

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Green Lane Footpath Improvement Scheme

Report to: (a) Heatons & Reddish Area Committee
2021

Date: Monday, 21 June

Report of: (b) Corporate Director for Place Management & Regeneration

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

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

Summary:

To report the findings of a consultation exercise for the Green Lane Footpath Improvement scheme and to seek approval for the widening of the existing path to a 2.5m wide Shared Use Path, as well as the introduction of associated Traffic Regulation Orders (TROs).

Recommendation(s):

The Area Committee is asked to consider and approve the following proposals for the Green Lane Footpath Improvement scheme; to consider and comment upon the following proposals, and recommend that the Area Committee approves the legal advertising of the following Traffic Regulation Order and that, subject to no objections being received within 21 days from the advertisement date, the following orders can be made:

No Waiting At Any Time

Location	Extent
Green Lane	Eastern side from a point 45 metres to the north of the projected northern kerbline of Kennedy Way in a northerly direction for a distance of 6 metres, then along the northern kerbline in a westerly direction for a distance of 7 metres, then along the western kerbline in a southerly direction for a distance of 6 metres (around the cul-de-sac end).

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

Communities & Housing Scrutiny Committee

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

There are none.

Contact person for accessing
background papers and discussing the report

Officer: Richard Fenton

‘Urgent Business’: (f) **YES / NO** (please circle)

Certification (if applicable)

This report should be considered as 'urgent business' and the decision exempted from 'call-in' for the following reason(s):

The written consent of Councillor _____ and the Chief Executive/Monitoring Officer/Borough Treasurer for the decision to be treated as 'urgent business' was obtained on _____ /will be obtained before the decision is implemented.

Green Lane Footpath Improvement Scheme

Report of the Corporate Director for Place Management & Regeneration

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 To report the findings of a consultation exercise for Green Lane Footpath Improvement scheme and to seek approval for the widening of the existing path to a 2.5m wide Shared Use Path, as well as the introduction of Traffic Regulation Orders (TROs) in the form of No Waiting At Any Time.

2. BACKGROUND

- 2.1. The Feasibility and Road Safety Team proposes to introduce improvements to the existing Green Lane footpath, which is located to the west of Bowerfold Open Space. These improvements have been identified following the receipt of S106 funding from the nearby Mercedes vehicle dealership development.
- 2.2. The funding contribution is focused on encouraging sustainable travel to and from the development site and making improvements to the local footpath network for both pedestrians and cyclists. The footpath has also recently been confirmed as a Bridleway.

3. PROPOSALS

- 3.1. The scheme, as consulted upon, proposed to widen the existing Green Lane path to 3 metres, where possible, along its eastern side, to provide a shared pedestrian, cycle and equestrian route. To accommodate this, the removal of existing trees and vegetation to the eastern side of the path would be required. Any trees that are removed would be replaced within adjacent Council owned land, in accordance with the Council's re-planting policy. Furthermore, and to enhance personal safety, it is proposed to introduce street lighting along the length of the path. The proposals, as consulted upon, are shown on drawing **5180/001/FP Rev A**, which is contained within Appendix A of this Report.
- 3.2. The proposals include:
 - Widening the existing path from 1.5m to 3m, where possible, along the majority of its eastern side to create a Shared Use Path;
 - Introducing a system of street lighting along the length of the path;
 - Removal of some trees and vegetation along the alignment of the proposed widening and the replacement of lost trees within adjacent Council-owned land; and
 - Installation of one of the two following options for access controls at both ends of the path to restrict any unauthorised vehicles from using it.
 - Option 1 - Bollards
 - Option 2 - Motorbike inhibitor and horse stile

4. LEGAL POSITION/IMPLICATIONS

- 4.1. The Traffic Regulation Orders would be made under Section 1 of the Road Traffic Regulation Act 1984. The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft Order.

5. CONSIDERATION OF ALTERNATIVE SOLUTIONS

- 5.1. No alternative proposals or solutions have been considered.

6. CONSULTATION

- 6.1. A local public consultation exercise was undertaken between Friday 26th February and Friday 12th March 2021, asking the neighbouring residents for their views on the proposed widening of the Green Lane Footpath to create a 3 metre wide Shared Use Path, including two options for access controls at each end of the scheme. Option 1 would incorporate bollards and Option 2 would incorporate a motorbike inhibitor and horse stile, given that the footpath is also a Bridleway. The proposal would also include street lighting along the length of the scheme and the removal (and replanting) of a number of trees to allow for the path widening.
- 6.2. The consultation comprised the distribution of letters to 12 neighbouring properties directly adjacent to the Green Lane Footpath. The letter provided residents with a hardcopy of the consultation proposals plan as well as a paper survey form to return by freepost.
- 6.3. Local stakeholder groups were also consulted, comprising:
- Heatons Walk Ride Group, Walking and Cycling Forum and PROW Forum
 - Local Access Forum
 - Stockport Disability Forum
- 6.4. Relevant Greenspace users and interest groups were also consulted, including:
- Heaton Mersey Village Conservation Group (HMVCG)
 - Sustrans
 - Sustainable Living in the Heatons
 - Heatons Collective
 - Love Heatons Group
- 6.5. In addition, local Councillors were notified of the intention to consult prior to the start of the consultation period.
- 6.6. A total of 18 replies were received in response to the consultation. The majority of responses (44%) were in favour of Option 1, to include bollards at each end of the scheme. 28% of respondents disagreed with Option 1.
- 6.7. 39% of respondents favoured Option 2, to include a motorbike inhibitor and horse stile at each end of the scheme. However, this is outweighed by the fact that 44% of respondents disagreed with this option.

Response	Option 1 – Include bollards	Option 2 – Include Motorbike Inhibitor and Horse Stile
Agree	44%	39%
Don't know	28%	17%
Disagree	28%	44%

- 6.8. Within the comments associated with the above responses, there were differing views on the type of access control proposed at each end of the scheme and there was split opinion between residents and the wider walking and cycling forums who responded. Residents were keen to see the motorbike inhibitor due to concerns related to unauthorised vehicle access to the path. However, conversely, the provision of this type of access control was not favoured by local cycling groups who emphasised the need to allow access for all sizes and types of bicycle.
- 6.9. It is recommended that the scheme should include Option 1, the provision of bollards at each end of the scheme. The scheme drawing has therefore been updated to show this in **5180/001/FP Rev B** which is included within Appendix B of this Report.
- 6.10. There were a number of concerns raised regarding the proposal to remove (and replace) a large number of trees in order to accommodate the widening of the path. These concerns related to the heritage of Green Lane, its rural character, as well as the potential impact on wildlife.
- 6.11. A summary of the feedback from the consultation exercise was provided to Ward Councillors, who confirmed that their preference would be for the scheme to avoid impact on trees by reducing the width of the proposed path.
- 6.12. It is recommended that the scheme should include a 2.5m wide Shared Use Path which is considered to be a more acceptable balance between providing a suitable and safe Shared Use Path, while also minimising impact on existing trees, since a much smaller number of trees would have to be removed. The scheme drawing has therefore been updated to show this in **5180/001/FP Rev B** which is included within Appendix B of this Report.
- 6.13. There were also concerns that the proposed introduction of street lighting along the length of the scheme would impact on wildlife and attract anti-social behaviour.
- 6.14. The lighting strategy for the scheme is likely to include 4.5m to 5m high street-lighting columns, employing LED downward directed 'warm white' luminaries as these emit no light in the blue spectrum, which is considered harmful to bats. This would be in preference to the use of low-level bollard lighting which tends to attract vandalism. It is also recommended that the street lighting should be illuminated throughout the hours of darkness, in line with SMBC lighting policy.
- 6.15. The comments received also included the suggestion of introducing parking restrictions at the southern end of the scheme, at the point where cyclists would transition between the Green Lane highway and the Shared Use Path. The parking restrictions would prevent parked vehicles hindering the progress and passage of cyclists in both directions.

6.16. It is therefore recommended that the scheme should include No Waiting At Any Time parking restrictions in the immediate vicinity of this location. The scheme drawing has therefore been updated to show this in **5180/001/FP Rev B** which is included within Appendix B of this Report.

7. FINANCIAL IMPLICATIONS

7.1. The estimated cost of this scheme is as follows:

Item	Cost (£)
Legal	750
Road Markings	500
Signs	750
Landscaping	3500
Bollards	2,500
Earthworks	7,000
Footpath	56,000
Street Lighting	33,000
Total	104,000

The scheme will be funded from Section 106 monies received in relation to the development of the Mercedes vehicle dealership located on Brighton Road.

8. TIMESCALES

8.1. Should the proposals be approved, the scheme would then be developed further at Detailed Design stage. Following this, it is estimated that the scheme would be ready for implementation by Winter 2021.

9. EQUALITIES/COMMUNITY IMPACT ASSESSMENT

9.1. Equal Opportunities

- To provide a suitable and safer environment for pedestrians and other road users. The scheme contributes to the Council's vision statement "Promote equal life outcomes for all by tackling known inequalities across the borough of Stockport".

9.2. Sustainable Environment

- To develop and sustain a healthy, safe and attractive local environment which contributes to Stockport. Stockport Council understands the responsibility it has to lead by example and help the broader community make a positive contribution to the local environment.

10. CONCLUSIONS AND RECOMMENDATIONS

10.1. The original consulted proposals have been updated in response to the consultation. The updated proposals are shown in drawing **5180/001/FP Rev B** which is included within Appendix B of this Report.

10.2. The Area Committee is asked to consider and approve the updated proposals for the Green Lane Footpath Improvement scheme, and recommend that the Area

Committee approves the legal advertising of the following Traffic Regulation Order and that, subject to no objections being received within 21 days from the advertisement date, the following orders can be made:

No Waiting At Any Time

Location	Extent
Green Lane	Eastern side from a point 45 metres to the north of the projected northern kerbline of Kennedy Way in a northerly direction for a distance of 6 metres, then along the northern kerbline in a westerly direction for a distance of 7 metres, then along the western kerbline in a southerly direction for a distance of 6 metres (around the cul-de-sac end).

Background Papers

There are no background papers to this report.

Anyone wishing for further information please contact Richard Fenton by email on richard.fenton@stockport.gov.uk