

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: A34 Improvement Plan - Traffic Regulation Orders

Report to: (a) Cheadle Area Committee **Date:** Tuesday, 30 November 2021
Bramhall & Cheadle Hulme South Area Committee **Date:** Thursday, 02
December 2021
(b) Cabinet Member (Economy & Regeneration)

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 seek approval to advertise the Traffic Regulation Orders (TRO) associated with the various schemes along the A34 corridor, and subject to no objections being received within 21 days from the advertisement date the orders can be made.

Recommendation(s):

Members are requested to consider the contents of the report 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 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: 07800 618251

'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.

A34 Improvement Plan - Traffic Regulation Orders

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 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 and subject to no objections being received within 21 days from the advertisement date the orders can be made.

2. BACKGROUND

- 2.1 A report was presented to Members in February 2021 to inform them that a Strategic Outline Business Case (SOBC) for proposed improvements on the A34 corridor was submitted to the Department for Transport in December 2019 to demonstrate the rationale for change and providing the case for Major Road Network investment along this route. Funding was approved to further develop schemes and undertake stakeholder and public consultation to inform and seek approval from the Area Committees and Cabinet Member for Economic Development and Regeneration for the project.
- 2.2 The reason behind why this route was identified with a need for investment was due to the following factors:-
- The stretch of the A34 (from A560 to A555), currently experiences high traffic volumes, congestion and slow journey times.
 - It is a key route connecting Stockport, Manchester and Cheshire East and includes a mix of traffic and journey purposes: however, the route is particularly busy with commuters.
 - Provision of existing infrastructure for sustainable travel modes is poor, resulting in low levels of uptake amongst those that could potentially walk or cycle for short journeys.
 - Accident analysis highlights accident clusters and a high proportion of accidents involving cyclists, particularly at the Cheadle Royal junction.
- 2.3 As a result, specific objectives of the proposals were recognised:
- Support economic growth and rebalancing
 - Support housing delivery and sustainable infrastructure
 - Support all road users by improving accessibility to key sites
 - Support strategic road network
 - Improve active mode uptake along and across the corridor
 - Reduce congestion and improve journey times through technology

2.4 The proposed scheme runs along the A34 corridor between the A34 corridor between the A560 (Gatley Road) and A555 and aims to alleviate congestion, unlock growth potential in the surrounding area and enhance accessibility by sustainable modes.

2.5 The scheme is broadly set out to include:-

- A segregated cycle route along the A34 corridor including a cycle track and controlled crossings with connections to the wider Greater Manchester cycle network
- Highway works to support approved future housing development;
- Highway works to support the Stanley Green Industrial area
- Highway works to support Cheadle Royal Business Park
- Replacement of the existing subway close to The Kingsway School; and
- Highway works to support proposed housing development at Garden Village Handforth

2.6 A total of 12 schemes were developed and were consulted upon to support the overall vision to improve the A34 corridor. The proposals which were consulted upon can be seen on the drawings in **Appendix A** and included the following descriptions:

a) Scheme 1 – Gatley Road Crossing

A new controlled crossing on the A560 (Gately Road) and a cycle link between the A34 and Broadway via residential roads including Marchbank Drive, Wensley Road, Milton Crescent and High Grove Road

b) Scheme 2 – Wilmslow Road

Two options were proposed, Option 1 provided a Toucan Crossing, from Brookfield Crescent into Brookfields Park and Option 2 proposed a new signalled junction at Wilmslow Road / Broadway to include cycle and pedestrian crossings and links (Known as CYCLOPS – for ‘Cycle Optimised Protected Signals Junction’). Option 2 was approved and has been taken forward.

c) Scheme 3 – Broadway

A new cycle route along Broadway with raised junction tables to slow vehicle speeds

d) Scheme 4 – The Kingsway (Broadway to Cheadle Royal)

A new subway under the A34 connecting Broadway and Foxland Road (and the separate campuses of The Kingsway School) with additional traffic calming measures along Foxland Road.

e) Scheme 5 – A34 Kingsway (Broadway to Cheadle Royal)

Provision of cycle facilities on both sides of the A34 Kingsway between The Kingsway School subway and Cheadle Royal roundabout

f) Scheme 6 – Cheadle Royal Roundabout

Improvements to the large, grade-separated junction at Cheadle Royal for traffic, pedestrians, cyclists and public transport users.

g) Scheme 7 – A34 Kingsway (Cheadle Royal to Bradshaw Hall Lane)

A new cycle route along the western side of the A34 all the way from Cheadle Royal junction to Bradshaw Hall Lane

- h) **Scheme 8 – Eden Park Roundabout**
Remodelling of this junction is proposed to avoid congestion, improve crossings and allow for access to the west.
- i) **Scheme 9 – Stanley Road / Earl Road**
Upgrade this junction to reduce congestion and provide improved pedestrian and cycle links.
- j) **Scheme 10 – Stanley Road Roundabout**
Works to mitigate traffic impact from the proposed Garden Village Handforth development on the A34 and improve local access.
- k) **Scheme 11 – A34 / A555 Junction**
Works to mitigate traffic impact from the proposed Garden Village Handforth development on the A34 and A555 and improve sustainable travel facilities.
- l) **Scheme 12 – Eden Park Cycle Route**
An off carriageway cycle and pedestrian route linking Stanley Road to Bruntwood Park.

Full descriptions of the schemes and the results of the consultation held in autumn 2020 can be found in the February 2021 Committee report which is available on the Council website.

3. NEXT STEPS

- 3.1. The approved scheme has been subject to development since it was last reported on. Many of the changes are aimed at improving the scheme for cyclists and addressing accessibility issues, in particular in respect of ramp gradients. Failure to do this may jeopardise funding by the DfT for the scheme. Some changes have also reflected Member requests since the scheme was approved. Most changes are minor in nature. Development of the scheme has also identified the need for a number of TRO's to ensure that the scheme can operate safely. The amendments to the scheme and the necessary TRO's which need to be advertised are listed below.

3.2. Scheme 1 Gatley Road and connecting residential roads

- Wensley Road Estate 20mph speed limit to 20mph zone, as indicated in the attached plan, *F_0600_001_001 TRO*.
- Drop crossings with tactile paving will be provided throughout the scheme to improve accessibility in the area and to local bus stops.

3.3. Scheme 2 Wilmslow Road – Option 2

- Proposed No Waiting At Any Time parking restrictions around the junction of Wilmslow Road and Broadway and extended along Wilmslow Road from the north of Broadway to the south of Brookfields Park entrance, as indicated in the attached plan, *F_0600_002_001 TRO Rev A*.

- Proposed cycleway has been realigned to provide a safer route for cyclists and provide a wider footway with bollards to prevent pavement parking and hence provide a safer route for pedestrians.

3.4. **Scheme 3 Broadway and Foxland Road**

- Removal of existing School Keep Clear marking on Broadway, as indicated in the attached plan, *F_0600_003_001 TRO Rev A* to facilitate the extension to the bus layby.
- Junction protection at and opposite side roads.
- Minor changes to build-outs to facilitate additional parking.
- Erection of bollards at Mornington Rd to prevent vehicle access over the verge.
- Scheme 3 now includes Foxland Road which has been removed from Scheme 4.
- Existing traffic calming will not be upgraded on Foxland Road as this has recently been maintained and is in good condition, as now indicated as existing traffic calming feature in the attached plan, *F_0600_003_002 TRO Rev A*.

3.5. **Scheme 4 A34 Subway**

- Proposed new subway has been subject to further development with improved gradients, increased segregated footways / cycleways and opportunities for increased new tree planting.
- The subway gradients now comply with LTN 1/20 and disabled access requirements with a 5% gradient and level platforms at intervals. The access to the school has been subject to further work with steps provided in locations which minimise the walking distance between the two parts of the school site.
- Broadway exit to A34 re-aligned slightly to the north to create additional space for the longer subway ramps.
- As far as possible cycle facilities in the subway and on the link to Foxland Road have been segregated although the actual subway will remain as shared space due to the likely volume of school children who will use it at busy times and the likelihood that even if it is marked as segregated that they will in any case walk in the cycleway.

3.6. **Scheme 5 A34 Kingsway (Broadway to Cheadle Royal)**

- Proposed segregated footway / cycleway extended to proposed new subway.
- Linkage between the proposed footway / cycleway from Schools Hill to the Kingsway Service Road will be improved to provide safe access for both pedestrians and cyclists.

3.7. **Scheme 6 Cheadle Royal Junction**

- Proposed shared footway / cycleways replaced with segregated footway / cycleways throughout the majority of this section of the scheme.
- Proposed Toucan crossings replaced with Sparrow crossings on Royal Crescent.
- The ramp from the subway to Royal Crescent has been re-aligned to allow it to meet a 5% gradient.
- Proposed Toucan crossing on Wilmslow Road has been staggered to allow for improvements to the gradients on the link to the subway.
- Improvements will be made to crossing points on Schools Hill.

- Proposed No Waiting At Any Time parking restrictions extended on both sides of Schools Hill, as indicated in the attached plan, *F_0600_006_002 TRO Rev A*.

3.8. **Scheme 7 A34 Kingsway South (Cheadle Royal to Stanley Road)**

- Section of route changed from proposed segregated footway / cycleway to shared footway / cycleway along the path from the JS/JLP site to Etchells Rd due to site constraints.
- Proposed Cyclops Crossing on Etchells Road and proposed segregated footway / cycleway on southern section have been removed, due to the location of Statutory Undertaker equipment located on Etchells Road. A segregated two-way footway and cycleway will be provided on the north side of Etchells Road instead.

3.9. **Scheme 8 Eden Park Roundabout**

- There have been no new updates to this scheme.

3.10. **Scheme 9 Stanley Road / Earl Road**

- Proposed No Waiting At Any Time parking restrictions along Stanley Road from the east of Bowery Avenue to the west of the railway bridge, as indicated in the attached plan, *F_0600_009_001 TRO Rev A*.
- The path from the A555 to Earl Road will be improved with surfacing and lighting and will now form part of Scheme 9.

3.11. **Scheme 10 Stanley Road Roundabout**

- Works to provide a crossing on the east side of the roundabout have been completed as part of the MCF programme.
- Recent analysis demonstrates that the previously agreed works to this roundabout are still required to support the Garden Village Handforth (GVH) development and will be subject to a financial contribution of £4.1m from the developers in order to mitigate their traffic impact on the A34 in Stockport.
- The foot and cycle route along the west side of the A34 will extend as far south as the existing Toucan crossing of the A34 for the A555 foot and cycle route.

3.12. **Scheme 11 A34 / A555 Junction**

- Works for this scheme have been removed from the programme.
- Recent analysis has demonstrated that improvements to traffic capacity are not needed to support the GVH development.
- Toucan crossing improvements at the roundabout to link into a path in Cheshire East are not needed as supporting documentation for the GVH development now proposes improvements to Spath Lane instead.

3.13. **Scheme 12 A34 Eden Park Cycle Route**

- Sections of the route have changed from proposed shared footway / cycleway to segregated footway / cycleway including the path to the Bradshaw Hall Lane bridge over the A34.
- Upgrading of the path through Bruntwood Park to segregated status is being investigated.

- Proposed shared footway / cycleway has been extended along Eden Park Road from the A34 to the east of the proposed Tiger Crossing.
- Drop crossings to be provided on the Oakleigh Road to Chedlee Drive emergency access route to allow cycling, existing drop-down bollards to remain to avoid vehicle access.
- Proposed No Waiting At Any Time parking restrictions on Eden Park Road, Hall Acres Lane, Three Acres Lane and Bloomfield Close, as indicated in the attached plan, *F_0600_012_001 TRO Rev A*.
- Proposed No Waiting At Any Time parking restrictions on Etchells Road and Bruntwood Lane, as indicated in the attached plan, *F_0600_012_003 TRO Rev A*.

3.14. The full schedule of Traffic Regulation Orders are contained in Appendix B of this report.

2 LEGAL POSITION/IMPLICATIONS

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.

3 TIMESCALES

If approved, the scheme is expected to progress in a phased programme from autumn / winter of 2022 through to 2025.

4 EQUALITIES/COMMUNITY IMPACT ASSESSMENT

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".

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.

5 CONCLUSIONS AND RECOMMENDATIONS

Members are requested to consider the contents of the report 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 and subject to no objections being received within 21 days from the advertisement date the orders can be made.

Background Papers

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 – Drawings

Latest Drawings

F_0600_001_001 Rev B
F_0600_001_002 Rev B
F_0600_001_003 Rev B
F_0600_002_001 Rev C
F_0600_003_001 Rev B
F_0600_003_002 Rev B
F_0600_004_001 Rev B
F_0600_005_001 Rev B
F_0600_006_001 Rev B
F_0600_006_002 Rev B
F_0600_006_003 Rev B
F_0600_007_001 Rev B
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F_0600_008_001 Rev B
F_0600_008_002 Rev B
F_0600_009_001 Rev B
F_0600_010_001 Rev A
F_0600_010_002 Rev A
F_0600_011_001 Rev B
F_0600_012_001 Rev B
F_0600_012_002 Rev B
F_0600_012_003 Rev B
F_0600_012_004 Rev B
F_0600_012_005 Rev B
F_0600_001_001 TRO
F_0600_002_001 TRO Rev A
F_0600_003_001 TRO Rev A
F_0600_003_002 TRO Rev A
F_0600_006_002 TRO Rev A
F_0600_009_001 TRO Rev A
F_0600_012_001 TRO Rev A
F_0600_012_003 TRO Rev A

Appendix B – Schedule of Traffic Regulation Orders

Revocations (TRO) Schedule

No Stopping Mon-Fri 8am – 5pm on School Entrance Markings:

- Broadway, Cheadle, north side, from a point 30 metres east of the projected easterly kerb line of Arlington Road for a distance of 28 metres in an easterly direction.

Restriction of Waiting (No Waiting Mon-Fri 8.30am-9.30am and 3pm-4.30pm):

- Broadway, Cheadle, north side, from a point 7 metres west of the projected westerly kerb line of Arlington Road for a distance of 17 metres in an easterly direction.
- Broadway, Cheadle, south side, from the westerly kerb line of Arlington Road for a distance of 10.5 metres in a westerly direction.
- Broadway, Cheadle, south side, from the easterly kerb line of Arlington Road for a distance of 14 metres in an easterly direction.
- Arlington Road, Cheadle, both sides, from the southerly kerb line of Broadway for a distance of 6 metres in a southerly direction.
- Broadway, Cheadle, south side, from the westerly kerb line of Cherington Road for a distance of 10 metres in a westerly direction.
- Broadway, Cheadle, south side, from the easterly kerb line of Cherington Road for a distance of 10 metres in an easterly direction.
- Cherington Road, Cheadle, both sides, from the southerly kerb line of Broadway for a distance of 10 metres in a southerly direction.

Proposed (TRO) Schedule

Prohibition of Waiting (No Waiting at Any Time):

- Broadway, Cheadle, north side, from the intersection of the western kerb line of Wilmslow Road, for a distance of 54 metres, in a westerly direction.
- Broadway, Cheadle, south side, from the intersection of the western kerb line of Wilmslow Road, for a distance of 52.5 metres, in a westerly direction.
- Wilmslow Road, Cheadle, west side, from a point 26.5m north of the intersection of the northern kerbline of Broadway, to a point 55 metres south of the intersection of the southern kerb line of Broadway.
- Wilmslow Road, Cheadle, east side, from a point 25.5 metres south of the intersection of the southern kerb line of Grange Park Road to a point 20.5 metres south of the intersection of the southern kerb line of the Brookfields Park Footpath.
- Brookfields Park Footpath, Cheadle, south side, from the intersection of the eastern kerbine of Wilmslow Road, for a distance of 11 metres, in an easterly direction.
- Brookfields Park Footpath, Cheadle, north side, from the intersection of the eastern kerb line of Wilmslow Road, for a distance of 12.5 metres in an easterly direction.

- Broadway, Cheadle, north side, from a point 7 metres west of the projected western kerb line of Arlington Road for a distance of 119 metres in an easterly direction.
- Broadway, Cheadle, south side, from a point 10.5 metres west of the intersection of the western kerblines of Arlington Road, to a point 14 metres east of the intersection of the eastern kerblines of Arlington Road.
- Arlington Road, Cheadle, both sides, from the intersection of the southern kerb line of Broadway for a distance of 10 metres in a southerly direction.
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- Broadway, Cheadle, south side, from a point 14 metres west of the intersection of the western kerblines of Cherington Road, to a point 13 metres northeast of the intersection of the eastern kerblines of Cherington Road.
- Cherington Road, Cheadle, both sides, from the intersection of the southern kerb line of Broadway for a distance of 10 metres in a southerly direction.
- Broadway, Cheadle, north side, from a point 13.5 metres southwest of the projected western kerb line of Barcheston Road for a distance of 30.5 metres in an northeasterly direction.
- Broadway, Cheadle, north side, from a point 11 metres south west of the intersection of the western kerblines of High Grove Road, to a point 11.5 metres north east of the intersection of the eastern kerblines of High Grove Road.
- High Grove Road, Cheadle, east side, from the intersection of the northern kerb line of Broadway for a distance of 11.5 metres in a northwesterly direction.
- High Grove Road, Cheadle, west side, from the intersection of the northern kerb line of Broadway for a distance of 10 metres in a northwesterly direction.
- Broadway, Cheadle, south side, from a point 15 metres southwest of the projected westerly kerb line of High Grove Road for a distance of 32.5 metres in an northeasterly direction.
- Broadway, Cheadle, south side, from a point 10 metres southwest of the projected westerly kerb line of Broadway Avenue for a distance of 27 metres in an northeasterly direction.
- Broadway, Cheadle, south side, from a point 16 metres south west of the intersection of the western kerblines of Brookfield Crescent, to a point 11 metres northeast of the intersection of the eastern kerblines of Brookfield Crescent.
- Brookfield Crescent, Cheadle, both sides, from the intersection of the southern kerb line of Broadway for a distance of 10 metres in a southeasterly direction.
- Broadway, Cheadle, north side, from a point 9 metres southwest of the projected westerly kerb line of Brookfield Crescent for a distance of 24 metres in a northeasterly direction.
- Foxland Road, Gatley, south side, from a point 107.5 metres east of the intersection of the eastern kerb line of Silverdale Road for a distance of 13.38 in an easterly direction.
- Foxland Road, Gatley, south side from a point 208 metres east of the intersection of the eastern kerblines of Silverdale Road for a distance of 13 metres in an easterly direction , including the turning head .
- Schools Hill, Cheadle, east side, from the projected easterly kerb line of Turnfield Road, for a distance of 105 metres, in a southerly direction.
- Schools Hill, Cheadle, west side, from a point 14.5 metres south of the intersection of the southern kerb line of Schools Hill (No thru road section leading to South View Gardens) for a distance of 48.5 metres in a southerly direction.

- Stanley Road, Cheadle Hulme, north side, from a point 75 metres east of the intersection of the eastern kerb line of Henbury Lane, for a distance of 505.5 metres in a westerly direction.
- Stanley Road, Cheadle Hulme, south side, from a point 46 metres east of the intersection of the eastern kerb line of Bowery Avenue, for a distance of 484 metres in a westerly direction.
- Eden Park Road, Cheadle Hulme, south side, from a point 45 metres west of the intersection of the western kerb line of Three Acres Lane to a point 10 metres east of the intersection of the eastern kerb line of Bloomfield Close.
- Eden Park Road, Cheadle Hulme, north side, from a point 53 metres west of the intersection of the western kerb line of Hall Acres Lane to a point 10 metres east of the projected eastern kerb line of Bloomfield Close.
- Three Acres Lane, Cheadle Hulme, west side, from the intersection of the southern kerb line of Eden Park Road for a distance of 20.5 metres in a southerly direction.
- Three Acres Lane, Cheadle Hulme, east side from the intersection on the southern kerb line of Eden Park Road for a distance of 11.5 metres in a southerly direction.
- Hall Acres Lane, Cheadle Hulme, west side, from the intersection of the northern kerb line of Eden Park Road for a distance of 13.5 metres in a northerly direction.
- Hall Acres Lane, Cheadle Hulme, east side, from the intersection of the northern kerb line of Eden Park Road for a distance of 10 metres in a northerly direction.
- Bloomfield Close, Cheadle Hulme, both sides, from the intersection of the southern kerb line of Eden Park Road for a distance of 10 metres in a southwesterly direction.
- Etchells Road, Cheadle Hulme, north side, from a point 150 metres west of the intersection of the western kerb line of Bruntwood Lane to a point 9.5 metres east of the intersection of the eastern kerb line of Bruntwood Lane.
- Etchells Road, Cheadle Hulme, south side, from a point 152 metres west of the intersection of the western kerb line of Bruntwood Lane to a point 10 metres east of the intersection of the eastern kerb line of Bruntwood Lane.
- Bruntwood Lane, Cheadle Hulme, both sides, from the intersection of the northern kerb line of Etchells Road for a distance of 12 metres in a northerly direction.
- Bruntwood Lane, Cheadle Hulme, west side, from the intersection of the southern kerb line of Etchells Road for a distance of 13.5 metres in a southerly direction.
- Bruntwood Lane, Cheadle Hulme, east side, from the intersection of the southern kerb line of Etchells Road for a distance of 9.5 metres in a southerly direction.

No Stopping Mon-Fri 8am – 5pm on School Entrance Markings:

- Foxland Road, Gatley, south side, from a point 120.88 metres east of the intersection of the eastern kerb line of Silverdale Road for a distance of 87.12 metres in an easterly direction.

Moving Traffic Regulation Order 20mph Speed Limit Zone:

- Full length of; Wensley Road, Richmond Hill Road, Marrick Avenue, Aysgarth Avenue, Wensleydale Avenue, Airedale Close, Whitby Close, Ingleton Close and Marchbank Drive, Cheadle.

Proposed Traffic Calming Feature, Junction Table (75mm High):

- Wensley Road, Cheadle, at its junction with Wensleydale Avenue, entire width of road, from the intersection with Wensleydale Avenue for approximately 6.5 metres in a northerly direction and approximately 8.5 metres in a southerly direction.
- Wensleydale Avenue, Cheadle, at its junction with Wensley Road, entire width of road, from the intersection with Wensley Road for approximately 7 metres in an easterly direction.
- Wensley Road, Cheadle, at its junction with Richmond Hill Road, entire width of road, from the intersection with Richmond Hill Road for approximately 8.5 metres in a southerly direction and approximately 10 metres in a northerly direction.
- Richmond Hill Road, Cheadle, at its junction with Wensley Road, entire width of road, from the intersection with Wensley Road for approximately 6.5 metres in a westerly direction.
- Wensley Road, Cheadle, at its junction with Gatley Road, entire width of road, from the intersection with Gatley Road for approximately 14 metres in a northerly direction.
- Milton Crescent, Cheadle, at its junction with Gatley Road, entire width of road, from the intersection with Gatley Road for approximately 20.5 metres in a southerly direction.
- Milton Crescent, Cheadle, at its junction with Chadvil Road, entire width of road, from the intersection with Chadvil Road for approximately 8 metres in a south westerly direction and 8 metres in a north easterly direction.
- Chadvil Road, Cheadle, at its junction with Milton Crescent, entire width of road, from the intersection with Milton Crescent for approximately 8.5 metres in a north westerly direction.
- Milton Crescent, Cheadle, at its junction with High Grove Road, entire width of road, from the intersection with High Grove Road for approximately 10.5 metres in a north easterly direction.
- High Grove Road, Cheadle, at its junction with Milton Crescent, entire width of road, from the intersection with Milton Crescent for approximately 11.5 metres in a south easterly direction and 13.5 metres in a north westerly direction.
- Arlington Road, Cheadle, at its junction with Broadway, entire width of road from the intersection with Broadway for approximately 9.5 metres in a southerly direction.
- Broadway, Cheadle, at its junction with Arlington Road, entire width of road from the intersection with Arlington Road for approximately 7.5 metres in an easterly direction and 9.5 metres in a westerly direction.
- Cherrington Road, Cheadle, at its junction with Broadway, entire width of road from the intersection with Broadway for approximately 10 metres in a southerly direction.
- Broadway, Cheadle, at its junction with Cherrington Road, entire width of road from the intersection with Cherrington Road for approximately 10 metres in a westerly direction and 10 metres in an easterly direction.
- Barcheston Road, Cheadle, at its junction with Broadway, entire width of road from the intersection with Broadway for approximately 9.5 metres in a southerly direction.
- Broadway, Cheadle, at its junction with Barcheston Road, entire width of road from the intersection with Barcheston Road for approximately 10 metres in a westerly direction and 10 metres in an easterly direction.
- High Grove Road, Cheadle, at its junction with Broadway, entire width of road from the intersection with Broadway for approximately 11.5 metres in a north westerly direction.

- Broadway, Cheadle, at its junction with High Grove Road, entire width of road from the intersection with High Grove Road for approximately 11.5 metres in a westerly direction and 9.5 metres in an easterly direction.
- Broadway Avenue, Cheadle, at its junction with Broadway, entire width of road from the intersection with Broadway for approximately 9 metres in a northerly direction.
- Broadway, Cheadle, at its junction with Broadway Avenue, entire width of road from the intersection with Broadway Avenue for approximately 9 metres in a westerly direction and 9 metres in an easterly direction.
- Brookfield Crescent, Cheadle, at its junction with Broadway, entire width of road from the intersection with Broadway for approximately 10 metres in a southerly direction.
- Broadway, Cheadle, at its junction with Brookfield Crescent, entire width of road from the intersection with Brookfield Crescent for approximately 15 metres in a westerly direction and 10.5 metres in an easterly direction.
- Service Road for 261 to 321 Kingsway, Cheadle, at its junction with Broadway, entire width of road from the intersection with Broadway for approximately 8.5 metres in a southerly direction.

Proposed Traffic Calming Feature, Flat Top Hump (75mm High):

- High Grove Road, Cheadle, from a point approximately 110 metres north west of the north westerly kerb line of Milton crescent, for a distance of 4 metres in a north westerly direction.
- High Grove Road, Cheadle, from a point approximately 22.5 metres south east of the south easterly kerb of High Lea, for a distance of 4 metres in a south easterly direction.
- High Grove Road, Cheadle, from a point approximately 108 metres south east of the south easterly kerb line of Milton crescent, for a distance of 4 metres in a south easterly direction.
- Broadway, Cheadle, approximately 72 metres west of the westerly kerb line of Arlington Road, for a distance of 4 metres in a westerly direction.
- Foxland Road, Gatley, approximately 92 metres east of the easterly kerb line of Delamere Road, for a distance of 4 metres in an easterly direction.
- Bruntwood Lane, Cheadle Hulme, entire width of road, from a point approximately 4.5 metres north of the intersection with Etchells Road for approximately 8 metres in a northerly direction.

Proposed Two Way Cycle Facilities on Existing Adopted Highway (Moving TRO not Required):

- Gatley Road, Cheadle, northern footway, from its intersection with Wensley Road, for a distance of approximately 48 metres in an easterly direction.
- Gatley Road, Cheadle, southern footway, from its intersection with Milton Crescent for a distance of approximately 27 metres in a westerly direction.
- Broadway, Cheadle both sides, from the westerly kerb line of Wilmslow Road, for a distance of approximately 54 metres, in a westerly direction.
- Wilmslow Road, Cheadle, east side, from a point approximately 6 metres north of the northerly kerb line of Brookfields Park Footpath, for approximately 59 metres, in a northerly direction.

- Footpath Foxland Road to Broadway, Gatley, from the easterly cul-de-sac for a distance of 53 metres in an easterly direction.
- A34 (Handforth Bypass), west side, from its intersection with Kingsway Roundabout Subway Footpath for a distance of approximately 610 metres in a southerly direction.
- A34/Kingsway, Cheadle, west side, from Footpath Foxland Road to Broadway for a distance of approximately 535 metres, in a southerly direction.
- A34/Kingsway, Cheadle, west side, from a point approximately 555 metres south of Footpath Foxland Road to Broadway for a distance of approximately 375 metres, in a southerly direction.
- Wilmslow Road, Cheadle, west side, from a point approximately 75 metres south of the southerly kerb line of Harrow Drive for distance of approximately 23 metres in a southerly direction.
- Wilmslow Road, Cheadle, west side, from a point approximately 8 metres south from the southerly kerb line of Harrow Drive for distance of approximately 58 metres in a southerly direction.
- Wilmslow Road, Cheadle, west side, from a point approximately 10 metres north of the northerly kerb line of Harrow Drive for distance of 178 metres in a northerly direction.
- Wilmslow Road, Cheadle, west side, from a point approximately 200 metres north of the northerly kerb line of Harrow Drive for distance of 75 metres in a northerly direction.
- Wilmslow Road, Cheadle, east side, from the northerly kerb line of Access Road to Cheadle Royal Retail Park from Wilmslow Road for distance of approximately 21 metres in a north westerly direction.
- Access Road to Cheadle Royal Retail Park from Wilmslow Road, north side, from the easterly kerb line of Wilmslow Road for approximately 43 metres in an easterly direction.
- Kingsway Roundabout Subway Footpaths, Cheadle, for its full extents.
- Schools Hill, Cheadle, south west side, from a point 112 metres south of the southerly kerb line of Schools Hill (No thru road section leading to Southview Gardens) for a distance of approximately 65 metres in a south east, then south westerly direction (incorporating Kingsway Roundabout).
- Royal Crescent, Cheadle, north side, from its intersection with Handforth Bypass (roundabout) for a distance of approximately 40 metres in a westerly direction.
- Royal Crescent, Cheadle, central reservation, from its intersection with Handforth Bypass (roundabout) for a distance of approximately 30 metres in a westerly direction.
- Royal Crescent, Cheadle, south side, from its intersection with Handforth Bypass (roundabout) for a distance of approximately 30 metres in a westerly direction.
- Stanley Road, Cheadle Hulme, north side, from a point approximately 188 metres west of its intersection with A34 (Handforth Bypass) for a distance of approximately 80 metres in a westerly direction.
- Stanley Road, Cheadle Hulme, south side, from a point approximately 8 metres east of the easterly kerb line of Earl Road, for a distance of approximately 42 metres in an easterly direction.
- Stanley Road, Cheadle Hulme, south side, from the south westerly kerb line of the A34 (Handforth Bypass) for a distance of approximately 20 metres in a westerly direction.
- A34 (Handforth Bypass), Cheadle Hulme, west side, from the southerly kerb line of Stanley Road for a distance of approximately 45 metres in a southerly direction.

- A34 (Handforth Bypass), Cheadle Hulme, west side, from a point approximately 56 metres south of the southerly kerb line of Stanley Road for a distance of approximately 214 metres in a southerly direction.
- Etchells Road, Cheadle Hulme, north side, from the westerly kerb line of Bruntwood Lane for a distance of approximately 124 metres, in a westerly direction.
- Etchells Road, Cheadle Hulme, south side, from the westerly kerb line of Bruntwood Lane for a distance of approximately 25 metres in a westerly direction.
- Hall Meadow, Cheadle Hulme, both sides, from the intersection with Bruntwood Lane for a distance of approximately 9 metres.
- Bruntwood Lane, Cheadle Hulme, from a point approximately 58 metres south of the southerly kerb line of Etchells Road for a distance of approximately 188 metres, in a southerly direction.
- Bradshaw Hall Lane, Cheadle Hulme, from its intersection with Bruntwood Lane for a distance of approximately 66 metres in a southerly direction.

Proposed Two Way Cycle Facilities on Stockport Council Owned Land (Unadopted Highway) (Moving TRO not Required):

- Bruntwood Lane, from a point approximately 35 metres north of the northerly kerb line of Llanberis Road for a distance of approximately 527 metres in a northerly direction.
- Bradshaw Hall Lane, from its intersection with Bruntwood Lane for a distance of approximately 50 metres in a westerly direction.
- Footpath connecting Bradshaw Hall Lane to Bruntwood Lane, from a point approximately 50 metres west of its intersection with Bruntwood Lane for a distance of approximately 40 metres in a southerly direction.
- Bradshaw Hall Lane, from a point approximately 66 metres south of its intersection with Bruntwood Lane for a distance of approximately 432 metres in a southerly direction.
- Three Acres Lane, north eastern side, from its intersection with Eden Park Road for a distance of approximately 227 metres in a southerly then south westerly direction.
- Footpath from Eden Park Road to Railway Bridge, from its intersection with Three Acres Lane for a distance of approximately 96 metres in a south easterly direction.

Proposed Shared Use Cycle/Pedestrian Facilities on Existing Adopted Highway (Moving TRO not Required):

- Passageway between 26 and 28 Marchbank Drive, for its entire length.
- Brookfields Park Footpath, Cheadle, both sides, from the easterly kerb line of Wilmslow Road, for a distance of approximately 12.5 metres in an easterly direction.
- Wilmslow Road, Cheadle, east side, from a point approximately 8 metres south of the southerly kerb line of Brookfield Park Footpath, to a point approximately 6 metres north of the northerly kerb line of Brookfield Park Footpath.
- Broadway, Cheadle, south side, from a point approximately 70 metres west of the westerly kerb line of Arlington Road, for a distance of 22 metres in a westerly direction.
- Broadway, Cheadle, north side, from a point approximately 69 metres west of the westerly kerb line of Arlington Road, for a distance of 37 metres in a westerly direction.
- A34/Kingsway, Cheadle, west side, from a point approximately 535 metres south of Footpath Foxland Road for a distance of approximately 20 metres in a southerly direction.

- A34/Kingsway, Cheadle, east side, from Service Road for 261 to 321 Kingsway for a distance of approximately 530 metres, in a southerly direction.
- Wilmslow Road, Cheadle, west side, from a point approximately 188 metres north of the northerly kerb line of Harrow Drive for distance of approximately 12 metres in a northerly direction.
- Wilmslow Road, Cheadle, west side, from a point approximately 98 metres south from the southerly kerb line of the Harrow Drive, for a distance of approximately 6 metres in a southerly direction.
- Wilmslow Road, Cheadle, west side, from a point approximately 67.5 metres south of the southerly kerb line of the Harrow Drive for distance of approximately 7.5 metres in a southerly direction.
- Wilmslow Road, Cheadle, west side, from a point approximately 6.5 metres south of the southerly kerb line of Harrow Drive, to a point approximately 9 metres north of the northerly kerb line of Harrow Drive.
- Wilmslow Road, Cheadle, east side, from the south easterly kerb line of Access Road to Cheadle Royal Retail Park from Wilmslow Road for distance of approximately 30 metres in a south westerly direction.
- Wilmslow Road, Cheadle, east side, from a point approximately 21 metres from the northerly kerb line of Access Road to Cheadle Royal Retail Park from Wilmslow Road for distance of approximately 16 metres in a north westerly direction.
- Wilmslow Road, Cheadle, central reservation, from a point approximately 29 metres from the northerly kerb line of Access Road to Cheadle Royal Retail Park from Wilmslow Road for distance of approximately 30 metres in a north westerly direction.
- Access Road to Cheadle Royal Retail Park from Wilmslow Road, north side and central reservation, from a point approximately 43 metres east of the easterly kerb line of Wilmslow Road for approximately 11 metres in an easterly direction.
- Access Road to Cheadle Royal Retail Park from Wilmslow Road, south side, from the easterly kerb line of Wilmslow Road for approximately 25 metres in an easterly direction.
- Schools Hill, Cheadle, north west side, approximately 3 metres west of the westerly kerb line of the Turnfield Road, for a distance of approximately 160 metres in a south westerly then south easterly direction.
- Schools Hill, Cheadle, south east side, from the projected north easterly kerb line of Turnfield Road for a distance of approximately 162 metres, in a south westerly then south easterly direction.
- Schools Hill (No thru road section leading to South View Gardens), south side, from the westerly kerb line of Schools Hill for a distance of approximately 15 metres in a westerly direction.
- Bruntwood Park Footpath, Cheadle, from its intersection with Kingsway Roundabout Subway Footpath, for a distance of approximately 248 metres in an easterly direction.
- South View Gardens, Cheadle, southerly side, including Kingsway, for the full extents of the triangular section along the eastern kerb line of Kingsway.
- A34 (Handforth Bypass), west side, from a point approximately 610 metres south of Kingsway Roundabout Subway Footpath to its intersection with Etchells Road.
- Eden Park Road, Cheadle Hulme, both sides, from its intersection with A34 (Handforth Bypass) to a point approximately 11 metres west of the projected westerly kerb line of Bloomfield close.

- Hall Acres Lane, Cheadle Hulme, west side, from its intersection with Eden Park Road for a distance of approximately 13.5 metres in a northerly direction.
- Hall Acres Lane, Cheadle Hulme, east side, from its intersection with Eden Park Road for a distance of approximately 11 metres in a northerly direction.
- Three Acres Lane, Cheadle Hulme, west side, from its intersection with Eden Park Road for a distance of approximately 20.5 metres in a southerly direction.
- Three Acres Lane, Cheadle Hulme, east side, from its intersection with Eden Park Road for a distance of approximately 15 metres in a southerly direction.
- A34 (Handforth Bypass), Cheadle Hulme, east side, from a point approximately 20 metres north of the northerly kerb line of Eden Park Road to its intersection with PROW130CG in a southerly direction.
- PROW130CG, Cheadle Hulme, for its full extents.
- A34 (Handforth Bypass), Cheadle Hulme, central reservation, from a point approximately 15 metres north of the projected northerly kerb line of Eden Park Road for a distance of approximately 15 metres in a north westerly direction.
- A34 (Handforth Bypass), Cheadle Hulme, west side, from a point approximately 20 metres north of the projected northerly kerb line of Eden Park Road for a distance of 5 metres in a southerly direction.
- A34 (Handforth Bypass), Cheadle Hulme, central reservation, from a point approximately 45 metres south of the projected southerly kerb line of Eden Park Road for a distance of approximately 17 metres in a north westerly direction.
- A34 (Handforth Bypass), Cheadle Hulme, west side, from a point approximately 50 metres south of the projected southerly kerb line of Eden Park Road for a distance of 5 metres in a northerly direction.
- Stanley Road, Cheadle Hulme, south side, from the easterly kerb line of Bowery Avenue for a distance of approximately 50 metres, in an easterly direction.
- Stanley Road, Cheadle Hulme, south side, from westerly kerb line of the Bowery Avenue for a distance of approximately 20 metres in a westerly direction.
- Stanley Road, Cheadle Hulme, south side, from a point approximately 13 metres east of the easterly kerb line of Earl Road for a distance of approximately 8 metres in an easterly direction.
- Earl Road, Cheadle Hulme, east side, from a point approximately 3 metres south of the southerly kerb line of Stanley Road for a distance of approximately 12 metres in a southerly direction.
- Stanley Road, Cheadle Hulme, south side, from the westerly kerb line of Earl Road for a distance of approximately 25 metres in a westerly direction.
- Earl Road, Cheadle Hulme, west side, from the southerly kerb line of Stanley Road for a distance of approximately 15 metres in a southerly direction.
- Stanley Road, Cheadle Hulme, north side, from its intersection with A34 (Handforth Bypass) for a distance of approximately 188 metres in a westerly direction.
- Stanley Road, Cheadle Hulme, north side, from a point approximately 91 metres west of the projected westerly kerb line of Earl Road for a distance of approximately 18 metres in a westerly direction.
- A34 (Handforth Bypass), Cheadle Hulme, west side, from a point approximately 45 metres south of the southerly kerb line of Stanley Road for a distance of approximately 11 metres in a southerly direction.

Proposed Shared Use Cycle/Pedestrian Facilities on Stockport Council Owned Land (Unadopted Highway) (Moving TRO not Required):

- Bruntwood Lane, Cheadle Hulme, from a point approximately 22 metres north of the northerly kerb line of Llanberis Road for a distance of approximately 13 metres in a northerly direction.
- Footpath connecting Bradshaw Hall Lane to Bruntwood Lane, from a point approximately 90 metres west then south of its intersection with Bruntwood Lane for a distance of approximately 123 metres in a southerly then westerly direction.
- Footpath from Eden Park Road to Railway Bridge, from a point approximately 96 metres from its intersection with Three Acres Lane for a distance of approximately 96 metres in a south easterly direction.

Proposed Toucan Crossing Facility (establishment notice only):

- Broadway, Cheadle, approximately 74 metres west of the westerly kerb line of Arlington Road.
- Wilmslow Road, Cheadle, entire width of Wilmslow Road, from a point 71 metres south of Harrow Grove.
- Wilmslow Road, Cheadle, northbound traffic, entire width of Wilmslow Road, from a point approximately 194 metres north of the northerly kerb line of Harrow Drive.
- Wilmslow Road, Cheadle, southbound traffic, entire width of Wilmslow Road, from a point approximately 29 metres from the northerly kerb line of Access Road to Cheadle Royal Retail Park from Wilmslow Road.

Proposed Sparrow Crossing Facility (Establishment Notice Only):

- Royal Crescent, Cheadle, westbound traffic, entire width of the road, from a point approximately 30 metres west of its intersection with Handforth Bypass (roundabout).
- Royal Crescent, Cheadle, eastbound traffic, entire width of the road, from a point approximately 5 metres west of its intersection with Handforth Bypass (roundabout).
- Etchells Road, Cheadle Hulme, from a point 18 metres west of the westerly kerb line of Bruntwood Lane.
- Eden Park Road, Cheadle Hulme, entire width of road, from a point 16 metres east of the easterly kerb line of Three Acres Lane.
- Three Acres Lane, Cheadle Hulme, entire width of road, from a point 21 metres north west of Eden Park Road.
- Gatley Road, Cheadle, approximately 25 metres west of the westerly kerb line of Milton Crescent.

Proposed CYCLOPS Crossing Facility (Establishment Notice Only):

- Broadway, Cheadle, from a point approximately 7 metres west of the westerly kerb line of Wilmslow Road.
- Wilmslow Road, Cheadle, from a point approximately 4.5 metres south of the southerly kerb line of Broadway.

Wilmslow Road, Cheadle, from a point approximately 5 metres north of northerly kerb line of Broadway.