

**STOCKPORT COUNCIL**  
**EXECUTIVE REPORT – SUMMARY SHEET**

**Subject: Mayor's Cycling and Walking Challenge Fund – Romiley to Stockport Walking and Cycling Route**

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**Report to:** (a) Werneth Area Committee **Date:** Monday, 29 November 2021  
Central Stockport Area Committee **Date:** Thursday, 02 December 2021  
(b) Cabinet Member (Economy & Regeneration)

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

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

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

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**Summary:**

This report provides results of a consultation on the Mayor's Challenge Fund (MCF) Romiley to Stockport Walking and Cycling Route proposals which include measures to reduce traffic speeds, improve walking and cycling facilities and provide better crossing points of main roads and at side roads and seeks a recommendation that the Cabinet Member (Economy and Regeneration) approves the scheme.

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

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

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**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

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**'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.

**Mayor's Cycling and Walking Challenge Fund – Romiley to Stockport Walking and Cycling Route**

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

**2. BACKGROUND**

- 2.1 Work has started on a Greater Manchester wide programme to make journeys on foot or by bike easier and more attractive. Greater Manchester's Cycling and Walking Commissioner has unveiled an innovative new plan to create a city region wide cycling and walking network that includes Stockport. The Bee Network will consist of more than 1800 miles of routes and will be the largest joined up system of walking and cycling routes in the UK.
- 2.2 In support of this ambition, the Mayor of Greater Manchester has allocated £160 million to the Mayor's Cycling and Walking Challenge Fund. This has been made possible thanks to the national government's Transforming Cities Fund, which is investing in public and sustainable transport to improve productivity and spread prosperity. In Stockport a number of schemes have been developed one of which is the Romiley to Stockport Walking and Cycling Route.

**3. CONSULTATION PROPOSALS**

- 3.1 The consultation plans show the proposed measures to provide a new walking and cycling link between Romiley and Stockport. The route is approx. 4 miles (6.5km) long between the Cherry Tree estate and 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. The proposals can be seen on the drawings in Appendix A and included the following:
- 3.2 Section A – Cherry Tree estate to The Tang
- An upgraded route between Gotherage Lane and Oakwood Road for use by pedestrians, cyclists, and horses, with resurfacing in a permeable surface.
  - Lighting of the existing path.

- Retention of the existing hedgerows.
- An on-highway route along Oakwood Road with cycling in the carriageway, shared use signage and markings through Romiley Board Mill, and a link to Compstall Road / Romiley Precinct and the District Centre scheme.
- An on-carriageway route along St Chad's Avenue, Beech Lane and Urwick Road, with markings provided to highlight cycling on the highway.
- The installation of a bench on the corner of St Chad's Avenue and Beech Lane.
- Beech Lane is proposed to be designated as a 'Quiet Lane' along the narrow section between Crossmoor Crescent and Church Lane / Chadkirk Road with priority to pedestrians, cyclists and horse riders.
- No Waiting At Any Time (NWAAT) restrictions (double yellow lines) are proposed on both sides of Beech Lane.
- Improvements are proposed at the junctions of Beech Lane / Chadkirk Road / Urwick Road / Church Lane and Urwick Road / St David's Avenue to tighten the corner radii and improve the pedestrian crossing points.
- NWAAT restrictions (double yellow lines) are proposed at junctions along the route to allow enforcement against unlawful parking, specifically at:
  - St Chad's Avenue's junctions with St Chad's Grove and Crossmoor Crescent;
  - Beech Lane / Chadkirk Road / Urwick Road / Church Lane; and
  - Urwick Road's junctions with Green Tree Gardens, St John's Close and St David's Avenue.

### 3.3 Section B – The Tang to Hatherlow (including Green Lane)

- 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, with a two-way cycle track and footway.
- The closure of Hurstheads Lane to through motor vehicles to continue the route to Hatherlow.
- No Waiting At Any Time restrictions (double yellow lines) are proposed on Green Lane on both sides of the canal bridge, including at The Tang and Hurstheads Lane junctions, and on Hurstheads Lane to keep the route free from parked vehicles and allow for turning of vehicles on Green Lane that can no longer proceed under the canal bridge.

- A row of marked parking bays is proposed on the eastern side of Hurstheads Lane.
- A signalised Toucan (pedestrian and cyclist) crossing at Hatherlow, with connections to the Bunkers Hill and Otterspool Road walking and cycling routes.

### 3.4 Section C – Hatherlow to Bredbury Green

- An on-highway route along Overdale Road, The Ridgeway and Agecroft Road, re-joining The Ridgeway to Bredbury Green, with markings provided to highlight cycling in the carriageway.
- The western junction of The Ridgeway / Agecroft Road is proposed to have its corner radii tightened to slow turning motor vehicles and improve the pedestrian crossing points.
- No Waiting At Any Time restrictions (double yellow lines) are proposed at junctions along the route to allow enforcement against unlawful parking, specifically at:
  - Overdale Road / The Ridgeway; and
  - Agecroft Road / The Ridgeway.

### 3.5 Section D – Bredbury Green to Bredbury Hall (via Werneth School / Shakespeare Road)

- 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, Clapgate and Werneth School, including raised tables on The Ridgeway and Clapgate.
- The corner radii are proposed to be tightened at the junctions to slow motor vehicles in the area and enhance safety for pedestrians and cyclists, with priority given to cyclists crossing the junction on the cycle track.
- No Waiting at Any Time is proposed on both sides of Bredbury Green between The Ridgeway and Werneth School / Harrytown Hall, including at The Ridgeway and Clapgate junctions to allow enforcement against unlawful parking.
- A '20mph when lights flash' mandatory speed limit proposed on Bredbury Green / Harrytown for school start and finish times between The Ridgeway and Berrycroft Lane.
- Some trees would need to be removed but this has been minimised as much as possible and any trees removed will be replaced on at least a 2-for-1 basis.
- Replacement planting is to be agreed with Werneth School and include replacement of the hedge.

- 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 with markings provided to highlight cycling in the carriageway.
- No Waiting At Any Time restrictions (double yellow lines) are also proposed at junctions along the route to allow enforcement against unlawful parking, specifically at:
  - Highfield Avenue's junctions with Goyt Valley Road / Woodfield Crescent and Shakespeare Road; and
  - Shakespeare Road's junctions with Marlowe Walks and Hathaway Gardens.
- An upgraded route along Vernon Road 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.
- Lighting of the existing path.
- 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.

### 3.6 Section D(A) – Bredbury Green to Bredbury Hall (Alternative Route via Clapgate / Dark Lane)

- An on-highway route via The Ridgeway / Powicke Drive / Kiln Croft with markings provided to highlight cycling in the carriageway.
- An upgraded route along Clapgate and Dark Lane with resurfacing in a permeable (Flexipave) surface and lighting of the existing lanes.
- Additional works are proposed on the residential section of Clapgate to provide a link towards the schools.
- Several junctions are proposed to have their corner radii tightened to slow turning motor vehicles and improve the pedestrian crossing points. This includes:
  - Clapgate / Catherine Road (east and west);
  - The Ridgeway / Agecroft Road (west);
  - The Ridgeway / Ormerod Close;
  - The Ridgeway / Powicke Drive;
  - Powicke Drive / Overdale Road;
  - Powicke Drive / Gillwood Drive; and
  - Powicke Drive / Kiln Croft.
- No Waiting at Any Time (double yellow lines) is also proposed at junctions along the route to allow enforcement against unlawful parking, specifically at:

- Clapgate's junctions with / Catherine Road (east and west) and Kiln Croft; and
- Powicke Drive's junctions with The Ridgeway, Buckley Drive, Lawton Close, Gillwood Drive and Kiln Croft.

### 3.7 Section E – Bredbury Hall to Pear Mill and Little Moor (via Woodbank Memorial Park)

- Changes are proposed at the Dark Lane / Bredbury Hall access / proposed Cricket Club access junction, including a raised table traffic calming feature and formalised parking bay to enhance safety for pedestrians and cyclists.
- No Waiting at Any Time (double yellow lines) is proposed on Dark Lane to protect the crossing point.
- 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, Little Moor and onward walking and cycling routes.
- Where these paths currently have a loose surface they are proposed to be upgraded with resurfacing in a permeable (Flexipave) surface.
- Lighting is proposed to be installed on the extent of the paths from Dark Lane to Stockport Road West and in paths in Woodbank Park between the new bridge over the Goyt and Park Avenue and Turncroft Lane.
- Existing access controls at the park are to be reviewed to ensure that they are accessible to all legitimate users whilst still preventing unauthorised vehicle access.

### 3.8 Section F – Pear Mill to St Mary's Way (via Stockport Road West / Newbridge Lane)

- 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 the Carrington Road / Newbridge Lane / New Zealand Road junction.
- The new bridge will need to be subject to further design and will need planning consent. The Planning process will need to include full consideration of design, ecological issues and impact on trees.
- Changes are proposed at the British Gas access to enhance safety, this includes tightened corner radii and a raised table across the access to shorten the crossing distance, provide priority to crossing cyclists and slow the speed of turning vehicles.
- No Waiting At Any Time restrictions (double yellow lines) are also proposed at the junction to allow enforcement against unlawful parking.

- A signalised Toucan crossing is proposed across Carrington Road at the New Zealand Road junction, to connect the route between Stockport Road West and Newbridge Lane.
- The corner radii on the Carrington Road arm of the New Zealand Road junction will be tightened to create the footway / cycleway in what is currently carriageway.
- Retention of the existing signal-controlled crossing points across Stockport Road West, New Zealand Road and Newbridge Lane.
- The route continues on existing shared and upgraded segregated cycle paths along Newbridge Lane to the junction with St Mary's Way. Parking will be retained on Newbridge Lane in the vicinity of the Midway pub.
- At the western end of the route, the proposals connect to existing town centre walking and cycling facilities across St Mary's Way and continue into the Town Centre along an existing route on the north side of Newbridge Lane.

### 3.9 20mph Zones

- Local access residential roads in Romiley, south of Compstall Road and Stockport Road: Oakwood Road, Beech Lane, Church Lane and Green Lane south of Stockport Road / Compstall Road, and all roads taking access from these roads. Also, Green Lane and Hurstheads Lane off Hatherlow, including Howard Close.
- Local access residential roads in Bredbury Green west of Hatherlow and south of Bredbury Green: Overdale Road, Agecroft Road, The Ridgeway (east of Powicke Drive), Beacon Road and Overdale Road off Powicke Drive, and all roads taking access from these roads. This is adjacent to an existing 20mph zone which is to be retained, which includes The Ridgeway and Clapgate off Bredbury Green. Also Bunkers Hill.
- Local access residential roads in the Highfield Avenue estate in Bredbury: Highfield Avenue and Wild Street off Harrytown, Bents Avenue off Higher Bents Lane and all roads taking access from these roads.
- A full list of proposed 20mph roads is included in Appendix B.

3.10 The hours of operation of the lighting of off-road paths are to be agreed in discussion with ecology officers but is not expected to be operational between midnight 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.

## 4. **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.

## **5. CONSIDERATION OF ALTERNATIVE SOLUTIONS**

An alternative route was considered along Crossmoor Crescent as an alternative to part a section of St Chads Avenue and Beech Lane. This was discussed in detail with TfGM at a design review session and it was concluded that the route would be lengthened unnecessarily, and it did not provide a link of high strategic value.

Another alternative route is being proposed between Bredbury Green and Dark Lane at Bredbury Hall, on-highway via The Ridgeway / Powicke Drive / Kiln Croft or Clapgate, then an upgraded route along Clapgate and Dark Lane with resurfacing in a permeable (Flexipave) surface and lighting. This route could be an alternative to the Bredbury Green / Harrytown route or as an additional route.

## **6. CONSULTATION**

- 6.1 A public consultation was held between 7th July 2021 and 8th August 2021 with the majority of respondents supportive of the principle of the overall scheme. A summary of the results is as follows, the full results are included in Appendix C.

### **6.2 General Principles**

The majority of respondents agreed with the general principles of the scheme as a whole. Of the 467 respondents to answer this question 26% disagreed and 64% agreed, 8% neither agreed nor disagreed.

### **6.3 Section A – Cherry Tree to The Tang**

#### **Upgraded route between Gotherage Lane and Oakwood Road**

The majority of respondents agreed with the proposals to provide an upgraded route between Gotherage Lane and Oakwood Road. Of the 446 respondents to answer this question 18% disagreed and 68% agreed, 11% neither agreed nor disagreed.

#### **On-highway route along Oakwood Road**

The majority of respondents agreed with the proposals to provide an on-highway route along Oakwood Road. Of the 447 respondents to answer this question 21% disagreed and 65% agreed, 10% neither agreed nor disagreed.

#### **On-highway route along St Chad's Avenue, Beech Lane, and Urwick Road**

The majority of respondents agreed with the proposals to provide an on-highway route along St Chad's Avenue, Beech Lane, and Urwick Road. Of the 447 respondents to answer this question 8% disagreed and 60% agreed, 11% neither agreed nor disagreed.

Following the comments received in relation to the proposals for *Section A – Cherry Tree to The Tang*, Stockport Council representatives met with Local Members to discuss possible alternative measures. Subsequently, the scheme was reassessed to



address any concerns and in agreement with Local Members alternative solutions have been recommended. These proposals include the removal of the proposed bollard on the proposed bridleway at the intersection with Gotherage Lane to allow access, replace existing horse stile with proposed bollards, proposal of additional signage and road markings on Oakwood Road close to Hyde Bank Farm, the removal of the proposed Double Yellow Lines both sides on Beech Lane from 10 metres west of the junction with Crossmoor Crescent to 10 metres east of the junction with Church Lane. Revised proposals are shown on plans *F\_0284\_0100\_001 REV A* and *F\_0284\_0100\_003 REV A* in Appendix A.

It is recommended that these measures be taken forward, including the modified proposals.

#### 6.4 **Section B – The Tang to Hatherlow (including Green Lane)**

##### Close The Tang to through motor vehicles

The majority of respondents agreed with the proposals to close The Tang to through motor vehicles. Of the 448 respondents to answer this question 21% disagreed and 63% agreed, 12% neither agreed nor disagreed.

##### Close Green Lane to motor vehicles under the canal bridge

The majority of respondents agreed with the proposals to close Green Lane to motor vehicles under the canal bridge. Of the 450 respondents to answer this question 31% disagreed and 58% agreed, 8% neither agreed nor disagreed.

##### Close Hurstheads Lane to motor vehicles

The majority of respondents agreed with the proposals to close Hurstheads Lane to motor vehicles. Of the 445 respondents to answer this question 28% disagreed and 56% agreed, 13% neither agreed nor disagreed.

##### Toucan crossing at Hatherlow

The majority of respondents agreed with the proposals to install a signalised toucan crossing at Hatherlow. Of the 456 respondents to answer this question 16% disagreed and 73% agreed, 8% neither agreed nor disagreed.

Following the comments received in relation to the proposals for *Section B – The Tang to Hatherlow (including Green Lane)*, Stockport Council representatives met with Local Members to discuss possible alternative measures. Subsequently, the scheme was reassessed to address any concerns and in agreement with Local Members alternative solutions have been recommended. These proposals include the removal of the proposed bollards on The Tang, proposal of additional bollards on Green Lane at each end of the closure on either side of the canal bridge, proposal of additional bollards on Hurstheads Lane at each end of the closure, removal of Double Yellow Lines and realignment of kerbline on the northern footway of Green Lane to accommodate additional parking. Revised proposals are shown on plans *F\_0284\_0100\_004 REV A* in Appendix A.

It is recommended that these measures be taken forward, including the modified proposals.

#### 6.5 **Section C – Hatherlow to Bredbury Green**

##### On-highway route along Overdale Road, The Ridgeway, Agecroft Road to Bredbury Green

The majority of respondents agreed with the proposals for an on-highway route along Overdale Road, The Ridgeway, Agecroft Road to Bredbury Green. Of the 455 respondents to answer this question 26% disagreed and 57% agreed, 13% neither agreed nor disagreed.

It is recommended that these measures be taken forward.

#### 6.6 **Section D – Bredbury Green to Bredbury Hall (via Werneth School / Shakespeare Road)**

##### A segregated two-way cycleway along the south / west side of Bredbury Green / Harrytown

The majority of respondents agreed with the proposals for a segregated two-way cycleway along the south / west side of Bredbury Green / Harrytown. Of the 449 respondents to answer this question 25% disagreed and 60% agreed, 11% neither agreed nor disagreed.

##### Toucan crossing adjacent to Werneth and Harrytown Schools

The majority of respondents agreed with the proposals to install a toucan crossing adjacent to Werneth and Harrytown Schools. Of the 453 respondents to answer this question 13% disagreed and 73% agreed, 9% neither agreed nor disagreed.

##### On-highway route along Higson Avenue, Highfield Avenue and Shakespeare Road

The majority of respondents agreed with the proposals for an on-highway route along Higson Avenue, Highfield Avenue and Shakespeare Road. Of the 447 respondents to answer this question 22% disagreed and 57% agreed, 16% neither agreed nor disagreed.

##### An upgraded route between Shakespeare Road / Newstead Grove and Dark Lane at Bredbury Hall

The majority of respondents agreed with the proposals for an upgraded route between Shakespeare Road / Newstead Grove and Dark Lane at Bredbury Hall for use by pedestrians, cyclists, and horses, with resurfacing and lighting of the existing path. Of the 448 respondents to answer this question 18% disagreed and 65% agreed, 13% neither agreed nor disagreed.

Following the comments received in relation to the proposals for *Section D – Bredbury Green to Bredbury Hall (via Werneth School / Shakespeare Road)*, Stockport Council representatives met with Local Members to discuss possible alternative measures. Subsequently, the scheme was reassessed to address any concerns and in agreement with Local Members alternative solutions have been

recommended. These proposals include the removal of the proposed Double Yellow Lines on the southerly kerbline on Bredbury Green from 10 metres east of the junction with The Ridgeway and from 10 metres north west of junction with Clapgate, the removal of the proposed Double Yellow Lines on the northern kerbline on Bredbury Green for the full extents, partial narrowing of the cycleway between The Ridgeway and Clapgate to retain the existing trees, removal and replacement of existing trees with the opportunity for additional street tree planting in the close vicinity of the junction of Clapgate and Bredbury Green, replace proposed segregated footway / cycleway with shared footway / cycleway and parking bays from property 53 to approximately 30 metres north of property 71 to retain existing on-street parking arrangements and to retain the existing trees in the northerly section. In addition, it is proposed to provide full junction tables at The Ridgeway / Bredbury Green & Clapgate / Bredbury Green and additional speed tables outside property 80 and at the proposed Toucan Crossing south of Highfield Avenue and to extend the proposed 20mph zone on Bredbury Green & Harrytown from east of The Ridgeway to the north of Highfield Avenue. Proposals are shown on plan *F\_0284\_0100\_005 REV A* & *F\_0284\_0100\_006 REV A* in Appendix A.

It is recommended that these measures be taken forward, including the modified proposals.

6.7 **Section D(A) – Bredbury Green to Bredbury Hall (Alternative Route via Clapgate / Dark Lane)**

On-highway route along The Ridgeway, Powicke Drive, Kiln Croft, and Clapgate

The majority of respondents agreed with the proposals for an on-highway route along The Ridgeway, Powicke Drive, Kiln Croft, and Clapgate. Of the 441 respondents to answer this question 21% disagreed and 62% agreed, 12% neither agreed nor disagreed.

Upgraded route along Clapgate and Dark Lane

The majority of respondents agreed with the proposals for an upgraded route along Clapgate and Dark Lane. Of the 447 respondents to answer this question 19% disagreed and 63% agreed, 13% neither agreed nor disagreed.

It is recommended that these measures be taken forward if the route along Bredbury Green is not approved or as additional measures if and when funding allows.

6.8 **Section E – Bredbury Hall to Pear Mill and Little Moor (via Woodbank Memorial Park)**

Dark Lane / Bredbury Hall / Cricket Club Access Junction

The majority of respondents agreed with the proposed changes at the Dark Lane / Bredbury Hall access / Cricket Club access junction. Of the 440 respondents to answer this question 13% disagreed and 68% agreed, 13% neither agreed nor disagreed.

Off-Highway Route between Bredbury Hall and Pear Mill

The majority of respondents agreed with the proposals to upgrade the recently installed and improved off-highway route between Bredbury Hall and Pear Mill, and over the new bridge to Woodbank Memorial Park, Little Moor, and onward walking / cycling routes. Of the 440 respondents to answer this question 13% disagreed and 69% agreed, 13% neither agreed nor disagreed.

It is recommended that these measures be taken forward.

6.9 **Section F – Pear Mill to St Mary’s Way (via Stockport Road West / Newbridge Lane)**

**A Segregated Two-Way Cycleway along Stockport Road West to Carrington Road / Newbridge Lane / New Zealand Road**

The majority of respondents agreed with the proposals for a segregated two-way cycleway along the north side of Stockport Road West, across a pedestrian and cyclist bridge over the River Goyt to Carrington Road / Newbridge Lane / New Zealand Road. Of the 437 respondents to answer this question 15% disagreed and 64% agreed, 13% neither agreed nor disagreed.

**Carrington Road Toucan Crossing**

The majority of respondents agreed with the proposals to install a signalised toucan crossing across Carrington Road at the New Zealand Road junction. Of the 437 respondents to answer this question 16% disagreed and 64% agreed, 13% neither agreed nor disagreed.

**Continuation of the Route along Newbridge Lane**

The majority of respondents agreed with the continuation of the route on shared and two-way segregated cycle paths along Newbridge Lane to the junction with St Mary’s Way. Of the 436 respondents to answer this question 15% disagreed and 64% agreed, 14% neither agreed nor disagreed.

It is recommended that these measures be taken forward.

6.10 **20mph Zones**

**20mph Local Access Residential Roads in Romiley South of Compstall Road and Stockport Road**

The majority of respondents agreed with the proposals for a 20mph zone to include Oakwood Road, Beech Lane, Church Lane and Green Lane off Stockport Road / Compstall Road, all roads taking access from these roads, and Green Lane and Hurstheads Lane off Hatherlow, including Howard Close. Of the 461 respondents to answer this question 16% disagreed and 72% agreed, 7% neither agreed nor disagreed.

**20mph Local Access Residential Roads in Bredbury Green East of Hatherlow and South of Bredbury Green**

The majority of respondents agreed with the proposals for a 20mph zone to include Overdale Road, Agecroft Road, The Ridgeway (east of Powicke Drive), Beacon

Road and Overdale Road off Powicke Drive, and all roads taking access from these roads. Of the 459 respondents to answer this question 15% disagreed and 71% agreed, 9% neither agreed nor disagreed.

#### 20mph Local Access Residential Roads in the Highfield Avenue Estate in Bredbury

The majority of respondents agreed with the proposals for a 20mph zone to include Highfield Avenue and Wild Street off Harrytown, Bents Avenue off Higher Bents Lane and all roads taking access from these roads. Of the 456 respondents to answer this question 14% disagreed and 71% agreed, 10% neither agreed nor disagreed.

It is recommended that these measures be taken forward, including the modified 20mph zone proposals mentioned above in the recommendations for Section D.

#### Additional Comments and Designers Responses

Comments	Designers Response
<b>Concerns about the cost of the scheme compared to the benefit of the perceived limited amount of users</b>	These proposals are part of a wider MCF cycle path network aimed at helping reduce air pollution and tackle climate change whilst also encouraging people to become more active. Part of this is to make it easier for residents to make journeys on foot or by bike much easier and more attractive. Proposals aim to encourage more cycling to help reduce car use, congestion and pollution and an increased number of cyclists is anticipated. The route runs along a combination of off-road paths and quiet roads in order to avoid busy main roads, and cycle paths will be provided adjacent to the carriageway where the route does encounter busy main roads.
<b>What is the reason for an indirect / off-road route? [<i>"There are better less expensive routes"</i>]</b>	The proposed route uses parts of the existing network and it is designed to provide a safer route by avoiding busy main roads where possible, whilst still trying to have a comparatively direct route. The proposed route also trying to capture the schools and residential areas.
<b>Concerns about conflict between the different users.</b>	The proposals are designed for use by all. Where possible segregated routes are being provided. All shared route users of the route are expected to act in a courteous manner towards each other and have consideration for all other different users. Shared use routes do not permit vehicular access.

<b>Concerns about Anti-social behaviour</b>	The risk of anti-social behaviour can be reduced through the removal of hiding places along the route, by providing frequent access points, by providing lighting, and by passive surveillance from overlooking buildings and other users.
<b>Concern about motorbikes using the proposed route.</b>	Barriers to inhibit motorcycle use have not been included as they can prevent access for disability scooters and adapted pedal cycles. GMP have an active programme to tackle illegal use of off-road motorbikes.
<b>Concern that the introduction of cycle lane will increase congestion.</b>	Proposals aim to encourage more walking and cycling to help reduce car use to reduce congestion and lower pollution. It is not intended or anticipated that the proposals will increase congestion.
<b>Concern about congestion during construction</b>	The proposed construction will be carried out in phases in various locations at different times.
<b>Concern about street lighting (Re: wildlife &amp; ASB)</b>	Street lighting can be considered appropriate for off-carriageway routes as it will assist in offering a degree of personal security and help reduce anti-social behaviour. Energy consumption and impact on wildlife will be reduced by switching off the lighting between certain times at night when it is expected there will be less use of the route. It is proposed lighting will be switched off between midnight and 5am.
<b>Why is lighting to be switch off at 10pm and not later (e.g. not 12 midnight)</b>	Trying to keep a balance between lighting the route for users and discouraging anti-social behaviour and switching off the lighting to mitigate against any impact to wildlife. If this is not considered to be detrimental then it is intended that the lighting will remain on until midnight.
<b>Concerns about existing path surfaces</b>	The proposal includes upgrading the existing Ultitrec surface on the existing cycle routes to Flexipave (e.g. Pear Mill to Bredbury Hall and Dark Lane).
<b>Concern that pedestrian and cyclists have been prioritised over horse riders.</b>	Parts of the route are existing bridleway; some others allow horse riders and other sections are being upgrading to bridleway. The MCF Scheme is designed primarily for cyclists and walkers whilst also trying to accommodate horse riders where possible.
<b>Concern about tightened radii at junctions for horse riders</b>	The MCF Scheme is designed primarily for cyclists and walkers whilst also trying to accommodate horse riders where possible. There are no junction improvements on any of the proposed bridleway.
<b>Concerns about the introduction of a 20mph speed limit.</b>	The purpose of 20mph zones is to reduce the speed of cars and improve safety for pedestrians and cyclists
<b>Why hasn't Otterspool Rd / Hatherlow got a 20mph speed limit proposed?</b>	Otterspool Rd / Hatherlow is a Strategic Route outside of a district centre. Normally, 20mph speed limits are not used on strategic routes outside district centres.

<b>Can the proposed Bredbury Green 20mph speed limit be made permanent instead of just during school times?</b>	Bredbury Green is a local distributor route, and normally we do not impose speed limits / traffic calming on distributor routes. The proposed 20mph speed limit was limited to school times, but the revised proposals should allow for a 20mph speed limit at all times providing that the associated traffic calming is approved.
<b>Concerns about parking restrictions ("No Waiting") at junctions on residential roads.</b>	The waiting restrictions are proposed at the junctions only and are to prevent vehicles parking thus improving visibility and safety, and as per the highway code. The only other proposals are to provide cycle markings to warn other road users and to tighten junction kerb radii to slow vehicles down.
<b>Concerns about parking restrictions ("No Waiting") on Bredbury Green.</b>	Following consultation responses other measures are being proposed for Bredbury Green.
<b>Parking restrictions (Beech Lane)</b>	Following consultation responses other measures are being proposed for Beech Lane, including limiting waiting restrictions to the junctions only
<b>Where will parents' pick-up / drop-off children for school?</b>	Following consultation responses other measures are being proposed for Bredbury Green.
<b>Parking restrictions (Green Lane)</b>	"No Waiting" restrictions are proposed to prevent parking and improve visibility for cyclists.
<b>Concerns about parked cars on residential roads making the proposed route very narrow</b>	In some places the proposed route uses existing highway through residential areas with parking on the streets. There is already adequate space to allow vehicles to pass along these roads and road marking are provided to inform all other road users that it is a cycle route. The road markings do not indicate a cycle lane and parking restrictions are not imposed in these locations.
<b>Rat-running (Beech Ln, Church Ln &amp; Urwick Rd)</b>	A 20mph limit is being proposed to slow vehicles down and to discourage rat running.
<b>Closure (Green Lane &amp; Hurstheads Lane)</b>	The Green Lane and Hurstheads Lane closure is being proposed to allow a safe route for cyclists. Following consultation responses other measures are being proposed for Green Lane to deter vehicular access, e.g. bollards. The road closure should prevent rat running.
<b>Concerns about access for emergency vehicles</b>	Emergency services have been involved in the consultation process.
<b>Concerns about Green Lane closure causing congestion elsewhere.</b>	Green Lane is being used as a rat-run and its closure will encourage drivers to use the main routes, e.g. strategic, district and local distributor routes, which are expected to have capacity to accommodate such traffic.

<b>Concerns about closure of The Tang.</b>	Following consultation responses other measures are being proposed for the Tang, including the removal of the bollard. The road will become adopted.
<b>Have traffic surveys been carried out (Re: Green Lane)?</b>	Before and after traffic surveys will be carried out before the proposals are implemented. Traffic surveys were not possible during the scheme development period due to the COVID19 Crisis.
<b>Concerns about anti-Social Behaviour (Higson Ave)</b>	The reason for the proposed path from Harrytown to Higson Ave to the rear of the properties on Highfield Avenue is to provide a safe route for users. Lighting is also proposed, which should help discourage anti-social behaviour and crime.
<b>Bredbury Green: Concerns about narrowing carriageway.</b>	The proposals include widening the footway and narrowing the carriageway to assist in slowing vehicle movements. The remaining carriageway width has been tracked for large vehicles to ensure sufficient space remains for them to pass.
<b>Concerns about vegetation removal, including trees, hedge and grass verge (e.g. Bredbury Green).</b>	The proposals require some trees to be removed, but this has been minimised as much as possible. Two replacement trees will be planted for each tree removed. The hedge to be removed from Werneth School can be replaced with a new instant 1.5m high, which can be allowed to grow to the desired height. The verges on Bredbury Green are insignificant and are poor quality some have been damaged by vehicles.
<b>Concerns about proposals on Highfield Avenue (general)</b>	The only proposals for Highfield Avenue are to provide cycle markings on the road surface to warn other road users, tighten junction radii and waiting restrictions to improve visibility at junctions. The road markings do not denote a cycle lane and they do not mean people are unable to park on the road. They show the MCF route and are to advise drivers to be more aware of other users such as cyclists along the route.
<b>Enquiries about signage on Green Lane.</b>	Signage will be reviewed at the detailed design stage.
<b>Concerns about the proposed route through Romiley Board Mill</b>	Options for a route in this area are limited. Oakwood Road is already an adopted highway and currently expected to accommodate walkers and cyclists. The proposals include a 20mph speed limit, road markings and signage to inform all other road users.
<b>Why not use the canal towpath?</b>	The canal towpath is not adopted highway or Public Rights of Way and is private land under the control of the Canals & Rivers Trust. It would require considerable work to enable use of it as a cycle path. It would also not facilitate access to the route from residential areas in Romiley as there is no feasible cycle access between Oakwood Rd and Padden Brook.
<b>What is the reason for the junction changes (e.g. tightening of kerb radii) and concerns</b>	Tightening the kerb radii at junctions is to slow down turning vehicles and to shorten crossing distances. The proposals are subject to a Road Safety Audit and revised junctions have been checked for vehicle manoeuvrability (vehicle tracking)



<b>about sight lines.</b>	
<b>Perception that the road markings (cycle &amp; pedestrian) denote a cycle lane.</b>	The road markings (cycle & pedestrian) do not denote a cycle lane and they do not mean you are unable to park on the road. They show the MCF route and are to advise drivers to be more aware of cyclists and pedestrians along the route.
<b>Can the Toucan crossing at Hatherlow be changed to a Pegasus?</b>	The reason why a Pegasus crossing has not been installed at Hatherlow is due to site and engineering constraints which prevent installation of dedicated equestrian facilities.
<b>The proposed crossing on Hatherlow / Otterspool Road could be dangerous.</b>	All proposals are subject to a Road Safety Audit. Otterspool Road has a 30mph speed limit and there is a clear view of the proposed crossing from both directions. There is an existing uncontrolled crossing and a controlled crossing is being proposed.
<b>Can the proposed Toucan crossing be upgraded to a parallel crossing?</b>	The reason why a Parallel crossing has not been installed at Hatherlow is due to site and engineering constraints which prevent installation of dedicated cycle facilities.
<b>No parking has been provided at Hartherlow Church.</b>	Previously there was no designated parking provided at Hatherlow Church. Parking bays are now being provided as part of the proposals.
<b>Can more traffic calming be included on residential roads (including Bredbury Green and Highfield Ave) e.g. pedestrian refuge, crossing and / or 20mph speed limit, speed cameras.</b>	A 20mph speed limit is being proposed for residential areas. Bredbury Green is a local distributor route, and normally we do not impose traffic calming on distributor route. There is a 20mph speed limit and traffic calming now proposed for Bredbury Green in the area close to the schools. The carriageway will also be narrowed to slow vehicles down and a crossing is being proposed.
<b>Why not design the route to join Bredbury Green with Hatherlow instead of along Agecroft Road?</b>	Hatherlow is a strategic route and one of the MCF objectives is to avoid main strategic routes and keep on residential routes where possible.
<b>Bredbury Green: Request for crossing close to Clapgate / Bredbury Green Primary School</b>	There is a school crossing patrol allocated at the junction of Bredbury Green and Clapgate
<b>Concern that Dark Lane and Clapgate will be used regularly by cars</b>	Dark Lane and Clapgate are currently accessible to vehicles. Vehicle restrictions cannot be installed unless by the landowners as vehicular access is required by the farms and visitors.

<b>Clapgate and Dark Lane: Concerns for safety of users and conflict of use with the farms / increased users through farm</b>	Clapgate and Dark Lane are existing routes (PROW) and are already used by users (walkers, cyclists and horse riders)
<b>Clapgate: Too steep for cyclists and double buggies &amp; wheelchairs</b>	Clapgate and Dark Lane are existing routes, and the proposals include improving the route by upgrading the surface and installing lighting. If a scheme is to be built on Clapgate then we will discuss with the landowner any options to improve the alignment and gradient of the path.
<b>Concern about visual impact on local landscape character (e.g. Green Lane / Hatherlow conservation area, and the Goyt Valley LCA and nature areas).</b>	All of the proposed MCF scheme is along existing routes. The consultation plans show a coloured segregated cycle lane for illustrative purposes, but these will be constructed black tarmac or flexi-pave in black with buff stone chippings, similar to the existing footway and carriageway surfaces. Parts of Vernon Road is an SBI but there is no legislative protection. Dark Lane and Clapgate are within the Goyt Valley Local Character Areas but, as the routes are existing, the proposals do not impact on the countryside character of the valley. The lighting design will be considered in more detail at the detailed design stage, including mitigating any impacts on conservation, wildlife and landscape character.

6.10 Further details of the overall consultation can be found in the attached report *Romiley to Stockport Walking & Cycling Route Consultation Report* at Appendix C.

## **7. FINANCIAL IMPLICATIONS**

The scheme is to be funded (subject to the approval of the business case by Transport for Greater Manchester) from the MCF Capital fund. It is likely that due to funding constraints the scheme will need to be delivered in phases.

Please note that approval of any scheme or part of scheme does not guarantee that sufficient finance will be available to implement it. Granting of funding will be subject to submission of a business case to the Mayor's Challenge Fund and approval of that business case.

## **8. TIMESCALES**

If approved and subject to funding the first phases of the scheme are expected to progress in the autumn / winter of 2022/23.

## **9. 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.

## 10. CONCLUSIONS AND RECOMMENDATIONS

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 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: 07800 618251 or by email on [nick.whelan@stockport.gov.uk](mailto:nick.whelan@stockport.gov.uk)

## **Appendix A – Drawings**

### **Consultation Drawings**

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F\_0284\_0100\_004 REV A  
F\_0284\_0100\_005 REV A  
F\_0284\_0100\_006 REV A

## **Appendix B – Schedule of Traffic Regulation Orders**

### **Revocations**

Revocation of Prohibition of Waiting Monday to Saturdays 8am – 6pm Traffic Regulation Orders on the following lengths of road, as referred to in The Consolidation Order 2010. (W12 & W13)

- Green Lane, Romiley, west side from the projected intersection of the northern kerbline of The Tang for a distance of 33m in a northerly direction.
- Green Lane, Romiley, east side from the intersection of the northern kerbline of The Tang for a distance of 40m in a northerly direction.

### **Revocation of 20mph Speed Limit**

- Clapgate, for its entire length.
- Catherine Road, for its entire length.
- Roger Close, for its entire length.
- Rileywood Close, for its entire length.
- Kiln Croft, for its entire length.
- Powicke Drive, for its entire length.
- Gillwood Drive, for its entire length.
- Pollit Croft, for its entire length.
- Lawton Close, for its entire length.
- Ormerod Close, for its entire length.
- The Ridgway, from its junction with Bredbury Green to a point 40m south east of its junction with Powicke Drive.

### **Revocation of One Way**

- Hurstheads Lane, from north to south, for its entire length.
- Green Lane, from East to West, from a point 35m south west of its junction with The Tang for a distance of 30m in a south westerly direction.

## **Proposals**

### **Proposed No Waiting at Any Time**

- Crossmoor Crescent, both sides, from the intersection of the southern kerbline of St Chad's Avenue, for a distance of 10m in a southerly direction.
- St Chads Avenue, south side, from a point 10m west of the intersection of the western kerbline of Crossmoor Crescent to a point 10m east of the intersection of the eastern kerbline of Crossmoor Crescent.
- St Chads Avenue, north side, from a point 10m east of the intersection of the eastern kerbline of St Chads Grove to a point 10m west of the intersection of the western kerbline of St Chads Grove.
- St Chads Grove, both sides, from the intersection of the northern kerbline of St Chad's Avenue for a distance of 10m in a northerly direction.
- Crossmoor Crescent, both sides, from the intersection of the southern kerbline of Beech Lane, for a distance of 10m in a south-easterly direction.
- Beech Lane, south side, from a point 10m north-east of the intersection of the north easterly kerbline of Crossmoor Crescent to a point 10m west of the intersection of the westerly kerbline of Crossmoor Crescent.
- Beech Lane, east side, from the intersection of the southern kerbline of Church Lane for a distance of 10m in a south easterly direction.
- Beech Lane, west side, from the intersection of the southern kerbline of Chadkirk Road for a distance of 10m in a south easterly direction.
- Church Lane, south side, from the intersection of the eastern kerbline of Beech Lane for a distance of 10m in a north easterly direction.
- Church Lane, north side, from the intersection of the eastern kerbline of Urwick Road for a distance of 25m in a north easterly direction.
- Chadkirk Road, south side, from the intersection of the western kerbline of Beech lane for a distance of 15m in a south westerly direction.
- Chadkirk Road, north side, from the intersection of the western kerbline of Urwick Road for a distance of 5m in a south westerly direction.
- Urwick Road, both sides, from the intersection of the northern kerbline of Chadkirk Road, for a distance of 10m in a north-westerly direction. Green Tree Gardens, both sides, from the intersection of the northern kerbline of Urwick Road, for a distance of 10m in a north westerly direction.
- Urwick Road, north side, from a point 10m north east of the intersection of the easterly kerbline of Green Tree Gardens to a point 10m west of the intersection of the westerly kerbline of Green Tree Gardens.
- St John's Close, both sides, from the intersection of the northern kerbline of Urwick Road for a distance of 10m in a northerly direction.
- Urwick Road, north side, from a point 10m north east of the intersection of the eastern kerbline of St John's Close to a point 10m south west of the intersection of the western kerbline of St John's Close.
- St Davids Avenue, both sides, from the intersection of the northern kerbline of Urwick Road for a distance of 10m in a northerly direction.
- Urwick Road, north side, from a point 10m north east of the intersection of the eastern kerbline of St Davids Avenue to a point 10m south west of the intersection of the western kerbline of St Davids Avenue.

- Green Lane, both sides, from a point 7m south of the intersection of the southern kerbline of The Tang for a distance of 27m in a northerly direction.
- The Tang, both sides, from intersection of the eastern kerbline of Green Lane for a distance of 7m in a south easterly direction.
- Green Lane, south side, from a point 29m east of the intersection of eastern kerbline of Hurstheads Lane to a point 13m north west of the intersection of the western kerbline of Hurstheads Lane.
- Hurstheads Lane, west side from the intersection of the southern kerbline of Green Lane for a distance of 48m in a south westerly direction.
- Hurstheads Lane, east side, from the intersection of the southern kerbline of Green Lane for a distance of 6m in a south westerly direction.
- Hurstheads Lane, east side, from a point 21m south of the intersection of the southern kerbline of Green Lane for a distance of 27m in a south westerly direction.
- The Ridgway, both sides, from the intersection of the western kerbline of Overdale Road, for a distance of 10m in a westerly direction.
- Overdale Road, west side, from a point 10m north of the intersection of the northern kerbline of The Ridgway to a point 10m south of the intersection of the southern kerbline of The Ridgway.
- Agecroft Road, both sides from the intersection of the western kerbline of The Ridgway, for a distance of 10m in a north westerly direction.
- The Ridgway, west side, from a point 10m north of the intersection of the northern kerbline of Agecroft Road to a point 10m south of the intersection of the southern kerbline of Agecroft Road.
- Powicke Drive, both sides, from the intersection of the western kerbline of The Ridgway for a distance of 10m in a westerly direction.
- The Ridgway, west side, from a point 10m north of the intersection of the northern kerbline of Powicke Drive to a point 10m south of the intersection of the southern kerbline of Powicke Drive.
- Beacon Road, both sides, from the intersection of the southern kerbline of Powicke Drive for a distance of 10m in a southerly direction.
- Powicke Drive, south side, from a point 10m east of the intersection of the eastern kerbline of Beacon Road to a point 10m west of the intersection of the western kerbline of Beacon Road.
- Lawton Close, both sides, from the intersection of the northern kerbline of Powicke Drive for a distance of 10m in a north-easterly direction.
- Powicke Drive, northside, from a point 10m south east of the intersection of the eastern kerbline of Lawton Close to a point 10m north west of the intersection of the western kerbline of Lawton Close.
- Gillwood Drive, both sides, from the intersection of the southern kerbline of Powicke Drive for a distance of 10m in a south westerly direction.
- Powicke Drive, south side, from a point 10m east of the intersection of the eastern kerbline of Gillwood Drive to a point 10m west of the intersection of the western kerbline of Gillwood Drive.
- Kiln Croft, both sides, from the intersection of the northern kerbline of Powicke Drive for a distance of 10m in a northerly direction.
- Powicke Drive, north side, from a point 10m southeast of the intersection of the eastern kerbline of Kiln Croft to a point 10m northwest of the intersection of the western kerbline of Kiln Croft.

- Kiln Croft, both sides, from the intersection of the southern kerbline of Clapgate for a distance of 10m in a southerly direction.
- Clapgate, south side, from a point 10m southeast of the intersection of the eastern kerbline of Kiln Croft to a point 10m northwest of the intersection of the western kerbline of Kiln Croft.
- Catherine Road (West), both sides, from the intersection of the northern kerbline of Clapgate for a distance of 10m in a northerly direction.
- Clapgate, north side, from a point 10m east of the intersection of the eastern kerbline of Catherine Road (West) to a point 10m west of the intersection of the western kerbline of Catherine Road (West).
- Catherine Road (East), both sides, from the intersection of the northern kerbline of Clapgate for a distance of 10m in a northerly direction.
- Clapgate, north side, from a point 10m northeast of the intersection of the eastern kerbline of Catherine Road (East) to a point 10m southwest of the intersection of the western kerbline of Catherine Road (East).
- The Ridgway, both sides, from the intersection of southern kerbline of Bredbury Green for a distance of 16m in a south westerly direction.
- Bredbury Green, southwest side, from a point 10m east of the intersection of the eastern kerbline of The Ridgway to a point 10m north west of the intersection of the northern kerbline of Clapgate.
- Clapgate, both sides, from the intersection of the south western kerbline of Bredbury Green for a distance of 15m in a south westerly direction.
- Woodfield Crescent, both sides, from the intersection of the southern kerbline of Highfield Avenue for a distance of 10m in a south-westerly direction.
- Highfield Avenue, south side, from a point 10m east of the intersection of the eastern kerbline of Woodfield Crescent to a point 10m west of the intersection of the western kerbline of Woodfield Crescent.
- Goyt Valley Road, both sides, from the intersection of the northern kerbline of Highfield Avenue for a distance of 10m in a northerly direction.
- Highfield Avenue, north side, from a point 10m east of the intersection of the eastern kerbline of Goyt Valley Road to a point 10m west of the intersection of the western kerbline of Goyt Valley Road.
- Highfield Avenue, both sides from the intersection of the southern kerbline of Shakespeare Road for a distance of 10m in a south-easterly direction.
- Shakespeare Road, both sides, from a point 10m north east of the intersection of the eastern kerbline of Highfield Avenue to a point 10m west of the intersection of the western kerbline of Highfield Avenue.
- Marlowe Walks, both sides, from the intersection of the southwestern kerbline of Shakespeare Road for a distance of 10m in a south westerly direction.
- Shakespeare Road, southwest side, from a point 10m south east of the intersection of the south easterly kerbline of Marlowe Walks to a point 10m north west of the intersection of the north westerly kerbline of Marlowe Walks.
- Hathaway Gardens, both sides, from the intersection of the north eastern kerbline of Shakespeare Road for a distance of 10m in a north easterly direction.
- Shakespeare Road, northeast side, from a point 10m south east of the intersection of the south easterly kerbline of Hathaway Gardens to a point 10m north west of the intersection of the north westerly kerbline of Hathaway Gardens.



### **Proposed No Waiting Monday to Saturday 8am-6pm**

- Green Lane, Romiley, west side, from a point 18m north of the projected intersection of southern kerbline of The Tang for 25m in a northerly direction.
- Green Lane, Romiley, east side, from a point 18m north of the intersection of the southern kerbline of The Tang for 30m in a northerly direction.

### **Proposed Prohibition of Driving**

- Hurstheads Lane, in both directions, between its junction with A627 Otterspool Road and a point 48m south-west of its junction with Green Lane.
- Green Lane, in both directions, from a point 35m south west of its junction with The Tang for a distance of 30m in a south westerly direction.

### **Proposed Traffic Calming Feature, Junction Table (75 mm high 1:15 gradient)**

- The Ridgway, at its junction with Bredbury Green, entire width of road from the intersection with Bredbury Green for approximately 20 metres in a southerly direction.
- Bredbury Green, at its junction with The Ridgway, entire width of road from a point 15m east of its junction with The Ridgway for approximately 35m in a westerly direction.
- Clapgate, at its junction with Bredbury Green, entire width of road from the intersection with Bredbury Green for approximately 15 metres in a south westerly direction.
- Bredbury Green, at its junction with Clapgate, entire width of road from a point 12m east of its junction with Clapgate for approximately 30m in a north westerly direction.

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

- Harrytown, entire width of road from a point 117m north west then north east of its junction with Clapgate for approximately 8m in a north easterly direction.
- Harrytown, entire width of road from a point 56m south of its junction with Highfield Avenue for approximately 8m in a southerly direction.

### **Proposed Toucan Crossing Facility (establishment notice only)**

- Hatherlow, Toucan Crossing 4 metres long, entire width of Hatherlow, from a point 25m south of Overdale Road.
- Harrytown, Toucan Crossing 4 metres long, entire width of Harrytown, from a point 60m south of Highfield Avenue.

### **Proposed Two Way Cycle Facilities on existing adopted highway (Moving TRO not required)**

- Green Lane, from a point 29m east of the intersection of the eastern kerbline of Hurstheads Lane for a distance of 60m in a north-easterly direction.
- Hurstheads Lane, from a point 48m south of the intersection of the southern kerbline of Green Lane for a distance of 34m in a south-westerly direction.
- The Ridgway, west side, from the intersection of the southern kerbline of Bredbury Green for a distance of 12m in a southerly direction.

- Clapgate, both sides, from the intersection of the south westerly kerbline of Bredbury Green for a distance of 12m in a south westerly direction.
- Bredbury Green, south west side, from the intersection of the western kerbline of the Ridgway to a point 15m north west of the intersection of the north westerly kerbline of Clapgate.
- Harrytown, west side, from the projected northern building line of property No 80 for a distance of 224m in a northerly direction.
- From a point on Harrytown, 45m south of the intersection of the southern kerbline of Highfield Avenue for a distance of 66m in a westerly direction. (New road/passageway behind 1 – 1 Highfield Avenue and adjacent to 31 Higson Avenue, road/passageway name to be decided).

### **Proposed Shared Use Cycle/Pedestrian Facilities on existing adopted highway (Moving TRO not required)**

- Hatherlow, east side, from the intersection of the eastern kerbline of Green Lane to the intersection of the projected north western kerbline of Bunkers Hill.
- Hatherlow, west side, from a point 5m south-west of the intersection of the projected southern kerbline of Green Lane to its junction with Bunkers Hill.
- Green Lane, southern side, from the intersection of the north eastern side of Hatherlow for a distance of 12m in an easterly direction.
- Overdale Road, both sides, from the intersection of the westerly kerbline of Hatherlow for a distance of 15m in a south westerly direction.
- Bredbury Green, west side, from a point 15m north west of the north westerly kerbline of Clapgate to the southernmost point of Harrytown.
- Harrytown, west side, from the northernmost point of Bredbury Green for a distance of 50m in a northerly direction.
- Harrytown, west side, from a point 53m south of the intersection of the southern kerbline of Highfield Avenue for a distance of 13m in a southerly direction.
- Harrytown, east side, from a point 53m south of the intersection of the southern kerbline of Highfield Avenue for a distance of 21m in a southerly direction.
- From a point on Higson Avenue, 45m south of the intersection of the southern kerbline of Highfield Avenue for a distance of 37m in a easterly direction. (New road/passageway behind 1 – 17 Highfield Avenue and adjacent to 31 Higson Avenue, road/passageway name to be decided).

### **Proposed 20mph Speed Limit Zone**

- Hydebank, in both directions, from its junction with Oakwood Road for a distance of 165m in an easterly then southerly direction.
- Oakwood Road, in both directions, for its full length.
- St Chads Avenue, in both directions, for its full length.
- St Chads Grove, in both directions, for its full length.
- Crossmoor Crescent, in both directions, for its full length.
- Crossmoor Grove, in both directions, for its full length.
- Beech Lane, in both directions, for its full length.
- Church Lane, from south to north, from its junction with Beech Lane to its junction with Colborne Avenue.

- Church Lane, in both directions, from its junction with Colborne Avenue to its junction with Stockport Road.
- Kimberley Avenue, in both directions, for its full length.
- Leyburn Grove, in both directions, for its full length.
- Colborne Avenue, in both directions, for its full length.
- Chadkirk Road, in both directions, for its full length.
- Gregory Avenue, in both directions, for its full length.
- The Retreat, in both directions, for its full length.
- Sterndale Road, in both directions, for its full length (unadopted road).
- Urwick Road, in both directions, for its full length.
- Green Tree Gardens, in both directions, for its full length.
- St Johns Close, in both directions, for its full length.
- St Davids Avenue, in both directions, for its full length.
- The Tang, in both directions, for its full length (to become highway adopted).
- St Andrews Close, in both directions, for its full length.
- Green Lane, in both directions, for its full length.
- Hurstheads Lane, in both directions, for its full length.
- Howard Close, in both directions, for its full length.
- Bunkers Hill in both directions, for its full length.
- Overdale Road, in both directions, for its full length.
- Beacon Road, in both directions, for its full length.
- Marleyer Rise, in both directions, for its full length.
- Woodruffe Gardens, in both directions, for its full length.
- Street Extension Overdale Road, in both directions, for its full length.
- Eastover, in both directions, for its full length.
- Westover, in both directions, for its full length.
- Buckley Drive, in both directions, for its full length.
- Warburton Close, in both directions, its entire length.
- Begley Close, in both directions, for its full length.
- The Ridgway, in both directions, for its full length.
- Durham Close, in both directions, for its full length.
- Chester Walks, in both directions, for its full length.
- Lancaster Close, in both directions, for its full length.
- Lichfield Walk, in both directions, for its full length.
- Southwell Close, in both directions, for its full length.
- Lincoln Rise, in both directions, for its full length.
- Agecroft Road, in both directions, for its full length.
- Carlisle Close, in both directions, for its full length.
- Wakefield Crescent, in both directions, for its full length.
- Stourport Close, in both directions, for its full length.
- Worcester Close, in both directions, for its full length.
- Ormerod Close, in both directions, for its full length.
- Greenhead Fold, in both directions, for its full length (unadopted road).
- Powicke Drive, in both directions, for its full length.
- Lawton Close, in both directions, for its full length.
- Gillwood Drive, in both directions, for its full length.
- Pollit Croft, in both directions, for its full length.

- Kiln Croft, in both directions, for its full length.
- Clapgate, in both directions, for its full length.
- Bredbury Green, in both directions, from a point 40m east of the easterly kerbline of The Ridgway to the southernmost point of Harrytown.
- Harrytown, in both directions, from the northernmost point of Bredbury Green to a point 17m north of the northerly kerbline of Highfield Avenue.
- Catherine Road, in both directions, for its full length.
- Rileywood Close, in both directions, for its full length.
- Roger Close, in both directions, for its full length.
- Highfield Avenue, in both directions, for its full length.
- Higson Avenue, in both directions, for its full length.
- St Aldates, in both directions, for its full length.
- Woodfield Crescent, in both directions, for its full length.
- Wild Street, in both directions, for its full length.
- Goyt Valley Road, from its junction with Highfield Road to 16m north of its junction with Bents Avenue.
- Goyt Crescent, in both directions, for its full length.
- Bents Avenue, in both directions, for its full length.
- Shakespeare Road, in both directions, for its full length.
- Barker Road, in both directions, for its full length.
- Stratford Gardens, in both directions, for its full length.
- Marlowe Walks, in both directions, for its full length.
- Hathaway Gardens, in both directions, for its full length.