

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Elisabeth Mill S106 Traffic Calming Scheme

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

Date: Monday, 18 October

Cabinet Member (Economy and Regeneration)

Date:

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:

This report provides the results of the consultation on the North Reddish Traffic Management Scheme and seeks a recommendation that the Cabinet Member (Economy and Regeneration) approves the scheme.

Recommendation(s):

Members are requested to consider the contents of the report, noting the results of the recent consultation exercise carried out with residents and businesses around the North Reddish area and recommend that the Cabinet Member (Economy & Regeneration) approves the proposed measures and the legal advertising of the Traffic Regulation Orders contained in Appendix B (TRO Schedule) and Appendix C (TRO Drawings) and subject to no objections being received within 21 days from the advertisement date the orders can be made.

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: Nick Whelan
Tel: 0161-474-4907

'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.

Elisabeth Mill S106 Traffic Calming Scheme

Report of the Corporate Director for Place Management & Regeneration

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 Members are requested to consider the contents of the report, noting the results of the recent consultation exercise carried out with residents and businesses around the North Reddish area and recommend that the Cabinet Member (Economy & Regeneration) approves the proposed measures and the legal advertising of the Traffic Regulation Orders contained in Appendix B (TRO Schedule) and Appendix C (TRO Drawings) and subject to no objections being received within 21 days from the advertisement date the orders can be made.

2. BACKGROUND

- 2.1. The Section 106 agreement for the Elisabeth Mill residential development, located along Houldsworth Street in Reddish requires the developer to fund a traffic calming scheme in the adjacent residential streets.
- 2.2. In line with the S106 agreement, the scheme is to comprise a 20mph zone, traffic calming measures (road humps and speed cushions) as well as parking restrictions in targeted areas, in order to improve road safety. The scheme area is enclosed by Houldsworth Street / Harrogate Road (inclusive), Longford Road West, Gorton Road, and Broadstone Road. The scheme extents are outlined in the Consultation Overview Plan F/EM/CP/008 contained in Appendix A.

3. PROPOSALS

- 3.1. An overview of the proposed scheme that was consulted upon is shown in drawings F/EM/CP/008 (traffic calming proposals) and F/EM/CP/009 (20mph proposals) contained in Appendix A. The scheme comprises the following elements:
- 3.2. Proposal 1 - The extension of the existing 20mph zone around St Elisabeth's and St Joseph's schools to cover the entire scheme area.
- 3.3. Proposal 2 - Traffic calming measures (speed cushions or road humps) along Naseby Road, Wharfedale Road, Ilkley Crescent and Priory Lane.
- 3.4. Proposal 3 - No Waiting At Any Time parking restrictions to protect the existing cycle link along Naseby Road / Gainford Road.
- 3.5. Proposal 4 - No Waiting At Any Time parking restrictions on the southern side of David Street between St Elisabeth's Way and Bedford Street; and on the southern side to the east of Bedford Street.
- 3.6. Proposal 5 - No Waiting At Any Time parking restrictions along Higginson Road at the junctions with Lichfield Avenue and Bolton Street; the introduction of dropped

kerb crossings and bollards in the vicinity of St Josephs School; and the introduction of bollards in the vicinity of the junction with Gorton Road.

- 3.7. Proposal 6 - Limited waiting parking bays and associated No Waiting At Any parking restrictions along Dover Street. Proposal 3 - No Waiting At Any Time parking restrictions to protect the existing cycle link along Naseby Road / Gainford Road.
- 3.8. Proposal 7 - No Waiting At Any Time parking restrictions along Leamington Road (East) at its junctions with Higginson Road, Lichfield Avenue, Bedford Street and St Elisabeths Way.
- 3.9. Proposal 8 - No Waiting At Any Time parking restrictions along St Elisabeth's Way at the existing tactile crossing south of David Street; and the introduction of bollards along the eastern footway, adjacent to St Elisabeths Primary School.
- 3.10. Proposal 9 - No Waiting At Any Time parking restrictions along Houldsworth Street (North) at the existing crossing point opposite David Street; at the junction with the Golf Club access road; and along the western side between the Golf Club access road junction and the Leamington Road junction.
- 3.11. Proposal 10 - Additional traffic calming (road humps or speed cushions) along Houldsworth Street (South); and a pedestrian refuge island at the junction with Broadstone Road.

4. LEGAL POSITION/IMPLICATIONS

- 4.1. The Traffic Management 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. During the initial conceptual stages of the scheme, consideration was given to the development of a Filtered Neighbourhood scheme, to include the strategic closure of certain roads within the scheme area, to prevent rat-running and to create a safer and more cycle-friendly residential environment.
- 5.2. However, the development of a Filtered Neighbourhood scheme is expected to exceed the budget for the S106. It is anticipated that the full S106 monies would be expended during the design and consultation phases alone, leaving no funds available for the implementation of the scheme. Furthermore, a Filtered Neighbourhood scheme is expected to carry a high risk of objections and hence delays during the consultation phase. A condition of the S106 agreement is that the monies have to be spent by February 2023. Therefore, the decision was made that a potential Filtered Neighbourhood scheme would not be within the scope of the S106 agreement and that the Elisabeth Mill scheme should comprise a traffic calming solution which could be delivered within the aforementioned budgetary and time constraints.

6. CONSULTATION

- 6.1. The Local Ward Councillors have been consulted and no adverse comments were received.
- 6.2. A public consultation was held between 17th May 2021 and 25th June 2021 and, of the 385 total responses received, the majority (69%) of respondents were supportive of the overall scheme. The detailed consultation plans are provided within Appendix A in drawings F/EM/CP/001 to 007 (traffic calming proposals) and F/EM/CP/009 (20mph proposals). A summary of the results is presented below.

6.3. **Proposal 1 – Extend existing 20mph speed limit to cover following area:**

Area bounded by Houldsworth St / Harrogate Rd (inclusive), Longford Rd West, Gorton Rd, Broadstone Rd.

The proposed 20mph zone would include highway to be adopted and highway that is not to be adopted. The areas in question are the Harlow Close development, which is to be adopted in full; and the Elisabeth Gardens development, where the internal roads within the eastern two-thirds of the development are to be adopted, while those within the western third are not to be adopted.

The majority of respondents agreed with the proposed extension of the 20mph zone to cover the scheme area. 81% of respondents agreed and 16% disagreed. The remaining respondents either didn't know or didn't answer.

It is recommended that these measures be taken forward.

6.4. **Proposal 2 – Introduce road humps or speed cushions on the following roads:**

Naseby Road, Finsbury Road, Wharfedale Road, Ilkley Crescent, and Priory Lane.

The majority of respondents agreed with the introduction of road humps or speed cushions along these roads. 69% of respondents agreed and 21% disagreed. The remaining respondents either didn't know or didn't answer.

It is recommended that these measures be taken forward.

6.5. **Proposal 3 – Proposal for Naseby Road / Gainford Road:**

Introduce No Waiting At Any Time parking restrictions to protect the existing cycle link.

The majority of respondents agreed with the introduction of road humps or speed cushions along these roads. 65% of respondents agreed and 17% disagreed. The remaining respondents either didn't know or didn't answer.

It is recommended that these measures be taken forward.

6.6. **Proposal 4 – Proposal for David Street:**

Introduce No Waiting At Any Time parking restrictions on the southern side between St Elisabeths Way and Bedford Street; and on the southern side to the east of Bedford Street

The majority of respondents agreed with the introduction of No Waiting At Any Time parking restrictions along the southern side of David Street, for its full length. 64% of respondents agreed and 18% disagreed. The remaining respondents either didn't know or didn't answer.

However, during the consultation exercise, we received several direct emails and phone calls from residents of David Street in particular, who were concerned about the potential loss of parking as a result of the proposed No Waiting At Any Time along the southern side of David Street.

Furthermore, the residents referred to their previous petitions and applications for a Residents Parking Scheme (which has until recently not been considered due to Council policy). However, this consultation and the proposals have prompted the residents of David Street (property numbers 21 to 47) to renew their petition / application for an RPS. We also noted from the freetext comments within the consultation responses that the majority of residents at the eastern end of David Street (property numbers 21 to 47) did not support the proposed No Waiting At Any Time (and all comments include the request for an RPS).

Further to the feedback received from residents of David Street, we now recommend that the proposed No Waiting At Any Time parking restrictions along the eastern half of David Street should be omitted from the scheme, but that the western half should be retained along the southern side. The potential RPS along David Street will be investigated as a separate scheme.

The revised Traffic Regulation Order for David Street is shown in TRO drawing F/EM/TRO/011 within Appendix C.

It is recommended that the modified proposals be taken forward.

6.7. Proposal 5 – Proposal for Higginson Road:

No Waiting At Any Time parking restrictions at the junctions with Lichfield Avenue and Bolton Street; dropped kerb crossings and bollards in the vicinity of St Josephs School; and bollards in the vicinity of the junction with Gorton Road

The majority of respondents agreed with the introduction of all of these proposals for Higginson Road. 69% of respondents agreed and 14% disagreed. The remaining respondents either didn't know or didn't answer.

It is recommended that these proposals be taken forward.

6.8. Proposal 6 – Proposal for Dover Street:

Introduce limited waiting parking bays

The majority of respondents agreed with the introduction of all of these proposals for Higginson Road. 64% of respondents agreed and 13% disagreed. The remaining respondents either didn't know or didn't answer.

Of the 56 respondents who disagreed with the proposals for Dover Street, the detailed comments that were provided did not relate to the proposals at this location. The main reason (49 respondents) for disagreeing with the Dover Street proposals is because the respondents disagreed with the wider scheme as a whole. A small number (7 respondents) did not provide a written comment.

It is recommended that this proposal is taken forward.

6.9. **Proposal 7 – Proposal for Leamington Road (East):**

Introduce No Waiting At Any Time parking restrictions at the junctions with Higginson Road, Lichfield Avenue, Bedford Street and St Elisabeths Way

The majority of respondents agreed with the introduction of all of these proposals for Higginson Road. 68% of respondents agreed and 14% disagreed. The remaining respondents either didn't know or didn't answer.

It is recommended that this proposal is taken forward.

6.10. **Proposal 8 – Proposal for St Elisabeth's Way:**

No Waiting At Any Time parking restrictions at the existing tactile crossing south of David Street; and bollards along the eastern footway, adjacent to St Elisabeths Primary School

The majority of respondents agreed with the introduction of all of these proposals for Higginson Road. 70% of respondents agreed and 15% disagreed. The remaining respondents either didn't know or didn't answer.

It is recommended that this proposal is taken forward.

6.11. **Proposal 9 – Proposal for Houldsworth Street (North):**

No Waiting At Any Time parking restrictions at the existing crossing point opposite David Street; at the junction with the Golf Club access road; and along the western side between the Golf Club access road junction and the Leamington Road junction.

The majority of respondents agreed with the introduction of all of these proposals for Higginson Road. 70% of respondents agreed and 18% disagreed. The remaining respondents either didn't know or didn't answer.

It is recommended that this proposal is taken forward.

6.12. **Proposal 10 – Proposal for Houldsworth Street (South):**

Additional road humps or speed cushions; and a pedestrian refuge island at the junction with Broadstone Road

The majority of respondents agreed with the introduction of all of these proposals for Higginson Road. 71% of respondents agreed and 21% disagreed. The remaining respondents either didn't know or didn't answer.

It is recommended that this proposal is taken forward.

Additional Comments and Designers Responses

Comments	Designers Response
Suggestion of pedestrian refuge on Houldsworth Street adjacent to junction St Elisabeth's Way due to concerns re vehicles cutting corner at junction.	A potential pedestrian refuge or junction radius tightening at this location can be considered at the detailed design stage of the scheme, subject to funding approval and feasibility design
Concerns re existing speeding and rat-running in the area	The proposed scheme incorporates a 20mph speed limit as well as traffic calming (road humps and speed cushions) throughout the area which are designed to reduce vehicle speeds and make the area less attractive as a rat run.
Concerns that proposals will cause congestion and pollution	The proposed scheme incorporates parking restrictions at strategic locations and is designed to improve traffic flow and reduce congestion. Furthermore, the 20mph zone is designed to reduce vehicle speeds and encourage walking and cycling which should reduce vehicle use and hence congestion and pollution.
Concerns that parking charges / lack of parking availability at the Mill developments on Houldsworth Street is creating additional on-street parking	Parking availability within the Mill developments is to be investigated by the Council
Concerns that existing parking along both sides of Houldsworth Street creates dangerous road conditions and congestion	The proposed scheme incorporates parking restrictions at strategic locations and is designed to improve road safety and traffic flow.
Concerns re parking availability along David Street due to use by Mill residents and school traffic.	Potential Residents Permit Parking scheme to be investigated separately
Concerns re parked vehicles blocking footways and dropped kerbs causing obstruction for pedestrians, prams, mobility scooters	Proposals include H-Bar road markings, No Waiting At Any Time parking restrictions and bollards at strategic locations, which are designed to prevent inconsiderate parking.
Concerns re impact of parking restrictions and where alternative parking (particularly for residents of Houldsworth Street mills) would be	Parking availability within the Mill developments is to be investigated by the Council
Concerns that road humps or speed cushions will cause damage or wear and tear to vehicles	Speed bumps are designed to cause vehicles to slow down to an appropriate speed. The extension of the 20mph zone across the scheme area will reinforce this.
Concerns that proposed traffic	Speed bumps are designed to cause vehicles to slow

calming measures will have little effect	down to an appropriate speed. The extension of the 20mph zone across the scheme area will reinforce this.
Suggests road safety education	The Council has a strategy for road safety education
Suggests enforcement of the parking restrictions and speed limits	The Council and the Police have a strategy for enforcement of parking restrictions and speed limits.
Suggests speed cameras	The introduction of a speed camera is determined by specific criteria which includes a certain number of accidents along with excessive speeds. The Greater Manchester Casualty Reduction Partnership determines the criteria at which enforcement would be considered. The scheme area would not meet the criteria for introducing speed cameras.
Suggests one-way system around St Elisabeth Park	A potential one way system would require Houldsworth Street to become one way. Houldsworth Street is a Local Distributor Road, the function of which is to facilitate the passage of vehicles from residential roads to Distributor roads. As St Elisabeths Way and Leamington Road (west) are not Local Distributor roads, it would be more appropriate to improve two-way traffic flow along Houldsworth Street, as well as improve road safety for the surrounding area, which the scheme aims to do.
Suggests Filtered Neighbourhood scheme incorporating closure of certain roads to prevent rat-running but maintaining access for cyclists.	A Filtered Neighbourhood scheme has been considered for this area - see Section 5 of this report.
Suggests removal of on-street parking around St Elisabeths Park	The proposed parking restrictions include the removal of some on-street parking in this area and provides an appropriate balance between road safety and parking availability for the area.
Suggests Residents Parking Scheme for David Street	A Residents Parking Scheme for David Street is to be investigated separately.

In agreement with the Ward Spokesperson, the scheme includes some junction protection of less than 10 metres. In principle, according to the Highway Code, no vehicle should park within (at least) 10 metres of a road junction and Traffic Services does not condone such behaviour. As parking is at a premium in this area a compromise was agreed, and some areas have been provided with junction protection of less than 10 metres.

7. FINANCIAL IMPLICATIONS

7.1. The scheme is to be funded by the Elisabeth Mill S106 monies.

8. TIMESCALES

8.1. If approved, the scheme is expected to progress in the summer of 2022.

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 Area Committee is asked to comment on this report and recommend that the Cabinet Member (Economy & Regeneration) approves the implementation of the scheme and the legal advertising of the Traffic Regulation Orders contained in Appendix B (TRO Schedule) and Appendix C (TRO Drawings) and subject to no objections being received within 21 days from the advertisement date the orders can be made.

Background Papers

There are no background papers to this report.

Anyone wishing further information please contact Nick Whelan on telephone number Tel: 0161-474-4907 or by email on nick.whelan@stockport.gov.uk

Appendix A – Consultation Drawings

F/EM/CP/001 to 007 – Consultation Plans

F/EM/CP/008 – Consultation Overview Plan

F/EM/CP/009 – Consultation Overview Plan for 20mph Scheme

Appendix B – Schedule of Traffic Regulation Orders

Revocation of No Waiting at Any Time

- David Street, both sides, from the eastern kerbline of St. Elisabeth's Way for a distance of 5.0 metres in an easterly direction.
- St. Elisabeth's Way, eastern side, from a point 10.0 metres south of the southerly kerbline of David Street for a distance of 97.0 metres in a northerly direction.

Revocation of No Waiting Mon-Sat 8am to 6:30pm

- Leamington Road, both sides, from the eastern kerbline Bedford Street for a distance of 11.0 metres in an easterly direction.
- Bedford Street, eastern side, from a point 9.0 metres north of the northerly kerbline of Leamington Road to a point 9.0 metres south of the southerly kerbline of Leamington Road.
- Higginson Road, both sides, from the northern kerbline of Leamington Road for a distance of 8.0 metres in a northerly direction.
- Lichfield Avenue, both sides, from the northern kerbline of Leamington Road for a distance of 9.0 metres in a northerly direction.
- Higginson Road, southern side, from the western kerbline of Lichfield Avenue for a distance of 3.0 metres in a westerly direction.
- Lichfield Avenue, western side, from the southern kerbline of Higginson Road for a distance of 6.5 in a southerly direction.
- Bolton Street, eastern side, from the southern kerbline of Higginson Road for a distance of 133.0 metres in a southerly direction.
- Higginson Road, southern Side, from the eastern kerbline of Bolton Street for a distance of 2.0 metres in an easterly direction.

Revocation of all waiting restrictions

- Dover Street, both sides its entire length

Revocation of 20mph Zone

- Revocation of the Metropolitan Borough Council of Stockport (St Elisabeth's Way / Leamington Road / Houldsworth Street / Bedford Street / David Street, Reddish) (20mph Speed Limit) Order 2002.

Proposals

Proposed No Waiting at Any Time

- Leamington Road, both sides, from the western kerbline of St. Elisabeth's Way for a distance of 10.0 metres in a westerly direction.
- St. Elisabeth's Way, both sides, from a point 10.0 metres north of the northerly kerbline of Leamington Road to a point 8.0 metres south of the southerly kerbline of Leamington Road.
- Leamington Road, both sides, from the eastern kerbline of Bedford Street for a distance of 11.0 metres in an easterly direction.
- Bedford Street, both sides, from a point 11.0 metres north of the northerly kerbline of Leamington Road to a point 8.0 metres south of the southerly kerbline of Leamington Road.
- Leamington Road, northern side, from a point 10.0 metres west of the westerly kerbline of Higginson Road to a point 9.0 metres east of the easterly kerbline of Higginson Road.
- Higginson Road, both sides, from the northern kerbline of Leamington Road for a distance of 8.0 metres in a northerly direction.
- Lichfield Avenue, both sides, from the northern kerbline of Leamington Road for a distance of 8.0 metres in a northerly direction.
- Lichfield Avenue, both sides, from the southern kerbline of Higginson Road for a distance of 6.5 metres in a southerly direction.
- Higginson Road, southern side, from a point 6.5 metres west of the westerly kerbline of Lichfield Avenue to a point 6.5 metres east of the easterly kerbline of Lichfield Avenue.
- Higginson Road, southern side, from a point 7.0 metres west of the westerly kerbline of Bolton Street to a point 7.0 metres east of the easterly kerbline of Bolton Street.
- Bolton Street, both sides, from the southern kerbline of Higginson Road for a distance of 7.0 metres in a southerly direction.
- Bolton Street, eastern Side, from a point 5.5 metres south of the southerly kerbline of Dover Street to a point 5.5 metres north of the northerly kerbline of Dover Street.
- Dover Street, southern side, from the eastern kerbline of Bolton Street to the westerly kerbline of Gorton Road .

- Dover Street, northern side, from the eastern kerbline of Bolton Street for a distance of 5.5 metres in an easterly direction.
- Dover Street, northern side, from the westerly kerbline of Gorton Road for a distance of 14.0 metres in a westerly direction.
- Naseby Road, eastern side, from a point 81.5 metres north of the northern kerbline of Wentworth Road for a distance 52.0 meters in a northerly direction.
- Gainford Road, western cul-de-sac end, from a point 41.0 metres west of the north-western kerbline of Wemyss Avenue for a distance of 19.5 metres covering the entire cul-de-sac end.
- Houldsworth Street, western side, from a point 8.8 metres north of the projected northern kerbline of Leamington Road for a distance of 110.6 metres in a northerly direction to tie in with existing parking restrictions.
- Houldsworth Street, eastern side, from a point 86.0 metres north of the northern kerbline of Leamington Road for a distance of 28.8 metres.
- David Street, southern side, from the eastern kerbline of St. Elisabeth's Way for a distance of 67.2 metres in an easterly direction.
- David Street, northern side, from the eastern kerbline of St. Elisabeth's Way for a distance of 5.0 metres in an easterly direction.
- St. Elisabeth's Way, eastern side, from a point 15.8 metres south of the southerly kerbline of David Street for a distance of 102.8 metres in a northerly direction.

Proposed No Waiting Mon-Sat 8am to 6:30pm

- Bolton Street, eastern side, from a point 7.0 metres south of the southern kerbline of Higginson Road for a distance of 59.6 metres in a southerly direction.
- Bolton Street, eastern side, from a point 5.5 metres south of the southern kerbline of Dover Street for a distance of 51.3 metres in a southerly direction.

Proposed Limited Waiting 30mins Mon-Sat 8am-6:30pm No Return Within 1Hr

- Dover Street, northern side, from a point 5.5 metres east of the eastern kerbline of Bolton Street for a distance of 18.0 metres in an easterly direction.

Proposed 20mph Speed Limit Zone

- Houldsworth Street, for its entire length.
- Rupert Street, from its junction with Houldsworth Street to its junction with Broadstone Road.
- Liverpool Street, for its entire length.
- Oldham Street, for its entire length.
- Liverpool Close, from its junction with Broadstone Road to its cul-de-sac end.
- Arthur Street, for its entire length.
- Bedford Street, for its entire length.
- Margaret Street, for its entire length.
- Leaf Street, for its entire length.
- Leamington Road, for its entire length.
- Higginson Road, for its entire length.
- Lichfield Avenue, for its entire length.
- Bolton Street, for its entire length.
- Dover Street, for its entire length.
- Priory Lane, for its entire length.
- Skipton Court, for its entire length.
- Ilkley Crescent, for its entire length.
- Wharfedale Road, for its entire length.
- Harewood Grove, for its entire length.
- Harrogate Road, for its entire length.
- Harrogate Drive, for its entire length.
- Spa Close, for its entire length.
- Naseby Road, for its entire length.

- Finsbury Road, for its entire length.
- Fovant Crescent, for its entire length.
- Lillian Grove, for its entire length.
- Welbeck Road, for its entire length.
- Wentworth Road, for its entire length.
- Knaresborough Close, for its entire length.
- Gainford Road, for its entire length.
- Penrith Avenue, for its entire length.
- Wemyss Avenue, for its entire length.
- St Elisabeth Way, for its entire length.
- David Street, for its entire length.
- Nutwood Court, for its entire length.
- Priory Court, for its entire length.
- Leamington Court its entire length.

Proposed 20mph along highway not currently adopted

- Harlow Close for its entire length.
- Elisabeth Gardens for its entire length
- Fairway View for its entire length.
- Cotton Grove for its entire length.

Proposed Traffic Calming Feature, Speed Cushions (75mm high 1:15 gradient)

- Priory Lane, from a point approximately 43.0 metres east of the north eastern kerbline of St. Elisabeth's Way in an easterly direction.

- Priory Lane, from a point approximately 114.7 metres east of the eastern kerbline of St. Elisabeth's Way in an easterly direction.
- Priory Lane, from a point approximately 20.0 metres west of the western kerbline of Gorton Road in a westerly direction.
- Priory Lane, from a point approximately 106 metres west of the western kerbline of Gorton Road in a westerly direction.
- Wharfedale Road, from a point approximately 14.0 metres west of the western kerbline of Gorton Road in a westerly direction.
- Wharfedale Road, from a point approximately 20.0 metres west of the western kerbline of Ikley Crescent in a westerly direction.
- Wharfedale Road, from a point approximately 35.0 metres east of the eastern kerbline of Harewood Grove in an easterly direction.
- Wharfedale Road, from a point approximately 30.0 metres east of the eastern kerbline of Harrogate Road in an easterly direction.
- Naseby Road, from a point approximately 21.5 metres north of the northern kerbline of Wharfedale Road in a northerly direction.
- Naseby Road, from a point approximately 16.0 metres north of the northern kerbline of Finsbury Road in a northerly direction.
- Naseby Road, from a point approximately 32.5 metres north of the northern kerbline of Lillian Grove in a northerly direction.

Proposed Traffic Calming Feature, Flat Top Hump (75 mm high 1:15 gradient)

- Houldsworth Street, from a point approximately 17.5 metres south of the southern kerbline of Rupert Street in a southerly direction.
- Houldsworth Street, from a point 22.5 metres south of the southern kerbline of Arthur Street in a southerly direction.
- Ikley Crescent, from a point approximately 21.0 metres east of the eastern kerbline of Harrogate Road in an easterly direction.
- Ikley Crescent, from a point approximately 129.6 metres east of the eastern kerbline of Harrogate Road in an easterly direction.
- Finsbury Road, from a point approximately 27.5 metres west of the western kerbline of Naseby Road in a westerly direction.

- Finsbury Road, from a point approximately 91.5 metres west of the western kerblines of Naseby Road in a westerly direction.
- Finsbury Road, from a point approximately 31.5 metres east of the eastern kerblines of Harrogate Road in an easterly direction.
- Naseby Road, from a point approximately 13.0 metres north of the northern kerblines of Wentworth Road in a northerly direction.
- Naseby Road, from a point approximately 91.0 metres north of the northern kerblines of Wentworth Road in a northerly direction.
- Naseby Road, from a point approximately 15.0 metres south of the southern kerblines of Longford Road West in a southerly direction.

Appendix C –Traffic Regulation Order Drawings

F/EM/CP/TRO/001
F/EM/CP/TRO/002
F/EM/CP/TRO/003
F/EM/CP/TRO/004
F/EM/CP/TRO/005
F/EM/CP/TRO/006
F/EM/CP/TRO/007
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