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## Greater Manchester's cycling and walking network

Consultation on a new link between Romiley and Stockport

**Consultation closes 30 July 2021**



**ANDY BURNHAM**  
MAYOR OF  
GREATER  
MANCHESTER





## **Proposals to revolutionise travel on foot or by bike in your area**

Work has started on a Greater Manchester-wide programme to make journeys on foot or by bike much easier and more attractive.

Chris Boardman, Greater Manchester's Transport Commissioner, unveiled an innovative new plan to create a city-regionwide cycling and walking network.

The Bee Network will be made up of more than 1,800 miles of routes and will be the largest joined-up system of walking and cycling routes in the UK.

Once built, the network will better connect every community in Greater Manchester, benefiting 2.7 million people and making cycling and walking a real alternative to the car. The plan is to revolutionise travel across the city-region, making active travel the number one choice for travelling to work, to school and to the shops. The Bee Network will be to the highest standards with routes fit for a 12-year-old, a double buggy or a wheelchair user.

In Stockport we have developed a route between Romiley and Stockport. It is 4 miles long and goes all the way from the Cherry Tree estate in Romiley to the Town Centre. It runs along a combination of off-road paths and quiet roads avoiding busy main roads but where it does encounter them it provides off road cycle paths and signal controlled crossings. This scheme will form part of Greater Manchester's Bee Network and we would like your views on it.

The proposals are co-ordinated with existing routes including the District Centre Improvement scheme on Stockport Rd / Compstall Road and a future Active Neighbourhood. Responses to those schemes have been analysed in the development of the proposals. The Traffic Regulation Orders for the District Centre scheme were recently advertised, the response will be presented to Area Committee in the coming months. Up to date information is provided at [stockport.gov.uk/current-proposals](http://stockport.gov.uk/current-proposals)

### **Romiley to Stockport Walking and Cycling Route**

The Council is working hard with Transport for Greater Manchester to reduce air pollution and tackle climate change whilst also encouraging people to become more active. Part of this approach is making it easier for residents to increase the amount of walking and cycling they do on a daily basis.

The Romiley to Stockport proposals include:

- An upgraded route between Gotherage Lane and Oakwood Road for use by pedestrians, cyclists and horses, with resurfacing in a permeable (Flexipave) surface and lighting. The existing hedge rows are proposed to be retained. At this east end, the proposals connect to Cherry Tree Estate and the Tangshutts Lane walking and cycling route.
- An on-highway route along Oakwood Road with Shared Use signage and markings through Romiley Board Mill, with a link to Compstall Road/Romiley Precinct and the District Centre scheme.
- The route continues along St Chads Avenue, Beech Lane and Urwick Road. Beech Lane is proposed to be designated as a 'Quiet Lane' with priority to pedestrians, cyclists and horse riders, also No Waiting at Any Time on both sides between Crossmoor Crescent and Church Lane. Changes are proposed at the Beech Lane/Chadkirk Road/Urwick Road/Church Lane junction to improve the crossings.
- The closure of The Tang to through motor vehicles to enhance the walking, cycling and horse riding link between Urwick Road and Green Lane. The Tang is proposed to be adopted as Highway to allow for maintenance of a resurfaced path and street lighting.
- The closure of Green Lane to motor vehicles under the canal bridge to enhance safety for pedestrians, cyclists and horse riders. The closure of Hurstheads Lane to through motor vehicles to continue the route to Hatherlow. No Waiting at Any Time is proposed on Green Lane on both sides of the canal bridge, and on Hurstheads Lane (other than in some marked bays) to keep the route free from parked vehicles.
- A signalised Toucan (pedestrian and cyclist) crossing at Hatherlow, with connections to the Bunkers Hill and Otterspool Road walking and cycling routes.
- An on-highway route along Overdale Road, The Ridgeway and Agecroft Road, re-joining The Ridgeway to Bredbury Green.

(continued)





- A segregated two-way cycleway along the south/west side of Bredbury Green/Harrytown connecting around Werneth School to Higson Avenue. The Bredbury Green carriageway is proposed to be narrowed and changes made at the junctions with The Ridgeway and Clapgate, including raised tables on the side roads, to slow motor vehicles in the area and enhance safety for pedestrians and cyclists. No Waiting at Any Time is proposed on both sides of Bredbury Green between The Ridgeway and Werneth School/Harrytown Hall. Some trees would need to be removed, this has been minimised as much as possible and any trees removed will be replaced on at least a 2-for-1 basis. A '20mph when lights flash' mandatory speed limit is proposed on Bredbury Green/Harrytown for school start and finish times between The Ridgeway and Berrycroft Lane.
- A signalised Toucan (pedestrian and cyclist) crossing adjacent to Werneth and Harrytown Schools.
- An on-highway route along Higson Avenue, Highfield Avenue and Shakespeare Road.
- An upgraded route between Shakespeare Road/Newstead Grove and Dark Lane at Bredbury Hall for use by pedestrians, cyclists and horses, with resurfacing in a permeable (Flexipave) surface and lighting. Access protection markings are proposed at the ends of Shakespeare Road and Newstead Grove to keep access to and from the route free from parked vehicles.
- An alternative route is proposed between Bredbury Green and Dark Lane at Bredbury Hall, on-highway via The Ridgeway/Powicke Drive/Kiln Croft then an upgraded route along Clapgate and Dark Lane with resurfacing in a permeable (Flexipave) surface and lighting. Additional works are proposed on the residential section of Clapgate to provide a link towards the schools.
- Changes are proposed at the Dark Lane/Bredbury Hall access/proposed Cricket Club access junction to enhance safety for pedestrians and cyclists.
- The route continues along the recently installed and improved off-highway route between Bredbury Hall and Pear Mill, and over the new bridge to Woodbank Memorial Park and Little Moor. These paths are proposed to be upgraded with resurfacing in a permeable (Flexipave) surface and lighting. Existing access controls at the park are to be reviewed.

- From Pear Mill, the route crosses Stockport Road West at the recently installed Pegasus (pedestrian/cyclist/horses) crossing and is proposed to continue on a segregated two-way cycleway on the north side, across a proposed pedestrian and cyclist bridge over the River Goyt, to Carrington Road/Newbridge Lane/New Zealand Road. Changes are proposed at the British Gas access to enhance safety.
- A Toucan (pedestrian and cyclist) crossing is proposed across Carrington Road between Stockport Road West and Newbridge Lane, which involves modifications to the Carrington Road arm of the signal junction.
- The route continues on existing shared and upgraded segregated cycle paths along Newbridge Lane to the junction with St Mary's Way. At this west end of the route, the proposals connect to existing town centre walking and cycling facilities on Newbridge Lane and St Mary's Way.
- 20mph zones are proposed along the route at the following locations:

On local access residential roads in Romiley south of Compstall Road and Stockport Road;

On local access residential roads in Bredbury Green east of Hatherlow and south of Bredbury Green;

On local access residential roads in the Highfield Avenue estate in Bredbury.

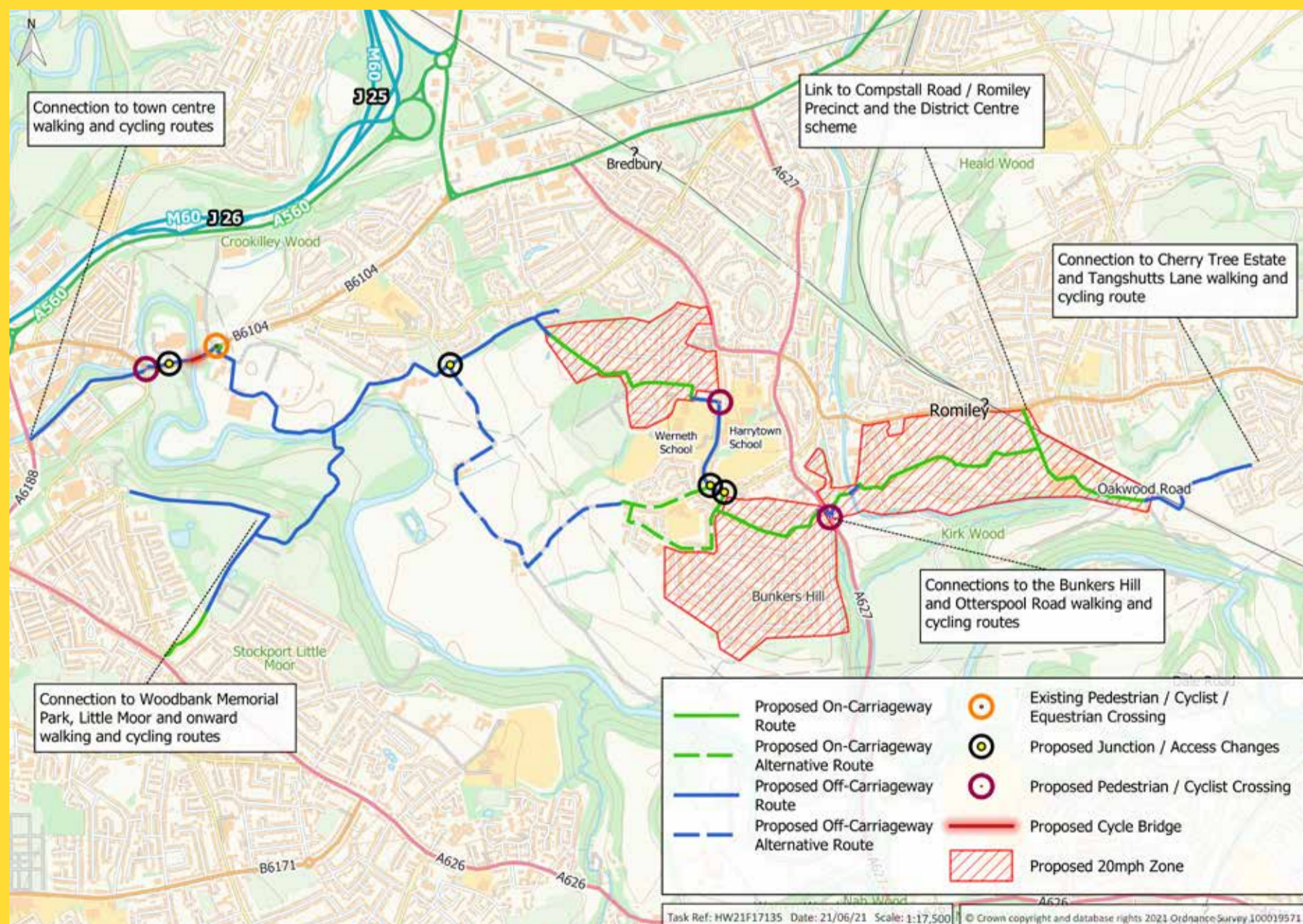
Lighting is proposed to be installed along the route where it is not currently in place. The hours of operation are to be agreed in discussion with Ecology Officers, but along off-road paths it is not expected to be operational between 10pm and 5am. The lighting will be of suitable luminosity and directed to the path to minimise spill into adjacent areas. It will be of a type that minimises any possible harm to bats.

The proposals require some trees to be removed, this has been minimised as much as possible and any trees removed will be replaced on at least a 2-for-1 basis. The planting of new trees is being explored along the length of the scheme and adjacent areas.

Traffic Regulation Orders are proposed along the route, including No Waiting at Any Time (double yellow lines) to allow enforcement against unlawful parking at junctions.

Detailed drawings of the proposals are available to view online at [stockport.gov.uk/consultations](http://stockport.gov.uk/consultations)

## This map shows the proposals





## How can I give my views on the proposed changes?

The detailed Romiley to Stockport Walking and Cycling Route proposals can be viewed online and we are inviting the views of all residents, businesses and other stakeholders by 30 July 2021.

### Online

[stockport.gov.uk/consultations](https://stockport.gov.uk/consultations)

### By email

[RomileyWalkCycleRoute@stockport.gov.uk](mailto:RomileyWalkCycleRoute@stockport.gov.uk)

### By post

Services to Place, Stopford House, Stockport, SK1 3XE

### By phone

0161 217 6043

As with the Active Neighbourhood engagement exercise and the District Centre Improvements consultation, responses to this consultation will be considered as part of the scheme development process prior to any implementation. Due to the anticipated volume of responses we will not be able to enter into correspondence about points raised.

**“More people travelling on foot or by bike is a by-product of creating better places to live, work and socialise. The improvements to Romiley will make life easier for people who want to be able to make local trips on foot or by bike, leaving the car at home.”**

**Chris Boardman**

Greater Manchester’s Transport Commissioner

