zone 13. The zone is situated to the west of the Stockport–Stalybridge railway line, to the south of Broadstone Hall Road South, to the southeast of B5169 Broadstone Road and to the northeast of A626 Manchester Road. It includes Broadstone Hall Primary School and Manchester Road Park.

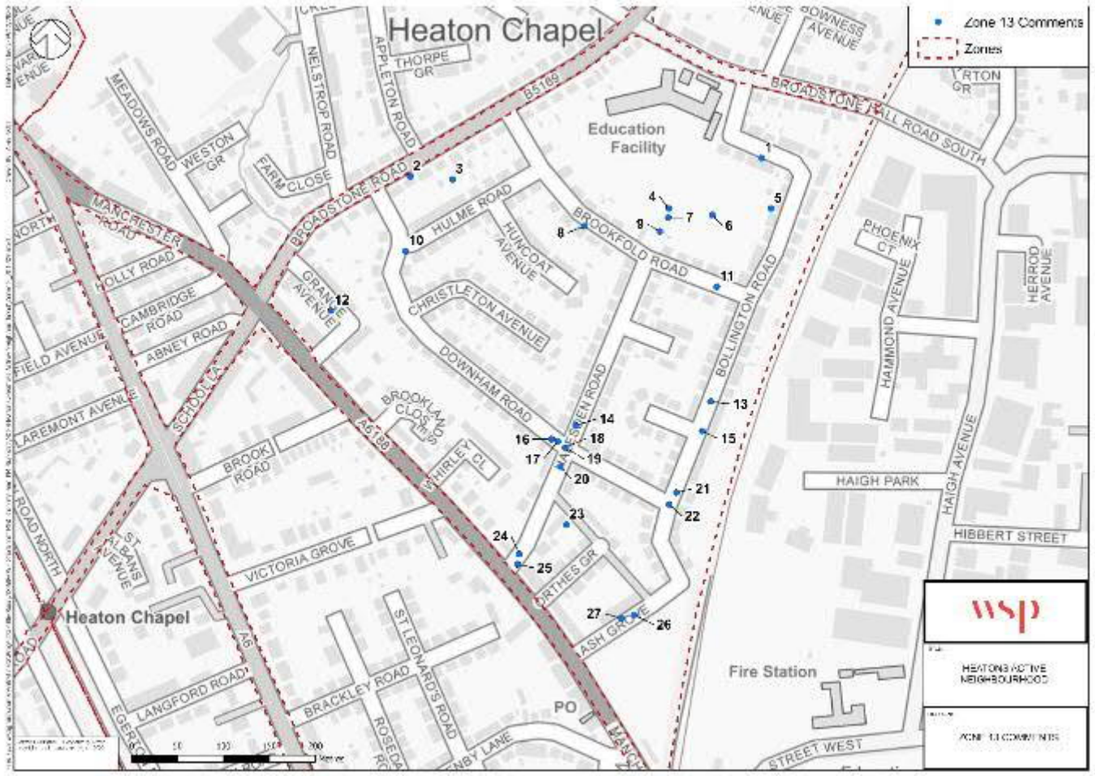

Figure 26 - Zone 13

Figure 27 displays the home postcode boundaries of the respondents who provided the comments listed in Table 13.

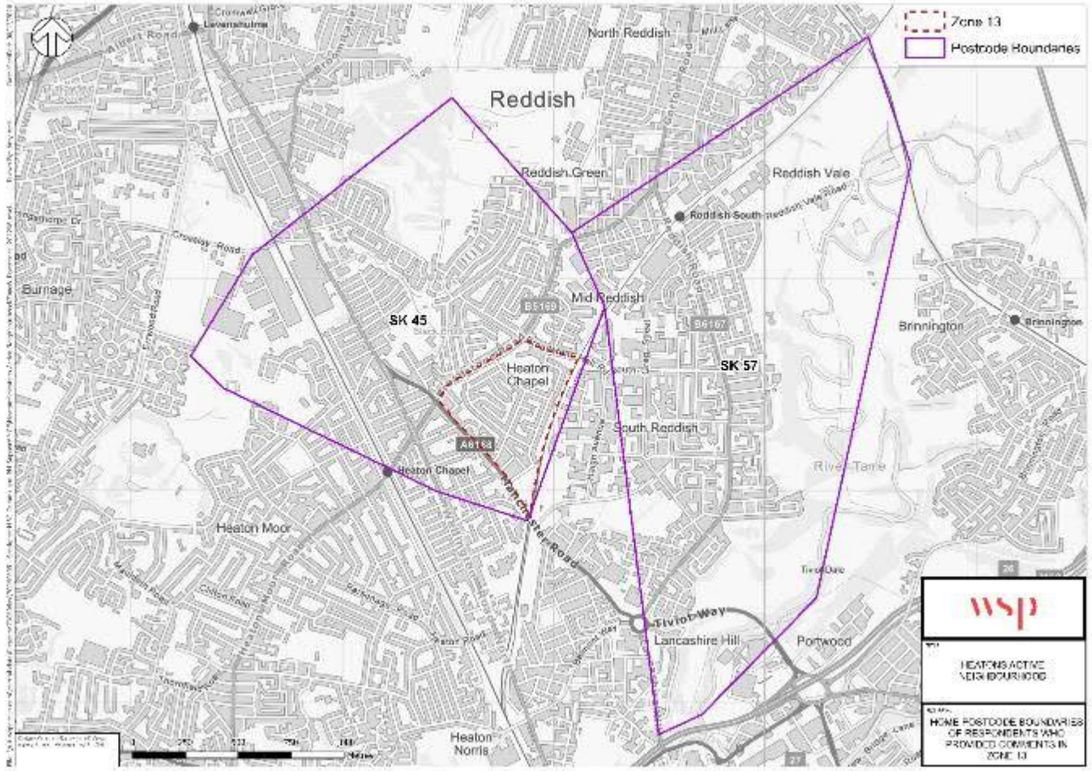

Figure 27 - Home postcode boundaries of respondents who provided comments in Zone 13

Table 13 – Zone 13 comments

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Safety, Parking / loading	Many parents want to park as close to the Broadstone Hall Primary School gate as possible. Making it very unsafe, often blocking driveways, parking on corners and blocking the road.	SK5 7	2	Enforcement
2	Car Travel	Cars drive far too fast in both directions on Broadstone Rd but particularly moving away from A6 towards Reddish.	SK4 5	3	Enforcement, New/ safer crossings, Fewer vehicles, Slow down traffic
3	Traffic, Safety	The junction at Broadstone Hall Rd North and South and Broadstone Rd is very dangerous. Broadstone School is near the junction with children walking past the junction. We feel a mini roundabout or some speed reduction e.g. ramps, squaring off the corners at the junctions would help slow down the traffic and help prevent accidents. Over our 40+ years at living near the junction we have witnessed numerous accidents involving cars striking into each other. Our front wall has been knocked down twice. Trying to get in and out of the drive is very difficult with the cars speeding down the road and the fast cornering from the junctions. Parents parking near the school and outside the house also making it difficult to exit and enter the traffic safely. We do not suggest what was done a few years ago with signs saying give way to oncoming traffic forcing all the traffic onto the left-hand side of the road coming from Reddish to Heaton Moor. It was not safe to stop and reverse into the drives. This was abandoned. The other side of the road have parking bays, but this has forced more traffic onto the left-hand side of the road. A cycling lane attached to the parking bays was introduced on the right-hand side of the road, but this made matters worse for the left-hand side of the road. We feel a mini roundabout or some speed reduction e.g. ramps, squaring off the corners at the junctions would help slow down the traffic and help prevent accidents.	SK4 5	4	Slow down traffic
4	Accessibility, Cycling, Walking	The footpath past the main playground entrance to Broadstone Hall Primary School is the main access point, since most of the children enter/leave by the playground entrance. The problems: - The footpath is too narrow to allow for social distancing. - There are two barriers/chicanes on the path that form bottlenecks and make access difficult when using a double-buggy. - The path is too narrow to use as a cycle route. (In fact, there are currently 'no cycling' signs.) The footpath needs to be widened to solve the issues with social distancing and buggy/wheelchair access, and to make it usable as a cycle route to the school. There is plenty of space available to widen the path. The council ought to be enabling children to cycle to school safely - not having a route like this right outside a school where children are banned from cycling due to the narrowness/poor design of the path.	SK4 5	6	Better routes to schools

5	Accessibility, Cycling, Walking	The footpath on Bollington Rd that cuts through to Broadstone School could be used for cyclists and pedestrians who need to gain access to Broadstone School or as a cut through from Bollington Road to Halesden Road. The entrance on Bollington Road to this footpath does not interfere with any driveways on Bollington Road and it would make more sense to use this route instead of the one which is currently used and exists out on to Halesden Road on the pavement outside 65 Halesden Road's driveway. The top end of Halesden Road is a small, narrow section of road and there's no room for the number of cars, people, cyclists that use the footpath at any one time especially around school opening and closing times. I would like to propose that the footpath running alongside Broadstone School from the top of Bollington Road to the top of Halesden Road is closed off and instead use this public pathway to divert people through the field and out on to Bollington Road or block off both pathways altogether and encourage people to walk on the pavement or cycle on the road and have not cut-through footpath before there's an accident on the Halesden Road end of the other footpath.	SK4 5	0	Better routes to schools, More cycle parking, Better lighting, Protected space for cycling
6	Green spaces	The green space adjacent to Broadstone Hall Primary School could do with a wider, better maintained cycle/walking path through. Benches to sit on in the field wouldn't go a miss. More/emptied dog bins. Better signage.	SK4 5	1	More trees and green space, Better maintenance, Places to sit
7	Traffic	Dirt bikes and mopeds speed along the path to the side of Broadstone Hall Primary School and have no consideration for people who walk down this path or for the vehicles they nearly collide with when coming out of the entrance on to the road. It's a dangerous situation that needs to be stopped before somebody get seriously injured. CCTV would be an excellent preventative measure on this public footpath with enforcement measures if it is to remain open to motorbikes.	SK4 5	0	
8	Safety, Traffic, Parking / loading, Air quality	This is part of the Brookfold Road / Halesden Road rat run between Manchester Road and Broadstone Road and is also affected by the proximity to the primary school, so the issue is at its most acute when children are being dropped off and picked up - existing speed bumps are inadequate and are ignored by motorists. Because there is a grid of streets between Manchester Road and Broadstone Road any effective traffic reduction scheme would involve barriers across a series of roads to prevent through traffic but the inconvenience this would cause to residents could well be outweighed by the benefits in terms of safety and health issues particularly in view of the heavy use of the area by school traffic.	SK4 5	2	Slow down traffic, Fewer vehicles, Better routes to schools, Better maintenance
9	Accessibility, Cycling	We live next to the public footpath, adjacent to Broadstone Hall Primary School, and if this was to be widened to allow more flow through walking and cycling traffic it would make it almost impossible for us to exit our driveway. The situation is dangerous enough hence the railings which were put in place, which we requested a number of years ago, to prevent an accident from happening. There has been many an occasion where someone has either ran or cycled at speed when existing the footpath next to our driveway as we've tried to leave our house. The railings on the footpath are vital and could do with redesigning as they still don't prevent cyclists from speeding. There were installed to calm foot flow down so we didn't run anyone over.	SK4 5	0	Less traffic, Better maintenance, Fewer vehicles, Better street furniture

		This is a busy footpath during the of school and leaving times. It should remain a walking path as it isn't fit for cyclists. There once used to be signs to prevent people from cycling, even horse riding, and they were never replaced. They need to be reinstalled and prominent so that people adhere to them. There is going to be an accident one day and I hope it doesn't happen, but it'll either be a child running or cycling down the path on the pavement outside our driveway. Cyclists should be encouraged to take to the road not a public footpath.			
10	Safety, Traffic	Downham Road is used as a cut- through by vehicles to avoid the traffic lights at Manchester Road, especially at peak times. Cars travel too fast and often ignore the 'Give Way' lines at the junction of Downham Rd and Hulme Rd, which gives vehicles travelling along Hulme Rd priority. We live at the junction and have witnessed quite a few 'near misses'.		4	Slow down traffic
11	Traffic, Parking / loading	Brookfold Road is used as rat run from Manchester Road to Broadstone Road during peak hours and school times. The road is also used as a school drop and pick up and can be very dangerous due to children crossing and cars trying pass each other in opposite directions in peak periods. Cars also causing pollution problems due to sitting in cars with engines running due to being early to find a parking space prior to picking up children, which can be up to 30 minutes before the end of school. Parking on pavements close to Schools should be outlawed due to to restriction in the safe passage of children along these footpaths	SK4 5	3	Reduce pollution, Enforcement, Fewer vehicles, introduce one-way system and stumps in pavements to stop parking on foot paths
12	Safety	Grange Avenue is frequently used as a rat run, by people who can't be bothered to wait at the lights on Manchester Rd, to turn right down School Lane. This is despite the fact they often have to wait just as long to turn out of Grange Avenue. Traffic goes way too fast as well. Few will be breaking the speed limit, as it's 30mph, though 15 would be a safer limit, as it's so narrow, with cars parked on both sides. It's also a one-way street, yet every day, several vehicles come down the wrong way, turning left off School Lane if they see the upcoming lights are on red. This is despite there being two No Entry signs, and No Entry painted on the road.	SK4 5	5	Slow down traffic, Fewer vehicles
13	Safety, Traffic, Air quality	Bollington Rd has very little traffic as it is, suggesting what traffic it does have should be routed (aka offloaded) to other residential roads doesn't seem a solution for the wider community.	SK4 5	0	
14	Driving, Car Travel, Traffic	Manchester Rd, Broadstone Rd etc are residential roads, same sort of width as this road and also used by children walking to school etc..... what is the justification they take all traffic? Do people who live on those roads matter less? Safer roads, less traffic should be for ALL.	SK4 5	0	
15	Safety	Bollington Rd has little traffic and is safe and pleasant to walk or cycle.	SK4 5	0	
16	Traffic	Downham Rd has minimal traffic as it is. Suggestion to route (aka offload) traffic onto other nearby residential streets doesn't seem a balanced solution.	SK4 5	0	
17	Air quality, Traffic, Safety	There is very little traffic on Downham Rd.	SK4 5	0	
18	Traffic, Cycling	Halesden Road/Downham Road is used as a rat-run, with cars cutting through between Manchester Road and Broadstone Road.	SK4 5	11	Add a modal filter

		Adding a modal filter at the junction of Halesden Road/Downham Road would prevent through motor traffic and make the streets safer for walking and cycling. In particular, it would make it much safer to walk/cycle/scoot to Broadstone Hall Primary School. Through traffic should be kept to the main roads instead (Manchester Road - School Lane - Broadstone Road).			
19	Traffic, Accessibility	I strongly disagree with comments that traffic should be directed to Manchester and Broadstone Roads and School Lane. Nimbyism. People want to drive on and have other drivers directed to the roads other people live in but want their road to be virtually traffic free.....	SK4 5	0	
20	Bus Travel, Safety, Cycling, Car Travel	I disagree strongly with the person who feels that Halesden Road should be used by more traffic to take traffic off Manchester Road - as a nearby resident I feel the solution to all our problems as residents in this area is for a sensible scheme to route heavy through traffic of ALL types between Stockport town centre/M60 and Reddish via Reddish Road, and between Stockport town centre/M60 and Levenshulme via the A6 and designate Manchester Road for use by improved public transport, residents' cars from the IMMEDIATE vicinity of Manchester Road and of course cyclists. This could be done by introducing serious traffic calming measures along the full length of Manchester Road.	SK4 5	1	Better bus service, Better routes to schools, Less traffic, More trees and green space
21	Traffic, Safety, Walking, Air quality	Why should cars be using other roads which are also residential with schools, shops etc. Traffic calming and reduction should be for ALL residential roads. This is an urban area and it neither fair not reasonable that some roads are expected to take all / the bulk of the traffic. Everyone wants to drive but no-one wants traffic on the road they live.... that’s not a sustainable position or way fwd.	SK4 5	0	
22	Traffic	Ash Grove/Bollington Road is used as a rat-run, with cars cutting through up to Broadstone Hall Road South. Adding a modal filter at the junction of Ash Grove/Bollington Road would prevent through motor traffic and make the streets safer for walking and cycling. In particular, it would make it much safer to walk/cycle/scoot to Broadstone Hall Primary School. Through traffic should be kept to the main roads instead (Manchester Road - School Lane - Broadstone Road).	SK4 5	14	Add a modal filter
23	Traffic	Road configuration should change to discourage the large vehicles (Sims trucks/ Travis Perkins etc) from using this as a cut through. I have video footage of them exceeding the speeding limit.	SK4 5	2	Enforcement
24	Parking / loading, Walking	Cars parking on the pavement make it difficult to walk on the pavement especially if you have a child buggy, it would very difficult for anyone in a wheelchair to access the road and cross the road. The cars parked at the top of the Halesden Rd / Manchester Rd junction force people to walk in single file. The cars parked at this junction are usually from the nearby garage, who should have adequate space for their staff to park during the day. Residential parking should be considered.	SK4 5	3	Wider pavements
25	Walking, Cycling, Car Travel	Take double yellow lines back a further 10m to the first property northbound on A626. Which will significantly improve visibility when turning both left and right out of Halesden Road.	SK4 5	1	Improve junctions for traffic, take double yellow lines back a further 10m to the first property northbound on A626. Which

					will significantly improve visibility when turning both left and right out of Halesden Road.
26	Traffic, Cycling	Modal filtering on Ash Grove would be good. Too much through traffic on a very narrow road	SK4 5	5	Fewer vehicles, Protected space for cycling
27	Traffic, Safety, Green spaces	Ash Grove is used as a cut through. It is a single-track road which encourages people to speed up. Cars often accelerate down the street when they see there is no approaching traffic. The street is congested with parking as people travel to the park by car. This leaves residents with very limited parking as it is a terraced street. The problem is worst at the weekends when people heading to the park often park on the grass verges. Congested parking means that visibility to cross the road towards the park gate is often poor. With poor visibility, speeding traffic and many people crossing the road to enter the children's park it is an accident waiting to happen.	SK4 5	9	Slow down traffic, Improve junctions for traffic, Less traffic, New/ safer crossings

ZONE 14: NORTH OF BROADSTONE HALL RD S, EAST OF B5169, WEST OF RAILWAY LINE & SOUTH OF LIFE LEISURE

This chapter reports on pins which were dropped within zone 14. The zone is situated to the north of Broadstone Hall Road South, east of B5169 Broadstone Road, west of the Stockport–Stalybridge railway line and south of Life Leisure Houldsworth Village and Broadstone Mill.

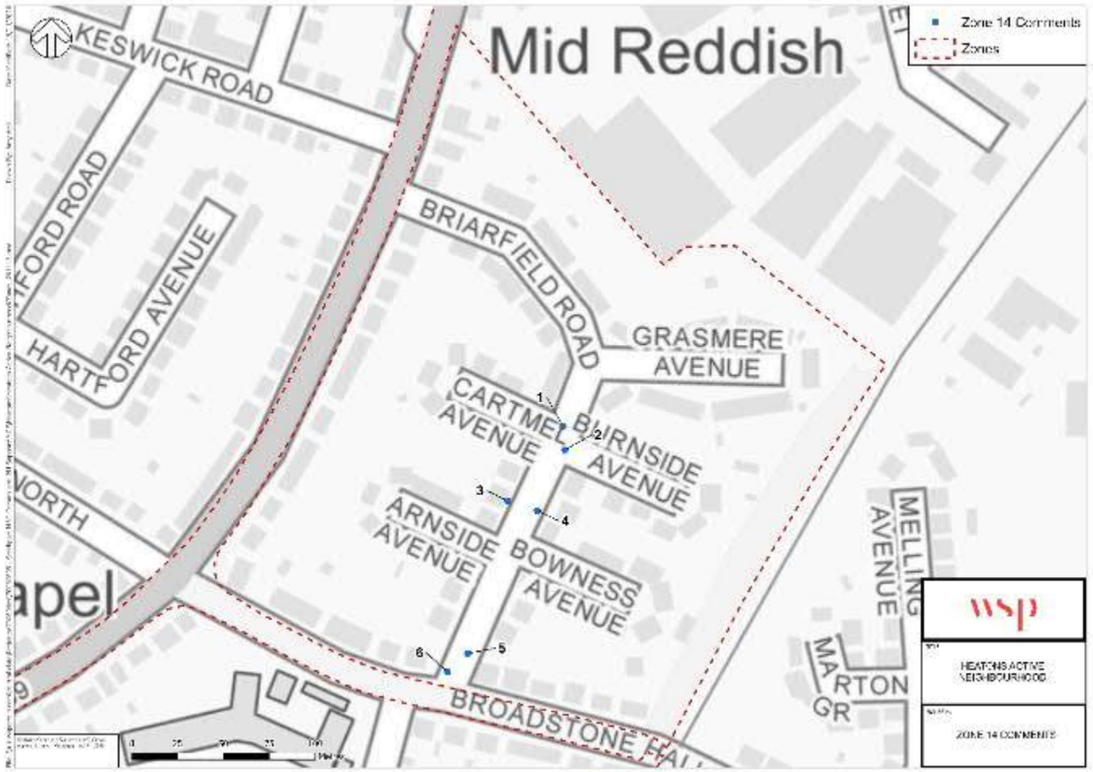

Figure 28 - Zone 14

Figure 29 displays the home postcode boundaries of the respondents who provided the comments listed in Table 14.

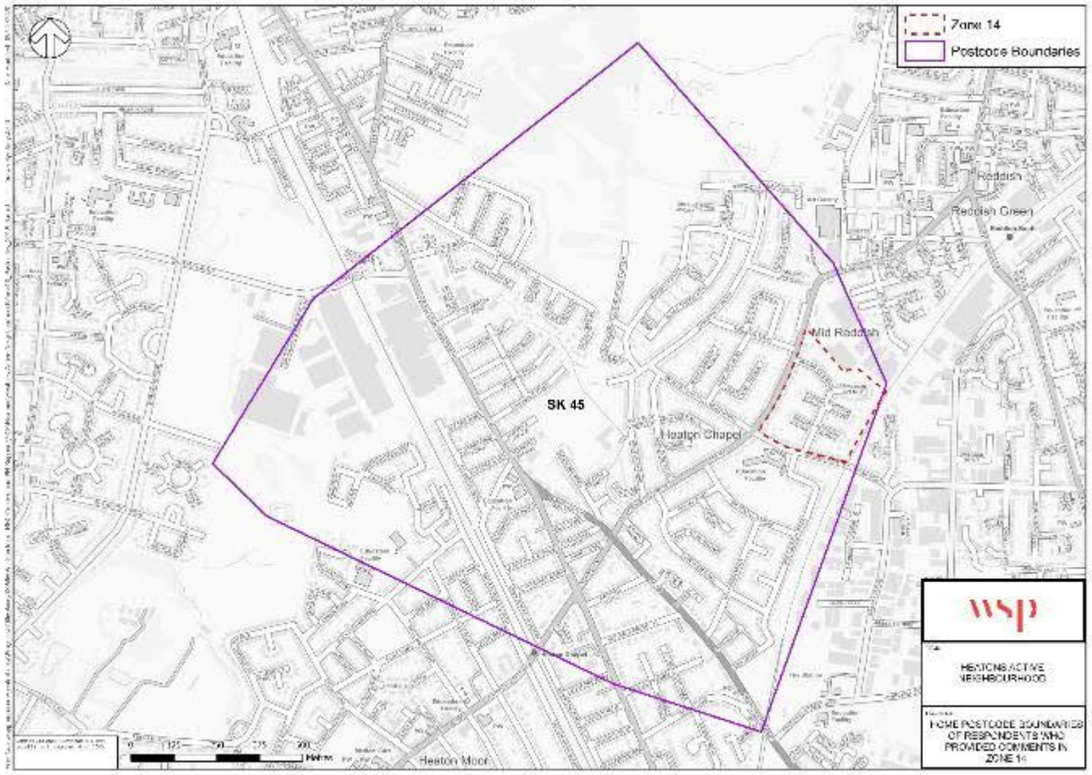

Figure 29 - Home postcode boundaries of respondents who provided comments in Zone 14

Table 14 – Zone 14 comments

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Safety	I've lived on Briarfield Rd for 5 years and found that speeding motorbikes and cars becoming a huge issue in recent years. I don't wish for any speed bumps, but better measures need to be considered as youths are getting away with this time and time again and accidents will happen. Police are aware of the issue but difficult to manage as the kids drive so fast.		4	Better lighting, less traffic, Improve junctions for traffic, Better road and street signs, Slow down traffic
2	Safety, Car Travel	Bikers and boy racers use Briarfield Rd as a short cut please slow them down to protect our children.	SK4 5	0	Slow down traffic
3	Driving, Car Travel	Traffic is too fast on Briarfield Rd.		0	Slow down traffic
4	Car Travel, Cycling, Walking, Safety	Traffic is too fast on Briarfield Rd.	SK4 5	6	Slow down traffic
5	Cycling, Walking	Safe cycle route to Heaton Moor via St Thomas primary would be fantastic. Currently have to cross busy road.		4	Better routes to schools, New/ safer crossings, Protected space for cycling
6	Driving	Traffic is too fast on Briarfield Rd.	SK4 5	2	Slow down traffic

ZONE 15: WEST OF B5169, SOUTH OF HOULDSWORTH GOLF COURSE, EAST OF HIGHFIELD COUNTRY PARK & NORTH OF A626

This chapter reports on pins which were dropped within zone 15. The zone is situated to the north of the A626 Manchester Road, to the west of the B5169 Broadstone Road, to the south of Houldsworth golf course and to the east of Highfield Country Park and Wilsthorpe Close.

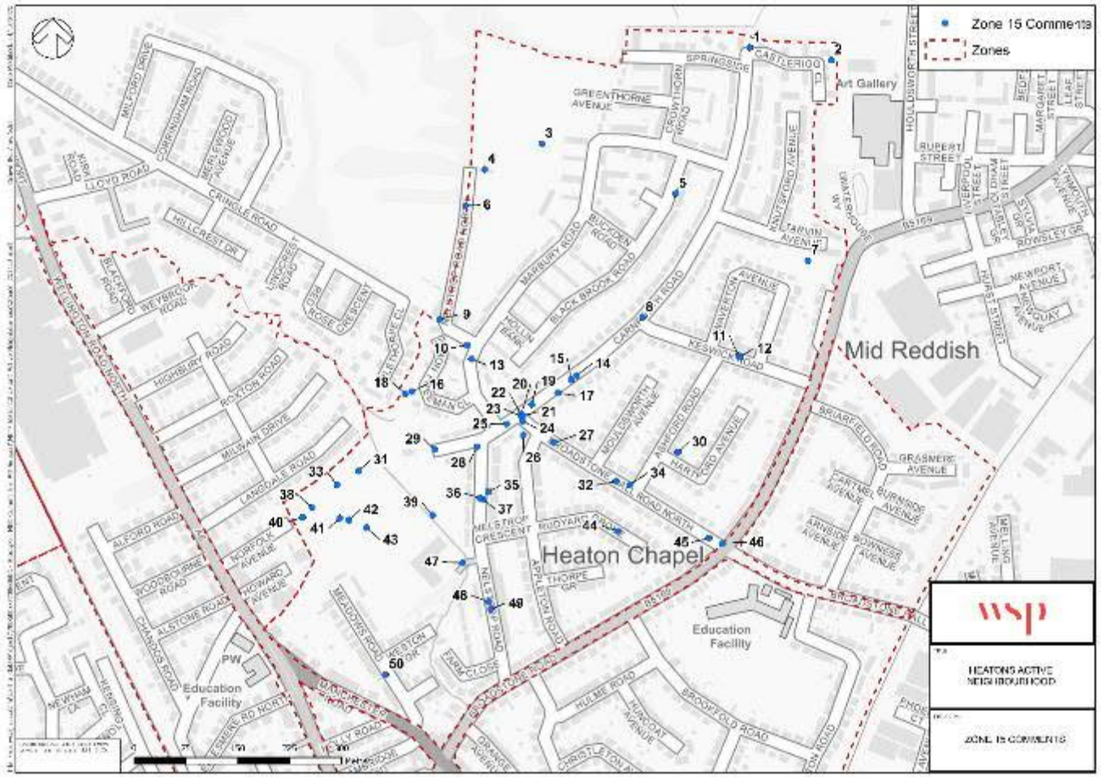

Figure 30 - Zone 15

Figure 31 displays the home postcode boundaries of the respondents who provided the comments listed in Table 15.

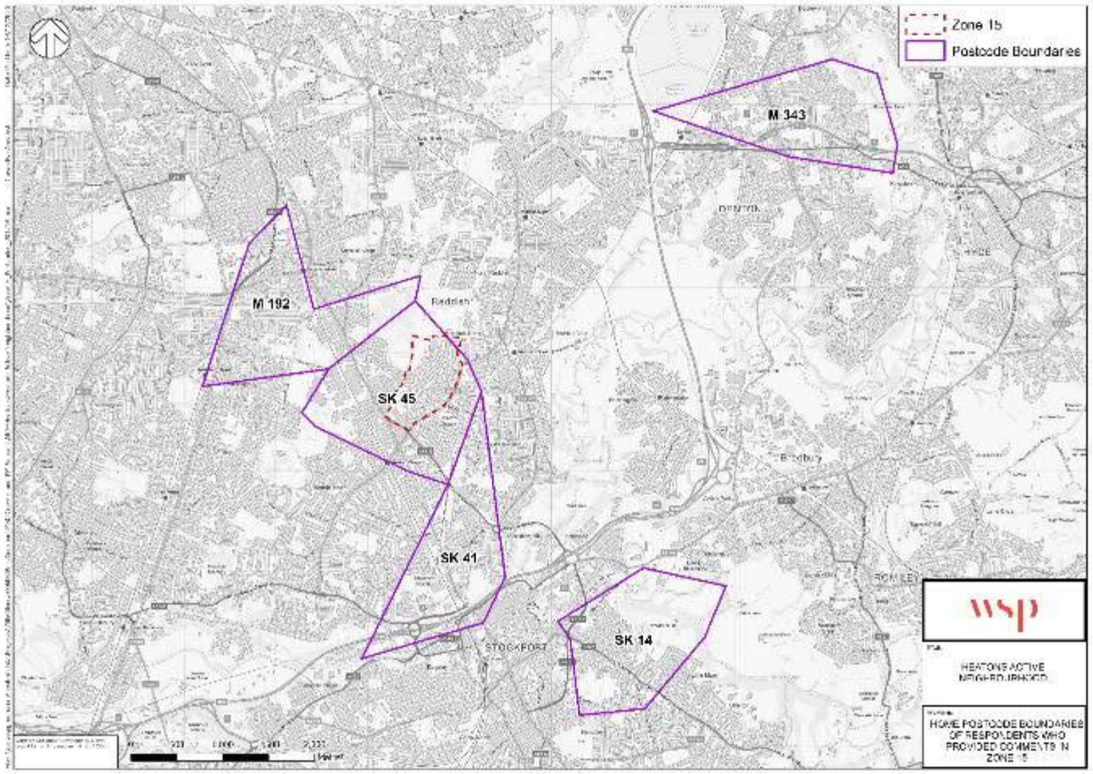

Figure 31 - Home postcode boundaries of respondents who provided comments in Zone 15

Table 15 – Zone 15 comments

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Signage	Make a sign that tells you there's a through route to Reddish from Castlerigg Close.	SK4 5	3	Better road and street signs
2	Walking, Accessibility, Cycling	The entrance to Houldsworth Park off Castlerigg Close has a barrier that makes it completely inaccessible to many users: Parents with a double buggy, wheelchairs, bicycles, tricycles, handcycles, cycles with trailers, etc. are all blocked by the barrier. The entrance needs to be made accessible. There is plenty of space to do this. It would make the park accessible from the Heaton Chapel side and would provide a safe walking/cycling route between Heaton Chapel and Reddish - in particular to St. Elisabeth's Primary School.	SK4 5	9	Make it accessible
3	Green spaces, Play area	The local play area is a large space that that the potential to be a great play area, close to Highfield country park and the Fallowfield loop. The existing play area is poorly maintained and small, it has 3 pieces of equipment. It often has broken glass. It is difficult to access from Marbury Rd if you have a bike or pushchair.	SK4 5	8	Improve the play area
4	Green spaces	Nelstrop Rd N has become an attractive leafy rural lane and must be kept as such. Trees, hawthorn hedges and wildflower verges must be protected - there is no need for mown verges.		0	
5	Safety, Cycling, Walking, Traffic, Bus Travel	The cars and bikes are always speeding on Black Brook Rd. Cycle access across Marbury Rd park is restricted by the swing bike gates as bikes and pushchairs do not easily pass through. On the other side of the park, on Nelstrop Rd N, bikes and pushchairs easily pass. Bus service has recently been changed and is less frequent. The other option is the 42A, but it is at the same time as the 7/A/B. If these buses were staggered, it would give greater accessibility.	SK4 5	4	Protected space for cycling, Better bus service, Slow down traffic, Enforcement, Better routes to schools, Dropped kerbs
6	Walking, Cycling	Nelstrop Rd N is an important route to the Fallowfield loop. It was resurfaced in 2013, but nothing has happened since and it is getting overgrown. The trees surrounding it are tall, so the path doesn't get any light and ends up getting muddy/boggy in the winter. I can't ride it during the winter months.	SK4 5	2	Maintain path, trim vegetation
7	Walking, Cycling, Accessibility	The path between Tarvin Ave and Broadstone Rd is always overgrown and often strewn with rubbish and broken glass. There's a bin on Tarvin Avenue but could do with one at the other end.	SK4 5	6	Better maintenance
8	Driving, Safety, Car Travel, Walking	As a highly residential area I can't understand why all but one side street leading to Carnforth Road have speed bumps to slow the traffic flow and yet Carnforth itself, which is used like a racetrack each and every day, does not. There is a high volume of both children and elderly people, and it is only a matter of time before there is a fatality. We need bumps before someone is seriously injured or worse.		4	Better street furniture, Slow down traffic
9	Cycling, Walking, Accessibility	The footpath connecting Nelstrop Rd to Cringle Rd is not maintained making it more difficult to get through and less appealing to use.		13	Better maintenance, Better surface.

10	Parking / loading, Accessibility, Green spaces, Driving, Safety, Traffic, Cycling, Air quality, Walking	The new dwellings aren't there yet, but they will affect the route onto the Fallowfield loop for Heaton's cyclists via Nelstrop Rd N. It's a predominantly pedestrian single lane road only used by the stables, walkers and cyclists.		5	Enforcement, Protected space for cycling, Better maintenance, Slow down traffic, Better road and street signs, New/ safer crossings, Less traffic, Wider pavements
11	Parking / loading, Air quality, Traffic, Safety	There's too much traffic, noise and pollution in the vicinity of the Keswick Rd shops. Traffic is too fast, and parking is a problem.		5	More parking, Fewer vehicles, Slow down traffic, Space for parking / loading, Less traffic, Protected space for cycling
12	Safety	Respondent reports not feeling safe on Keswick Rd.		0	More trees and green space
13	Cycling, Safety, Traffic, Driving, Walking	Cars generally drive fast around the bend between Marbury Rd and Nelstrop Rd N making it harder to turn right safely cycling from Nelstrop/ the Fallowfield loop.		6	Slow down traffic
14	Traffic, Cycling, Safety	Cars often drive fast on Carnforth Road. There is no need for this section of road to be a through road for motor vehicles. Adding a modal filter would make it a much more pleasant residential street, and safer for walking/cycling.	SK4 5	9	Add a modal filter
15	Driving, Safety	Traffic drives down Carnforth Road extremely fast. It's both noisy for neighbours and critically unsafe. Speed bumps would really remedy this.	SK4 5	1	Slow down traffic
16		The path to Wisthorpe Close should be the main route for walking and cycling between the Heaton's and Levenshulme and should be signposted as such, the path through from Nelstrop road is too narrow and has poor visibility. This path could do with being resurfaced as it is very poor.	SK1 4	1	Dropped kerbs, Better lighting, Better road and street signs
17	Driving, Safety	Make Marbury / Carnforth estate a 20mph zone. There is no reason why Appleton and Nelstrop should be 20 but the rest 30. This is a residential estate, make it all 20.	SK4 5	5	Slow down traffic
18		The hedges on either side of the path between Heaton Chapel and Levenshulme are badly overgrown and urgently need cutting back. The path has become very narrow.	SK4 5	5	Hedges need cutting back and path clearing
19	Traffic, Car Travel, Driving, Safety, Street Furniture	The junction between Carnforth Road and Broadstone Hall Road North is unsafe, and it seems only a matter of time before there is a serious accident here. Despite having responded to previous consultations and contacting the Council about this, nothing seems to happen. Traffic speed is a particular problem for cars travelling from Broadstone Road to the Marbury Road estate, who use Broadstone Hall Road North, Carnforth Road and then Marbury. This seems even worse late at night Solutions to this could easily be implemented: - Traffic calming measures on Carnforth Road and Broadstone Hall Road North (as has been mentioned, these are the only roads with no traffic calming measures, and so are used by traffic as cut throughs. - The junction between Broadstone Hall Road North and Carnforth Road should be adjusted to slow traffic - vehicles are able (and often do!) travel at high speed down Carnforth Road and turn into Broadstone Hall Road North without slowing down	SK4 5	3	Enforcement, Slow down traffic, Wider pavements, Better street furniture
20	Safety, Car Travel, Walking, Speeding vehicles	The junction off Carnforth Road onto Broadstone Hall Road is so dangerous. Cars constantly speed round this wide corner. Carnforth itself is like a racetrack. Lots of school		0	Slow down traffic, Enforcement

		children and people walking dogs towards Highfield Park mean this is busy pedestrian area.			
21	Driving, Car Travel	There was another accident at the junction of Carnforth Rd and Broadstone Hall Rd North on 16/10/20 caused by speeding traffic on a dangerous corner. This could have been avoided with between traffic calming measures (island / narrowing the road).	SK4 5	1	Improve junctions for traffic, Better street furniture, Slow down traffic
22	Walking	The bell mouth junction at Carnforth Road / Broadstone Hall Road North is far too wide, making it difficult to cross and encouraging people to drive around the junction without slowing down or giving way to people already crossing. It's difficult to cross here safely with children. The corner radii need to be tightened up.	SK4 5	14	Tighten the junction to reduce vehicle speeds
23	Safety, Driving	On Friday 16th October at around 11.45pm a silver BMW hit a white Astra van and failed to stop. The damage to both cars was significant and debris remains on the road and pavement today. I have tried to report this by calling the police 5 times.		0	Better road and street signs, New/ safer crossings
24	Traffic, Parking / loading, Car Travel	The Carnforth Rd / Broadstone Hall Road junction is a very wide junction which is difficult to cross. Cars often park over the drop kerb making it difficult for wheelchairs and prams to cross. If you're driving the cars parked close to the junction make visibility on pulling out onto a very fast road very dangerous.	SK4 5	1	Improve junctions for traffic, Slow down traffic
25	Car Travel, Safety, Green spaces, Driving, Street Furniture, Traffic	Cars use the Carnforth Rd / Broadstone Hall Road junction like a chicane, Broadstone and Marbury have no traffic calming measures to discourage this.		8	Better street furniture, Places to sit, Improve junctions for traffic, More trees and green space, More public art, Slow down traffic, Events & activities
26	Green spaces	It would be nice if the space to the south of Broadstone Hall Rd N could be used for a community space with benches, art or small play equipment.	SK4 5	3	More public art, Events & activities
27	Traffic	Lots of speeding cars and motorbikes along this Broadstone Hall Rd N, coming from the Carnforth and Marbury estate. Every other road here has speed bumps so it’s natural to choose this long straight road for a racetrack.	SK4 5	5	Enforcement, Improve junctions for traffic
28		There are always cars on the pavement at the junction of Carnforth and Nelstrop Road.	SK4 5	2	Enforcement
29	Accessibility, Walking, Cycling	The barrier on the southern end of Carnforth Rd makes access difficult by tricycle, bicycle with trailer, cargo bike, handcycle, etc. The barrier needs to be removed. If necessary, to prevent cars trying to go down the footpath, replace with a single bollard instead.	SK4 5	4	Improve accessibility
30	Car Travel	No need for more provision. The roads are wide, and you can walk anywhere. This sounds like social engineering at its worst. Forcing people to stop using their cars is wrong. You failed with the bus lanes and park and ride, now you will fail with this.		0	Space for parking / loading
31	Walking, Cycling	The path through the meadows is too narrow and introduces conflict between people walking and cycling. The surface is too rough to cycle with young kids in a child seat. The path needs renewed and widened.	SK4 5	5	Wider path with a better-quality surface
32	Traffic	A lot of traffic crosses over Broadstone Hall Rd N from Whitehill Ind Est. Only street that has no speed bumps or other restriction leading to Carnforth/ Marbury Road. Cars accelerate quickly due to long straight road. Also, a significant number of loud exhausts.	SK4 5	2	Better road and street signs, Enforcement, Slow down traffic

33	Safety, Walking	The meadows field provides a key walkway for those near Nelstrop Rd/Carnforth Rd/Marbury Rd to cut through to the A6 and there is no street lighting in the area. Cutting through to the 192-bus route for commuters in dark mornings/evenings feels extremely unsafe. There is also often antisocial behaviour and speeding bikes around the area making it difficult for pedestrians to safely use the space.	M19 2	9	Better maintenance, Better lighting
34	Traffic, Safety, Cycling	Traffic is too fast, noisy and polluting on Broadstone Hall Rd N. Walking is not pleasant.	SK4 5	2	Enforcement, Protected space for cycling, Slow down traffic
35	Bus Travel, Traffic, Air quality, Safety	Double-decker buses currently come down Nelstrop Road which is far too narrow especially with the tall trees there. One bus knocked off the branches the other week causing it to become a hazard.		1	Fewer vehicles, Less traffic
36	Bus Travel	The bus service on Nelstrop Road is getting worse. A lot of elderly and disabled people live on Nelstrop Road, they deserve a much better bus service on Nelstrop Road, to and from Stockport & Reddish (it doesn't need to go to Ashton). Walking and cycling on Nelstrop Road is good but we need a better bus service.	SK4 5	2	Better bus service
37	Signage, Rail Travel, Air quality, Walking, Cycling	(no entry)	SK4 5	0	Better maintenance, New/ safer crossings, less traffic, more trees and green space, Better street furniture, Electric Vehicle Charging Points, Reduce pollution, Protected space for cycling
38	Safety, Green spaces	It would be nice for there to be a nature trail or more of a play area for children in the common between Nelstrop Rd and Meadows Rd. Extra benches and streetlights would make this a lovely and accessible place for the community.	SK4 5	2	Better lighting, Places to sit, Events & activities
39	Walking, Cycling, Accessibility, Safety, Green spaces	The path / cycle lane that goes behind the houses linking Highfield Park and Cringle Road to the Heaton's. It's a bit neglected, making it feel unsafe, and is regularly used for fly tipping and antisocial behaviour. With a bit of love and some remodelling it could be a really nice patch.	SK4 5	11	Needs maintenance
40	Safety	The space between Norfolk Ave and Black Brook is used antisocially by motorbikes and quadbikes, and sometimes it's a very unsafe place for others to be.	SK4 5	7	Enforcement
41	Safety	Many times, this summer there has been chaos riding motorcycles across the field. This needs addressing before a child or dog gets killed.	SK4 5	5	Slow down traffic, motocross bikes need stopping
42	Walking, Green spaces, Safety	The meadow area has become scary. I have experienced quad bikes riding at 40mph+ across the grass / cutting across pedestrians on footpath. They look to intimidate, and they unfortunately succeed. This needs sorting.	SK4 5	5	Enforcement, Fewer vehicles, Less traffic, Better lighting
43	Green spaces	Aside from antisocial behaviour issues this area is a lovely green space that is easily accessible. Some seating would be a great addition. I have seen schemes in Cambridge where solar powered floor lighting is used to mark footpaths at night. This would make walking and cycling across this area easier at night.	SK4 5	9	Places to sit, Better lighting
44	Accessibility	The bollards at the alleyway on Rudyard Grove make accessibility difficult for wheelchairs and double prams. They should be removed.	SK4 5	2	Remove bollards
45		Broadstone Hall Rd N is a main access route for walking and cycling, to get to/from the Fallowfield Loop if you live in the Heaton's area. But because it is a fairly straight and		4	Fewer vehicles, Slow down traffic, less traffic, Protected space for cycling, Reduce pollution

		fairly wide road, motor vehicles are being driven far too fast. I regularly see and hear (woken at night on a regular basis), extreme speeding (60mph +) down this road. I would like to see a 20mph speed limit introduced on all of Stockport's residential streets.			
46		The crossroads between Broadstone Rd and Broadstone Hall Rd N 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
47	Walking, Cycling, Green spaces, Accessibility	The hedges either side of the path have made it narrow. Could these be trimmed, and the path widened?	SK4 5	2	
48	Driving	Nelstrop Road is currently two way and a bus route. However, it is difficult for buses to negotiate two-way traffic as there are cars parked on both sides. An alternative to parking restrictions could be making the street one way?	SK4 5	3	
49	Cycling, Safety	Nelstrop Rd is on the way to cycling on the Fallowfield Loop and Highfield Country Park, but I will often take a detour to avoid this road as the surface is so poor.	SK4 1	2	
50	Cycling	Make the Meadows Rd pavement a shared use path, the cobbles are very difficult to cycle on.	SK4 5	1	Protected space for cycling

ZONE 16: EAST OF THE A6, SOUTHWEST OF BLACK BROOK

This chapter reports on pins which were dropped within zone 16. The zone is situated to the northeast of the A6 Wellington Road North, to the southwest of Black Brook and to the north of the open space surrounding Adlington House.

Figure 32 - Zone 16

Figure 33 displays the home postcode boundaries of the respondents who provided the comments listed in Table 16.

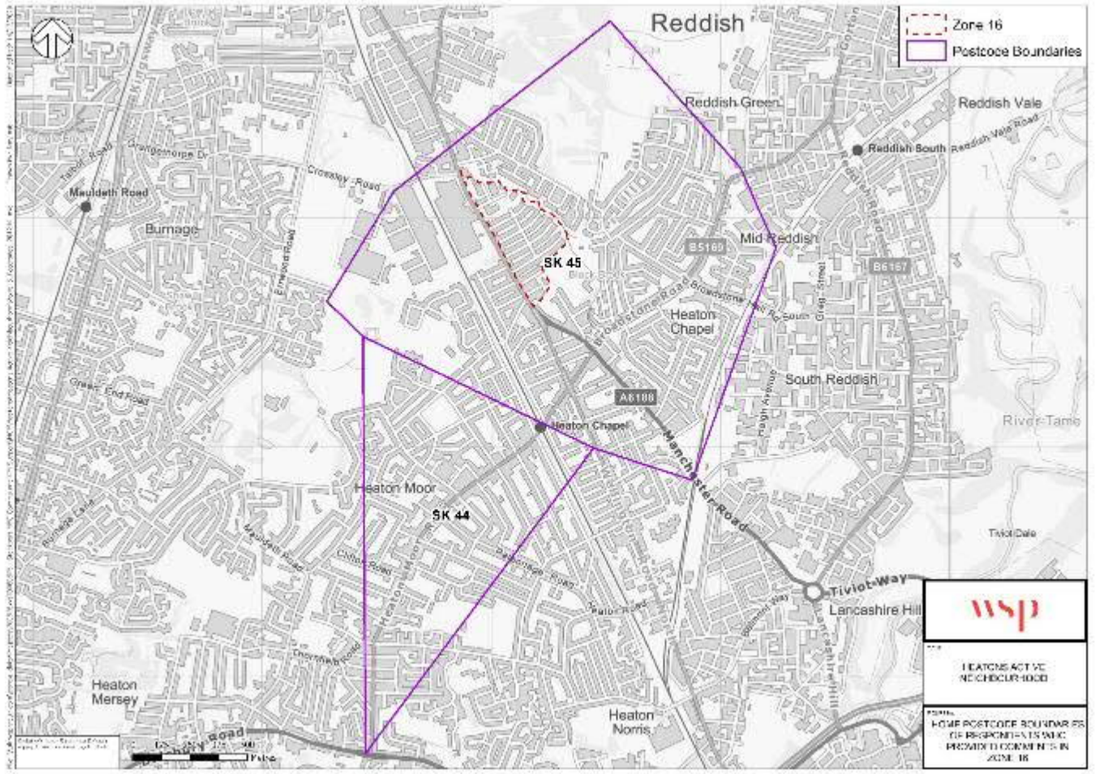

Figure 33 - Home postcode boundaries of respondents who provided comments in Zone 16

Table 16 – Zone 16 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	For those that want to visit Aldi but don't want to cycle down the A6, there's a workable but convoluted route involving Meadows Road and the narrow-shared path from Highbury Road to the Aldi entrance. What about providing an entrance from the end of Meadows Road, leading directly into the Aldi car park? With some remodelling, you could then have a safe route to the buildings off Weybrook Road, including the South Manchester Muslim Community Association building.	SK4 4	7	Provide walking and cycling route
2	Cycling	The bike racks at Aldi are not fit for purpose. They are too close together and too close to the wall.	SK4 5	2	
3	Walking, Accessibility, Cycling	Gravel surface at entrance to park is very difficult to cycle on, inaccessible to wheelchair users	SK4 5	5	Better maintenance
4	Accessibility	I'm guessing this road probably had access to the park at some point in the past, and it was probably closed for safety reasons - but it is a real shame there's no access to the park from this road.	SK4 4	6	Access
5	Safety, Traffic, Car transporter unloading	Limit unloading/loading times for the Tesla show room so they don't park in adjacent roads and park on pavements.	SK4 5	3	Less clutter, Fewer vehicles

ZONE 17: EAST OF THE A6, SOUTHWEST OF THE A626, NORTH OF SCHOOL LANE

This chapter reports on pins which were dropped within zone 17. The zone is situated to the northeast of the A6 Wellington Road North, to the southwest of A626 Manchester Road and to the north of School Lane.

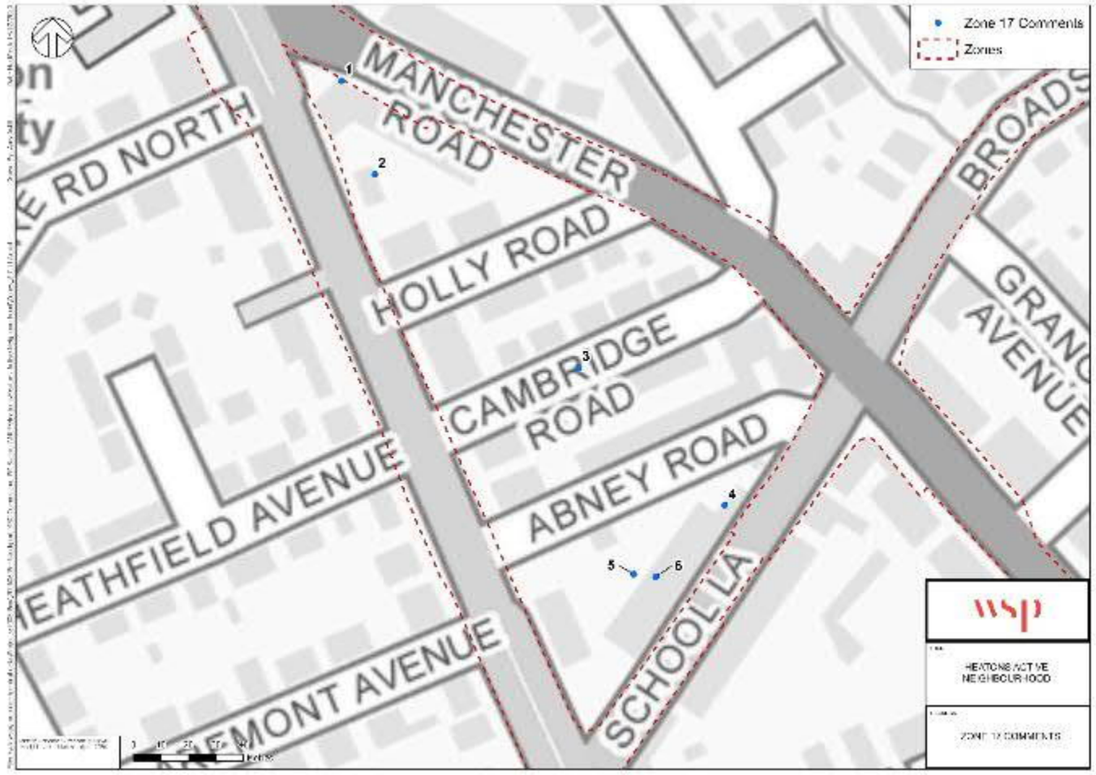

Figure 34 - Zone 17

Figure 35 displays the home postcode boundaries of the respondents who provided the comments listed in Table 17.

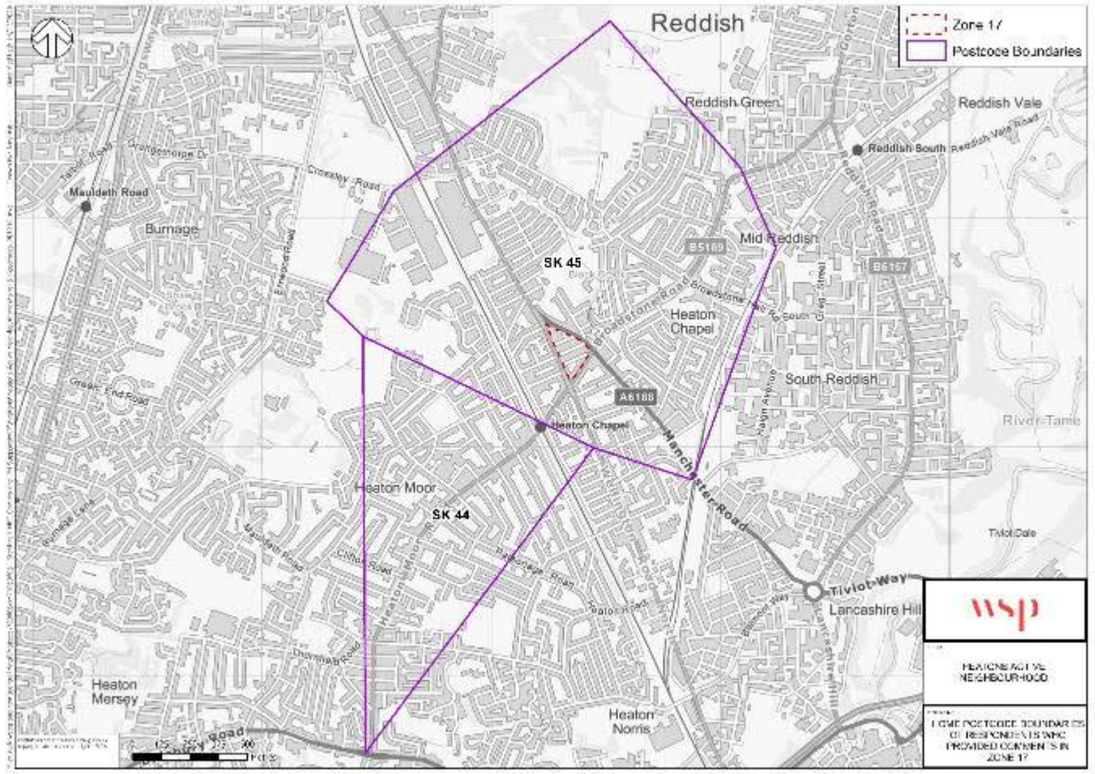

Figure 35 - Home postcode boundaries of respondents who provided comments in Zone 17

Table 17 – Zone 17 comments

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	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
2		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. 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.	SK4 5	18	Better street furniture
3	Parking / loading	Drivers park on Cambridge Rd to access the local shops, pubs etc. This means parking places for residents are limited. Abney Road has permit scheme. I would be happy to have the same arrangement on Cambridge Rd.	SK4 4	1	Enforcement, Slow down traffic
4	Cycling, Street Furniture	There's a growing number of shops and bars opening, a secure bike storage place would make people feel safer and encourage people to choose to cycle.		13	Places to sit, More trees and green space, Less traffic, More parking, More cycle parking
5	Decoration / events	This area has had some great TLC from Love Heaton Chapel community group. The flower beds look great. It would be even better if there was some public art on the plain brick walls here...especially on the small building in the centre. Something that supports the community spirit, something designed by local people. I think this space could lend itself to having a small Sunday market or some interactive art installations. It's a real shame how polluted the area is due to the busy junction so any art installation that might also help draw attention to air pollution / traffic noise might be a great way to also tackle this problem, by inspiring people to choose a greener mode of transport.	SK4 4	2	Better street furniture, More trees and green space, Better lighting, More public art
6	Cycling, Safety, Traffic	To add to the pins about these crossings, this is a route used by The Heaton's to access the Fallowfield Loop via the paths through Highfield Country Park.		6	New/ safer crossings, Protected space for cycling

ZONE 18: EAST OF THE RAILWAY LINE, WEST OF THE A6, NORTH OF HEATON MOOR ROAD AND SOUTH OF CROSSLEY RD

This chapter reports on pins dropped within zone 18. The zone is located to the east of the railway line, west of the A6 Wellington Road North, south of Crossley Road and north of Heaton Moor Road. It includes the McVities factory and the junior site of St Thomas' C of E VA Primary School.

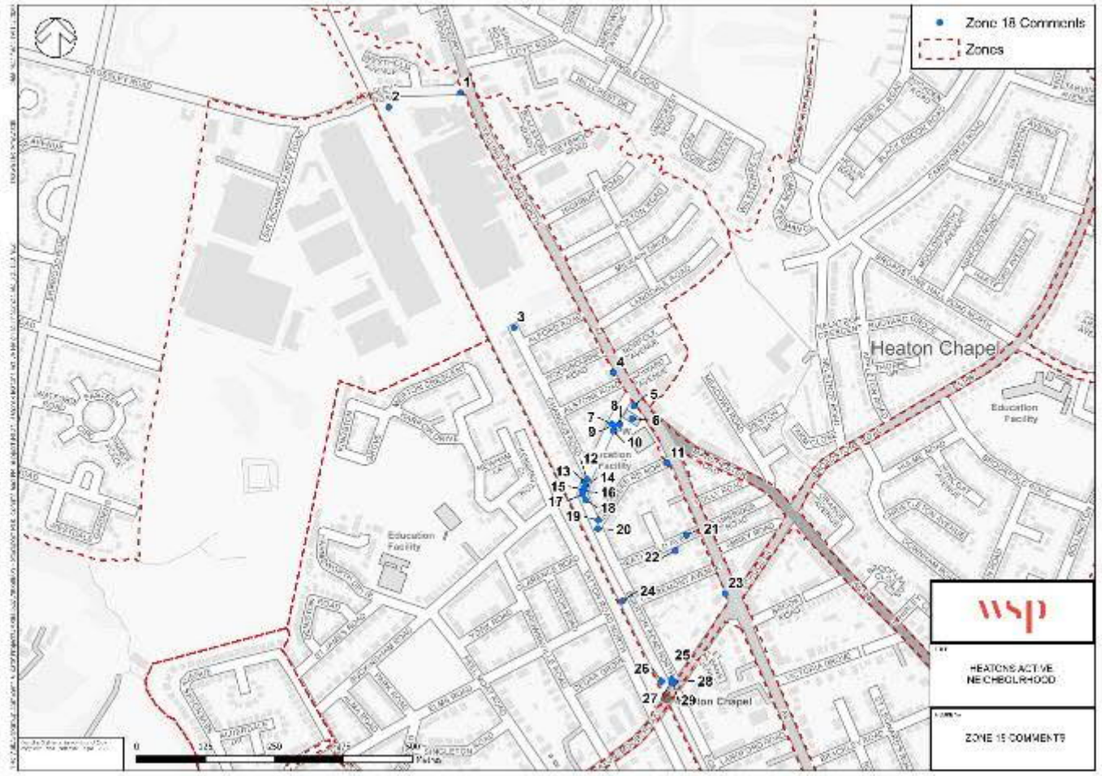

Figure 36 - Zone 18

Figure 37 displays the home postcode boundaries of the respondents who provided the comments listed in Table 18.

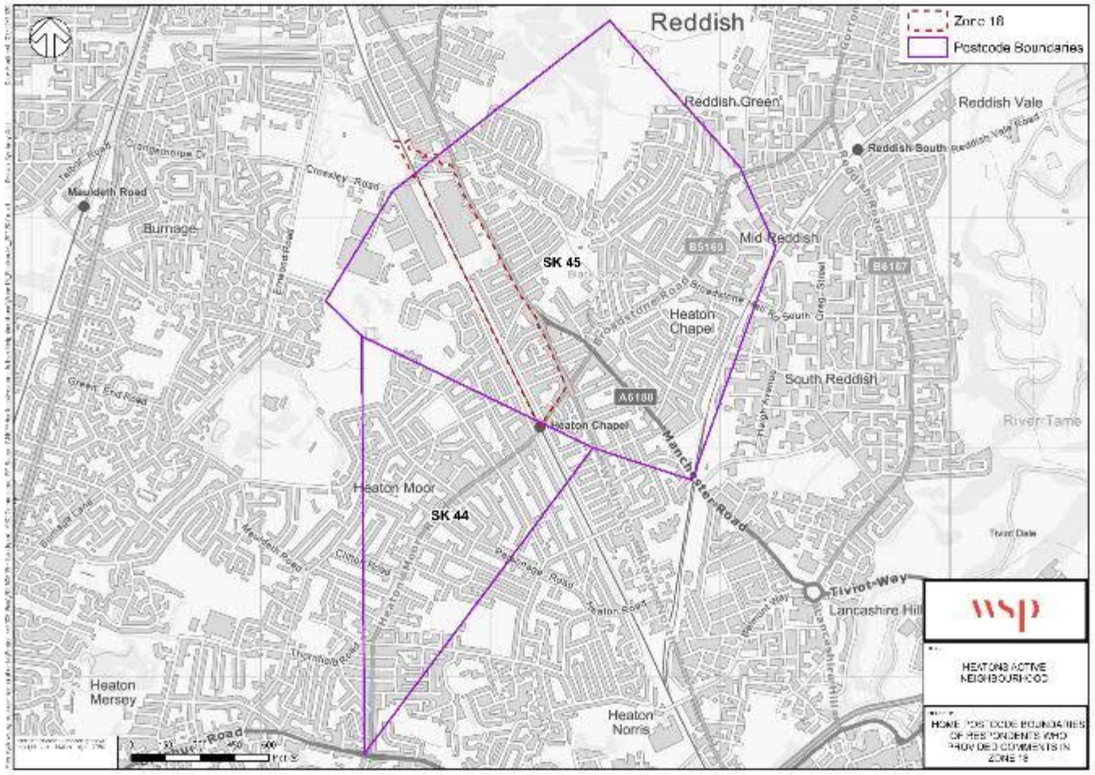

Figure 37 - Home postcode boundaries of respondents who provided comments in Zone 18

Table 18 – Zone 18 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	The area around the bridge on Crossley Rd is susceptible to regular flooding.		0	(no entry)
2	Cycling	You have created a Stockport to Heaton Chapel route, but the issue surely is getting people into Manchester safely on bikes. The trains pre-Covid were always full or delayed and I used to cycle by going via the Fallowfield Loop to Oxford Rd, but it is so congested. So, I gave up and reverted to the car. A good wide route into the city centre would be brilliant and encourage so many more to cycle. You can't just make it better for Stockport there needs to be a cross council plan that links cycleways up.	SK4 4	4	Protected space for cycling
3	Cycling, Walking	Until the A6 gets protected cycleways, it won't be an option for many cyclists. Providing a walking and cycling entrance for McVities staff from the gate on Chandos Road would allow workers to travel to and from work without having to use the A6.	SK4 4	2	Provide walking and cycling entrance
4	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
5	Safety	There needs to be more crash barriers outside of St Thomas School and church.	SK4 4	4	More crash barriers
6	Air quality, Safety, Parking / loading, Traffic, Car Travel, Walking, Driving	Incredibly dangerous at St Thomas' School drop off and pick up times. Parents park on pavements, make dangerous manoeuvres and drive too fast. Please consider no car zone during these times.	SK4 4	10	New / safer crossing, Reduce pollution, Slow down traffic, Enforcement, Wider pavements, Better routes to schools, Fewer vehicles
7	Accessibility, Safety, Parking / loading	Parents and carers regularly park on yellow zig zag lines, across driveways and double park during St Thomas' School drop off and collection times. This creates a danger to the parents and children in being able to safely cross the road, as well as a continued source of frustration and upset for residents of the street who regularly face blocked driveways.		5	Fewer vehicles, Enforcement, Less traffic
8	Traffic, Air quality, Driving, Parking / loading, Walking, Safety	Streets around schools should be closed at drop off and pick up time to reduce air pollution, improve the safety of children when there have been lots of near misses, encourage people to walk, cycle and scoot instead of drive because it is safe to do so. School Streets is a very popular initiative especially in London, where lots of roads are closed in congested and polluted areas at pick up and drop off time. St Thomas School will no doubt have illegal levels of air pollution due to its proximity to the A6. We can't do anything about that, but we can do something about the road adjacent to the playground and on approach to the school.	SK4 4	4	Better routes to schools, Fewer vehicles, Reduce pollution, Less traffic, Enforcement, More cycle parking
9	Traffic, Parking / loading, Accessibility	The traffic and parking of parents outside St Thomas' School is terrifying at times. It's an extremely busy road, parking both sides so at peak times difficult to cross. Parents repeatedly speed, pull onto pavements (often when there's very small children walking right by them) block drives, pull down the wrong side of junctions etc. The teachers are fantastic and really try to get parents to park sensibly immediately outside the gates but it's not their job. And the wider area is dreadful. It's so sad that they are putting other kids in their school community at risk.	SK4 4	1	Enforcement, Slow down traffic, New / safer crossings, Fewer vehicles, Reduce pollution
10	Safety	Outside St Thomas Primary School Infant site is horrible at drop off and pick up time. There are too many cars and their car fumes pollute the air and exhaust fumes are spewed out just at the height for our children to breathe Pavement parking is terrible too and people park on the zigzags and by	SK4 4	9	Fewer vehicles, Enforcement, Protected space for cycling, Reduce pollution

		the accessible crossings. I think a public campaign raising awareness might help, as well as enforcement and much higher penalties. Ideally it would be good to shut the street to traffic at drop off and pick up time.			
11	(no entry)	Parking along Ellesmere Rd N is constantly problematic from delivery drivers and customers from the takeaways. They park over peoples driveways and double yellow lines, not making it safe to cross with young children. Would really help the street if the junction was closed off. Safer for school children too.	SK4 4	5	Enforcement, Fewer vehicles
12	Safety, Parking / loading	Large black vans (belonging to a resident) park on the pavement along Buckingham Rd, making it difficult to pass by, at school drop off and pick up times. More importantly, they entirely block the view of oncoming traffic as you try to cross over to the bridge. It makes crossing over with school children extremely dangerous.	SK4 4	1	Wider pavements, Better routes to schools, Slow down traffic
13	Parking / loading, Cycling	Parked cars block the cycle lanes along Buckingham Rd.	SK4 4	13	Enforcement
14	Walking	The junction of Egerton Rd N / Buckingham Rd is dangerous at school drop off and pick up times due to inconsiderate parking.		0	New / safer crossings, Enforcement
15	Cycling	Put double yellow lines to stop cars parking between railway bridge and Chandos Road. The residents have driveways and, in any case, could park around the corner on Chandos Road - minimal inconvenience. This would help cyclists and also visibility for kids going between the two parts of ST Thomas' School.		2	(no entry)
16	Safety, Driving, Walking, Signage, Traffic	Parents and carers with children at St Thomas' Infants and Junior schools cross this road to get to and from the school sites. I think there should be a dedicated crossing to help people to cross the road safely. Visibility for crossing is poor and dangerous due to the poor parking and traffic coming down the road, making it unsafe for the high volume of people crossing the road at this point.	SK4 4	1	Better routes to schools, Better road and street signs, Enforcement, Slow down traffic
17	Parking / loading, Safety	School parent/carer parking to drop off pick up children across two school sites makes this area unsafe at school drop off and pick up times. Residential road is quiet and safe parking is ample outside of school pick up and drop off times and road is safe. During these times however parents regularly park across cycle paths, driveways and double park on both sides of road making road use and crossing unsafe. Enforcement of existing parking rules during these times specifically would prevent parents causing issues and make residents lives easier.	SK4 4	9	Enforcement
18	Traffic, Safety	Egerton Rd N is close to a school and is one way for a reason. Every day I witness people illegally go down their one-way route this needs enforced to protect the safety of children walking and cycling to school.	SK4 4	13	Enforce one-way traffic
19	Driving, Traffic, Safety, Car Travel	St Thomas' school is just around the corner. Traffic ignoring regulations will not help move school traffic to walking and cycling.	SK4 4	6	Enforcement
20	Driving	I cycle this way and have seen drivers a few times rat-running AGAINST the one-way section of Egerton Rd N. The police must be aware of it, because I saw them patrolling the road once, but that was quite a few years ago. Other people have commented on this, so I guess its still a problem.		2	Enforcement
21	(no entry)	Dog fouling is a problem on Heathfield Ave.	SK4 4	0	Increase signage and visibility of wardens and patrolling
22	Car Travel	The lack of a right turn onto Heaton Moor Road from the A6 coming from Manchester means that excessive traffic uses Heathfield Ave as an access road. We also have too many people who park	SK4 4	1	Changes to the current access to Heaton Moor Rd.

		on the road to use the public transport routes as there is no specific parking for the train station. The combination of these factors can mean that this road is not always safe and family friendly.			
23	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
24	Car Travel, Traffic	Since the new lights have been placed at all four entry points to the Egerton Rd N / B5169 junction it has created chaos for all types of travel. Crossing the road has become dangerous as there is no clarity whereas previously there was a single crossing which worked quickly. Cars now cover the junction meaning it is increasingly difficult to get out of Edgerton Rd N. Cars park next to the railway so the stop junction to the lights on Edgerton road means cars become double parked Whilst stopped at a red light, narrowing the road and making it incredibly dangerous when turning right on the Edgerton from Heaton Moor Road. These lights were not needed - traffic was free flowing and cars stopped to allow pedestrians and cars to cross or exit the junction. I now avoid cycling up this road due to the increased traffic this has caused.		2	(no entry)
25	(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 onto Egerton Rd N. 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
26	Safety, Traffic, Walking	I have no idea what the rationale is for putting all the additional lights at the Egerton Rd / B5169 junction. As a resident it has now made a completely safe junction with a single pedestrian crossing into a nightmare. More congestion than before.... seems a complete waste of taxpayers' money.	SK4 4	1	(no entry)
27	Cycling, Driving	The respondent states that the cycle infrastructure on Egerton Rd is the best 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)
28	Car Travel, Traffic, Air quality, Driving	No entry to Egerton Rd N means traffic jams at the junction with the A6.	SK4 5	0	Remove no entry
29	Parking / loading	Cars frequently park in the cycle lane on Egerton Rd N.	SK4 5		Enforcement, Add double yellows

ZONE 19: SOUTH OF CROSSLEY ROAD, EAST OF ERRWOOD ROAD, NORTH OF LEEGATE ROAD AND WEST OF SEVENOAKS AVENUE

This chapter reports on pins dropped within zone 19. The zone is located to the west of the railway line, Kingston Grove and Sevenoaks Avenue. It's northern boundary is Crossley Road and its southern boundary is formed by Leegate Road and Mauldeth Road. The western edge of the zone is marked by Errwood Park and the eastern ends of Avon Road and Shawbrook Road. The zone includes Heaton Moor golf course and the industrial units accessed from Sir Richard Fairey Road.

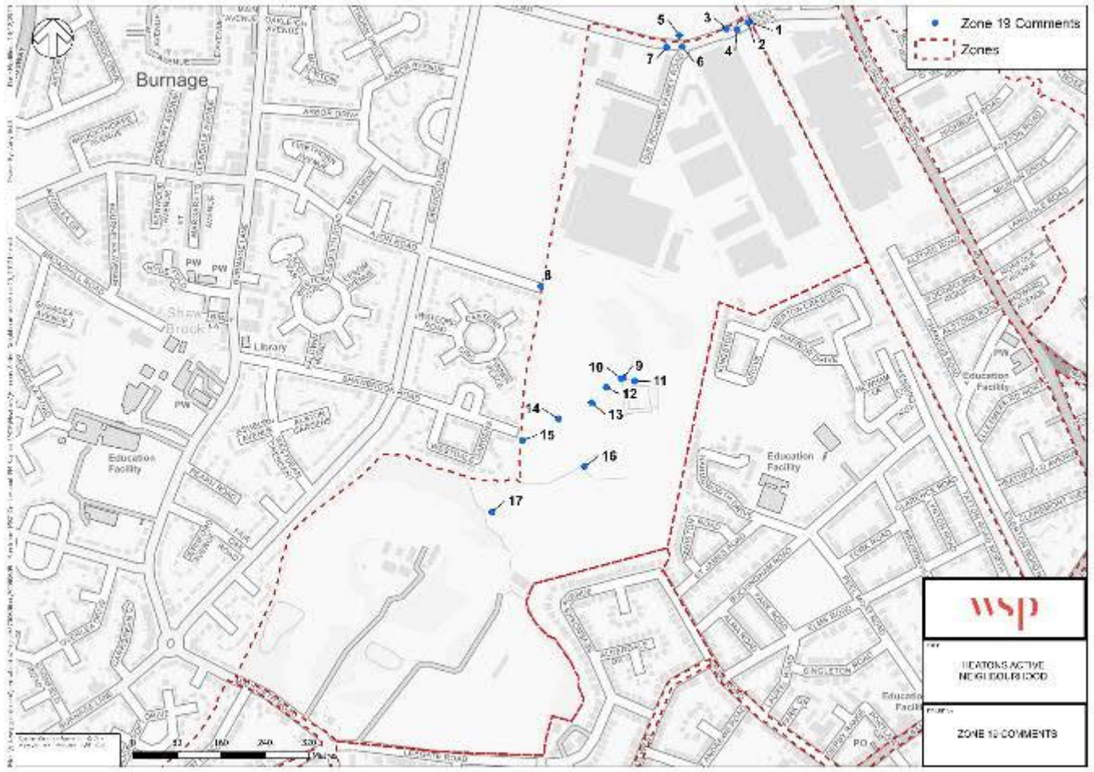

Figure 38 - Zone 19

Figure 39 displays the home postcode boundaries of the respondents who provided the comments listed in Table 19.

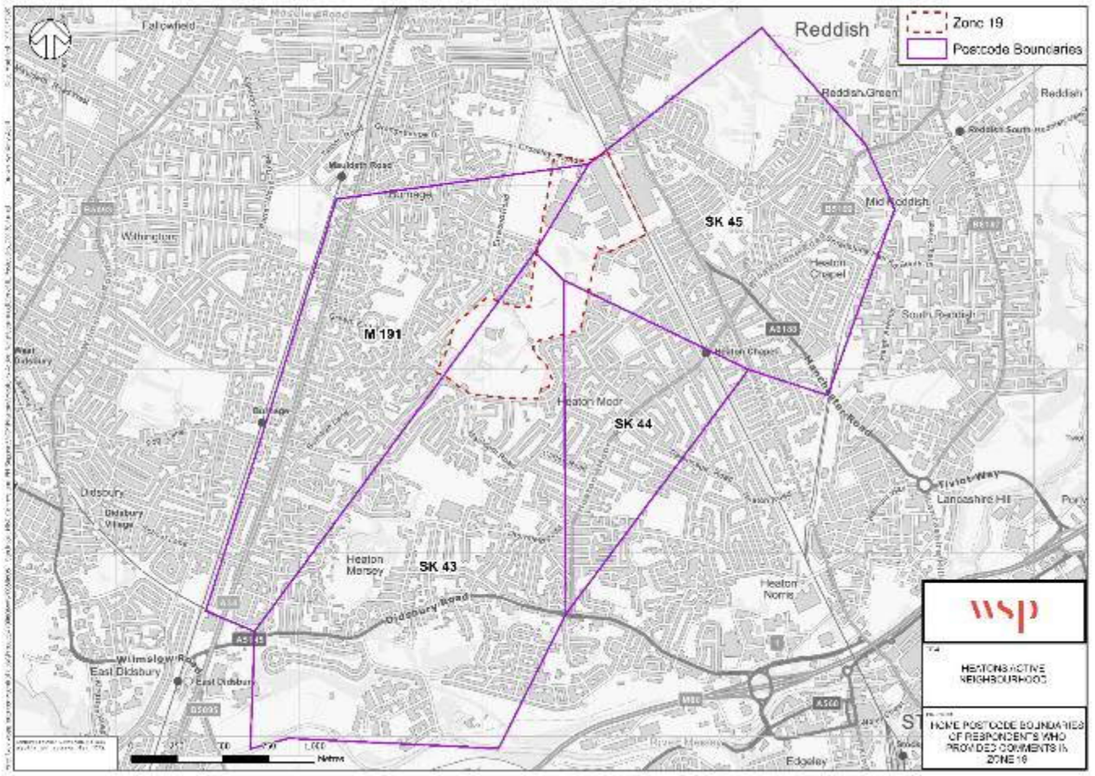

Figure 39 - Home postcode boundaries of respondents who provided comments in Zone 19

Table 19 – Zone 19 comments

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Driving, Walking, Cycling, Safety, Flooding	Crossley Road under the railway bridge is prone to flooding in heavy rain. This effectively cuts off the industrial estate and Burnage from the A6 and leads to vehicles taking inappropriate diversions along roads such as Clare Road that (given the school and housing) are not suited for heavy traffic.	SK4 4	5	Fix the drainage
2	Cycling	Crossley Road is too narrow to overtake cyclists, but drivers still try. Add a sign "DO NOT OVERTAKE CYCLISTS"	SK4 5	6	Better road and street signs
3	Cycling	Add a dropped kerb so you can get into Cringle Park from Crossley Road and vice versa.	SK4 5	4	Dropped kerbs
4	Cycling	Cycling to the Fallowfield Loop from Heaton Chapel entails using a short section of the A6. This feels very hazardous especially turning right from Crossley Rd onto A6 (south). It is necessary to cross lanes and to travel between 2 lanes of moving traffic	SK4 4	5	Protected space for cycling
5	Walking, Traffic, Driving, Parking / loading, Accessibility, Cycling, Car Travel, Safety, Flooding	The options provided are biased and there are too many to choose from making the process of submitting comments cumbersome. This deters people from commenting. The selections and the whole process of consultation along with the options suggested are a standard cut and paste job driven by the cycling lobby. This is dishonest consultation. This is a biased agenda forcing particular supposed solutions. You cannot provide general comments on the proposals and the Commonplace system is not secure, open to manipulation by particular interest groups and difficult to use.		2	Better maintenance, Sort out the flooding
6	Safety, Walking, Cycling	The Crossley Park Industrial Estate currently lacks good links for walking and cycling. Crossley Road is prone to speeding (and lots of HGVs), and the only good crossing points are at either end of the road. A signalised crossing from Cringle Park to the Sir Richard Fairey Road would enable commuters to safely cross this road and provide a vital link for those travelling from Levenshulme Station on foot or bike via the park to access the industrial estate. Please also speak to Manchester City Council about replacing the existing gate in the park with a fully accessible entrance to this new crossing.	SK4 4	4	Provide walking/cycling crossing between park and industrial estate
7	Cycling	When trying to access the Fallowfield loop from the Heaton's for access across the city, including the city centre, it is dangerous to turn right on a bicycle from Crossley Road onto Cringle Park. Road markings in the central reservation indicating a right turn for cyclists would vastly improve this cycle route.	SK4 5	6	Protected space for cycling
8	Walking, Cycling, Green spaces	A link between Burnage and the Heaton's / North Stockport employers, avoiding golf course footpath / dangerous long way round via Mauldeth Road could be made by extending through rear of Avon Road / Cringle Fields alongside of golf course to council owned land on the new estate. Avon Road links up to the 1930s Greenways along Errwood Road, and so forms a link for commuting from the Heaton's into Manchester City Centre or other destinations on Fallowfield Loop.	M19 1	6	New footpath / cycle route
9	Walking, Cycling	I realise that the resurfacing of this route was dropped at consultation stage. However, it is absolutely essential for the scheme for the Heaton's as a whole that this path and Mauldeth Road are improved for cyclists. If nothing can be done about the golf course, then it is absolutely essential that Mauldeth Road is improved. It is no use trying to take cyclists up or parallel to the A6. Most of us who commute by bike do not go in that direction.	SK4 3	8	Surface and lighting

10	Cycling	This is a mixed space and both people cycling and those playing golf have to consider the other 'User'. Generally, people get along fine, but I would make 2 suggestions: 1. Improve the path - not a 2m wide cycle way - but at least something people can use easily in winter. 2. Cyclists passing during the day, consider golfers concentrating on a shot, and pause/ wait as required. Also, although there is some danger involved if people don't look where the golf balls are coming from, path users should. Equally 'danger' should not be used as a reason to restrict cycling along the footpath. There are people who both cycle and enjoy a round of golf.	SK4 4	4	Better maintenance, the surface is poor and v narrow
11	Accessibility	The PRoW across the gold course should be accessible to everyone. It's a pleasant place to walk.	SK4 4	1	Tell them it's a right of way!
12	Cycling, Walking, Accessibility	A route across Heaton Moor Golf Course was planned as part of the Heaton's Cycle Link, but this was dropped at consultation stage. It's an essential route for people cycling from the Heaton's to Burnage and into the city centre. Mauldeth Road is currently awful for speeding cars and close passes, and a well-surfaced shared path across the golf course would provide a great daytime alternative.	SK4 4	44	Better lighting, Protected space for cycling
13	Walking, Green spaces, Cycling, Accessibility	The paths need to be better maintained so they feel like public paths, at present you're made to feel like you're cutting through private land and you're lucky the people who pay to play over the footpath let you tread through. The entrances are hidden, they look like fences if you didn't know about them you would walk straight by.		5	Better maintenance
14	Safety	This is a footpath. Some comments on here refer to cycling. It is not a cycle path it is a footpath. It crosses a golf course which is a dangerous place to be with golf balls flying about. I would suggest some kind of cycle barrier at either end of the footpath and that the council come up with another route for cycling.	SK4 4	2	
15	Cycling	The cycle path across Heaton Moor Golf course is not fit for purpose. It is a very rough off-road trail which regularly becomes boggy (particularly at the access point to Shawbrook Road). Improving this route with a smooth tarmac cycle path would provide an excellent cycle route from the Heaton's to the Fallowfield Loop and onto Manchester City Centre.	SK4 5	14	Improved surface for cycling
16	Walking	This walking path is great to get between Heaton Moor & Burnage without dealing with traffic. But it's not a protected path, it's often muddy, and can't be used at night.		1	Better maintenance, Better lighting
17	Cycling, Walking	As a footpath the NW end through the vegetation and up onto Westdale gardens, is often very poorly maintained. I've been stung pushing past nettles. A more useful long-term improvement would be to turn this into a cycle route. The only routes around the golf course add time and busy roads to my cycle commute. Being able to cycle across it would be great improvement.	SK4 4	7	

ZONE 20: WEST OF THE RAILWAY LINE, NORTH OF B5169, EAST OF SHAW ROAD & SOUTH OF HEATON MOOR GOLF COURSE

This chapter reports on pins dropped within zone 20. The zone is situated to the west of the railway line, north of Heaton Moor Road, east of Shaw Road and south of Heaton Moor golf course. It includes Heaton School, Heaton Moor Park, Heaton Chapel Rail Station and the infant site of St Thomas' CE Primary School.

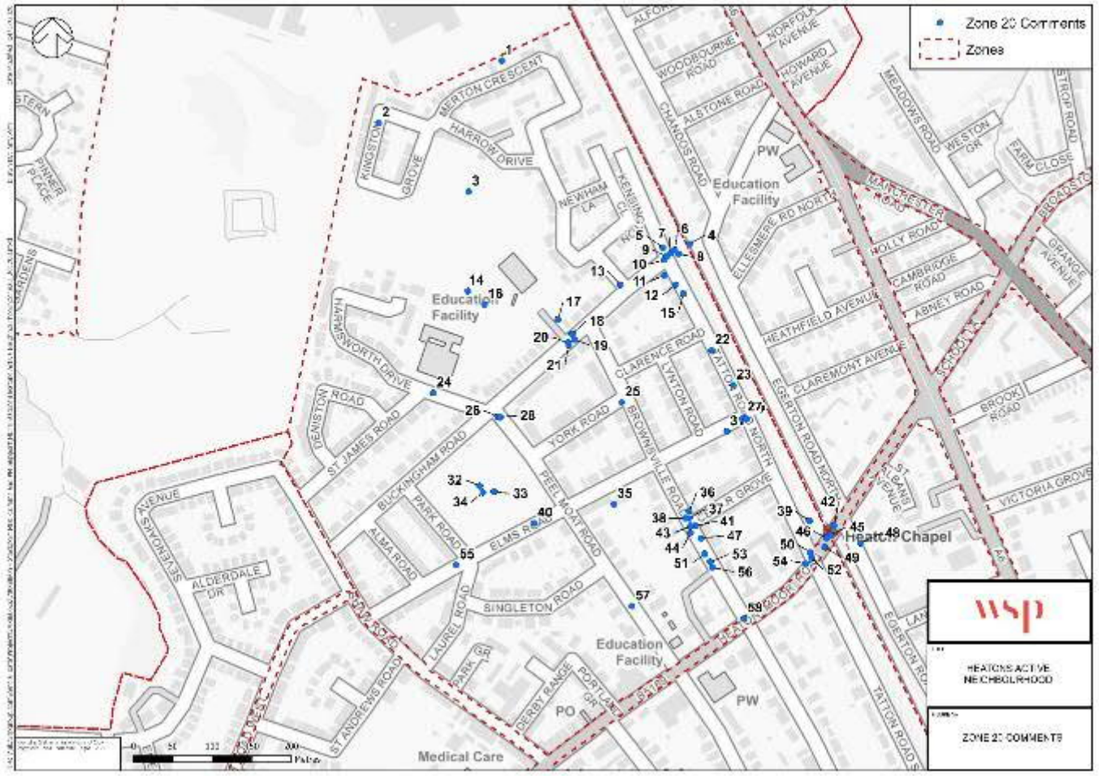

Figure 40 - Zone 20

Figure 41 displays the home postcode boundaries of the respondents who provided the comments listed in Table 20.

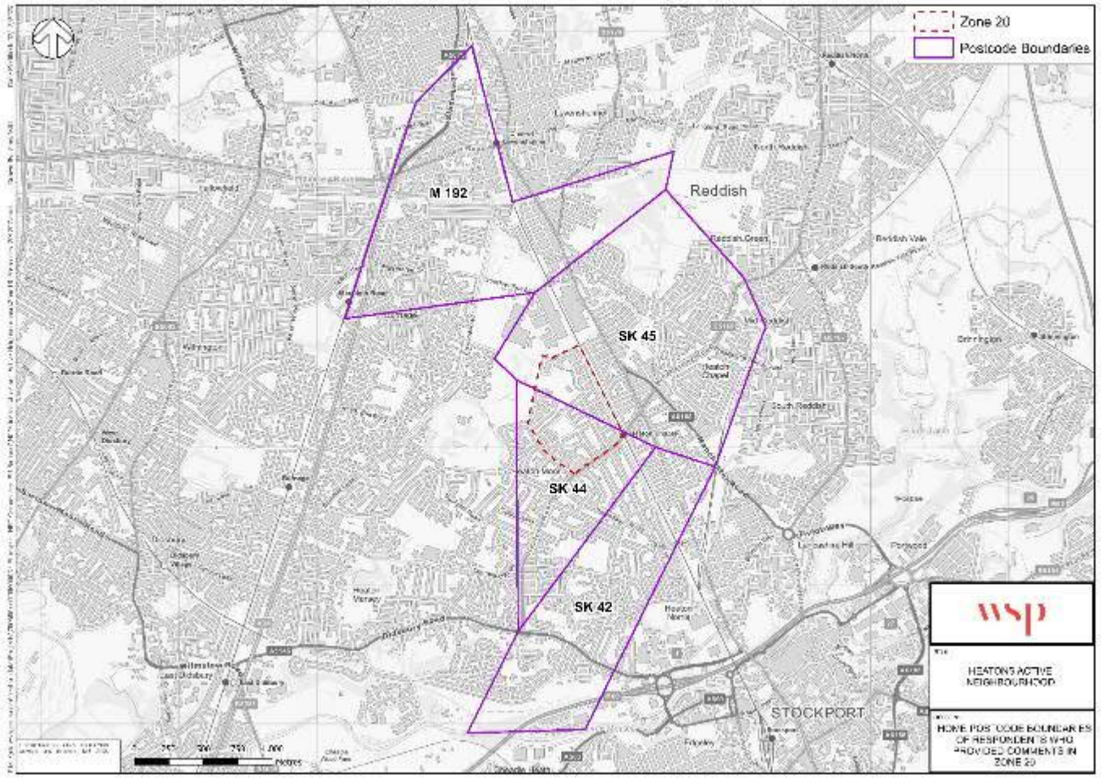

Figure 41 - Home postcode boundaries of respondents who provided comments in Zone 20

Table 20 – Zone 20 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	Suggestion to connect Merton Crescent to Crossley Road in order to use Cringle Fields Park to access the Fallowfield Loop at Carson Road.	SK4 4	7	New / safer crossings, Protected space for cycling
2	(no entry)	Accessing the Fallowfield Loop from Kingston Grove requires crossing the A6 or the golf course. Respondent asks if there's a way of creating a link from the new estate to Crossley Park.	SK4 4	5	Open up a route
3	Street Furniture, Green Spaces, Not Completed and Maintained, Safety	The land at the back of St Thomas School and Bellway Homes has been neglected and is an eyesore / dangerous for children. There is evidence to suggest that a park was going to be created but it has been left in a poor condition – waterlogged, poorly lit and unpleasant.	SK4 4	4	Better maintenance, Better lighting, Places to sit, Better routes to schools, Enforcement
4	Walking, Cycling	The Buckingham Road bridge is a pleasant place to walk and cycle.	SK4 5	5	Less clutter
5	Empty / Disused Space	The land before the Buckingham Road bridge could be used for growing community herbs or public art.	SK4 4	1	More public art, More trees and green space
6	Walking, Cycling, Safety	The bridge over the railway line provides a great cut-through onto Buckingham Road from Egerton Rd N. Buckingham Rd is a wide and pleasant route towards Heaton Moor/Mersey and Burnage/Didsbury. The respondent reports using the route often when walking and cycling.	SK4 5	0	(no entry)
7	Walking, Cycling, Accessibility	The Buckingham Road walking/cycling bridge over the railway gets very busy at the start and end of the school day, and the barriers form an unnecessary bottleneck. The barriers should be replaced by appropriately spaced bollards.	SK4 5	11	Replace barrier with bollards
8	(no entry)	The bridge over the railway line is used by motorbikes. The respondent reports on a near miss with a Deliveroo driver.	SK4 5	1	Enforcement
9	Cycling	The junction of Buckingham Rd, Tatton Rd N and the railway bridge would benefit from better dropped kerbs and infrastructure for cyclists.	SK4 4	3	(no entry)
10	Walking, Driving, Safety	Respondent suggests reviewing the Buckingham Rd, Tatton Rd N junction to make it safer for walkers crossing to use the railway bridge.	M19 2	4	Improve junctions for traffic, Mirror so car drivers can see round corner, Paint on road further for corner with slow or zebra crossing
11	Safety, Driving	The Buckingham Rd, Tatton Rd N junction needs to be safe for everyone, including the homeowners accessing their drives. Vehicles speed around the corner and visibility is poor.	SK4	3	Better routes to schools, More parking, Enforcement, Less traffic, Slow down traffic, Fewer vehicles
12	Signage, Cycling, Safety, Air quality, Traffic, Insanity	Respondent is a resident of Tatton Rd N and believes the cycle route goes from nowhere to nowhere. The traffic light junction suffers congestion, pollution and is dangerous for pedestrians. The road markings for cyclists are described as pointless and ugly.	SK4 4	4	Employ a town planner with a brain
13	Walking, Dog fouling, Parking / loading	Dog's fouling the pavement, particularly in high footfall areas such as Harrow Drive and Buckingham Rd, is the biggest issue with walking around Heaton Moor, especially around the schools. The second is the irresponsible and inconsiderate parking.	SK4 4	5	New / safer crossings, Better maintenance, Enforcement, Better routes to schools, CCTV to catch and fine people fouling the pavements

14	Walking, Cycling, Safety	The path down the side of St Thomas' School is not pleasant for cycling or walking.	SK4 4	11	Better lighting, Better maintenance, Better routes to schools, Better surface for cycling
15	Cycling, Safety, Cat Travel, Parking / loading	Tatton Rd N is incredibly busy due to the school expansion, Bellway and the rail station. Parents are terrible for parking on the corner (double yellows) and across driveways on a daily basis. No enforcement of parking.	SK4 4	5	Less traffic, Better routes to schools
16	Cycling	The side of St Thomas' School requires an improved ground surface and regular border maintenance and litter collection.	SK4 4	5	(no entry)
17	Air quality, Car Travel, Driving, Parking / loading	Respondent asks why there are so many cars in the vicinity of St Thomas' School and requests a pedibus.	SK4 4	1	Better routes to schools, Fewer vehicles
18	Air quality, Parking / loading, Safety, Walking, Cycling	Parents collecting their children from St Thomas' School are often parked so high up on the kerb that it's difficult to get past. The road is wide enough that pavement parking is not needed to allow cars past. Quite often there will be engines running for up to 30 minutes before collecting children which makes it really unpleasant to walk past with the car fumes. The yellow lines have definitely made an overall positive impact to the junction, but they are still ignored by quite a few people each day.	SK4	2	Enforcement, Protected space for cycling, Wider pavements, Better road and street signs, Reduce pollution
19	Traffic, Parking / loading, Safety, Signage	St Thomas' School was built before any signs went up actually telling people a school is there. There are now a couple of signs and road bumps but it's a massive cut through and cars still drive too fast and parents park up on yellow lines and across driveways. There's even an ice cream van now blocking the way! I think there should be a school crossing on this road as a minimum especially after the clocks go back. It's only a matter of time until a child is hit by a car.	SK4 4	7	Better routes to schools, Better road and street signs, New / safer crossings
20	Parking / loading	Parents of children at St Thomas' School repeatedly park in the 'no drop off' area despite the signage and double yellow lines. It's a hazard for parents and children trying to cross here and, it is a source of frustration for neighbours of the school who often find their drives blocked.	SK4 4	12	Enforcement, Fewer vehicles
21	Safety	Respondent reports not feeling safe in the vicinity of St Thomas' School.		3	New / safer crossings
22	Flooding	All drains on Tatton Rd N regularly flood making the pavement on one side of the road inaccessible. One must walk into the road to pass the flooding. It is not easy to traverse the pavement opposite with a buggy due to foliage.	SK4 4	6	Better maintenance
23	Cycling, Signage	Respondent reports liking the idea of the pop-up cycle route into Stockport Town Centre as an alternative to the A6 but states that it should be advertised, sign-posted and trialled. It shouldn't stop at the end of Tatton Rd N – it should link with something i.e. the A6 or Fallowfield Loop. A link across the golf course or into the Crossley Rd estate to access Cringle Park and the Fallowfield Loop would be useful.	SK4 4	1	Better road and street signs, More integrated cycle routes
24	Parking / loading	There're too many cars parking in the vicinity of Heaton School. The respondent reports feeling unsafe as a result.	SK4 4	4	Enforcement, Better road and street signs
25	Parking / loading, Traffic, Signage, Safety	The junction of York Rd and Brownsville Road is problematic because of parked vehicles reducing visibility. Drivers also speed down Brownsville Rd from Heaton Moor Rd.		3	Slow down traffic, Enforcement, improve junctions for traffic, Better road and street signs, Parking restrictions at the junction, Calming measures, Better 20mph signs

26	Parking / loading, Walking	Cars park on the footway in the middle of the new buildout on Peel Moat Rd. Street furniture or a tree should be placed there to stop cars parking. It's causing the blocks to loosen which will lead to a tripping hazard.	SK4 4	8	Places to sit, Better street furniture
27	Walking, Safety	The Elms Rd/Tatton Rd junction floods regularly and once the water subsides a slippery, unsafe surface is left.		8	Better maintenance, Wider pavements
28	Driving	The buildout makes driving across the junction from Peel Moat Road to St James Road and vice versa more dangerous because parked vehicles obstruct drivers' sight lines, particularly when large numbers of vehicles are parked during school hours. Open the junction up again as it was previously - the buildout seeks to solve a problem that didn't exist before it was built.	SK4 4	1	Improve junctions for traffic
29	Walking, Cycling, Safety	The dog fouling in Heaton Moor is disgusting and seemingly more prevalent than ever. This coupled with the excessive litter, especially along the railway side of Tatton Road North, can sadly make it a very unpleasant place to walk.	SK4 4	0	Enforcement, Reduce pollution
30	Walking	Any amount of rain that is more than a drizzle causes flooding due to poor drainage. As a result, this section of road (Elms Rd / Tatton Rd N junction) is difficult to cross on foot as the water level is too deep.	SK4 4	1	(no entry)
31	Car Travel, Driving, Cycling, Walking, Traffic, Safety, Street Furniture	Suggest a modal filter here to prevent Elms Road being used as a rat run through to station and route to avoid traffic at Heaton Moor Rd/Tatton Rd junction. Would also improve pedestrian cycle environment on a route to school and station.	SK4 4	1	Less traffic, New / safer crossings, ,Wider pavements, Modal filter
32	Green spaces	Heaton Moor Park is described as 'lovely' and 'well maintained by volunteers'.	SK4 4	2	(no entry)
33	Air quality, Walking, Cycling, Green spaces	Respondent states that Heaton Moor Park is a pleasant place to cycle, walk and spend time. It feels safe.	SK4 4	1	More parking, Events & activities, Places to sit, Better lighting, More cycle parking
34	Cycling, Cycle parking	The only thing missing from Heaton Moor Park is cycle parking.	SK4 4	11	More cycle parking
35	Safety, Cycling, Parking / loading	Elms Road will be badly affected by the current proposals for Tatton Road North and the proposed junction/crossing facilities near the station. They will result in Elms Road becoming a rat run from Shaw Road and Buckingham Road as people try to avoid the queue on Heaton Moor Road. The station parking currently on Tatton Road North will be displaced onto Elms Rd. The respondent is also concerned that the queuing traffic will badly affect the punctuality of the local bus service along Heaton Moor Road which is already quite limited.		0	(no entry)
36	Safety, Green spaces, Cycling, Walking, Car Travel, Bus Travel, Traffic	Brownsville Rd has become a rat-run. Traffic regularly speeds and there are no traffic calming measures. Parking too is an issue as it is so close to the station, the GP and the school residents often have trouble entering and leaving their drives. If public transport were more connected people could be encouraged to leave their cars at home either, walk, cycle or catch a bus most journeys made are short distance. Request for better public transport to and from the railway station and the schools.		1	Less traffic, more trees and green space, Better bus service, Slow down traffic, Fewer vehicles, Enforcement, Reduce pollution, Better rail service, Wider pavements
37	Safety, Traffic	Traffic is too fast on Brownsville Road and it is used as a rat-run. Traffic calming measures on nearby parallel roads (Tatton Road North & Peel Moat) mean that Brownsville is used as a cut-through for St Thomas' school traffic and cars from the new estate. There is limited signage on the road meaning many users are unaware of the 20mph limit. I have on occasion seen cars travelling as fast as 50mph and at night traffic regularly exceeds the 20mph limit.	SK4 4	8	(no entry)

38	Driving, Traffic, Safety	The heavy parking along Brownsville Rd during 'normal' times, with its use, in effect, as a car park, for those using the station, health centre, and other facilities, limits visibility for both pedestrians and drivers. However, this does not appear to inhibit speeding by many drivers, any more than the 20mph limit. Many drive at well in excess of that limit, and by no means a few in excess of 30 mph. More 'signage' is thus likely to be of limited use.	SK4 4	4	Better road and street signs, Fewer vehicles, Enforcement, Slow down traffic
39	Car Travel, Rail Travel, Accessibility, Parking / loading	The access to the station is appalling for all users. The main entrance and ticket office is closed for much of the day meaning passengers have to use ticket machines and entrances that are up to 50m (possibly further, I am making a conservative guess) away. The station needs to be open at all times and the ticket machines moved to the platforms. Lifts need to be installed to allow access by disabled people and passengers with prams etc. There should be a clearly designated drop off/ collection point on Tatton Road North with a 5-minute waiting time.		1	Space for parking / loading, Better rail service, Better maintenance, more parking
40	Safety, Walking, Parking / loading	Elms Rd is a key pedestrian space providing access to Heaton Moor Park and for many a route to school. The footpath is often blocked by pavement parking and crossing is affected by traffic speeds.	SK4 4	5	Fewer vehicles, Slow down traffic, Enforcement, New / safer crossings
41	Walking, Safety	All of the gulley's on Brownsville Road and Cedar Grove have been blocked for over 6 months with no maintenance. When it rains, water runs down the road and pools at this junction meaning that pedestrians get splashed whilst walking down the road.	SK4 4	6	Better maintenance
42	Rail Travel, Bus Travel	Heaton Chapel Station needs more bus connections		0	(no entry)
43	Parking / loading	In the original planning application to expand Heaton Moor Medical Centre, the council comments: "There is however only 5 additional car parking spaces proposed. This raises significant concerns and is likely to result in a considerable under provision of parking within the site with consequent incidences of overspill parking likely to occur on adjoining residential streets (e.g. Brownsville Rd). This could give rise to safety and/or operational concerns and amenity concerns of residents and is not desirable".		1	(no entry)
44	Safety	Brownsville Road is used as a "rat-run" for traffic to and from the school on Buckingham Road and from the new estate. There are insufficient traffic calming measures on Brownsville Road (when measures have been implemented on nearby Tatton Road North and Peel Moat Road) and so cars use Brownsville as a cut-through. Cars regularly exceed the 20mph limit and I have seen some cars going as fast as 50mph on the road (often at night). There is limited signage on the road and so I think many people do not realise it is 20mph. There is no enforcement (and has not been any in the 11 years we have lived here).	SK4 4	7	Slow down traffic, Less traffic, Enforcement
45	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.	SK4 5	5	More cycle parking
46	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.	SK4 5	1	New / safer crossings, Improve junctions for traffic, More cycle parking
47	Car Travel	Brownsville Road is the route of choice for those who would like a faster and more comfortable journey. Whilst neighbouring roads have traffic calming measures (Tatton Rd., Derby Road), our road suffers the dangers of multiple vehicles travelling at excessive speeds.		2	Slow down traffic

48	Cycling, Traffic, Safety	The temporary traffic lights are causing traffic to back up, making it harder to cross at different junctions on your bike, e.g. Egerton Road North and South. It's already very congested on this road and the traffic lights have added to this.	SK4 2	4	Improve junctions for traffic
49	Walking, Bus Travel, Safety, Street Furniture	The pavement on the north side of the road (outside the station) is too narrow.	SK4 4	3	Wider pavements, Better street furniture
50	Air quality, Parking / loading, Walking, Driving, Safety, Traffic	Installing traffic lights at the junction of Heaton Moor Road and Tatton Road has made the street more dangerous and unpleasant for all users.	SK4 4	2	Improve junctions for traffic, Enforcement, Better road and street signs
51	Parking / loading	Street parking is a serious concern for residents on Brownsville Rd, some of whom can't even park on the same road as their house! It seems that Brownsville Road has become the car park for the expanded medical centre. Brownsville Road is also the free car park for Heaton Chapel train station. Please implement residents parking such as that on nearby Cedar Grove and Sutton Rd.		2	(no entry)
52	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' School.	SK4 5	1	Better bus service, improve junctions for traffic, Better rail service, more parking, Speed up traffic, Space for parking / loading
53	Traffic, Parking / loading, Signage, Accessibility, Safety	Speed Calming measures and control of parking by Medical Practice Users and Station users. This road has poor 20mph signage and has no speed calming measures such as speed bumps. Cars are parked badly on pavement meaning pram users or disabled users are forced to bypass vehicles by walking on the road. Other roads in vicinity have better signage and traffic calming measures.	SK4 4	5	Less traffic, Better road and street signs, Speed calming measures, Slow down traffic, Less clutter
54	Driving, Traffic	Why is the cycle route on Tatton Rd? 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.		1	(no entry)
55	Traffic	Elms Road is used as a rat run with cars speeding. Road humps as those constructed on nearby Buckingham Road would make this route less attractive to the Jeremy Clarkson's of this world.		6	Slow down traffic
56	Walking, Safety, Accessibility	Yellow lines and driveways are often obstructed by parents dropping at St Thomas' and traffic, including service vehicles and the school swim double decker bus hurtles past at speeds in excess of 40mph. Despite the road having a 20mph limit, there is no proper signage or scheme, unlike nearly every other road in Heaton Moor, therefor it is used as the preferred route from the huge new estate and the school. It also feels like a car park when the GP's surgery is at its usual capacity with people often blocking drives and pavements from pushchairs or wheelchair users.	SK4 4	8	Reduce pollution, Improve junctions for traffic, Slow down traffic, Fewer vehicles
57	Traffic	Vehicles often speed along Peel Moat Road. It is dangerous as there're schools at either end and a park which attracts young families.	SK4 4	1	Slow down traffic
58	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,	SK4 4	6	Better maintenance, Enforcement, Better road and street signs

		driveway markings are regularly ignored, meaning that residents are unable to pull out of their driveways.			

ZONE 21: SOUTH OF SHAW ROAD, EAST OF BUCKINGHAM ROAD WEST, WEST OF HEATON MOOR ROAD & NORTH OF CLIFTON ROAD

This chapter reports on pins dropped within zone 21. The zone is situated to the south of Shaw Road, to the east of Buckingham Road West, to the west of Heaton Moor Road and to the north of Clifton Road.

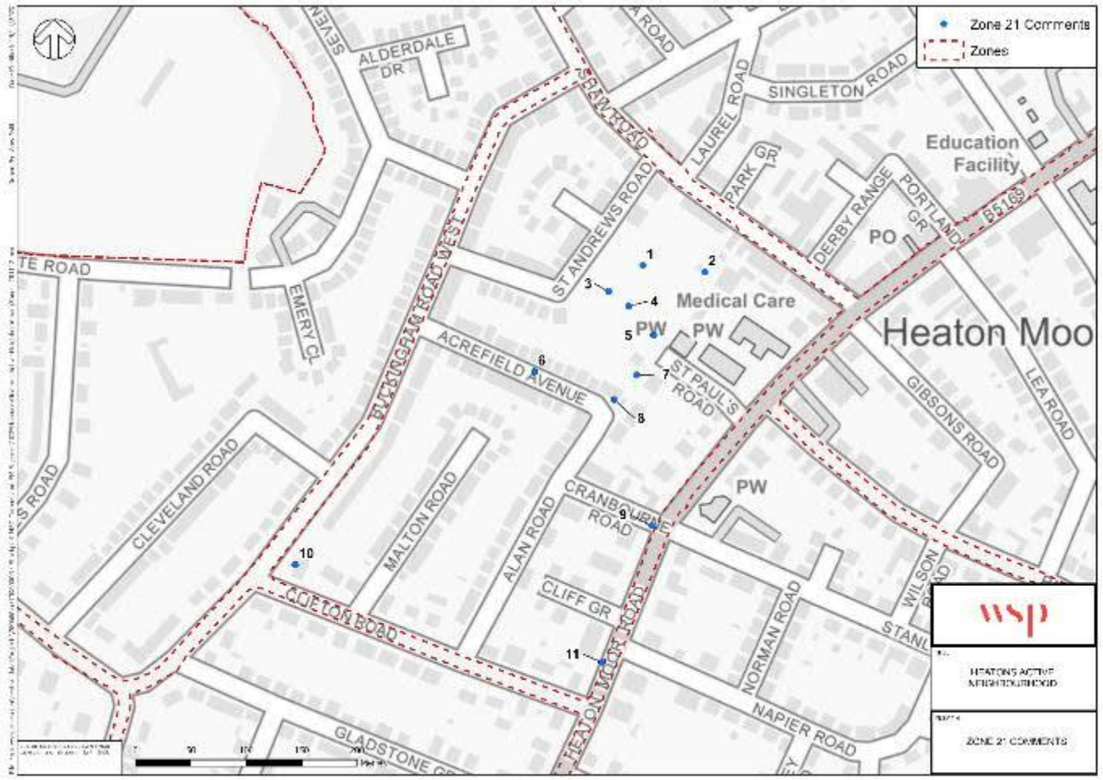

Figure 42 - Zone 21

Figure 43 displays the home postcode boundaries of the respondents who provided the comments listed in Table 21.

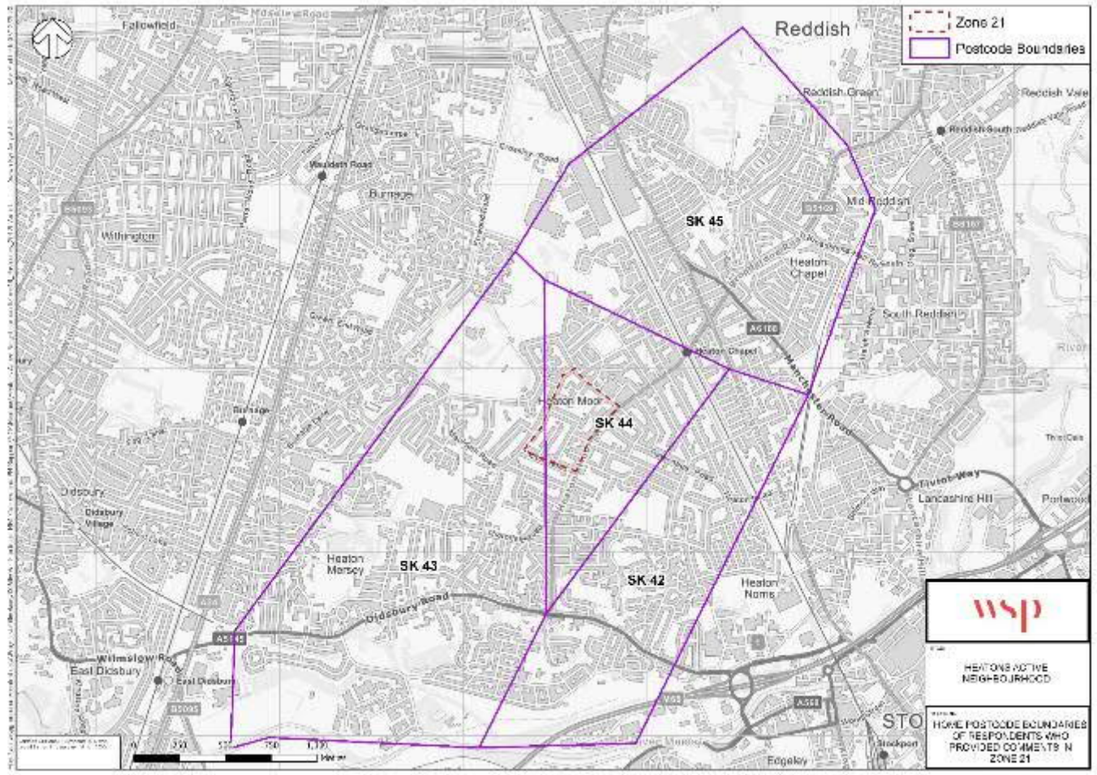

Figure 43 - Home postcode boundaries of respondents who provided comments in Zone 21

Table 21 – Zone 21 comments

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Safety, Green spaces	Overgrowth is encouraging large amounts of antisocial behaviour in St Andrew's Field due to self-seeded trees.	SK4 4	0	cut back trees that have overgrown.
2	Walking, Cycling, Green spaces, Accessibility	Heaton Moor Road is unpleasant when it is wet or when traffic is busy; the pavements are quite narrow and numerous side roads add to the need for care either when walking or cycling. All good reasons for plenty of alternative routes. A much better route to walk can be enjoyed starting beside Heaton's Tandoori, past St Andrew's Field and continuing in a more or less straight line to King's Drive, a stone's throw to the Moor Top shops. However, it could be made more welcoming near Heaton's Tandoori, and a bit safer where it mingles with cars on St Paul's Road. I'm sure it would become much more widely used than it is and make a good route even better.	SK4 3	5	Improved surface for through route and better access to St Andrew's Field
3	Green spaces	Trees have been left to self-seed on St Andrew's Field creating a perfect space for antisocial behaviour	SK4 4	3	cut back self-seeded trees to create less hiding space for drug taking and arson.
4	Green spaces	There is very limited green space in the Heaton's. St Andrew's Field could do with a few benches so it can be enjoyed.	SK4 5	10	Places to sit
5	Cycling, Walking	The stepped access to the field from St Paul's road is tricky, especially lifting up children's bikes that way. I wonder if it can be made more accessible please.	SK4 4	5	Improve this stepped access - not sure if it's possible to be step free but that would be good for cyclists, people with pushchairs and for disabled access, Make step free
6	Green spaces	Request for trees to be added to Acrefield Avenue.	SK4 4	2	More trees and green space
7	Cycling	The route from Shaw Road to Kings Drive is used all the time as a cycle and walking route. It could be wider to allow more people through.	SK4 4	0	Wider pavements
8	Cycling	Alan Road is a very useful alternative to Heaton Moor Road for cycling and walking. BUT the right-angled kinks around the electricity substation causes potential conflict, and the track behind St Paul's needs surfacing.	SK4 4	12	Mirrors on the right-angle bends; cut back the hedge, Better maintenance
9	Parking / loading	Far too many cars (or their drivers) park on double yellow lines on Heaton Moor Road in the vicinity of Cranbourne Road. Very rarely gets enforced.	SK4 2	5	Enforcement
10	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
11	Traffic, Safety	Traffic is too fast on Heaton Moor Road in the vicinity of Cliff Gr. Walking is not pleasant.		0	Wider pavements, New/ safer crossings, Slow down traffic, Less traffic

ZONE 22: NORTHEAST OF LEEGATE CLOSE, WEST OF BUCKINGHAM ROAD WEST, SOUTH OF HEATON MOOR GOLF COURSE

This chapter reports on pins dropped within zone 22. The zone is situated to the south of Heaton Moor Golf Course, to the west of Buckingham Road West and to the north of Leegate Close.

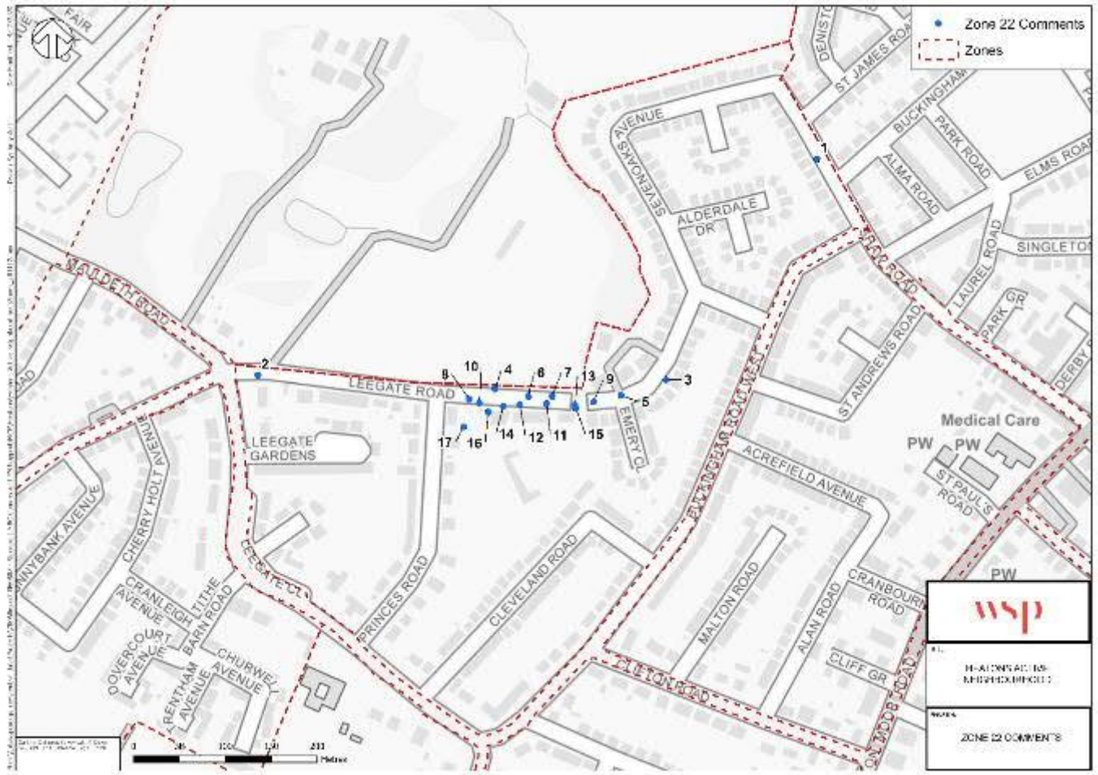

Figure 44 - Zone 22

Figure 45 displays the home postcode boundaries of the respondents who provided the comments listed in Table 22.

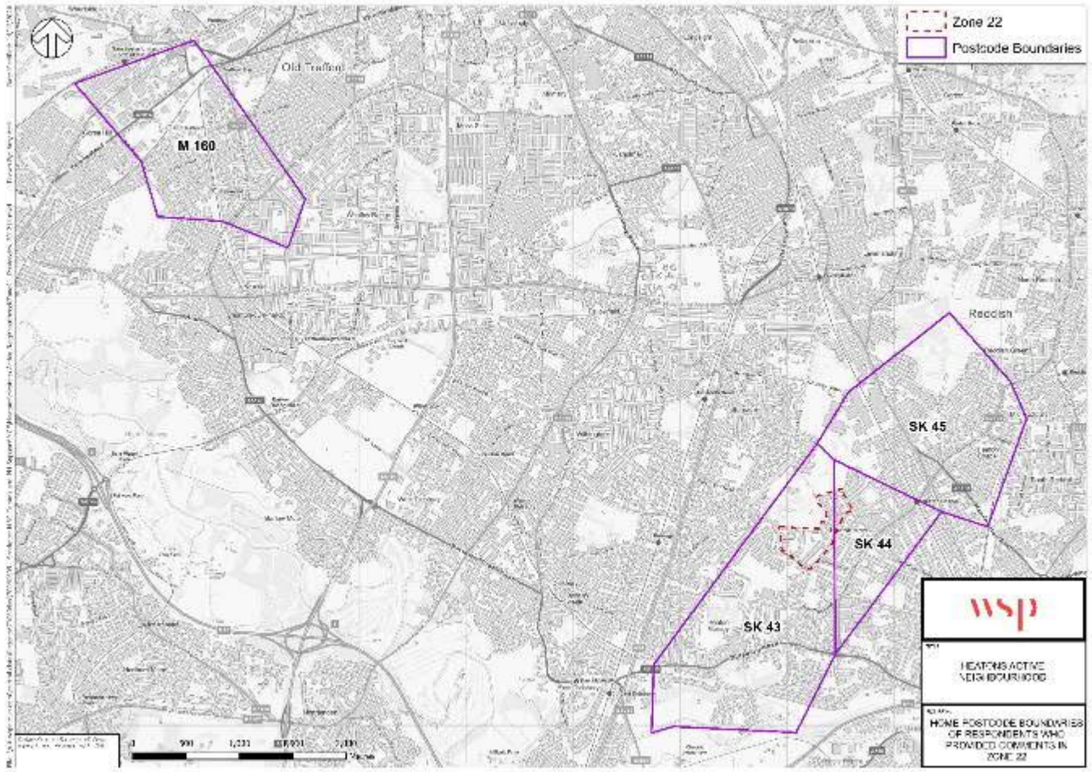

Figure 45 - Home postcode boundaries of respondents who provided comments in Zone 2

Table 22 – Zone 22 comments

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Accessibility	Excessive amount of overhanging shrubbery from gardens means pavement on Shaw Road is barely useable. Please enforce people cutting back hedges etc.	SK4 4	2	Enforcement
2	Cycling	Fullerton Rd to Green lane - make good path to enable non-traffic cycling. Good route for cyclists to access Green lane by avoiding busy junction in Heaton Moor.	SK4 3	1	Better maintenance
3	Cycling	The pedestrian gate on Leegate Rd is used by lots of families and members of the community as it's such a safe route to schools and the Heaton's. Please can you install a gate that is accessible for double prams and cargo bikes so I can continue to enjoy cycling my kids to school using my cargo bike.		10	Protected space for cycling
4	Cycling, Air quality, Traffic, Rail Travel, Walking, Green spaces	Leegate Road is a lovely historic road enjoyed by locals and residents. We must urge the council to update this area in a sympathetic way, as an elderly local I appreciate the slow stroll along this lane and would like to continue to enjoy this. The gates at the end of Leegate Road need an improved solution as the existing gates obstruct access, but not at the expense of the trees and country Lane feel of the road The historic grass verge with beautiful flowers, the Cinder road and Stone Sett Gully should be kept as close to the way they are this track has been part of the local area's vernacular for centuries detailed on old Tithe maps	SK4 3	1	More public art, more trees and green space, Reduce pollution, More parking
5	Green spaces	I am in favour of improving cycle routes down Leegate road but not if it is turned into a cycle superhighway. We absolutely should not lose any trees in this area or the lovely wide grass verge.	SK4 3	10	More trees and green space
6	Traffic, Green spaces, Walking, Cycling	Leegate Road is enjoyed by all ages and abilities as it is. Please do not spoil it.	SK4 3	1	Better maintenance
7	Walking, Cycling	As a keen cyclist I implore the council – Please do not rip out Cinder Road, the verge and the trees to create a plastic cycle path. The existing road surface is great for all levels of cyclist and walkers.	SK4	2	Better rail service, More trees and green space
8	Green spaces, Cycling, Air quality, Accessibility, Walking	Is this historic cinder part of Leegate Road under threat? I hear the council intend to replace this unique and historically important road surface with totally unsuitable rubber crumb. Cinder roads paths and tracks are becoming increasingly rare both locally, nationally and internationally. Making this unique and picturesque part of our shared heritage of important historical importance. Although the road surface is sometimes a little rough the residents do their best to regularly maintain the road without ANY council support – Rather than destroying this local land mark that is enjoyed by so many families, walkers, cyclists could the council please provide a 1 tone bag of planings to maintain the road once or twice a year, the residents would be more than happy to use this to flatten any undulation in the surface and a much more economic use of money	SK4 3	2	Better maintenance, improve junctions for traffic, more trees and green space, Reduce pollution
9	Green spaces	The conservation status should be maintained	SK4 4	2	
10	Safety, Walking, Green spaces	The route along Leegate Road is lovely to walk along. As an elderly person it's a pleasant walk to take with the dog and not busy with speeding traffic. To be able to stroll down this green Street on the way to the common or just along the street is always nice. These tranquil places are special in this fast-moving time and especially important when we have lockdown and feeling isolated.	SK4 4	4	Slow down traffic

11	Cycling, Air quality, Walking, Car Travel	What are the council thinking? the proposal to rip out the verge, the trees and replace it with rubber crumb, sometimes described as “the new asbestos” https://en.wikipedia.org/wiki/Artificial_turf%E2%80%93cancer_hypothesis As a cyclist I have experienced rubber crumb tracks and after a few years they are slippery and can be quite dangerous. I regularly cycle along Leegate Road and think that maintenance work to the tarmac section is required and the cinder path would benefit from the potholes being filled a bit more often but nothing more is really required, why spend all this money when there are far more pressing needs for investment What’s wrong with a rubber crumb road surface? I hear you ask; - A rubber crumb road surface won’t last longer than a few years before it is very slippery. Next it starts to degrade leaching toxic chemicals into the environment. Then it becomes brittle and starts to break up. - After a few years a rubber crumb road surface needs replacing and there is no ongoing financial support to maintain or adopt the installed road surface - Not suitable for road traffic. Cars 4 x 4 and delivery vehicles use this road and can easily rip up this unsuitable road surface - Bad draining - The existing road surface is about the most environmentally friendly you could wish for. The existing road provides ideal draining by means of the fact that rainwater simply drains into the surface and there is no runoff. - Rainwater run off – There is no suitable drainage for the amount to rainwater runoff from a less suitable road surface	SK4 3	1	More trees and green space, Electric Vehicle Charging Points, More cycle parking, Better rail service
12	Green spaces, Walking, Cycling	Please leave this western section of Leegate Road as it is. The traditional cinder road acts as a natural speed break to cars and ensures that children, families and elderly people can play and walk on this road safely and enjoy a taste of the countryside right in the heart of the residential areas. The proposed plan to rip out the trees and grass verge will damage the environment and make the area less attractive. This unwelcome and costly change is opposed by the vast majority of residents that I have spoken to. When councils take money from residents and spend it in ways that they oppose, it's no wonder that people allow council budgets to dwindle and power to build hundreds of miles away in Whitehall. Please help us to have the environment we want from a council that listens to us and acts upon what we care about.	M16 0	2	
13	Green spaces, Walking	This is a lovely road to walk down with family or with dogs. More green spaces like this throughout the Stockport please		5	
14	Air quality, Cycling, Walking, Car Travel, Safety, Green spaces	Leegate Road is a lovely historic road enjoyed by locals and residents. We must urge the council to update this area in a sympathetic way, as an elderly local I appreciate the slow stroll along this lane and would like to continue to enjoy this. The gates at the end of Leegate Road need an improved solution as the existing gates obstruct access, but not at the expense of the trees and country Lane feel of the road The historic grass verge with beautiful flowers, the Cinder road and Stone Sett Gully should be kept as close to the way they are this track has been part of the local area’s vernacular for centuries detailed on old Tithe maps	SK	1	Space for parking / loading, Electric Vehicle Charging Points, more cycle parking, Speed up traffic
15	Cycling, Accessibility, Walking	The double sprung gate barrier on Leegate Rd is not accessible to many legitimate users: tricycles, cargo bikes, handcycles, cycles with trailers, etc. It also acts as a bottleneck, forcing people on cycles and on foot through a single narrow gap. There is plenty of space to install a proper modal filter.	SK4 5	30	Remove gate/barrier and install a proper modal filter
16	Safety, Cycling	Although a pleasant street, Leegate Rd is badly maintained and dangerous to cyclists	SK4 4	3	Better maintenance

17	Green spaces, Cycling, Walking	Leegate Rd is a lovely road with lots of natural space. It was part of really enjoyable walks during lockdown. No need to dig up green areas there is space for all on this road as there is very little traffic.		3	Rd quality

ZONE 23: NORTH OF GREEN LANE, EAST OF B5169, SOUTH OF PARSONAGE ROAD & WEST OF ALEXANDRA ROAD

This chapter reports on pins dropped within zone 23. The zone is situated to the north of Green Lane, to the east of B5169 Heaton Moor Road, south of Parsonage Road and west of Alexandra Road. The zone includes The Heaton's Sports Club.

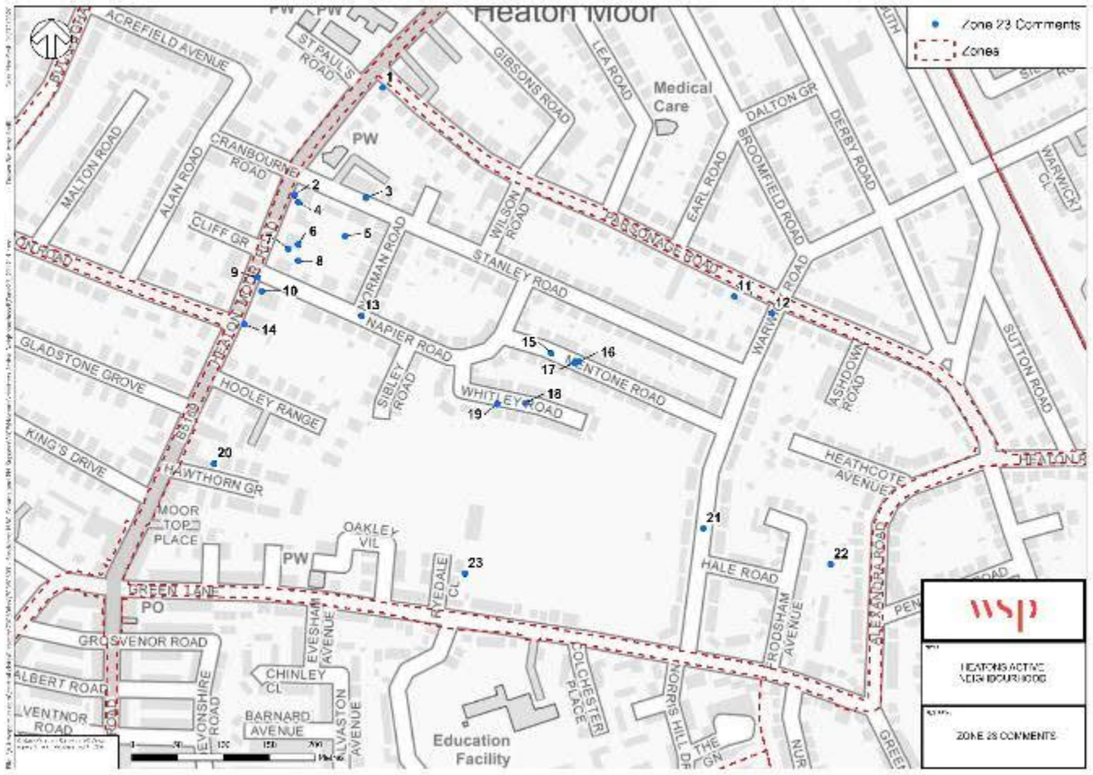

Figure 46 - Zone 23

Figure 47 displays the home postcode boundaries of the respondents who provided the comments listed in Table 23.

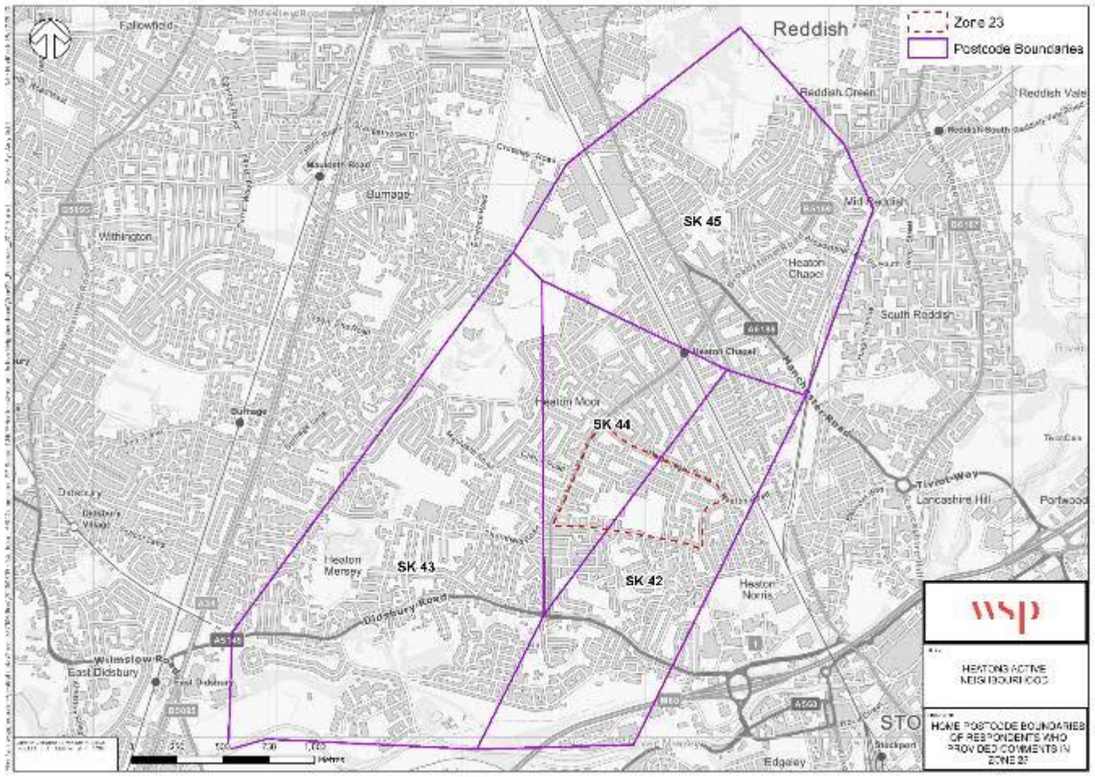

Figure 47 - Home postcode boundaries of respondents who provided comments in Zone 23

Table 23 – Zone 23 comments

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	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
2	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
3	Signage	Respondent believes funds would be better spent on libraries and bus services.		0	
4	Cycling	This is not safe to cycle	SK4 4	7	Protected space for cycling, Less traffic, Slow down traffic
5	Walking, Safety, Cycling	(no entry)		1	Better lighting, Wider pavements
6	Walking, Accessibility, Safety	Being a user of a mobility scooter the condition of the pavements is important. There are many areas of uneven pavements and the drop kerbs don't always drop enough to work safely. I was nearly thrown into the road on one occasion. Whilst the pavements are of sufficient width, if not very smooth, the greatest inconvenience/danger comes from twigs, bushes and branches etc. which stick out into the pavement and cause extreme difficulty especially at night. I do have a headlight and additional lights on my scooter but never seem to see the branch that whacks me across the face! I realise that not all these obstacles are the direct responsibility of the council as many emerge from private gardens. i would ask that the council trim their foliage and then request the homeowners to do the same! This would surely be for the benefit of everyone! Improving the condition of the pavements for all pedestrians and disabled people, increasing available light and improving visibility for cyclists and motorists! Although I have highlighted Heaton Moor Road the request applies to the whole of Stockport, please.		2	Better maintenance, Dropped kerbs
7	Traffic, Driving	Moorside Rd should be 20mph	SK4 4	4	Enforcement
8	Cycling, Car Travel	Would be great to have a cycle lane to Didsbury and city centre. Heaton Moor Road can get very busy sometimes, and can flood very easily in wet weather, which can be dangerous when very dark. Pedestrians needing to go into road to avoid. Apart from the above when things go back to normal, the train service from Heaton Chapel Station to town has to improve, regularly too few carriages and squeezing people onto trains like a tube is not going to work. These need to be on the earlier routes, the ones that will get you into the city centre by 8.30am!	SK4 4	0	Better maintenance, Wider pavements, Protected space for cycling, Better rail service
9	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
10	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

11	Safety	I agree with the idea of slowing traffic on Heaton Moor road but it is TOTALLY POINTLESS to do this by painting "20" signs on the road - if the council are serious about increasing road safety, then add speed bumps - if not, then don't waste paint on limits that will never be respected. H Moor Road is a horrible road to cycle on because people drive too quickly, and the carriageway is narrow. One of the business owners I know was knocked off his bike near the Elizabethan recently by an inattentive driver, broken bones, concussion etc - but the car lobby will no doubt shrug their shoulders and say "tough"		1	
12	Driving, Safety, Traffic	Warwick Road and Parsonage Road are used as rat runs for people getting to the A6 and Heaton Moor Road. There are 20mph limits and traffic calming on both in places but neither make any difference to the speed people drive. Make the whole lot 20mph and potentially look at installing modal filters on some parts in order to reduce vehicles using both roads as cut-throughs, while encouraging walking and cycling. Both roads have lots of pedestrians and cyclists but crossing Parsonage Road at the junction with Warwick Road (in particular) is really difficult at busy times due to volume and speed of traffic which comes from all four directions.	SK4 4	13	Enforcement, Fewer vehicles, Slow down traffic, Less traffic
13	Walking, Cycling, Accessibility	huge puddle (lake) frequently forms (then lingers) at this corner when it rains. It often covers half the road (to the centre) of both Norman and Napier and part of the pavements on both roads. This restricts pedestrian access and ability to cross. Pedestrians and cyclists are likely to get wet. There must be a drainage issue with manholes close to the corner on both roads		6	Better maintenance
14	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
15	Safety	Mentone Rd is a residential road. It has had speedbumps on it for years which indicates we have a problem with speeding / through traffic. Please make this road access only.	SK4 4	11	Make it access only
16	Walking, Traffic	Mentone Rd is one of the quietest streets in Heaton moor. It already benefits from what are clearly very effective traffic deterrent measures as such what is the justification to make it access only? Why should other residential streets take the extra traffic? It’s not fair or sustainable position to say we want to be able to drive on all Heaton roads but ours must be access only.	SK4 5	0	
17	Traffic, Safety	This road is quiet and calm, lovely to walk or cycle along	SK4 5	2	
18	Safety	The street is very popular with young families. It is a long cul-de-sac and some drivers can build up speed. While we wouldn't necessarily want road humps, this street could be treated with more innovative road alignments including buildouts and street furniture. This could allow better footway widths whilst providing dedicated parking bays for visitors. An example is included in the following link: https://www.newcivilengineer.com/latest/innovative-traffic-calming-measures-for-school-30-08-2016/	SK4 4	0	Slow down traffic, Better road and street signs, Better street furniture, Wider pavements
19	Traffic, Safety	Lots of young families live and play on what should be a quiet cul-de-sac but due to the length and blind bend at the top cars do speed down the road putting people at risk. Measure to slow the traffic down are required. Thanks	SK4 4	1	Slow down traffic
20	Parking / loading, Car Travel	Having read other comments about making parking disabled only and getting rid of the car park on Kings Road, which doesn't exist, it's Kings Drive I have to say that they obviously don't live in the area! They claim that most people walk or cycle to the cinema and cafes. Living there I can categorically assure you that this is not the case. The local shops and amenities have suffered enough through the Pandemic and certainly don't need to be hit with the removal of passing traffic. There is plenty of space for pedestrians and cyclists but cars are the MAIN means of transport and should be treated with respect. During these unusual times we are advised to avoid public transport so are even more reliant on our cars. As an elderly arthritic resident I am totally dependent on my car or mobility scooter. I don't have a blue badge but		7	Leave things alone.

		can walk from the kerb to the bar, cinema etc. so please leave things alone. Save money and don't fall into the change for changes sake trap.			
21		Warwick Rd should be 20mph not 30, it's a residential street that's regularly used as a rat run. Make the entire thing 20, add more substantial speed bumps. In parts it's also wide enough for a protected cycle way	SK4 4	7	Slow down traffic, Better street furniture
22	Parking / loading, Accessibility	Whilst the traffic calming measures will improve this street, I have concerns with regards to parking. The measures will mean access to my property will be limited and parking restricted. We need to maintain parking on the road for those properties who not have off road parking. Although some traffic does pass through the area at speed, the road is very quiet in nature and designated cycle ways would be excessive.	SK4 4	0	Space for parking / loading, More parking
23	Parking / loading	Too many cars already and no parking. Too many firms using our streets to park. Mercedes new works been the main culprit.	SK4 2	1	Better road and street signs, Improve junctions for traffic, More parking

ZONE 24: SOUTH OF CLIFTON ROAD, EAST OF MAULDETH ROAD, WEST OF B5169, NORTH OF THORNFIELD ROAD

This chapter reports on pins dropped within zone 24. The zone is situated to the south of Clifton Road, to the east of Mauldeth Road, to the west of B5169 Heaton Moor Road and to the north of Thornfield Road. The zone includes The Heaton's Library and Thornfield Park.

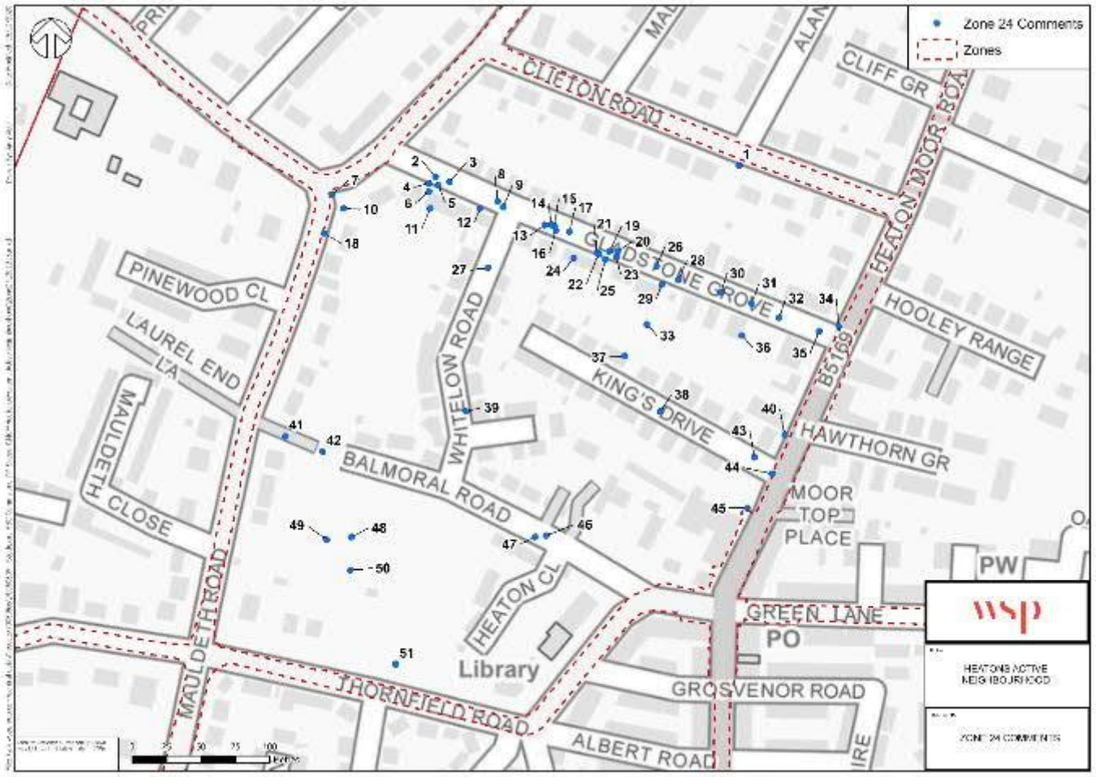

Figure 48 - Zone 24

Figure 49 displays the home postcode boundaries of the respondents who provided the comments listed in Table 24.

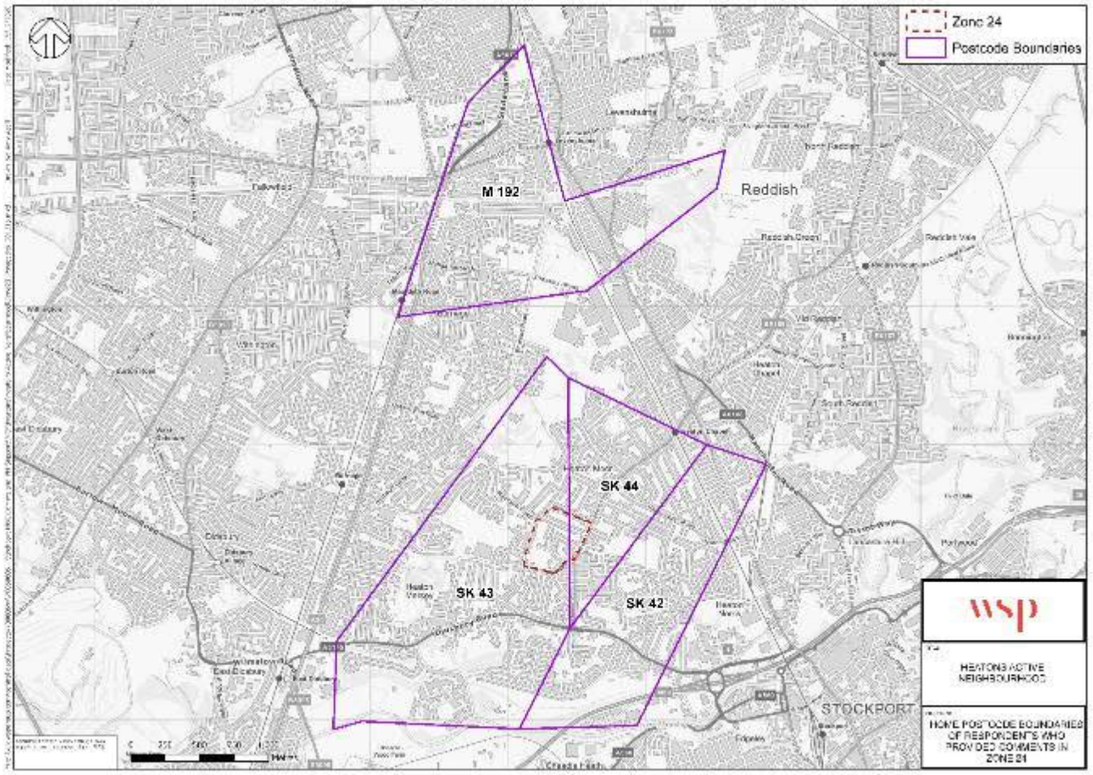

Figure 49 - Home postcode boundaries of respondents who provided comments in Zone 24

Table 24 – Zone 24 comments

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Traffic, Cycling, Safety, Walking	I live in a house on the corner of the Alan Rd / Clifton 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
2	Safety, Traffic	Lots of families with young children live on Gladstone Gr. Cars travel very fast and it's a cut through so lots of cars passing.	SK4 4	9	Slow down traffic
3	Cycling, Safety, Traffic, Driving	Gladstone Gr is busy at peak times as expected but mostly is quiet with usual expected amount of traffic. I don't think anything else needs to be done. The road has a couple of speed bumps on it that slow most people down, it's not a bus route which is good. Emergency vehicles can access it easily and most people abide by the speed limit, as shown by previous traffic surveys. I wonder sometimes with suggestions made, how the good people of the Heaton's would get around if all the roads were closed, as some of the comments on here suggest! This road is absolutely fine as it is.	SK4 4	3	
4	Street Furniture, Traffic, Walking	Despite what the recent traffic survey found, cars do speed along Gladstone Gr. At the junction with Clifton Rd cars career around the corner in a right turn from Mauldeth Rd direction and similarly, cars travelling downhill from H Moor Rd build up speeds of more than 30 mph before reaching that junction. I have seen some near misses. A planter in the middle of the road near where the speed bumps are would slow the cars down as they enter the road - we saw that effect when the sink hole was being repaired recently. This could be repeated further along the road just below Alan Rd. It would keep the traffic flowing but calm it down and it would add more greenery, too. Also, HGVs could be banned from the road except for house delivery, thus preventing more sewer collapse; satnavs send them along here up to the shops.	SK4 4	2	Fewer vehicles, Slow down traffic
5	Traffic, Driving, Safety	(no entry)		0	Enforcement, Slow down traffic
6	Car Travel, Green spaces, Poor drainage	Reduce traffic speed on Gladstone Gr by road cinching which only allows one flow of traffic at a time. Put in signs to inform the traffic users who has priority when driving through narrowed points in the road. Put in planters in the extra pavement space to make the street greener.	SK4 4	1	Slow down traffic, Better street furniture, Better maintenance, better maintenance of drains, Wider pavements
7	Safety, Walking, Traffic	The Mauldeth Rd / Clifton Rd junction is a deep corner for traffic and people crossing the road.	M19 2	1	Improve junctions for traffic, New/ safer crossings
8	Safety, Driving	I corroborate the other comments regarding traffic speed. There may need to be general access from Mauldeth Road up to Heaton Moor Road, but non-residents tear down the street (40 mph plus). This is a daily occurrence. It's unnecessary and preventable. There	SK4 4	5	Slow down traffic

		are many young families here and a better balance is needed between those using the road for access and those walking/cycling.			
9	Driving, Car Travel	When turning left or right from Whitelow Rd, the visibility is usually obstructed by cars parked really close to the turn on Gladstone Gr. Double yellow lines on both sides of the turn would make it safer to enter Gladstone Gr, especially when cars are usually approaching with high speed	SK4 4	3	Double yellow lines are needed on a turn so cars don't park on Gladstone Grove next to the turn
10	Traffic, Safety, Driving, Green spaces, Street Furniture, Cycling, Accessibility	Back up of traffic at peak times is really bad and school children are not crossing with the crossing patrol. I waited 10 minutes last week to turn right into Mauldeth road. Also, the crocus corner next to it could be made so much better with some seating.	SK4 3	10	Improve junctions for traffic, Protected space for cycling, Places to sit, New/ safer crossings
11	Traffic, Green spaces, Drains	Cinch points along Gladstone Gr which only allow the passage of one car at a time would be a more effective speed reduction measure with signage informing drivers of who has priority. Planters in the additional pavement space these cinched points would create would help make the area greener and make the street more visually attractive. Currently large puddles form along the road when it rains around the drains. Regular maintenance of the drains is required.	SK4 4	2	More trees and green space, Wider pavements, Slow down traffic, Better maintenance, Regular maintenance of drains in
12	Car Travel, Street Furniture, Traffic, Safety	places to be installed on Gladstone Gr that only allow one car to pass at a time - the speed that people drive on this road is often too fast	SK4 4	0	Better street furniture, Better road and street signs
13	Traffic	Gladstone Gr is a rat run; speed bumps don't slow down traffic which goes too fast. Chicanes or more street furniture needed to deter drivers from rat running this road.		15	Slow down traffic
14	Safety, Car Travel, Signage, Driving, Walking, Traffic	Cars drive too fast down Gladstone Gr and more traffic calming measures are needed. The speed bumps are too far apart and ineffectual. It is a walking and cycling route used by primary and secondary school children during term time. It is used as a rat run day and night.	SK4 4	5	Slow down traffic
15	Walking, Driving	I cannot believe some of the deluded comments on here. Gladstone Gr is an average road - it is NOT DANGEROUS!! The traffic is average, and the most recent traffic survey showed an improvement - cars travelling at a lower speed which is good. Some of the demands for 'access only', speed cameras and planters are just from entitled individuals who think they are more important than everyone else in the Heaton's. There are places that need improvement more than this road.	SK4 4	1	
16	Safety, Driving, Traffic	The current speed bumps on Gladstone Gr are too low and too far apart, cars travel too fast along the road and it's unsafe especially given the number of families with young children. More bumps and a 20 limit would be beneficial.	SK4 4	1	Slow down traffic
17	Safety, Driving	Despite the 20 mile an hour speed limit and speed bumps at the bottom and top of the road, people use Gladstone Gr as a racecourse speeding on down it throughout the day. It is extremely unsafe for all the families with young children who live on the road not to mention all the children who use the road as a route to and from school and the local park. Something must be done to curb the speeding on the road. More speed bumps are needed as drivers can gather considerable speed in between the bumps at the top and the bottom.		7	Enforcement, Better road and street signs, Less traffic, Slow down traffic

18	Walking	The corner of Clifton Rd and Mauldeth Rd 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
19	Safety, Traffic	Although there are many 20 mile an hour speed zones many drivers do not drive to these limits. In Manchester traffic speed bumps actually slow cars down but then they travel into Stockport and speed up especially along Mauldeth Road, Clifton Road then cut through Gladstone Grove. Speed cameras are required as fines seem to be the only way to control speeding	SK4 4	6	Enforcement, Slow down traffic
20	Car Travel, Signage, Traffic, Safety, Walking, Parking / loading	Gladstone Gr is used for access & cars speed down. A lot of us have young families & it's dangerous to have them near the road. Getting them in & out of the car can be a worry with the speed of cars that pass by. Parking can sometimes be a problem for residents when there are big films on at the cinema etc.	SK4 4	6	Less traffic, Fewer vehicles
21	Driving	Current traffic calming measures on Gladstone Gr (low humps) do nothing to keep cars / vans / trucks within the speed limit. Used as a rat run to avoid queues on Clifton Rd / Mauldeth Rd junction		7	Slow down traffic, Fewer vehicles, Reduce pollution
22	Safety, Cycling, Traffic, Parking / loading	Gladstone Gr used as a rat run to avoid Clifton Road / Mauldeth Rd junction. Cars speeding. Speed humps are ineffectual. Double yellow lines at the top of the street just mean that people using Moor Top shops park further down Gladstone Grove meaning congestion further down. Residents only parking would be a better solution.	SK4 4	6	Less traffic
23	Parking / loading	Pavement parking on Gladstone Gr reduces the space for all pedestrians, but especially those with buggies or wheelchairs.	SK4 4	5	Stop pavement parking
24	Traffic	Gladstone Grove is a walking and cycling route to schools. Cars use this as a cut through and drive excessively fast. Traffic calming is ineffective as speed bumps are flat and have no impact.		8	Slow down traffic
25	Driving	Gladstone Gr is getting really dangerous with people speeding down it at all times of the day. This road is mainly made up if families with young children and the elderly. It is also a walking route for many school children serving the local schools. It is only a matter of time before someone is hurt on the road from the dangerous driving. I do not feel safe on this road and particularly worry about my children.		7	Slow down traffic, Less traffic, Enforcement, Better road and street signs
26	Safety, Accessibility, Car Travel, Walking	Gladstone Gr is a pleasant road which is fairly quiet most of the time. It has the usual expected busier periods, but nothing problematic. A couple of traffic surveys have been done which gave pleasing results. One in 2012 (I think) and a more recent one. These showed a greater volume of traffic but over a week the average speed was lower and in line with the road speed limit of 20 mph. I think there are places that need council money spending on them more urgently than this road. Really happy with it as it is.	SK4 4	1	Better lighting
27	Safety, Driving	Whitelow and Balmoral Roads both have 30mph limits, yet they connect with 20 mph limits on Gladstone Gr and Thornfield Rd at Moor Top, which is also 20 mph. There should be consistency in this. These roads are also very well used as access to the park gates by families with young children and are a major route for school pupils.	SK4 4	1	Slow down traffic

28	Driving, Traffic	A recent survey on this road showed that although there were more vehicles using it, they were travelling more slowly in line with the speed limit of 20 mph. This road does not need any action to be taken.	SK4 4	1	
29	Traffic	Gladstone Grove is used as a rat run at peak periods. Existing speed humps ineffective. Alter the road layout so it feels as though pedestrians have priority, maybe by combination of chicanes, pinch points and diagonal parking.	SK4 4	12	Slow down traffic, Less traffic
30	Traffic, Driving, Air quality, Street Furniture	Gladstone Grove is a rat run, at peak times motor traffic is frequent and dangerously quick. There are ill-maintained and completely ineffective speed bumps about 200m apart, and there seems to be limited observance and no enforcement of 20mph speed limit. Strongly suggest should be made access only. Through route via Clifton Rd is exactly parallel, so through access via Gladstone Rd unnecessary.	SK4 4	10	Enforcement, Slow down traffic, less traffic, Reduce pollution, More trees and green space
31	Traffic, Safety, Street Furniture, Signage, Walking	Gladstone Grove is used a cut through with drivers travelling well in excess of the speed limits putting, children, adults, the elderly and infirm at risk. The amount of traffic is excessive. Some form of traffic calming needs to be implemented the speed cushions currently place are set too far apart and are insignificant and have absolutely no impact on slowing traffic down.	SK4 4	5	Better road and street signs, Enforcement, Improve junctions for traffic, Better street furniture, Less traffic
32	Walking, Cycling, Traffic	Gladstone Gr is a rat run at peak times. Making it access only would make it safer for everyone especially children.	SK4 4	15	Less traffic, Slow down traffic
33	Walking, Accessibility	The side road off Kings drive is not cobbled and can get very muddy making it almost impossible to walk down (needs pathing all the way along). There is also no lighting so impossible to walk down of a night and feels unsafe.	SK4 4	7	Better maintenance, Better lighting
34	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
35	Safety, Parking / loading	Vehicles park at the Gladstone Gr / Heaton Moor Rd junction 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
36	Walking, Traffic, Air quality, Safety	A blanket 20mph restriction throughout the Heatons with signage at every 'gateway' from Mauldeth and Didsbury roads and the A6. Heaton Moor road needs pedestrian crossing points along its length, not just at the shops. HGV's should be prevented from using residential streets as short cuts.		8	Better rail service, Better bus service, Reduce pollution, More trees and green space, New/ safer crossings, Slow down traffic, Wider pavements, Better road and street signs, More cycle parking
37	Walking, Accessibility, Safety	The Alan Road path is a well-used pedestrian/cycle route, safe and quiet for families with small children to walk or cycle parallel to Heaton Moor Road away from the busy traffic. Unfortunately, the path of the alleyway is un-cared for and hasn't been re-gravelled in years, resulting in mud and huge puddles when it rains, making it unusable.	SK4 4	5	Better maintenance
38	Parking / loading, Safety	Drivers speed too fast down this short cul-de-sac. absolutely no need. There is often pedestrians and cyclists crossing the road, who have used the Alan Road pathway. Non-resident parking also brings lots of traffic along the road looking for parking when the car	SK4 4	3	Less traffic, Slow down traffic

		park is full or to avoid paying for all day parking charges, making it difficult for residents to park.			
39	Safety, Car Travel	This road runs between Gladstone Grove and Balmoral Road with Thornfield Park being at the end of the road. Many people use this road to avoid the traffic lights and congestion on Heaton Moor Road and travel on the road at ridiculous speeds at all times of day and night. Due to the park being at the end of the road there are constantly children and families around and one day there is going to be an awful accident involving a vehicle and a child. We have asked the council for speed bumps repeatedly and this has always been rejected. Action needs to be taken before someone is seriously injured.	SK4 4	3	Slow down traffic, Enforcement
40	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
41	Safety, Walking, Cycling	The path from Mauldeth Road (opposite Laurel End Lane) to park / Balmoral Road needs to be much better lit and better maintained.	SK4 3	8	Better lighting, Better maintenance
42	Walking, Cycling	The footpath linking Balmoral Rd to Mauldeth Rd should be improved to maintain good access for pedestrians and cyclists in all weather.	SK4 4	3	Better lighting, Better routes to schools, Better maintenance, All weather surface - tarmac or equivalent
43	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 pedestrians crossing, vehicular access to the road for residents and those wishing to use the car park.	SK4 4	9	Enforcement, Improve junctions for traffic, Space for parking / loading
44	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
45	Parking / loading	The carpark next to King's Dr 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	SK4 3	1	Drop the car-park charges. Put a maximum time limit on during the working day.

		longer time limit - but enforce the disabled bays! No limit in the evening, so cinema, restaurant, bar customers can park freely.			
46	Traffic, Safety, Driving, Walking	Traffic travels at speed on this stretch of Balmoral Rd. There are many children walking and on bikes as it is the approach to park and a main route to schools. Speed bumps would be welcome	SK4 4	14	Slow down traffic
47	Safety, Car Travel, Driving	Not really sure why Balmoral Road and Whitelow Road are 30mph and connect to Gladstone Grove which is 20 mph Makes sense for Balmoral Road to be 20mph since this road is often busy with kids crossing and heading to and from Thornfield Park.		0	Slow down traffic
48	Green spaces, Walking	The paths in the park are too narrow and pedestrians are expected to get out of the way of those on cycles.	SK4 3	6	Wider paths and a segregated cycle route.
49	Not enough bins	(no entry)		3	More bins
50	Green spaces, Street Furniture	There are a limited number of benches for the number of people who use the park.	SK4 3	9	Places to sit
51	Accessibility, Safety, Place for dogs to run off lead should be created.	As a user of both the park and a mobility scooter I am only able to access the park from the Balmoral Road entrance as the other 2 entrances/exits are not served by dropped kerbs and quite correctly have safety barriers between the road and the pavement meaning I am even denied, the dangerous option, of travelling on the road for a few yards. I do not believe this is acceptable. The park is well used by dog walkers, myself included and some choose to let their dogs run free. If there was a secure fenced area for them this would prevent some people who are afraid of dogs being upset and would allow people to walk around the remainder of the park with confidence. The dog walkers are very good at collecting the excrement so this contained area should not be a problem. Cyclists use the park as a short cut but do not always consider the speed at which they travel. I have witnessed some very near misses between small children, dogs, adults and speeding cyclists. A designated cycle area with an instruction to proceed at walking pace would perhaps avoid a serious accident.		2	Dropped kerbs, Protected space for cycling

ZONE 25: NORTH OF PRIESTNALL ROAD, WEST & SOUTH OF MAULDETH ROAD

This chapter reports on pins dropped within zone 25. The zone is situated to the north of Priestnall Road and to the west and south of Mauldeth Road. It includes Priestnall School, Priestnall Allotments and Tithe Barn School.

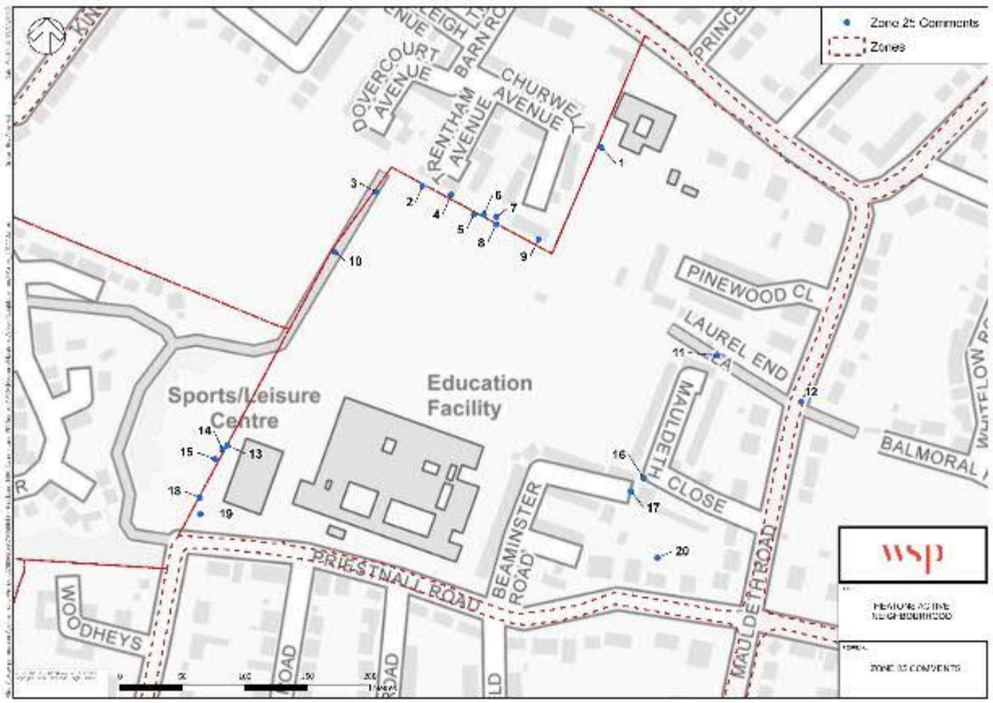

Figure 50 - Zone 25

Figure 51 displays the home postcode boundaries of the respondents who provided the comments listed in Table 25.

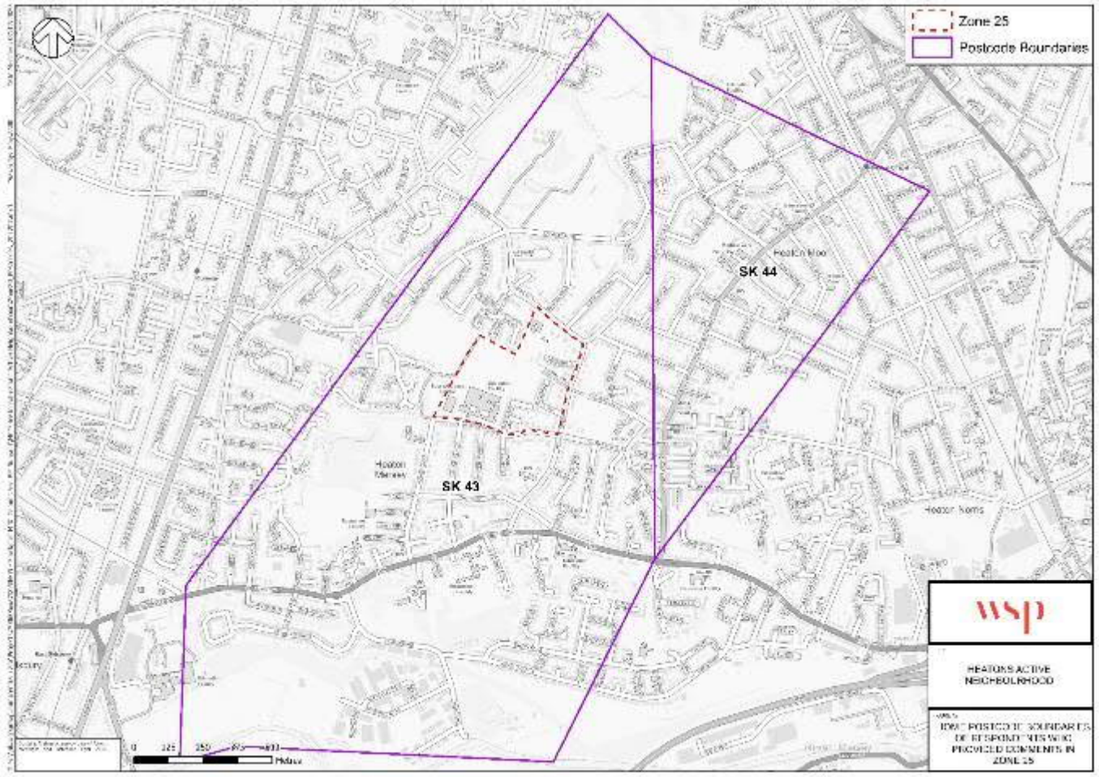

Figure 51 - Home postcode boundaries of respondents who provided comments in Zone 25

Table 25 – Zone 25 comments

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Walking	The path to the rear of Tithe Barn School needs surfacing as it gets waterlogged in wet weather. The hedges are overgrown so its difficult to pass safely.	SK4 3	8	Better maintenance
2	Cycling, Safety, Walking, Air quality	I have contacted the council numerous times over a 7-year period about this passage. It could be a pleasant, safe place to walk, cycle or scoot if it was resurfaced and maintained. I think Mauldeth Road feels dangerous and the traffic is so fast. I have never understood why we are encouraged to walk and cycle but the paths that could really help make that happen are not in any fit state to use. Lighting, bins and a smooth surface/better drainage would make this pathway more accessible and hopefully more footfall would help make it feel safer too.	SK4 3	14	Better lighting, Better maintenance
3	Walking, Cycling	This is a popular walk for locals and school students. When it rains this junction floods making it almost impassable		10	Better routes to schools, Reduce flooding on this corner
4	Accessibility, Walking, Cycling	The path desperately needs resurfacing and regular cutting of the overgrown hedges on the allotment side. This would make a major difference for a relatively small cost.	SK4 3	4	Better maintenance
5	Walking, Cycling	This is a route used by residents of Kingsleigh Rd and surrounding area to get to Heaton moor and schools including Tithe Barn St Johns and Priestnall. Due to its poor surface and often overgrown hedges it can be difficult to navigate with pushchairs and prams and in bad weather children are filthy with mud by the time they get to school. Doesn't feel safe in the dark evenings due to no lighting. This is a great route to avoid main roads but desperately needs a better smoother surface, lighting and regular maintenance.	SK4 3	11	Better maintenance, Better routes to schools
6	Accessibility, Walking, Cycling, Safety	I know it's difficult, but this is a very well-used path but during lockdown it highlighted how narrow it was when trying to social distance from people coming the other way. Can it be made wider at all? Or at least bushes and undergrowth regularly cut back to the absolute limit and a much better surface put down & better drainage. And better lighting (without disturbing the nearby houses). Just needs to be easier access for all & to feel much more open, light & safer.	SK4 3	7	Better maintenance, Wider pavements, Better lighting
7	Cycling, Walking	This is a key route for walking. It needs lighting, resurfacing and widening if possible, to cater for bikes as well.	SK4	0	Better maintenance, Less clutter
8	Cycling, Walking	Typical treatment of a suburban path. Narrow it down and box it in so it becomes unpleasant. Open it out, as it stands it's a muggers paradise. Paths should be open and visible if they're to be used. If needs be take a bit off the gardens and allotments to widen it. Make that fence with the allotment open with no bushes/brambles on it. Paths need to be visible and open spaces	SK4 3	5	Less clutter, Wider pavements, Narrow path, a muggers paradise, open up the allotment side by putting up a secure but see through fence
9	Cycling, Walking, Safety	The path that runs from Laurel End Lane behind Tithe Barn School to the corner of the common and continues from there to join the end of Cherry Holt Avenue and then Kingsleigh Road could be a good way for cyclists and pedestrians to avoid the traffic on Mauldeth Road, and can be used to access Tithe Barn at school start and finish times. However, it is unlit and poorly surfaced making it unwelcoming at night or in wet weather. Lighting and surfacing this path could make it a useful and safe connection between Burnage and Heaton Moor.	SK4 3	44	Better maintenance, Better lighting, Better road surface

10	Green spaces	Mersey Rd here is an old rural green lane; in adoption for the cycle route the volunteer restored hedges, oak trees and wildflower verges must be conserved as they are today - no cleared/mown/strimmed verges. The present path is of sufficient width for the cycle route - a 1 metre wide gravel path along the West, field side of the hedge, beside the rugby pitch would provide additional space for walking and would improve the eroded and muddy state of the field boundary.		5	protect greenspace
11	Safety, Walking, Cycling	This is such a busy, well-used pathway & cycleway, just needs to be better lit.	SK4 3	7	Better maintenance, Better lighting
12	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	37	Improve junctions for traffic, New/ safer crossings, Enforcement, Slow down traffic, Wider pavements
13	Cycling, Walking	This is an important link for cyclists and walkers. This includes those going to Priestnall School, but also covers a lot of other people as well, because it cuts out a large chunk of (the utterly lethal) Mauldeth Road. Unfortunately, it is a fair-weather route because the surface is very poor, it gets muddy and wet after only a small amount of rain, such that it is not walkable unless you have muddy boots on or a mountain bike. There is a detour round on a concrete path to the west (see map) but that floods completely on a regular basis and is difficult to access through the gate on a bike. The surface alongside the allotments is very good, that type of surface should have continued all the way to the end on Priestnall Road.	SK4 3	7	Surfacing and lighting
14	Cycling, Safety, Walking	This path gets very muddy if it rains and is unlit at night, and has also been the site of robberies targeting Priestnall students. Improved surfacing and lighting would make it more attractive and safer for walking and cycling, potentially cut car traffic dropping off / collecting at Priestnall, and help cyclists avoid Mauldeth Road.	SK4 3	19	Better lighting, Better maintenance, Better surface and drainage
15	Cycling, Walking	Great path which allows safe cycling from Priestnall Road and Mersey Road towards Mauldeth Road. Completely away from traffic. Easy for cyclists of all ages. But the path is in poor condition and lighting is not good, so it doesn't always feel like a safe place to be.	SK4 4	9	Better lighting, Better maintenance
16	Cycling	Whilst trying to improve opportunities for cyclists thought must be given to increased mandatory training for cyclists especially when using shared spaces with pedestrians and in particular when interacting with young and elderly pedestrians. There is also a new minority of electric scooter users using both pedestrian footpaths and roads both of which are currently illegal and dangerous given the speed they can achieve.	SK4 3	2	Better road and street signs
17	Safety, Walking	The lamp posts were recently upgraded, but they removed one close to the alleyway. It is now a very dark area and could be unsafe for pedestrians. Suggest better lighting to increase safety.	SK4 3	5	Better lighting
18	Walking, Accessibility	Footpath gets very muddy along here, even in summer after some rain. Lighting could also be improved. Would make the route more pleasant and safe to walk along, year-round.		23	Better lighting, Improved surface
19	Green spaces	This path is alongside or within the Priestnall Hey Public Open Space; any widening of the path should retain the mature trees along the West side (move the Sports Centre fence instead).		2	(no entry)
20	Safety, Street Furniture, Walking	Both approaches to the alleyway need to be brightly lit, obviously carefully positioned so as not to disturb neighbouring houses & flats. Overgrown dividing hedges need to be but back to normal size to increase feeling of openness & clear view through before entering alleyway & less dark shadows.	SK4 3	2	Better lighting, Better street furniture

ZONE 26: EAST OF KINGSLEIGH ROAD, SOUTH OF MAULDETH ROAD, NORTH OF ALLERDEAN WALK & BLUESTONE DRIVE

This chapter reports on pins dropped within zone 26. The zone is situated to the east of Kingsleigh Road, to the south of Mauldeth Road, to the west of Tithe Barn Primary School and Priestnall Road Allotments and to the north of Allderdean Walk and Bluestone Drive.

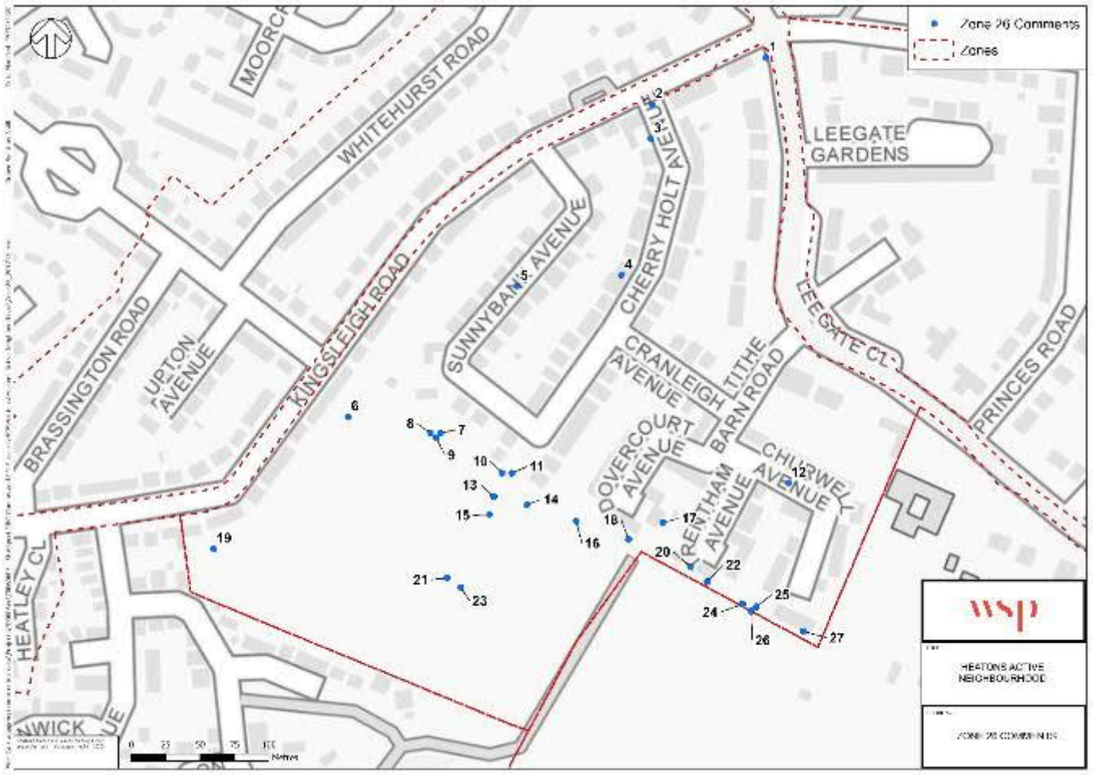

Figure 52 - Zone 26

Figure 53 displays the home postcode boundaries of the respondents who provided the comments listed in Table 26.

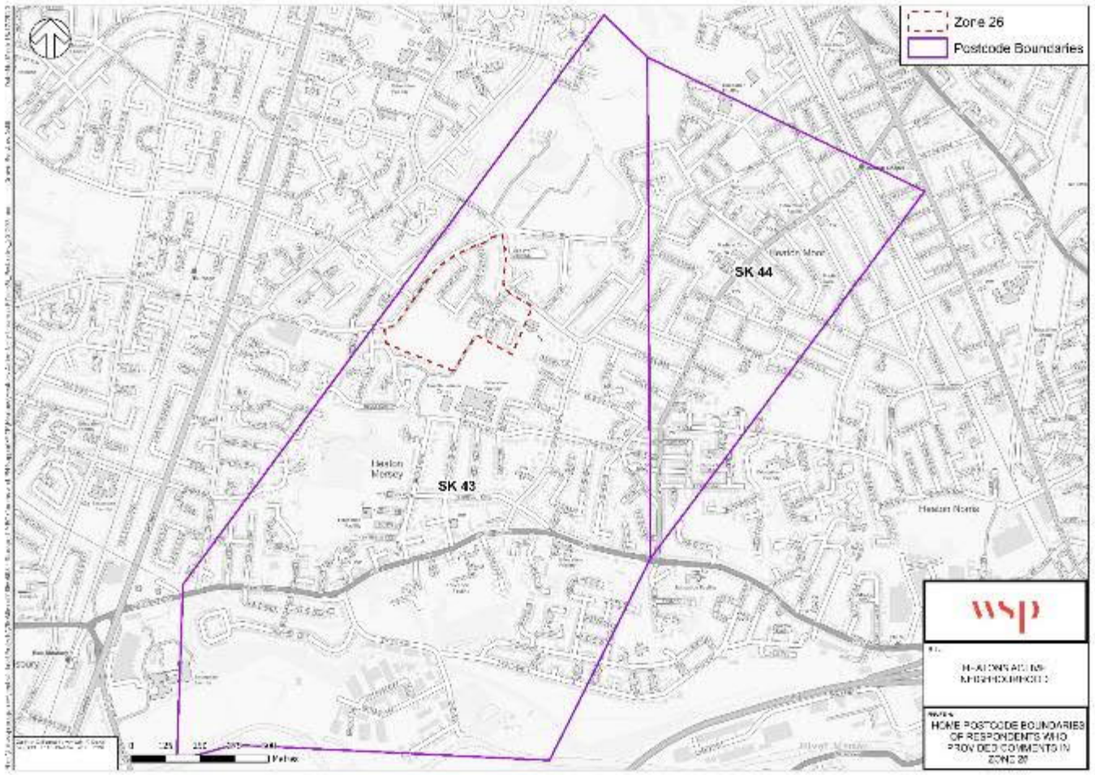

Figure 53 - Home postcode boundaries of respondents who provided comments in Zone 26

Table 26 – Zone 26 comments

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Traffic, Cycling	Traffic from Tithe Barn direction is 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
2	Parking / loading	The Cherry Holt Ave / Kingsleigh Rd 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
3	Parking / loading	Marked parking bays on Kingsleigh Rd outside the shops would be useful to dissuade people from parking on the corner - it's dangerous to turn into my Rd (Cherry Holt) when cars are parked right at the corner on both sides	SK4 3	4	Better road and street signs, More parking
4	quality of path	reduce pavement parking where there are cycle paths	SK4 3	4	Better maintenance, Protected space for cycling
5	Car Travel, Safety, Signage, Driving	Sunnybank Ave should be a private road or a cul-de-sac. Too many speeding cars, day and night, fatalities waiting to happen. Wing mirrors on parked cars regularly damaged by speeding vans and cars.	SK4 3	1	Slow down traffic
6	Traffic	Kingsleigh Road is a run through for Tesco and to cut out green end. The street needs more trees and would ideally benefit from making it a dead end and only open to residents. This would improve the lives of the Children and elderly.	SK4 3	9	More trees and green space, Fewer vehicles
7	Cycling, Walking, Accessibility, Safety	This is the main route for walking and cycling between Heaton Mersey (Kingsleigh Road end) and Heaton Moor, used very heavily by families with school age children and older children themselves. It connects to the two nearby primary schools, the Priestnall School, allotments, Cherry Holt Avenue and Mauldeth Road. The pathway is not maintained, it ideally needs a small strip of tarmac to be added so that it is fully accessible. The green area needs basic maintenance so that it is possible to walk through it. Improving this already very heavily used pathway and making walking and cycling more accessible and pleasant would be a very smart and easy thing to do.	SK4 3	32	Better routes to schools, Better maintenance, Protected space for cycling
8	Accessibility			3	Better maintenance, Foot path for prams
9	Accessibility, Walking, Cycling	This footpath is not maintained and is often very muddy and dangerously slippery in the bad weather. This often makes it inaccessible to those with pushchairs, prams and bikes. A better smoother surface is required with regular maintenance of overgrown bushes.	SK4 3	6	Better maintenance
10	Green spaces	Lack of bins means there is a little all over the running track and field. Whilst having bins doesn't necessarily mean little won't be an issue, it would certainly help. During summer and lockdown litter has been such an issue in the area. We need to make it nice.	SK4 3	13	Better street furniture
11	Accessibility, Cycling	A frames stop many non-standard bikes, and parents with large buggy, and users of mobility scooters. Need to remove and replace with something like bollards with adequate spacing.	SK4 4	8	Remove A frame to allow all cyclists and parent with double buggy

12	Traffic, Street Furniture	Churwell Avenue is a cul-de-sac with a wide age range of occupants - young families and elderly people. The footpaths are dangerous because they are so uneven. Difficult for the elderly and toddlers on bikes etc. Even though it is a 20mph road, delivery vehicles, visitors and some residents race around and so the children cannot play out on the road unsupervised. Traffic calming measures should be introduced. This would be a perfect street to make into a 'play street' with road planters slowing down traffic and giving priority to pedestrians and residents. Come on Stockport, show what can be done with a bit of proper urban landscape design to enhance our already brilliant neighbourhood!	SK4 3	2	Better street furniture, Enforcement
13	Walking, Cycling	Key route to local nursery, primary and secondary schools, as well as to park, library and other amenities in Heaton Moor.		0	Better lighting, Better routes to schools, needs a WIDER path that is FLAT and properly MAINTAINED, so that you don't get muddy and can be accessed by buggies, young cyclists, etc.
14	Walking, Cycling, Green spaces, Accessibility	Key route to local schools (nursery, primary and secondary), and to Heaton Moor and Heaton Mersey amenities - parks and other green spaces (HM Common, river, etc), library, shops, etc.	SK4 3	9	Better maintenance, Better lighting, Places to sit, Paths need improvement - need to be flatter, wider, properly surfaced and maintained, to make accessible to all
15	Cycling, Walking, Green spaces	Needs WIDER and FLAT path that is well MAINTAINED. The path is very narrow or completely missing in some places, not flat, muddy when wet - not accessible to all - difficult for buggies, wheelchair users, etc. Key off-road route from north-west Heaton's to local schools (nursery, primary and secondary) Heaton Moor and Heaton Mersey parks, library, shops and other amenities.	SK4 3	13	Better routes to schools, Better maintenance
16	Cycling, Accessibility, Green spaces, Walking	There needs to be a proper tarmac path here all the way up, the path disappears and becomes very muddy/impassable as soon as it rains especially with buggies/scooters/bikes - such a shame as the common is a much-loved green space and it's a safe route for kids getting to numerous schools	SK4 3	13	Better maintenance, Wider pavements, Better lighting
17	Cycling	At either end of this short (approx. 10 m) section of path, there are 'no cycling' signs. I don't understand the reason for this, and they put people off using what is an otherwise great path. Allowing cycling on this path would help encourage more cycling to/from the nearby schools, well away from busy roads.	SK4 4	7	Allow cycling on this short section of path - remove the no cycling signs
18	Cycling	Please make it safe to cycle across the common as it's such a good alternative to trying to cycle down Mauldeth road, which I won't do as it's too dangerous. In order to cycle across the common, I need to be able to get my cargo bike through the entrance here. Please can you make the entrance wide enough for a cargo bike. Thanks		2	Protected space for cycling
19	Traffic	The current management system does not work and creates issue regarding parking roadside or turning into private drives. The tarmac constantly fails and cars speed through it to beat oncoming cars, so they don't have to wait. Road rage incidents have occurred as a result and traffic occurs preventing privacy - this should be redesigned and relocated, or simply larger speed bumps applied rather than single way traffic/give way	SK4 3	2	More trees and green space, less traffic, Enforcement, Improve junctions for traffic, Fewer vehicles, Slow down traffic
20	Cycling	I would love to cycle with my kids onto the common from Dovercourt Avenue so I can cycle them to school on my cargo bike. Please can you make the gate onto Heaton Mersey common wide enough to fit a cargo bike through so I can cycle my kids to school?		9	Better routes to schools
21	Safety	After dark this is a no-go area as there is no lighting at all. Need lighting.	SK4 3	5	Better lighting

22	Accessibility, Walking, Cycling	The path desperately needs resurfacing and regular cutting of the overgrown hedges on the allotment side. This would make a major difference for a relatively small cost.	SK4 3	4	Better maintenance
23		Illegal motorbike use impacts on the safety of people using this area for walking and cycling. This green space provided vital access to schools and links Heaton Mersey village to a residential area. Better gates and CCTV cameras would help.	SK4 3	18	Preventing illegal off-road motorcycles and quad bikes
24	Accessibility, Walking, Cycling, Safety	I know it's difficult, but this is a very well-used path but during lockdown it highlighted how narrow it was when trying to social distance from people coming the other way. Can it be made wider at all? Or at least bushes and undergrowth regularly cut back to the absolute limit and a much better surface put down & better drainage. And better lighting (without disturbing the nearby houses). Just needs to be easier access for all & to feel much more open, light & safer.	SK4 3	7	Better maintenance, Wider pavements, Better lighting
25	Cycling, Walking	This is a key route for walking. It needs lighting, resurfacing and widening if possible, to cater for bikes as well.	SK4 3	0	Better maintenance, Less clutter
26	Walking	This footpath is a good route for school children to Priestnall and Tithe Barn and for walkers to the common. But the hedges get overgrown and the path needs maintenance. Also providing more Dog Waste bins would be very helpful		9	
27	Cycling, Walking, Safety	The path that runs from Laurel End Lane behind Tithe Barn School to the corner of the common and continues from there to join the end of Cherry Holt Avenue and then Kingsleigh Road could be a good way for cyclists and pedestrians to avoid the traffic on Mauldeth Road, and can be used to access Tithe Barn at school start and finish times. However, it is unlit and poorly surfaced making it unwelcoming at night or in wet weather. Lighting and surfacing this path could make it a useful and safe connection between Burnage and Heaton Moor.	SK4 3	44	Better maintenance, Better lighting, Better road surface

ZONE 27: SOUTHWEST OF MAULDETH ROAD, NORTHWEST OF KINGSLEIGH ROAD, SOUTHEAST OF MOORCROFT DRIVE & CRANWELL DRIVE

This chapter reports on pins dropped within zone 27. The zone is situated to the southwest of Mauldeth Road, northwest of Kingsleigh Road and southeast of Moorcroft Drive & Cranwell Drive.

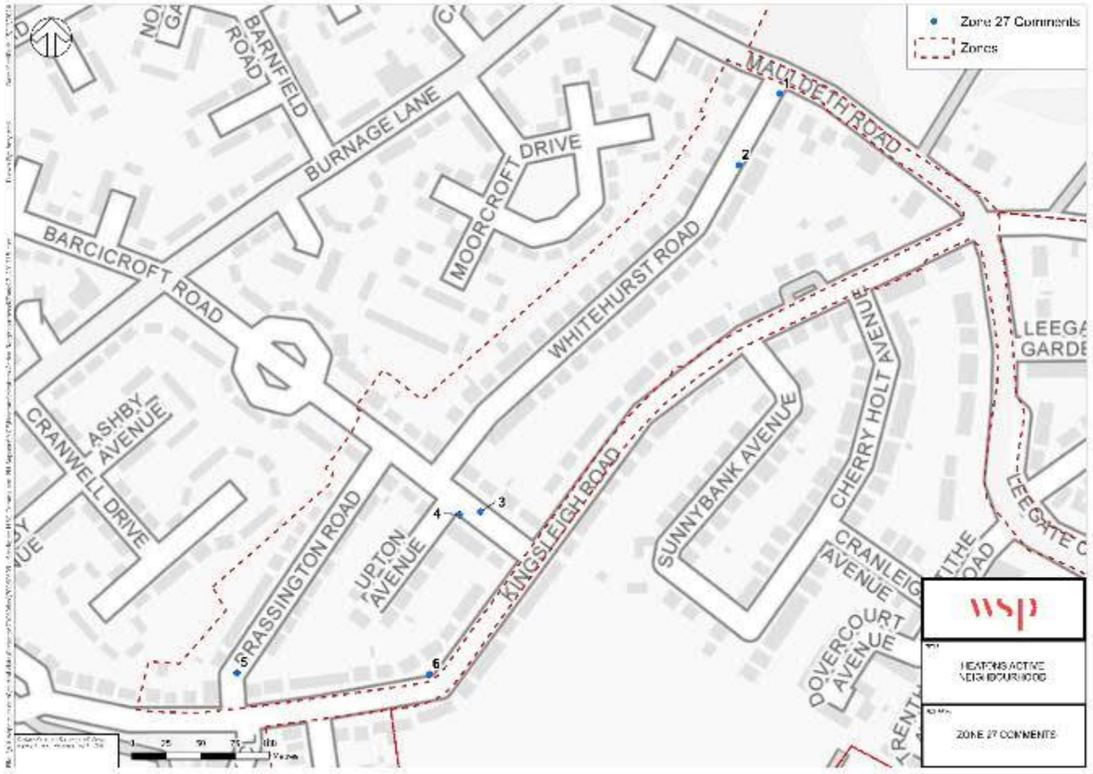

Figure 54 - Zone 27

Figure 55 displays the home postcode boundaries of the respondents who provided the comments listed in Table 27.

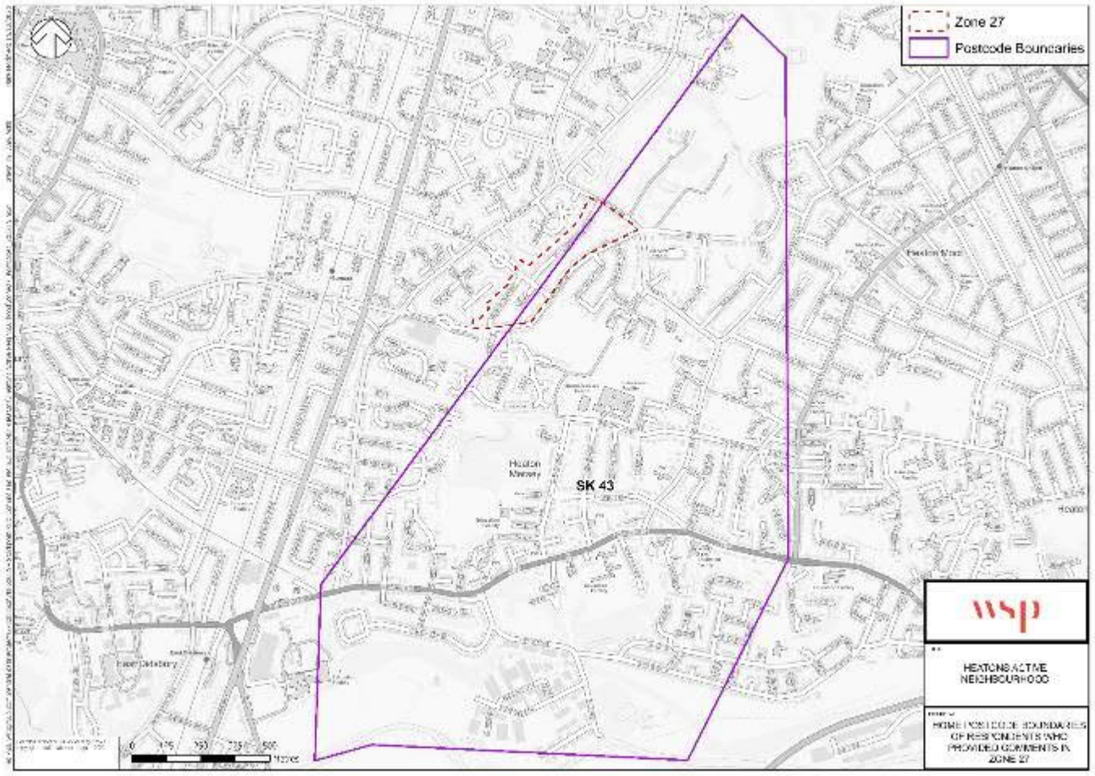

Figure 55 - Home postcode boundaries of respondents who provided comments in Zone 27

Table 27 – Zone 27 comments

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	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	
2	Green spaces, Walking	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	Traffic, Safety, Driving	Barcicroft Road is very heavily used as a shortcut by drivers heading from South Manchester to the Heaton's and vice versa. Due to the generous width of the road and its direct connection to Kingsway at the Manchester end, almost no driver adheres to the speed limit. The existing bump on the Stockport council border doesn't slow down the traffic at all and as a result the road is full of excessively speeding cars creating danger to the residents and school children walking and cycling to the nearby schools or shops. It needs efficient traffic calming measures to be introduced.	SK4 3	11	Slow down traffic
4	Traffic	The issue is that the Barcicroft Road is on the boarder of Stockport and Manchester. On the Stockport side there is a speed restriction of 20mph with speed humps (which do work to a degree) and on the Manchester side it is 30mph with no speed calming measures in place. So, cars and motorbikes drive very fast on the Manchester side and slower on the Stockport side. The usually slow down, braking hard right outside me house. This is distressing and unsafe. A few years ago, a child was knocked down and left with life changing injuries. This should never happen again. There is no need for the speed to be different on different parts of this residential road. It isn't a main road and therefore there should be a 20mph speed restriction along its full length. I have addressed this issue before with my councillor be nothing seems to be done. Stockport needs to talk to Manchester Council and address these issues. Barcicroft Road can't be the only one. For the sake of everyone reduce speed to 20mph and put in place calming measures.	SK4 3	7	Slow down traffic
5	Safety, Traffic	Along Brassington Road it is becoming a racetrack for motor bikes and cars especially the end to Kingsleigh Road they come around the bend at some very fast speeds quite a few years ago one came crashing through our gates and into the drive.		0	Enforcement, Slow down traffic, Improve junctions for traffic, Fewer vehicles
6	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

ZONE 28: WEST OF PRIESTNALL SCHOOL, SOUTH OF KINGSLEIGH ROAD, NORTH OF HEATON MERSEY COMMON, EAST OF DENSHAW CLOSE

This chapter reports on pins dropped within zone 28. The zone is situated to the west of Priestnall School, south of Kingsleigh Road, north of Heaton Mersey Common and east of Denshaw Close & Uppermill Drive.

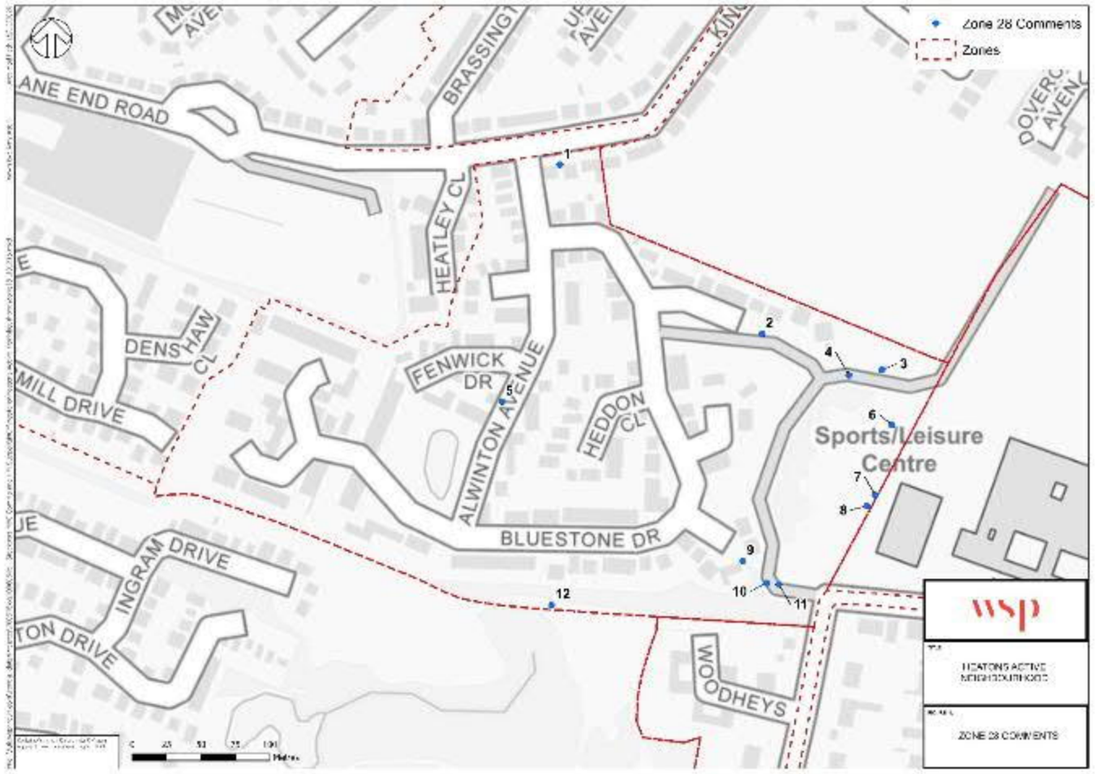

Figure 56 - Zone 28

Figure 57 displays the home postcode boundaries of the respondents who provided the comments listed in Table 28.

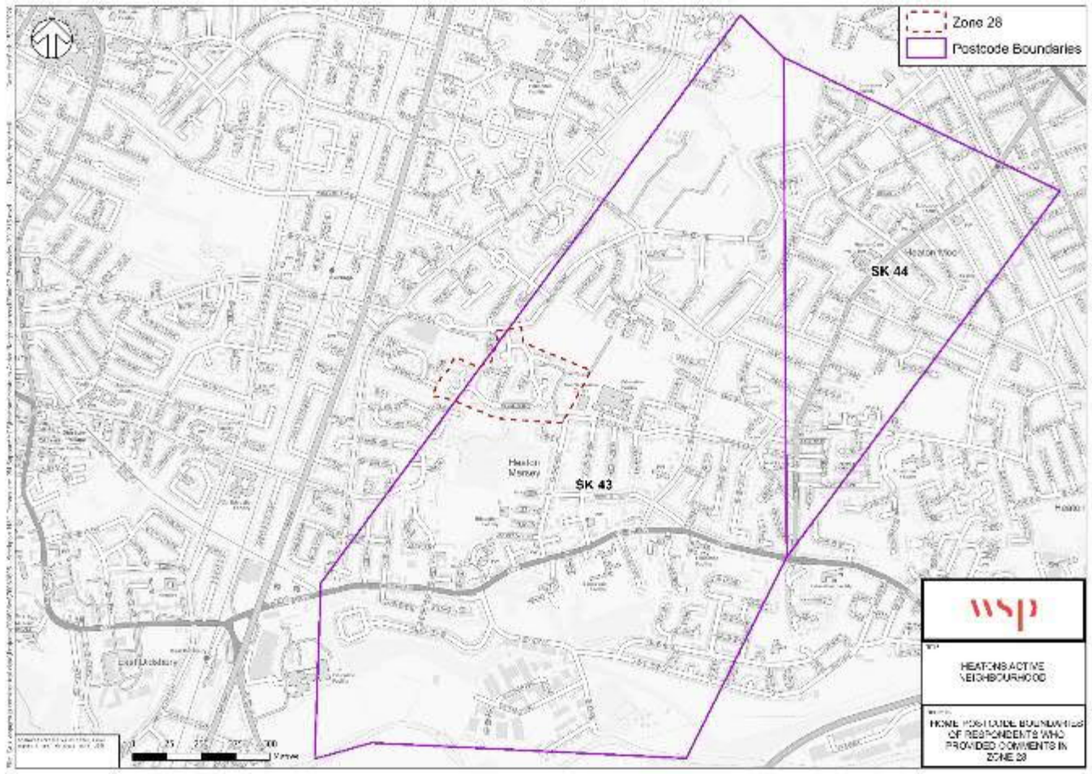

Figure 57 - Home postcode boundaries of respondents who provided comments in Zone 28

Table 28 – Zone 28 comments

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Traffic	Kingsleigh leading to Tesco's could be made one-way traffic. It would significantly reduce traffic and heavy trucks.	SK4 3	0	Fewer vehicles
2	Street Furniture, Lighting	Allerdean Walk needs more lighting, with winter coming up plenty of places for people to hide. Bushes need cutting down and more lighting needed.	SK4 3	8	Better lighting
3	Cycling, Green spaces, Walking	Heaton Mersey Common is very muddy at times due to poor drainage.	SK4 3	6	
4	Walking, Cycling, Safety	This is a very heavily used footpath and cycle path linking the sports fields to the common. There has been a drainage problem for some time and the path becomes an impassable mud bath.	SK4 3	24	Better maintenance
5	Driving	Need CCTV or some other method of citing speeding drivers on Alwinton Ave.	SK4 3	8	Enforcement
6	Green spaces	Priestnall Common is a highly valued walking space. So many people run, walk & exercise here.	SK4 3	9	Better maintenance
7	Cycling, Safety, Walking	The path from Mersey Rd / Priestnall Rd to Trentham Ave gets very muddy if it rains and is unlit at night and has also been the site of robberies targeting Priestnall students. Improved surfacing and lighting would make it more attractive and safer for walking and cycling, potentially cut car traffic dropping off / collecting at Priestnall, and help cyclists avoid Mauldeth Road.	SK4 3	20	Better lighting, Better maintenance, Better surface and drainage
8	Cycling, Walking	The path from Priestnall Road towards Mauldeth Road, behind Priestnall High School, is a great path which allows safe cycling from Priestnall Road and Mersey Road towards Mauldeth Road. Completely away from traffic. Easy for cyclists of all ages. But the path is in poor condition and lighting is not good, so it doesn't always feel like a safe place to be.	SK4 4	9	Better lighting, Better maintenance
9	Walking, Accessibility, Cycling	One very quick and easy way to improve connectivity between Bluestone Drive and Priestnall would be to ensure the routes across the common are usable year-round. The shortest link would be from Cambo Walk to the junction of Priestnall Road and Mersey Road – but at both ends there are kissing gate barriers that render the route inaccessible to cyclists or anyone with a pram or wheelchair. Please replace these barriers with something that meets accessibility guidance, and ensure the existing path is resurfaced. It's less than 100 yards but would make an amazing difference to daytime links between these two areas.	SK4 4	18	Replace existing barrier with accessible bollards or chicanes; improve surface
10	Walking, Cycling	This pathway is very well used, especially by school children. In bad weather it can get very muddy and can even flood. It can also get very overgrown, narrowing the footpath significantly.	SK4 3	4	Better maintenance
11	Cycling, Walking	The drainage on the path between Cambodia Walk and Mersey Rd needs improving. A huge puddle forms around the gate onto Mersey Road every time it rains. The whole path is muddy all winter.	SK4 3	26	Better maintenance, Better routes to schools

		It is not possible to get a bike through the gate; it has to be lifted over the rail. This prevents people from using this path with a cycle trailer, or a child in a bike seat.			
12	Cycling, Walking, Accessibility	Path along side of HM Common from Priestnall Road to Burnage Lane - Make this a really good quality path - natural, not concrete! - so cyclists, wheelchairs, prams have good access from HM to Burnage. I think the Common is a lovely, green open space & wouldn't want it spoilt, but the key access paths like this one could be upgraded so they are totally usable by all - but keep all the small paths small & natural.	SK4 3	3	Protected space for cycling, Better maintenance, Make this a really good quality path - natural, not concrete! - so cyclists, wheelchairs, prams have good access from HM to Burnage.

ZONE 29: EAST OF MOORSIDE ROAD, SOUTH OF GREEN LANE, WEST OF DENEWAY & NORTH OF MARCLIFF GROVE & MARCH AVENUE

This chapter reports on pins dropped within zone 29. The zone is situated to the east of Moorside Road, south of Green Lane, west of Deneway and north of Marcliff Grove and March Avenue. It includes Norris Bank Open Space and Norris Bank Primary School.

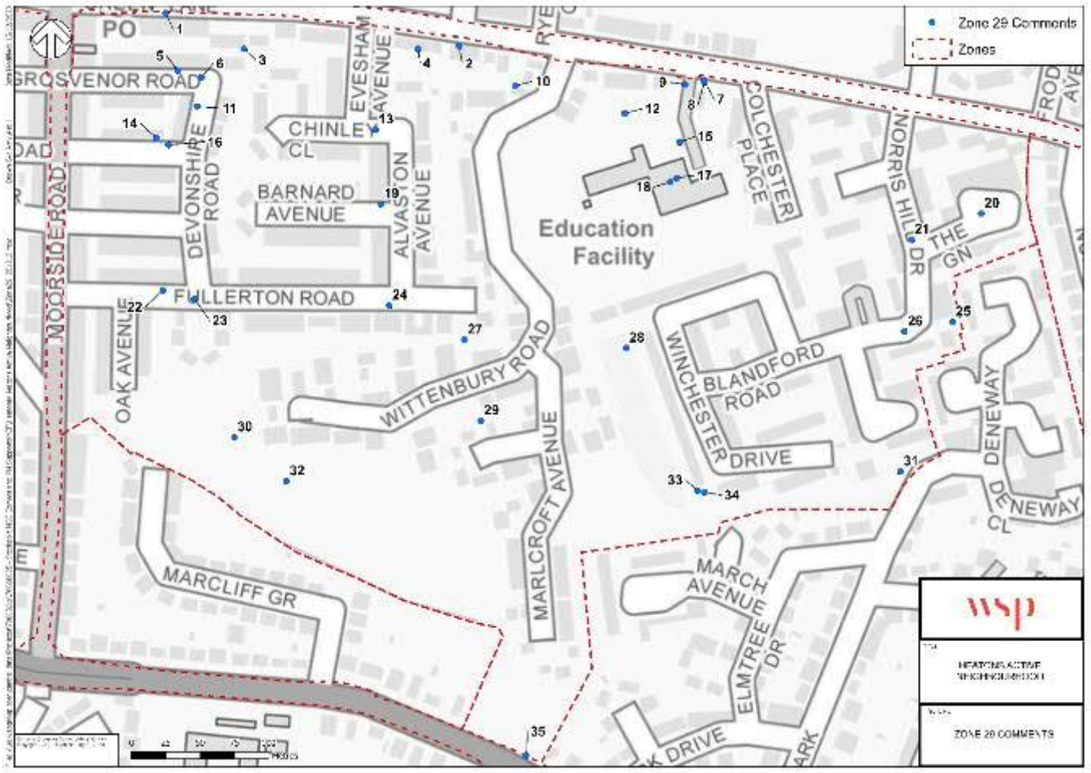

Figure 58 - Zone 29

Figure 59 displays the home postcode boundaries of the respondents who provided the comments listed in Table 29.

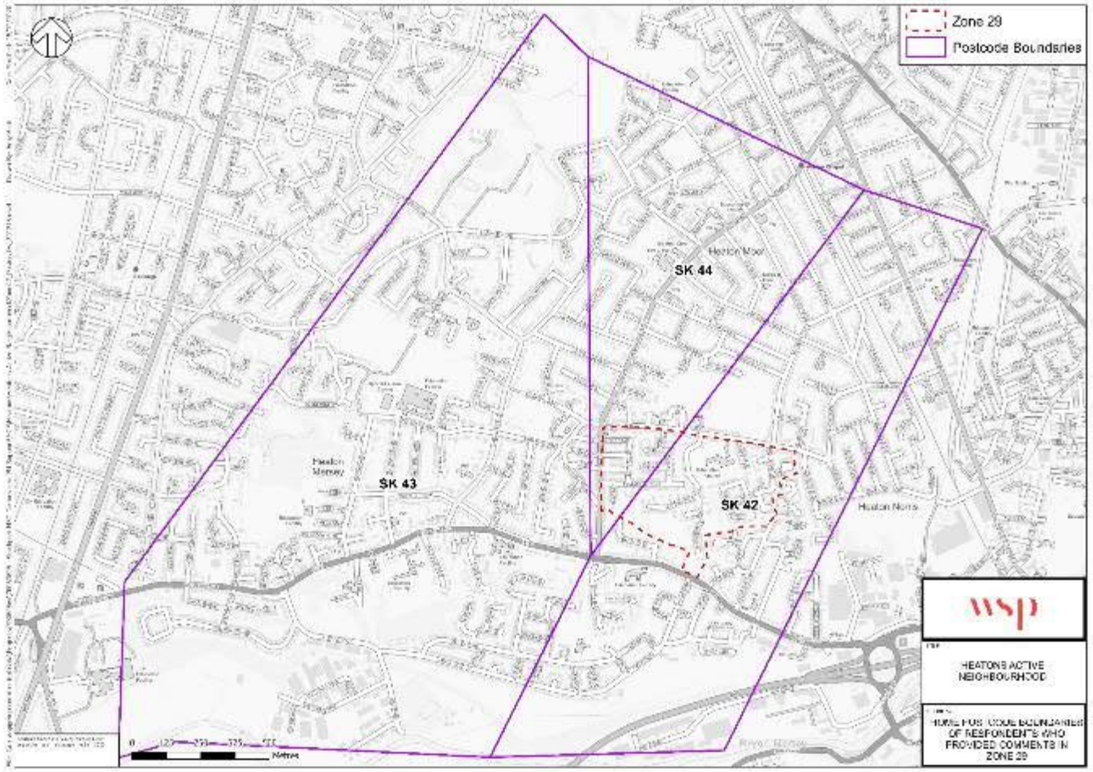

Figure 59 - Home postcode boundaries of respondents who provided comments in Zone 29

Table 29 – Zone 29 comments

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Driving, Parking / loading, Car Travel, Safety, Traffic	Dedicate one side of Green Lane 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
2	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
3	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
4	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
5	(no entry)	Not far past Norris bank Primary, (not actually shown on map, but on the same side of the road), there is an overgrown 'snicket' that could be tarmacked and lit properly. It leads onto quiet side roads round the back of Green Lane, where access to the main road (which will have just changed its name from HEATON MOOR RD to MOORSIDE RD; it's the same road), can be gained avoiding the very busy crossroads junction. An alternative route can then be indicated to take walkers/ cyclists down to the Priestnall/ Freshfields areas - I'm sure there will be plenty of ideas from people in this area to on routes to avoid THORNFIELD RD which is another hotspot in the rush hour.	SK4 2	1	Better routes to schools, Better road and street signs, Alternative 'offshoot' route to take walkers and cyclists away from this junction.
6	Parking / loading, Traffic, Driving	People park very dangerous by parking right on corners and this can cause commotion as you cannot see around the bend. and other vehicles cannot get through.		2	parking for residents only. permit parking
7	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
8	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 &	SK4 4	5	Better routes to schools, New/ safer crossings, Better road and street signs, less traffic, Improve junctions

		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.			for traffic, Slow down traffic, Fewer vehicles, Enforcement
9	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
10	Safety	Wittenbury Rd 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
11	Traffic	Devonshire Rd is a narrow street; cars have to be parked on pavements to enable other vehicles to pass thus forcing pedestrians on to the road.	SK4 4	0	Dropped kerbs, Less traffic, Fewer vehicles
12	Safety	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
13	Driving, Safety	These residential streets are used as a rat run to avoid the traffic lights and the narrow section at the end of Green Lane. The 20mph limit is widely ignored and there is no enforcement or speed bumps. A modal filter would allow access for residents with minor inconvenience on some journeys.	SK4 4	2	More trees and green space, Enforcement, Fewer vehicles, Slow down traffic
14	Parking / loading, Driving	Parking: There a multiple unused cars in this street, i.e. Land Rovers. They make parking difficult for other residents and make it tough for delivery or emergency vehicles to get through the top of the road. Driving: Although it's a 20mph limit, cars often speed down this road.		1	Fewer vehicles, Slow down traffic
15	Safety, Walking	Wider pavements or closing the road to traffic during school drop off/pick up times. Pavements very busy during these times, little room for social distancing, and children close to traffic.	SK4 4	2	Less traffic, Fewer vehicles, New/ safer crossings, Better routes to schools, Reduce pollution
16	Safety, Parking / loading, Walking	Encouraging cycling and walking will inevitably reduce cars on the road/parked	SK4 4	3	Better maintenance, Wider pavements, Fewer vehicles, Parking permit limiting cars per household
17	Safety	It is very busy outside Norris Bank school. Cars park on Green lane blocking the path and making it difficult to cross the road and socially distance.	SK4 2	3	Fewer vehicles, Less traffic, Slow down traffic
18	Parking / loading, Traffic, Driving	The drop off/pick up at Norris Bank is very dangerous at the moment. There is no lollipop lady, the road is busy and the pavement us crowded. The ability to park at the sports club encourages people to drive. It would be a good place to try a School Street, alternatively a crossing would be helpful. In general, an enforced 20 mile an hour speed limit on the whole of Green Lane would increase safety	SK4 3	15	Slow down traffic, New/ safer crossings
19	Traffic	Why is Clifton Road a bus route? The buses could continue along Heaton Moor Rd, go past the library and turn right to go to Mauldeth Road. If this were done, there could be traffic calming on Clifton Road in order to prevent it being such a 'rat run'. As it is every bus clips the side of the road at the mini roundabout when travelling from Heaton Moor rd. Those coming in the opposite direction from Mauldeth Road onto Clifton Road invariably mount the pavement. In addition to the danger to pedestrians there is the ongoing damage to the pavements which the Council is having to pay to repair. In addition, there is a continuing shudder to the properties next to these as each		0	Less traffic, Fewer vehicles, Slow down traffic

		bus goes over the pavements. Clearly if the buses have to mount the pavements the route is not suitable for modern buses.			
20	Green spaces	I think there is a fantastic opportunity here for some bird/bat boxes. It could be an amazing little island of biodiversity with minimal investment.	SK4 3	2	More trees and green space
21	Street Furniture, Green spaces	The roads around Norris Hill Drive are in a terrible state. I've seen tarmac getting laid in other parts of the Heaton's. This area is being left behind. New roads/pavements would make the area much more pleasant to be in.	SK4 3	0	Needs new tarmac/pavements
22	Walking, Accessibility	Lots of double parking on Fullerton Rd, with many cars on the pavement. Makes it very tricky for people with prams, guide dog owners etc. Solution... double yellow lines on one side. There is more space further up Fullerton Rd for people who currently park on this section for convenience.	SK4 4	6	Fewer vehicles
23	Parking / loading, Safety, Accessibility, Street Furniture	Cars park right up to the junction of Fullerton Road, Devonshire Road and Ryde Avenue, meaning that visibility when turning from Ryde or Devonshire onto Fullerton Road is extremely limited. It's dangerous and there have been several near misses and one accident that I'm aware of. I feel that double yellow lines should be added at this location.		1	Fewer vehicles, Better road and street signs, Enforcement, Double yellow lines
24	Traffic	Fullerton Road/Alvaston Avenue is a rat run from Moorside Road to Green Lane. Although it is 20mph it does not stop the traffic - perhaps speed bumps would help more. Please block off the rat run say at the northern end of Alvaston Avenue so that only residents enter the area.	SK4 4	2	Fewer vehicles, speed bumps
25	Cycling, Walking	Footpath connecting Deneway with Norris Hill Dr is another useful cut-through route - it would be great if it could be made more suitable/accessible for cycling.		3	Make wider and allow cycling
26	Parking / loading, Safety, Cycling	Like many roads in the area, Norris Hill Drive leading to Blandford Rd is very congested with on road parking which is exacerbated in the mornings and afternoons by parents using it to drop their children off at the back entrance to the school. It makes it quite difficult and sometime dangerous to both drive, and in particular cycle, along this stretch between the walkway linking Winchester Drive to March Avenue all the way round to where Norris Hill Drive meets Green Lane. Residents, particularly in the flats on the Norris Hill Drive, should be encouraged to use their drives/garages/parking spaces for their cars rather than an overflow storage area.	SK4 2	0	Fewer vehicles, More parking
27	Cycling, Walking	Path between Fullerton Rd and Wittenbury Rd is a really useful cut-through route. It would benefit from being made wider and having a proper dropped kerb access from Fullerton Rd		3	Make wider and sort out dropped kerbs
28	Walking, Accessibility, Cycling	Pathway between Ridgemont Ave and Marlcroft Avenue is an excellent walking or cycling route from the area around Norris Bank School/Deneway/Didsbury Road to Heaton Moor either via Fullerton Rd (perhaps linking with the pathway from Fullerton to Green Lane) or across the green space to the rear of Wittenbury Rd to Bankhall Rd. However, it is unmade and in wet weather is very muddy/slippery. It is also unlit, so one does not feel safe using it at night. I suggest the path be surfaced like the path running from Green Lane near the Nursery pub to the industrial area/Didsbury Rd. Coupled with the installation of streetlights, this would encourage walkers and cyclists to use it regularly throughout the year. I have mentioned this to local councillors numerous times but have been told that there were insufficient funds for this type of project. Surely this is the type of improvement that fits well into the Heaton's Active Neighbourhood project.	SK4 2	4	Better maintenance, dropped kerbs, Better routes to schools
29	Accessibility, Cycling	Path between Wittenbury Rd and Mossfield Close is a really useful cut-through route - make it wider to reduce conflict.		3	Make the path wider

30	Walking	(no entry)	SK4 4	0	Better maintenance, Better lighting
31	Walking, Safety	Pathway from Deneway to Norris Hill Drive is dark in the evening, overgrown and heavily littered with bottles. Many children use this route to access norris bank school	SK4 2	4	Better maintenance, Better routes to schools, Better lighting
32	Safety, Walking	Pedestrian route from Bank Hall Road to Marlcroft Avenue/Heaton Norris is a key pedestrian route, linking Heaton Moor High Street to residential properties in Heaton Norris. It is away from the road so has better air quality so is a good route for elderly and young people. but there is currently no lighting so does not feel safe outside daylight hours. Lighting along the route would provide a safe route from Bank Hall Road to Marlcroft Ave/Wittenbury Rd/March Avenue without needing to use busy and polluted pedestrian routes along Bank Hall Road and Didsbury Road.		13	Better lighting
33	Safety	Pathway from Winchester Drive to March Avenue is an excellent way to access Didsbury Rd/Stockport/ River Mersey paths. However, the council have planted laurel buses here which have been allowed to become massively overgrown - the area has also become a magnet for litter and weeds and nettles are taking over. There are two streetlights on the path but the light from these is ineffectual due to the overgrown bushes. The area needs some TLC - cutting back of laurels and general clearing up and tidying. It is most unattractive at the moment. Residents have mentioned turning it into a garden to be tended by locals but the single response from councillors was that there might be a grant available. Before residents could become involved then the site would need some renovation and the bushes cutting back or removed. It could be very attractive; a seat could be installed as the views across Stockport are quite pleasant but currently is an eyesore and I for one would not like to use the path after dark.	SK4 2	4	Better maintenance, Better lighting
34	Accessibility	People living on both Winchester Drive and March Avenue have taken to parking right in front of the small exit ramp to March Avenue making it difficult/impossible to get a pram or a bicycle past.	SK4 2	3	Put double yellow lines next to the ramp on March Avenue. Also improve the lighting for night-time.
35	Cycling, Walking	(no entry)	SK4 4	11	Remove the inaccessible cycle barrier here

ZONE 31: NORTH OF A5145, EAST OF MAULDETH ROAD, SOUTH OF THORNFIELD ROAD & WEST OF MOORSIDE ROAD

This chapter reports on pins dropped within zone 31. The zone is situated to the north of A5145 Didsbury Road, east of Mauldeth Road, south of Thornfield Road and west of Moorside Road.

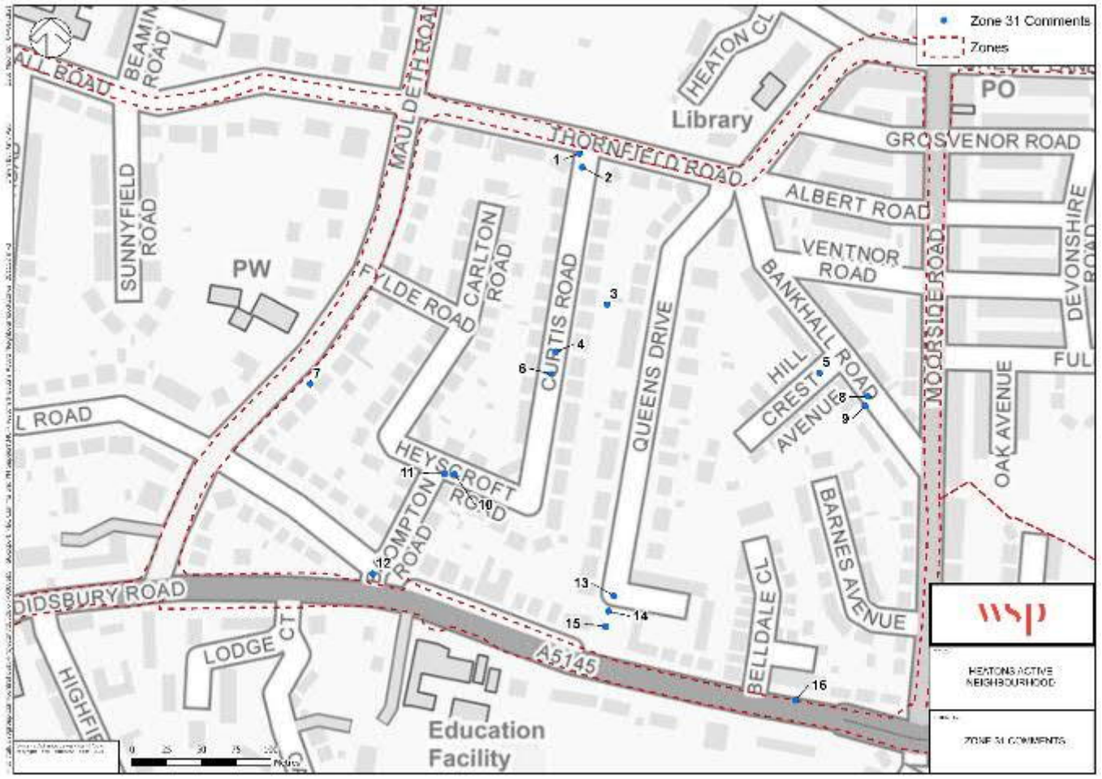

Figure 60 - Zone 31

Figure 61 displays the home postcode boundaries of the respondents who provided the comments listed in Table 30.

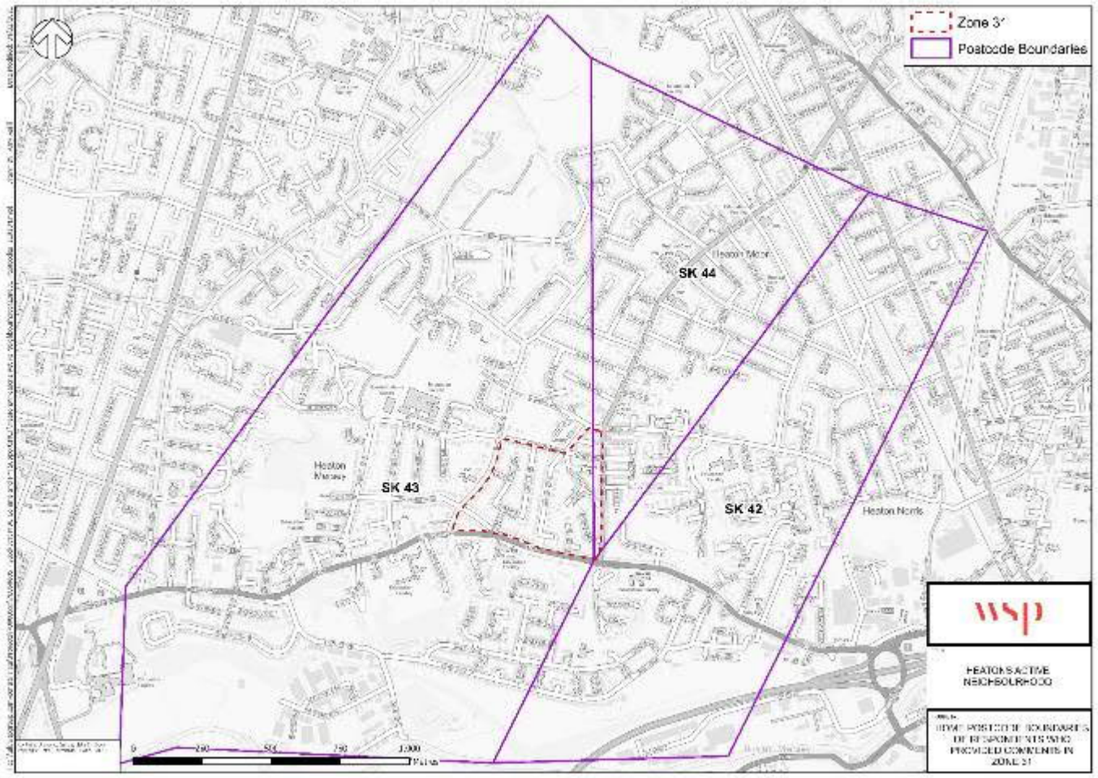

Figure 61 - Home postcode boundaries of respondents who provided comments in Zone 31

Table 30 – Zone 31 comments

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Safety	The pavements are much too narrow at the junction of Thornfield Rd / Curtis Rd and there is no safe crossing place at park entrance.		0	Wider pavements, New/ safer crossings
2	Driving	This road and the adjoining Heyscroft road and Brompton road are used as a rat run through to Didsbury Road and are congested with school drop off parking making walking and cycling dangerous. It also makes it very difficult for people with pushchairs or mobility vehicles. Perhaps it could be made no entry at the junction of Curtis road and Thornfield road to deter through traffic of this kind.	SK4 3	7	Fewer vehicles
3	Driving, Traffic	(no entry)	SK4 3	3	Enforcement, close off the end of the road as per Queens Drive
4	Safety, Driving, Traffic	Would love Curtis Rd to be a closed street with access for bikes through to Didsbury Road.	SK4 3	4	Fewer vehicles, Slow down traffic
5	Driving	(no entry)	SK4 3	3	Slow down traffic
6	Traffic	This road is used a rat run for vehicles taking short cuts onto Didsbury Road from Thornfield Road. When Queens Drive was blocked off and right turns were prohibited from the junction of Bank Hall onto Didsbury Road, that traffic simply moved to Curtis Road, effectively just shifting the problem one road down. As a residential road with parking either side, this simply makes Curtis more dangerous for all using it!	SK4 3	7	Less traffic
7	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
8	Cycling	Bank Hall Road is full of potholes.		3	Smoother road
9	Driving	(no entry)	SK4 3	0	Slow down traffic
10	Parking / loading, Safety, Traffic, Car Travel	Heyscroft Rd is part of the Curtis Road rat run, created when Queens Drive was blocked, thus shifting the problem. Also, irresponsible parents dropping children off at the local schools, parking on pavements, the corners of junctions and blocking drives. Most parents could easily walk.	SK4 3	3	Fewer vehicles, Better routes to schools, Enforcement, Less traffic
11	Parking / loading	(no entry)	SK4 3	1	Less traffic, Reduce parking on corners
12		The Thornhill Rd / Brompton Rd junction is a bit of 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 road.	SK4 3	16	New/ safer crossings, Improve junctions for traffic, Wider pavements
13	Car Travel	Queens Drive is indeed a nice road and has been since it was blocked off at one end years ago without any consultation. However, this created a rat run on Curtis Road and Heyscroft Road, and parking nightmare for residents at the school run time.	SK4 3	0	Enforcement, Fewer vehicles

14	Accessibility, Difficult for wheelchair users	The end of Queens Drive prevents vehicles using the road as a rat run. It is a lovely road to walk and cycle along however there are no dropped kerbs to allow wheelchairs / mobility scooters to gain access.	SK4 4	9	
15	Cycling, Accessibility	Queens Drive has a great example of a filter that's been in place for years, and it does its job well – keeping through traffic on the main roads and so making Queens Drive one of the calmest, nicest roads to walk or cycle down in the Heaton's. However, the existing filter isn't designed with cycling in mind. It would be great if the planting could be redesigned to allow access for bikes, including dropped kerbs. This would give cyclists a say route to/from Didsbury Road's existing cycleway (which also needs significantly upgrading), as well as the marked route to/from St Winifred's School.	SK4 4	10	Make accessible for cycling
16	Cycling	Didsbury road is a important connecting road for nurseries, primary schools, GP, shops, river, rest of Stockport yet is totally inaccessible on bikes (especially with toddler) it just doesn't feel safe to have a toddler on a trailer Even on the 'cycle paths'. There are always cars parked through them and angry traffic speeding through. The cycle paths need to be completely separate either dropped /raised or bollarded off as a minimum. Ideally crossings outside schools will be for pedestrians and cyclists. Traffic control measures would be ideal too (speed camera e.g.) we just want to be able to take our family safely to local necessities without using car. Would be great to have bike stores near h Mersey too to lock up bikes.	SK4 2	12	Fewer vehicles, Protected space for cycling, New/ safer crossings, Better routes to schools, Slow down traffic

ZONE 32: EAST OF MERSEY ROAD, SOUTH OF PRIESTNALL ROAD, WEST OF MAULDETH ROAD & NORTH OF DIDSBURY ROAD

This chapter reports on pins dropped within zone 32. The zone is situated to the east of Mersey Road, south of Priestnall Road, west of Mauldeth Road and north of Didsbury Road.

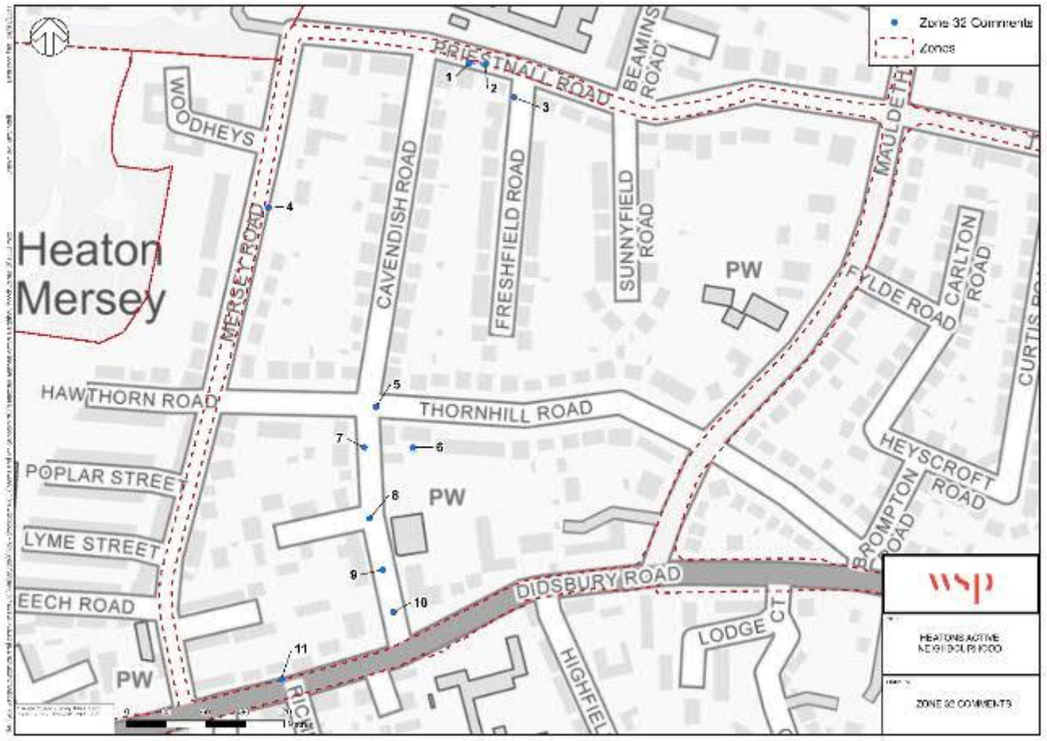

Figure 62 - Zone 32

Figure 63 displays the home postcode boundaries of the respondents who provided the comments listed in Table 31.

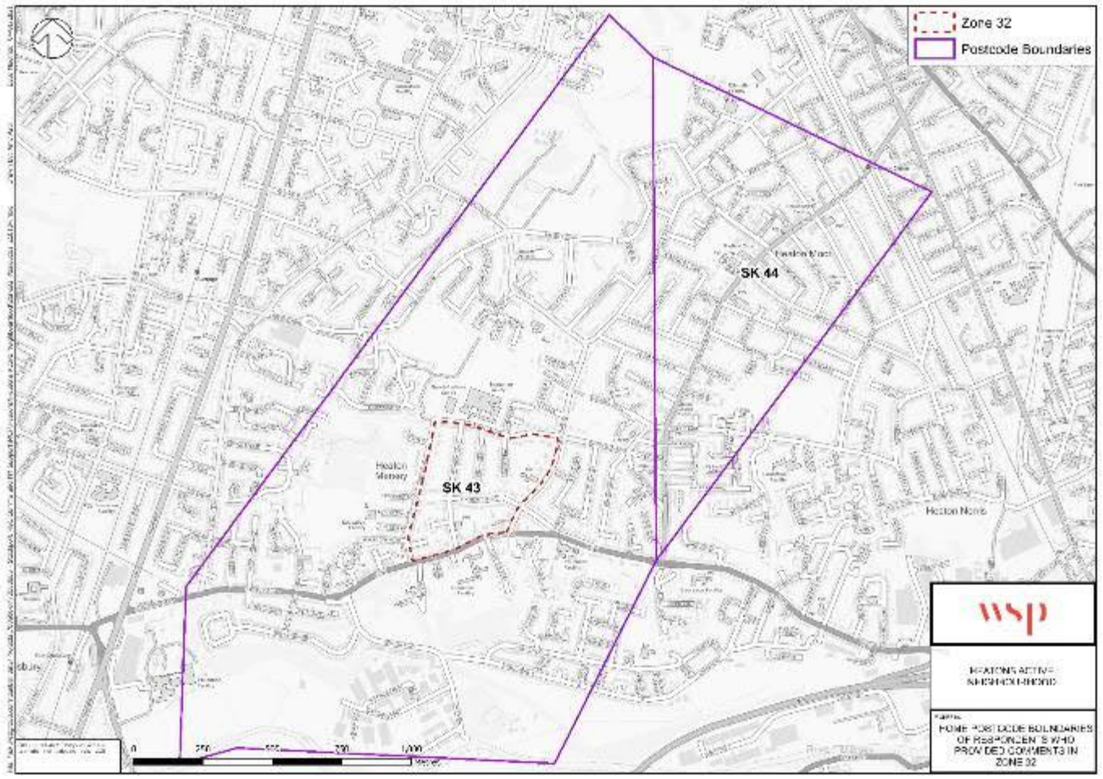

Figure 63 - Home postcode boundaries of respondents who provided comments in Zone 32

Table 31 – Zone 32 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, 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
2	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.
3	Parking / loading	Staff at the school park irresponsibly on Freshfield Rd. They park on both sides of the street, partially blocking both pavements. Sometimes they don't leave enough space for delivery and bin wagons to get down the street. They set a bad example to other visitors who also park on the pavements.	SK4 3	7	Parking restrictions
4	Safety	(no entry)		2	Better lighting
5	Walking, Traffic, Parking / loading, Driving, Safety	Cavendish Rd / Thornhill Rd is a well-used junction by people walking to and from various schools, but it often (in non-Covid times) gets very busy with cars dropping off, racing through, turning around and it can take a long time to cross the roads causing some to take risks. Visibility is not great as cars come from all sides often too fast, and lots are parked preventing visibility. A crossing would be a great addition, along with further restricting parking around the corners of the junction.	SK4 3	2	Improve junctions for traffic, Less traffic, Better routes to schools, New/ safer crossings, Slow down traffic, Fewer vehicles
6	Green spaces, Too little bins	(no entry)		0	More bins

7	Safety, Air quality, Traffic, Parking / loading, Accessibility	There are four schools in the close vicinity. Parking is a huge problem at school drop off and pick up times. Limit the parking on Cavendish Rd to residents only between 8.30 am and 9.15 am; 2.45 pm until 3.30pm Provide to the residents in those roads with passes to keep on their windscreens. Patrol the area during the parking restriction hours. Create walking buses for the children who go to those schools. Create in-out one-way drop-off roads at the front of St Winifred's and Didsbury Road school where the school boundaries meet the pavement, using some of the school land. There is plenty of space to do this. Create a dropping off point for St Johns children at the back of St John's church with assistants to walk the children the rest of the way to school. Stagger start and finish times at these schools to allow for the above.	SK4 3	3	Reduce pollution, Fewer vehicles, Protected space for cycling, Less traffic, Enforcement, Better routes to schools
8	Walking, Parking / loading, Accessibility, Safety, Signage, Traffic	Reduce the traffic from schools particularly Didsbury Rd and St Johns as at school time traffic is horrendous and even teacher parking is sometimes less thoughtful. Too fast to cycle in these times, have to dismount, traffic way too fast, people park unsafely without thought for others and residents. Some also park on pavements so hard to walk past, also on the resident only parking cul-de-sac and blocks in residents sometimes as disregard this. Needs enforcement, better signage and clear no parking, better traffic slow, slower and controlled to allow other road and pavement users to use this safely. This is a locally listed area, so any new plans need to take this into account so as not to ruin the feel too.	SK4 3	1	Enforcement, Better road and street signs, less traffic, Slow down traffic, Fewer vehicles, Reduce pollution
9	Parking / loading, Driving, Traffic, Safety	Everyone should be a little more considerate when parking for schools. Parking for Didsbury Road school should also be looked to take traffic and parking off surrounding roads. Clearer no parking signs for side roads. In peak times it is not safe to walk or cycle here.	SK4 3	7	Enforcement, Less traffic, More parking, Better road and street signs
10	Car Travel, Safety, Parking / loading	Cavendish Road during school pick up and drop off is just so dangerous. Cars speed down the road, park on the pavements, park on both sides of the road so cars try to turn around in the road as kids and parents are trying to cross the road, cars park on double yellow lines, leave their engines running etc. Cavendish could be made to be one way only, as well as adding double yellow lines down one side, many of the houses have driveways for parking. You could go further and even make it a no drive road between school hours and encourage safe cycling to school!	SK4 3	5	Less traffic, Slow down traffic, Protected space for cycling
11	Air quality, Green spaces	This section of Didsbury road is noticeable for its lack of trees. Well thought out planting would help the road to feel less harsh (with all the traffic) and would help reduce noise & air pollution.	SK4 3	0	Better maintenance, More trees and green space

ZONE 33: EAST OF BURNAGE LANE, SOUTH OF UPPERMILL DRIVE & BLUESTONE DRIVE, WEST OF MERSEY ROAD & NORTH OF ST JOHN'S ROAD & ASHDENE ROAD

This chapter reports on pins dropped within zone 33. The zone is situated to the east of Burnage Lane, south of Uppermill Drive & Bluestone Drive, east of St John's C of E Primary School and north of St John's Road & Kentmore Close. It includes Heaton Mersey Common.

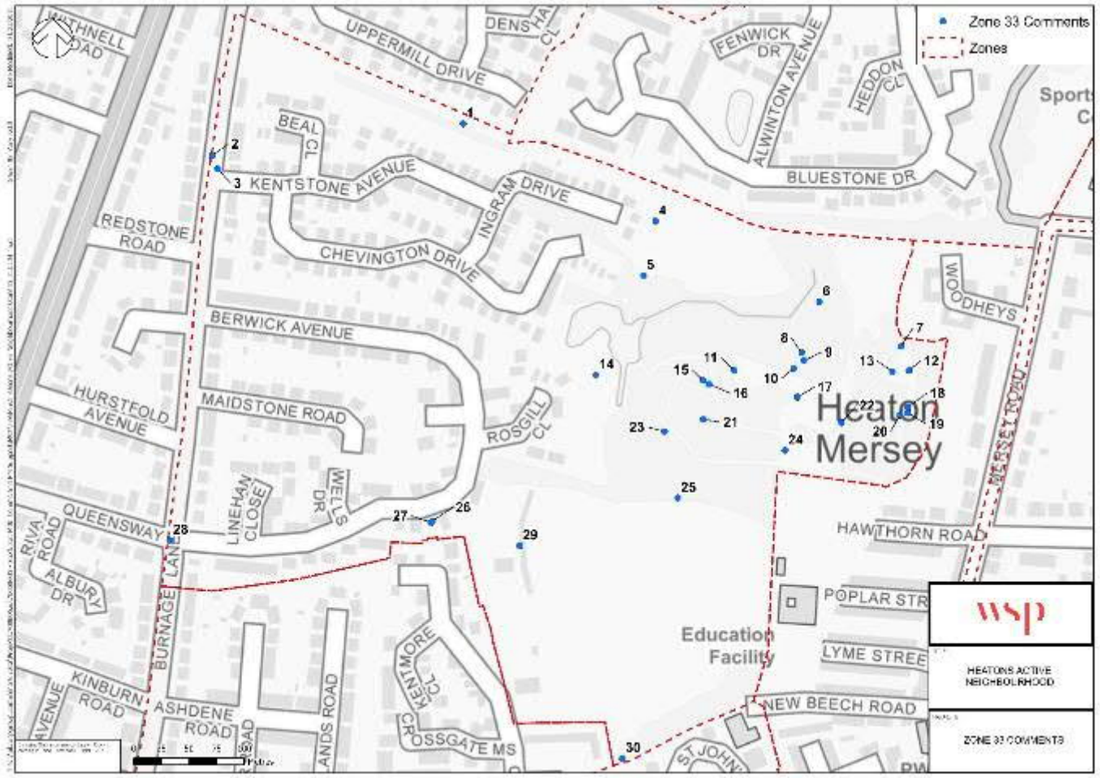

Figure 64 - Zone 33

Figure 65 displays the home postcode boundaries of the respondents who provided the comments listed in Table 32.

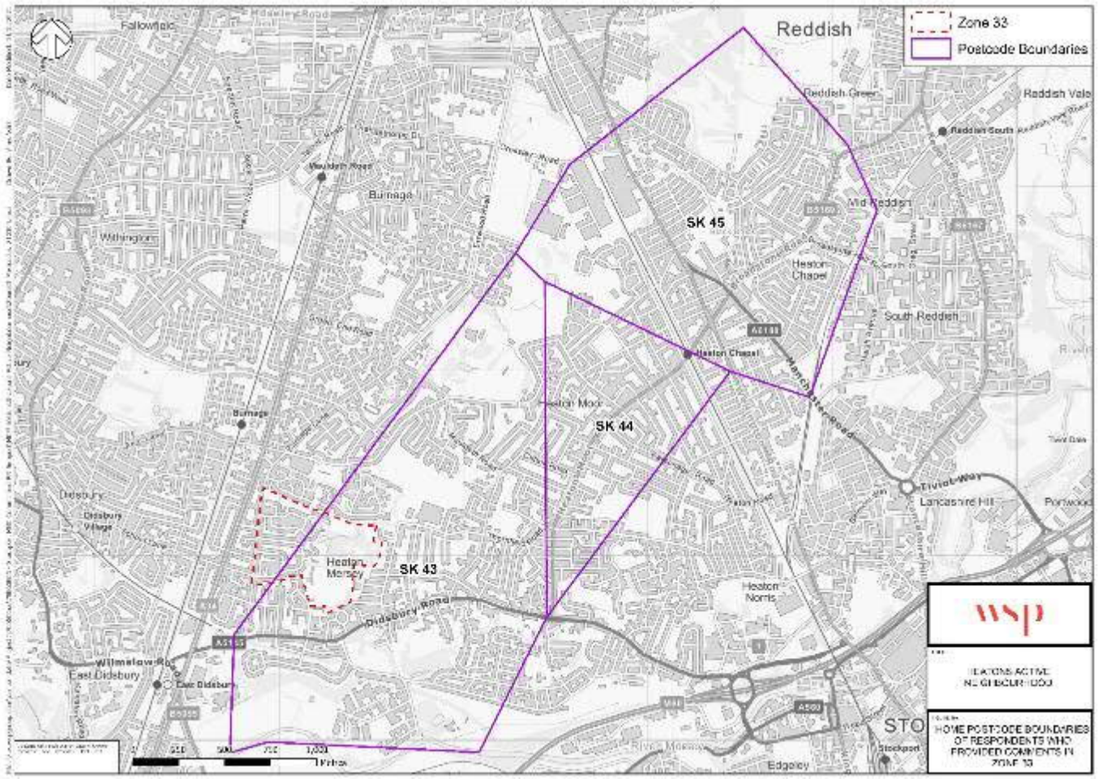

Figure 65 - Home postcode boundaries of respondents who provided comments in Zone 33

Table 32 – Zone 33 comments

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Walking, Cycling	(no entry)	SK4 3	1	Path needs to be wider to allow cyclists and pedestrians
2	Safety	The speed ramps along Burnage lane are almost useless for their purpose. 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. The ramp near to the junction at Kentstone Ave is repaired (Patched up) on so many occasions, which can hardly be termed cost affective. Consideration should be given to the installation of speed cameras along this road. If the cameras cannot be considered, then I suggest new and higher speed ramps using moulded ramps as on other roads in the borough.		6	Slow down traffic, Enforcement
3	Accessibility, Cycling, Safety	Burnage Lane was redeveloped around 2006. At the time better facilities for residents' parking & 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 & Didsbury Road near the Metro stop. 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 & from the trans-Pennine trail, leaving or re-joining the carriageway along Burnage Lane is hazardous for cyclists.	SK4 3	9	Better bus service, Slow down traffic, Protected space for cycling
4	Walking, Green spaces	The pedestrian walkway from Ingram Drive to Bluestone Drive is broken and uneven. It is also extremely dark and would benefit from a streetlight to improve safety.	SK4 3	4	Better lighting, Improve the walking surface.
5	dark skies	Heaton Mersey Common is one of the few local locations in which it possible to enjoy a clear winter night sky away from intrusive lighting - another asset of a local nature reserve. No lit paths here please.		0	
6	Accessibility, Cycling, Walking, Street Furniture, Safety, Green spaces	Heaton Mersey Common is a big piece of communal green space, I live next to the common and fully appreciate its beauty and problems. Entrances to the common need to easy, you can't get prams or bikes easily onto the common. Wheelchairs are probably impossible. Those gates need replacing. Muddy paths are a problem, perhaps a compacted gravel path. Loose gravel is too awkward for prams, bikes and wheelchairs. Some paths were impassable without wellingtons at one point. There are lots of paths, just improve the main paths, the small user defined paths should stay as they are, a bit wild, natural paths with no maintenance cost. Having lived overlooking the common for over thirty years I've seen problems come and go. There seems to be a lot of comment about speeding cyclists. There might be the odd one returning from work, I don't recall being bothered by any cyclists in the last 30 years. There is an increase in cycling linked to the lockdown, more cyclists, less cars, it's a positive thing. Remember, I'm looking at the common every day, I still don't see speeding cyclists.	SK4 3	7	Protected space for cycling, Wider pavements, Events & activities, Better maintenance

		Most users are people taking their children to school or dog walkers. There has been an upsurge of people just enjoying the common during lock down. The common is great, just improve access and the main footpaths and the present users will benefit, and it will encourage new users.			
7	Accessibility, Walking	This is a vital 'lung' for the neighbourhood, mostly for walking, linking neighbouring housing with schools and with the Heaton Mersey neighbourhood centre (shops, pubs, cafes, church, further transport links) and it would be great if it was regularly maintained to encourage more use, including those with buggies for the young or disabled 'ride-ons'. Paths are all but impassable with mud when there has been a period of rain. Cyclists could be allowed but public notices should encourage caution and care for those on foot. To make it even more inviting for families, small play areas could be incorporated into a few of the more open spaces. The ponds should be sensitively managed to provide ongoing habitat for wildlife, inviting people to watch from better maintained paths/viewing locations.	SK4 3	4	Better maintenance, Places to sit, Introduce some small play equipment - swing e.g. - in certain areas
8	Green spaces	Please don't clear existing woodland or scrub habitats to make Heaton Mersey Common more accessible to humans. There are other nearby parks which have nice paths and seating areas for people to use. Please keep the common wild so the birds and insects can continue to live here in peace.	SK4 3	6	
9	Walking, Cycling, Accessibility, Green spaces	Heaton Mersey Common is a key area for leisure and walking and cycling route through. Can use to connect Heaton's North to River Mersey with very little road use - ideal for families.	SK4 3	4	Places to sit, Better routes to schools, Many paths too narrow and poorly maintained. Wider paths which are better maintained and accessible to all - wheelchair users, buggies, etc.
10	Walking, Green spaces	Heaton Mersey Common is a very well used open space for walking. I hope it will not be turned into a cycle racetrack with wide pavement paths. I have already seen this happen in a lovely woodland nearby to my mum, there you are constantly looking out for bikes speeding past.	SK4 3	1	Improve drainage
11	Safety, Air quality, Walking, Green spaces	Illegal quad bikes are being used on the field in Heaton Mersey Common. These are both dangerous and adding to the noise and air pollution.	SK4 3	4	Enforcement, Better lighting, Places to sit, Better maintenance
12	Walking	The path adjacent to Mersey Road is a great traffic-free walking route. But the path hasn't been maintained and turns into a mud pit after a day's rain. Walkers trying to avoid the mud are damaging the adjacent vegetation and braiding the path. The path merely needs rebuilt and raised to let the water/mud pool beside it rather than on it.	SK4 4	5	repair, and slightly raise path.
13		Heaton Mersey Common is one of the last remaining green spaces in the area. The idea of paving it over and putting up lights to make a cycle route (that isn't required) seems ludicrous. People go there for its natural environment. Mersey Road which is adjacent, is well lit, has speed restrictions and single sided parking is a route that cyclists can take. Cyclists will not cycle through the Common at night even if you put lights up, they will always opt for a busier route, such as a road. Let the Common be what it is and let people continue to enjoy it for what it is. Keep our green spaces green.	SK4 3	10	More trees and green space
14	Walking	Surface maintenance needed around the pond in Heaton Mersey Common - many puddles after rain. Footpaths in this area of the common are not suitable for widening as cycle routes - it is a nature reserve to which these are access paths.		4	Better maintenance

15	Green spaces	Heaton Mersey Common is an oasis for nature precisely because it hasn't been covered over with walkways and benches, and it should be left as it is (although preventing litter would be good too). As a wild space, it will get muddy, and that's fine!	SK4 3	4	
16	Walking, Green spaces	I love the Common and would hate for it to be over-managed or over-manicured. It would be frightening to have lots of bicycles speeding past as I walked - personally I wouldn't want to see tarmacked bike lanes as they encourage speed. I'm happy about a bit of mud and wouldn't want slippery duck boards. Litter bins need to be emptied more often, and maybe have a few more. This is an asset to the area and needs to be kept as "wild" as possible (whilst also being safe).	SK4 4	13	Better maintenance, More frequent emptying of bins
17	Green spaces, Street Furniture	In winter this areas can be unpleasant as many of the paths get very muddy and inaccessible. Many of the dog waste bins are not emptied regularly and sometimes overflow. Many areas are overgrown and could be opened up to create more green space. There should be more spaces for sitting and enjoying the common, and access can be limited because of the gateways, especially for cyclists and those less able. I think more could be made of this space for everyone to enjoy, and to encourage people to come e.g. local art or sculpture. Protect from vandalism, protect wildlife, for all to share and be proud of.	SK4 3	9	Better maintenance, Better street furniture, Better lighting, make step free, Places to sit, More public art
18	Green spaces	Heaton Mersey Common is a designated Local Nature Reserve (like Etherow and Chadkirk woods) in which the protection of nature takes priority over other interests, including commuter cycle routes. Whilst along the perimeter this must comply fully with the expectations of a LNR. A Local Nature Reserve must have a Management Plan; that of 1993 was not fully implemented or followed since, hence (apart from mowing/strimming and clearing fallen trees) the neglect today.		2	Better maintenance
19	Walking, Cycling	This is a traffic free route to St John’s school. The drainage is very poor, and it is a quagmire for most of the year. It isn’t possible to take children along here to get to school because of the mud.	SK4 3	24	Better routes to schools
20	Sustainability	While it is important for the area to have good cycling and walking links this must not involve paving over paths to make them suitable for cyclists. In other locations this has made the paths dangerous for pedestrians due to speeding bikes. Secondly the common is an important habitat for wildlife and the introduction of lighting for the paths would severely affect the birds and insects that live here. The common is a wild place, an oasis of calm in a busy suburb. Please don't put human transport needs above the needs of wildlife. Those of us who already use the common regularly put on a good pair of boots for the muddy paths. For everyone else there are existing pavements and roads.	SK4 3	5	Do not add street lighting or paved paths.
21		Please don’t clear undergrowth as this is a wildlife nature reserve not a park	SK4 3	0	
22	Green spaces, Walking, Accessibility	I'd like Stockport to take inspiration from Fletcher Moss with walkways, so the muddy paths don't deter people from using the space. Increased seating & points of interest such as sculptures & bug hotels/bird feeders would be great.	SK4 3	14	Places to sit, Better maintenance, more public art, Boardwalk style walkways to get round boggy land
23	Walking, Cycling	Better walking surfaces for pathways. Possibly some pathways widened to accommodate cyclists and pedestrians together. Clearing of existing drains to prevent deep standing pools of water on existing paths.		12	Better maintenance, Better routes to schools

24	Walking, Green spaces	If the paths were properly surface, more people would walk their children to school, thus improving health and lessening congestion in surrounding streets near schools. At present, they need wellies and a change of shoes as it gets extremely muddy at times.	SK4 3	6	Better maintenance, Places to sit, Better routes to schools
25	Green spaces	Heaton Mersey Common is a wonderful place just the way it is. What we don't need are widened concrete pathways to turn it into a cycle park. Let's just leave it the way it is, an oasis of calm and a delightful place to see wildlife and catch one's thoughts.	SK4 3	10	A wildlife oasis and a really lovely place to walk and spend time
26	Accessibility	Replace the barriers between Berwick Ave and Harwood Rd with appropriately spaced bollards and install dropped kerbs. The current barriers are not accessible to tricycles, handcycles, cycles pulling trailers, etc.	SK4 5	10	Improve accessibility
27	Cycling, Walking	If the barriers are removed between Berwick Ave and Harwood Rd, then this will lead to cars using the passage as a cut-through. Cyclists can use this path currently with the barriers that are there or alternatively look at replacing barriers to ensure cars cannot pass but the path is still accessible.	SK4 3	2	Better maintenance, Protected space for cycling
28	Traffic, Cycling, Safety	Traffic barely slows down on Burnage Lane as it approaches the Queensway / Berwick Ave 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.		5	Slow down traffic, Enforcement
29		Safer for cyclists to create a one-way system for vehicles on the new proposed Cranford Golf new housing estate. Vehicles to enter via Harwood Road and exit onto Berwick Ave directly from the estate. In addition, have a cycle lane to exit onto Harwood Road from the new estate giving an advantage, incentive and safer route.	SK4 3	0	
30	Green spaces, Cycling	Better maintenance of the path down to Harwood Rd would encourage more use. It's a great alternative to walking up/down Didsbury Road.	SK4 3	0	Better maintenance

ZONE 34: NORTH OF DIDSBURY ROAD, EAST OF BURNAGE LANE, SOUTH OF BERWICK AVENUE & WEST OF CRANFORD GOLF CENTRE

This chapter reports on pins dropped within zone 34. The zone is situated to the north of Didsbury Road, east of Burnage Lane, south of Berwick Avenue and west of Cranford Golf Centre.

Figure 66 - Zone 34

The respondents who dropped pins within zone 34 did not provide a home postcode.

Table 33 – Zone 34 comments

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Safety	These roads, (Ashdene, Woodlands and Cloister) are used by vehicles avoiding Didsbury road as a rat run. Cars are too many and too fast in both directions. Also, cars using the metro are parked all day leaving no spaces for residents cars. These roads need "no vehicles except for access" signs to make them back to pleasant residential streets ideal for walking and cycling.		1	Better road and street signs, Fewer vehicles
2	Safety	Walkers and cyclists can avoid the busy Didsbury road section on this, Ashdene and cloister road but at present these roads are a rat run for cars in both directions making it unsafe.		2	Less traffic, Slow down traffic, Space for parking / loading, More trees and green space, Fewer vehicles
3	Cycling	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.		2	Slow down traffic
4	Traffic, Driving, Cycling	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!		2	Slow down traffic, Enforcement, Protected space for cycling
5	Parking / loading, Walking, Driving, Safety	Parking on Harwood Road makes it difficult to walk along the pavements, and to pull out of Crossgate Mews safely, as vision often obscured by parked cars. This will only get worse if housing development on driving range goes ahead, as it does not seem to have adequate parking included, and the additional volume of traffic along the road will cause problems		2	Space for parking / loading, More parking, Less traffic

ZONE 35: NORTH OF A5145, EAST OF HARWOOD ROAD, WEST OF GREENBANK AVENUE, SOUTH OF HEATON MERSEY SPORTS & SOCIAL CLUB

This chapter reports on pins dropped within zone 35. The zone is situated to the north of the A5145 Didsbury Road, east of Harwood Road, west of Greenbank Avenue and south of Heaton Mersey Sports & Social Club.

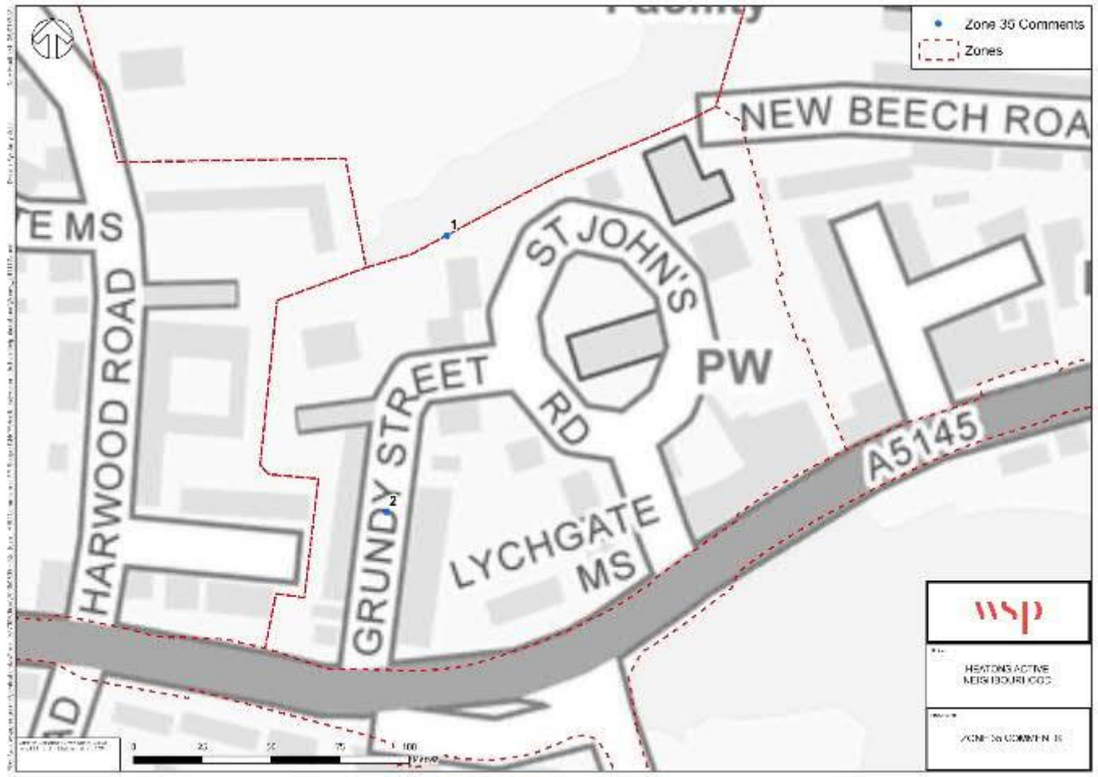

Figure 67 - Zone 35

Figure 68 displays the home postcode boundaries of the respondents who provided the comments listed in Table 34.

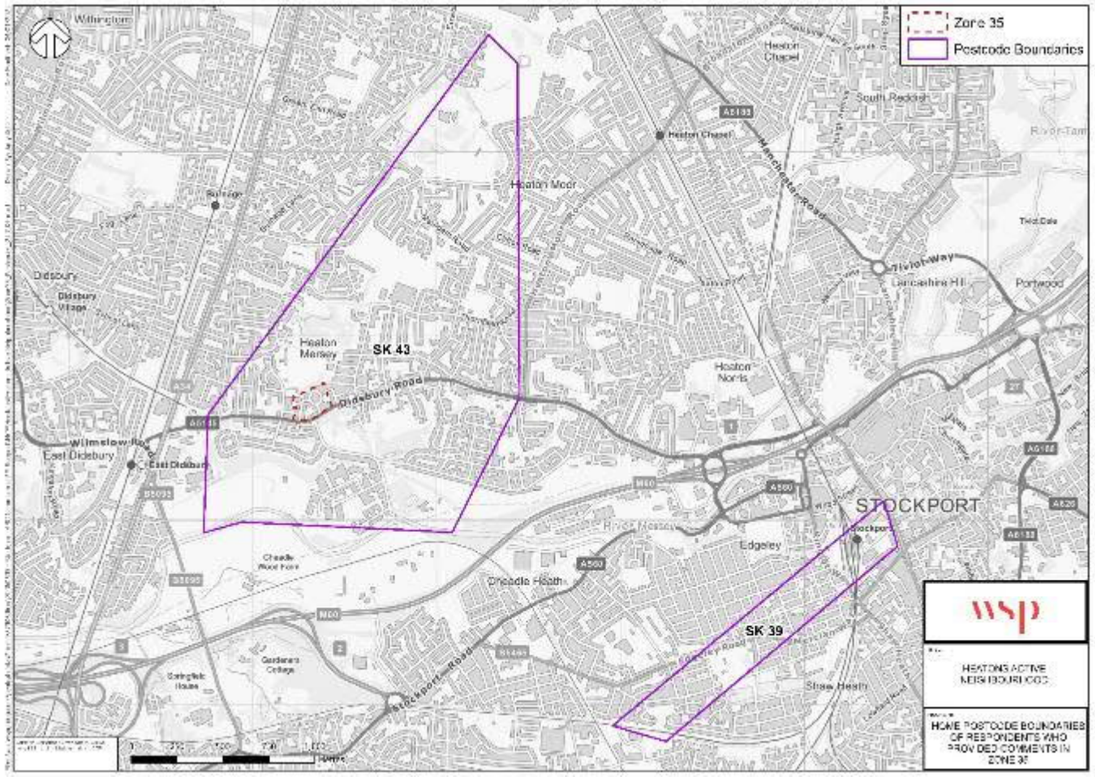

Figure 68 - Home postcode boundaries of respondents who provided comments in Zone 35

Table 34 – Zone 35 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	The path between Harwood Rd and New Beech Rd is described as 'lovely'. There is an active badger set on the junction with Harwood Road - significant vegetation management would improve this for cyclists. Well considered vegetation management could go a long way here; there are several dangerous trees over the ROW too.	SK4 3	5	Less clutter, Better maintenance, Wider pavements, Better tree management
2	Accessibility, Safety, Walking, Traffic	MARKED PARKING BAYS ALLOWING PEOPLE TO GET DOWN SAFELY - GRUNDY ST IS HORRIFIC FOR PAVEMENT PARKING.	SK3 9	1	Wider pavements, Space for parking / loading, Fewer vehicles

ZONE 36: EAST OF HEATON MERSEY COMMON, WEST OF MERSEY ROAD, NORTH OF THE A5145 & SOUTH OF THE PATH TO THE NORTH OF WOODHEYS

This chapter reports on pins dropped within zone 36. The zone is situated to the east of Heaton Mersey Common, west of Mersey Road, north of the A5145 Didsbury Road and south of the path to the north of Woodheys.

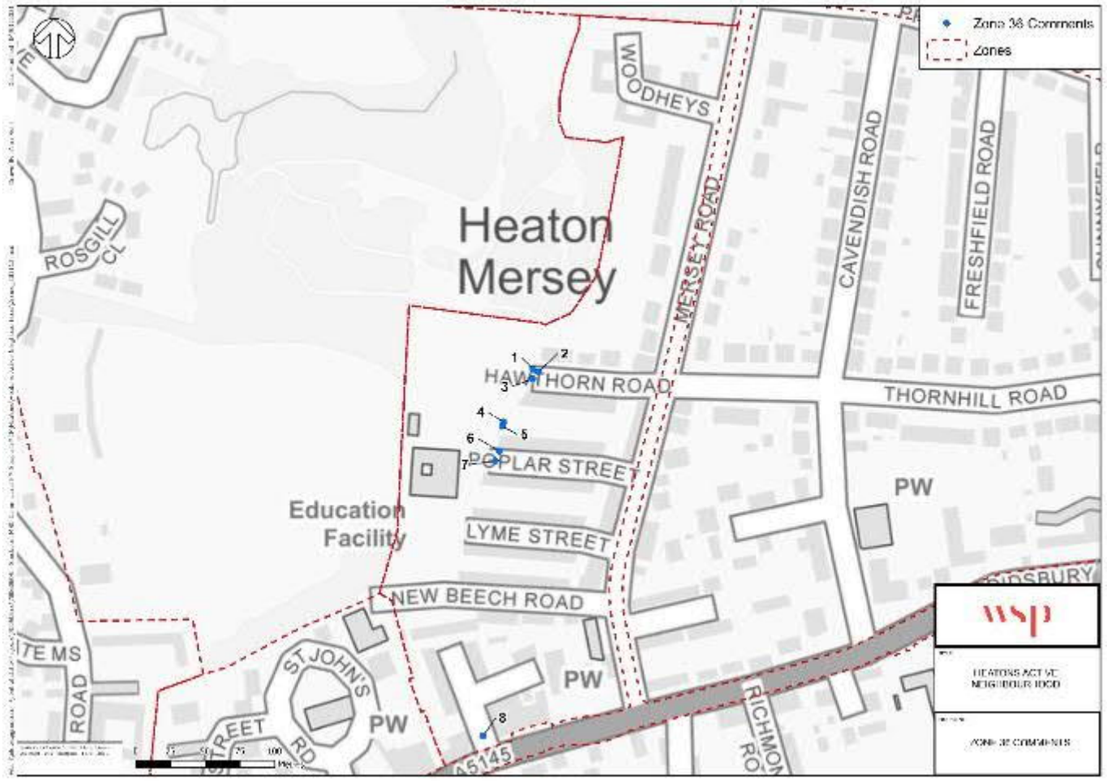

Figure 69 - Zone 36

Figure 70 displays the home postcode boundaries of the respondents who provided the comments listed in Table 35.

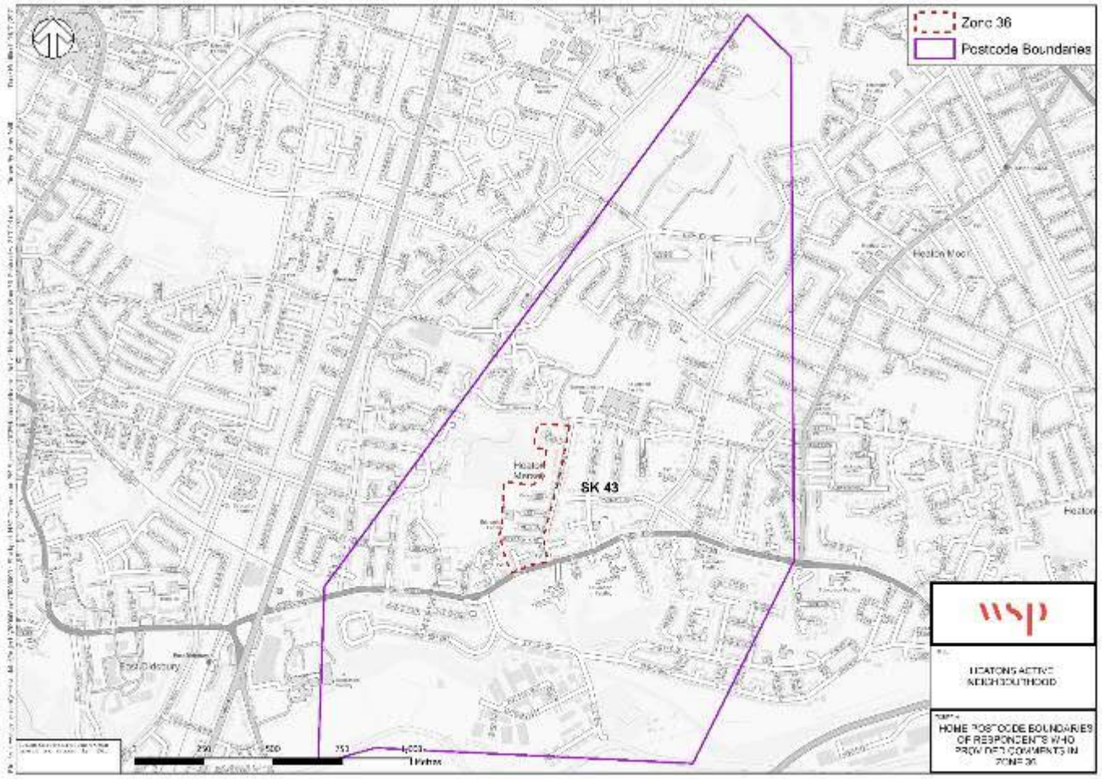

Figure 70 - Home postcode boundaries of respondents who provided comments in Zone 36

Table 35 – Zone 36 comments

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1	Lack of bins	There desperately needs to be a bin at the Hawthorn Road entrance to Heaton Mersey Common. The area is strewn with litter, dog poo bags from the scores of dog walkers and sweet wrappers from the kids coming out from school and everyone else who doesn't bother taking their rubbish home with them. The closest bins in the Common are quite far away near the pond or through the woods on the other side. There needs to be a bin. Let's try to help keep it nice.	SK4 3	6	Better street furniture
2	Street Furniture, Green spaces, Cycling	We welcome the initiative to create safe pedestrian and cycle routes through the Heaton's and trust that it would be done with sensitivity to preserve the environment. We agree with all eight points you make in the Active Neighbourhood leaflet. We have looked at some of the proposed cycle and pedestrian routes through the Heaton's and find most are very welcome. However, earlier this year we looked at the plans for the cycle / pedestrian route which crosses Didsbury Road at Meltham Road over to Harwood road, then continues past St Johns Primary school and onto Heaton Mersey Common. We strongly disagree with cycles going through Heaton Mersey Common as they would be an intrusion in what is a green open space which is used by pedestrians. For the short distance involved it would make more sense and cost a lot less if cycles went up Hawthorn Road and onto Mersey Road joining the footpath at the corner of Mersey and Priestnall Roads.		1	
3	Walking, Green spaces, Safety, Access to school	The route through the common and leading down the side of the school is absolutely crucial to maintain access to the school by foot and reduce traffic congestion and pollution on all the surrounding streets near the school. Making this a dedicated cycle path will cause more congestion and hamper access for parents and pupils; tarmac and streetlights would be an eyesore. Instead the route just needs better ongoing maintenance - there are trip hazards along the path between Hawthorn and Poplar where metal posts have been removed and parts are sticking out of the ground, which desperately need addressing. It would be more cost effective and environmentally friendly to upgrade the paths with new gravel etc than tarmac. If lights are to be introduced these should be unobtrusive and at ground/ post level rather than glaring streetlamps.	SK4 3	4	Better maintenance
4	Walking	This is a frequently used path for taking / collecting children to St. Johns school, and for walking to Heaton Mersey village. It's heavily used, not just by residents of the adjoining streets, but by parents and children from further afield. The path surface is very poor, and lack of drainage means that it is almost constantly muddy and waterlogged, even in summer. A new surface is badly needed.	SK4 3	5	Better path surface
5	Walking	Other comments about this path suggest that it it is problematic. It is a good path, surfaced with sandy gravel. It is not at all muddy and access is really very easy for people of all abilities. There is no need to improve it and doing so would be a waste of public funds. I think those commenting negatively about it must have dropped their pin in the wrong place.	SK4 3	0	
6	Parking / loading, Walking, Safety, Cycling	Poplar St connects the main high street on Didsbury road to the Common and is the pedestrian access to the school. There are no pedestrian safety systems to keep pavements clear of vehicles to protect those using the footpaths to the common or school children.		4	Wider pavements, New/ safer crossings, Better routes to schools, Enforcement, Pedestrian rails or bollards
7	Air quality, Car Travel, Safety, Traffic, Walking, Parking / loading	As Poplar Street is a cul-de-sac cars are causing serious congestion at drop off and pickup times. We should restrict cars dropping off children to school by restricting access in the mornings and afternoons. Provide safer access for cyclists and pedestrians.	SK4 3	8	Better routes to schools, Less traffic, Slow down traffic, Fewer vehicles, More parking

8	Parking / loading	Cars are consistently parked on double yellow lines on Greenbank 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. There should be stricter parking enforcement.	SK4 3	2	Enforcement

ZONE 37: NORTH OF CRAIG ROAD, EAST OF STATION ROAD & SOUTH OF A5145 DIDSBURY ROAD

This chapter reports on pins dropped to the north of Craig Road, east of Station Road, west of Branksome Road and south of the A5145 Didsbury Road. It includes Mersey Vale Primary School and Heaton Mersey Park & Bowl.

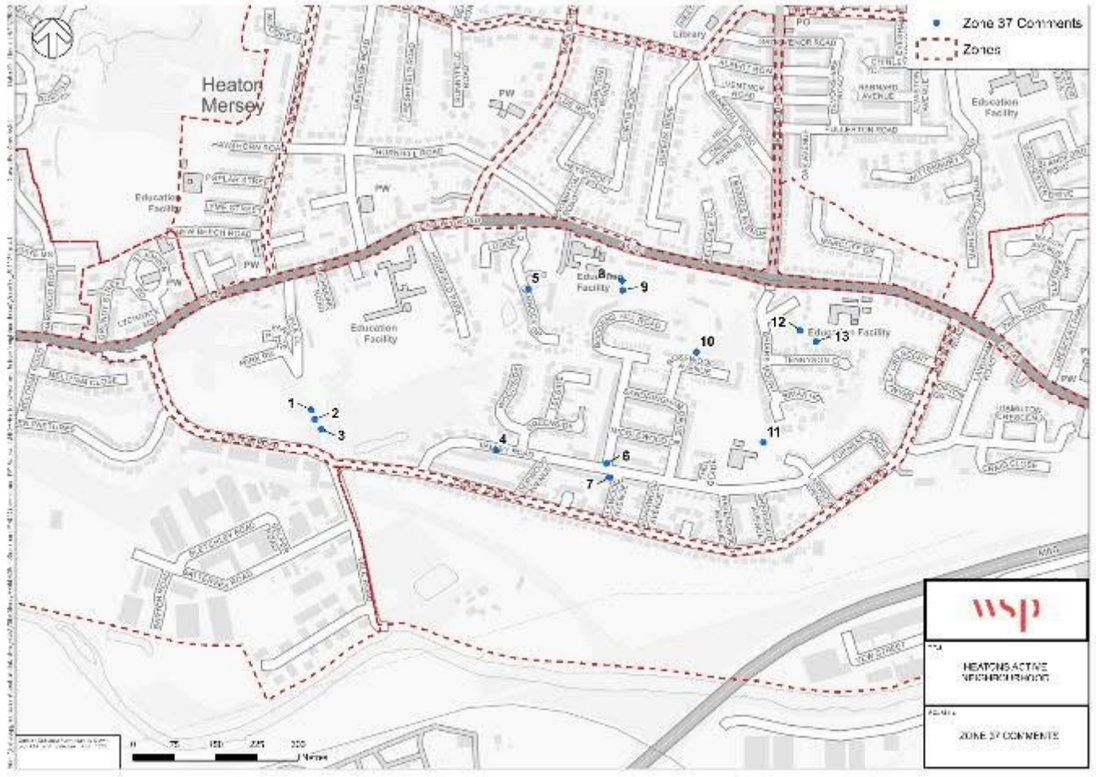

Figure 71 - Zone 37 comments

Figure 72 displays the home postcode boundaries of the respondents who provided the comments listed in Table 36.

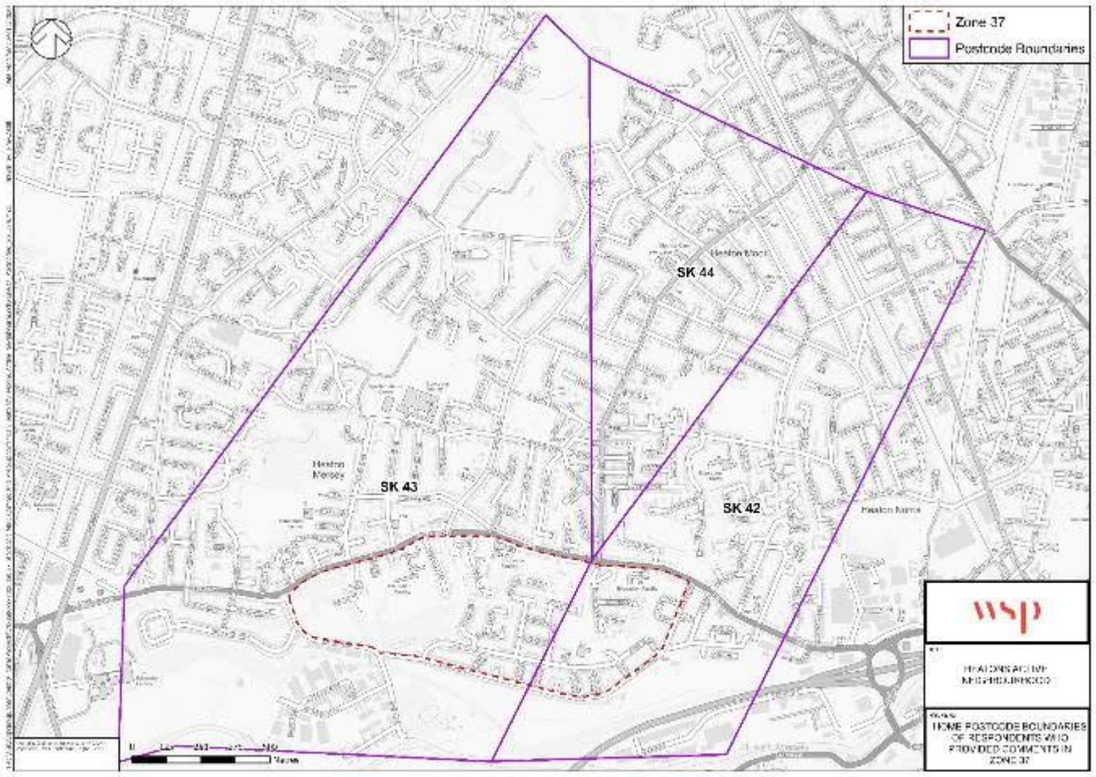

Figure 72 - Home postcode boundaries of respondents who provided comments in zone 37

Table 36 – Zone 37 comments

Pin Ref.	Theme / 'What are you commenting on here?'	Comment	Postcode	No. of Consultees in Agreement	'How could we improve things?'
1		I really enjoy walking down the cobbles to get to the river however it could do with some better maintenance.	SK4 3	1	Better maintenance
2	Air quality, Walking	The cobbled road linking Heaton Mersey with the river is one of the nicest places to walk for miles around - you've got the Heaton Mersey Bowl one way, the pond just the other way, up the hill there's Heaton Mersey Park and also Park Row is a beautiful little street to walk down. And there's The Crown at the top. Maybe it's best kept as a secret, as it's not really publicised - but it's great to see people out and about using it and enjoying it. The cobbled road makes it a bit tricky to use on a bike but even as someone who gets around on two wheels sometimes, I think having a tarmac cycle route would destroy the character and you'd get cyclists whizzing down the hill at high speeds and making it much less pleasant for walkers and runners.	SK4 4	4	Places to sit, Events & activities
3	Walking, Air quality	Heaton Mersey bowl area is a great space. More support for keeping it litter free would be great.	SK4 2	1	Slow down traffic, Events & activities
4	Parking / loading	My adult daughter who lives at home with us has just started having to use a wheelchair. It is simply impossible for her to safely leave our home and travel in her wheelchair along the pavement without having to end up on the road. The pavements are constantly blocked by cars. I know this is a national issue, but my daughter is literally trapped in our home unless she is willing to risk her life in her wheelchair on the road. I do not know what could be done about this as everyone where we live in this area parks half on and half off the pavement. Wider pavements will not be practical and although we have a big wide driveway outside our house and therefore do not park on the pavement visitors to our home feel compelled to do this. Our only option is to put the wheelchair and our daughter in our car so that she can travel away from home for any reason or to move to an area with wide pavements.	SK4 2	8	Dropped kerbs, Space for parking / loading, Wider pavements
5	Green spaces	The path behind Tithe Barn School is muddy, dirty and needs to be surfaced properly. There needs to be bins for dog waste. It is too narrow and overgrown.	SK4 3	3	Better routes to schools
6	Walking, Driving	Junction and surrounding road constantly blocked by cars parked on pavement. Pedestrians have to walk in road. This is a school route. It also causes problems for drivers as cars cannot pass. Please can junctions be marked with yellow lines as a minimum.	SK4 2	2	Wider pavements, Better routes to schools, Enforcement
7	Walking, Street Furniture, Safety, Driving, Traffic, Signage, Parking / loading	This is our main route to school. It's always been a massive problem re traffic and safety. As we walk to school during the week, we see how bad things are. There are lots of parked cars on the pavements so that you can't pass unless you walk in the road. This is especially a worry if you have a pushchair or kids. When you add bin collection day to this you often find yourself in the road. As Valley Road is a long road before reaching school there is a distinct lack of signage about school, speed restrictions and signs or even large slow down signs in the road itself. Traffic will clog up the roads especially around drop off and pick up and This has caused problems not just for residents but those who walk. The foliage often doesn't get cut regularly so again walking in the road often happens - private	SK4 3	12	Better lighting, New/ safer crossings, Enforcement, Protected space for cycling, Better road and street signs, Better maintenance, Less traffic, Slow down traffic, Better routes to schools

		residents also don't cut back their foliage so in some parts it spells over the pavement. In short much can be done to improve the rat runs if Craig Road and Valley Road. Speed cameras, safe school crossing areas, painted roads like School Lane in Didsbury which have large red areas on the road, better signage and speed restrictions. The school does what it can but needs the back up of the LA. I've seen too many near misses on these roads.			
8	Safety, Walking, Street Furniture	The footpath is dark and unsafe to use in the evenings. Please provide lighting. There is also an issue with the steps being uneven and dangerous.	SK4 2	1	Better street furniture, Better lighting
9	Safety, Walking	Main walking route from Craig Rd estate to Didsbury Road to access bus routes. Lighting is often not working making the route dangerous (its quite steep steps) and unsafe if travelling in early morning or evening.	SK4 2	1	Better lighting
10	Accessibility, Cycling, Walking, Safety	What are the options to provide safer pathways for cycling / walking for children getting to school - specifically cycling on roads safely	SK4 2	0	Better routes to schools
11	Walking	Path is steep and narrow with loose surface near school, also quite overgrown	SK4 2	4	
12	Walking, Safety	The path between Masefield Drive and Tennyson Close is overgrown. Vegetation blocks the lights, so it feels unsafe during darkness.	SK4 2	6	Better lighting
13	Cycling, Walking	The proposed housing development on the Focus School site currently lacks proper cycling links to its nearest school, suggesting that children can use Didsbury Road instead! Please ensure that these houses have a direct link to their nearest primary school (Mersey Vale) so that parents and children can cycle there quickly and safely. The existing path network only requires minimal improvement - all that's needed is a small, cycle-accessible link. The alternative is to upgrade Didsbury Road's paint-only cycle lane to make it safe.	SK4 4	0	Better lighting, Proper walking and cycling links