

**Mayor's Cycling and Walking Challenge Fund – Bee Network Crossings- Manchester Road**

**Report of the Director of Place Management**

**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 Heaton Norris 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 an upgrade to the pedestrian crossing on Manchester Road and convert a short section of the existing footpath to a shared cycle and footway.

**3. PROPOSALS**

- 3.1 It is proposed to relocate the existing obsolete pelican type pedestrian crossing on Manchester Road, near the junctions with Bourne Street and All Saint's Road, slightly to the east and to upgrade it to a Toucan crossing facility so that it can be used by both pedestrians and cyclists.
- 3.2 The proposed new location for the crossing would mean it better aligns with the existing pedestrian access to the retail park. It is intended this will become a shared pedestrian and cycle access point, conveniently located next to existing sheltered cycle parking and on the route to existing cycle lockers in the ASDA car park.
- 3.3 It is proposed that the existing footpath on Manchester Road will be converted to a short section of shared use foot and cycleway between the newly located crossing and Bourne Street on the north side and All Saint's Road on the south side. There is insufficient space to provide separate, dedicated pedestrian and cycle paths, but it is intended that the existing footways on Manchester Road will be widened to between 3 metres and 4.6 metres on the sections that are to be shared.

3.4 To create extra space for the proposed sections of shared footway and cycleway, the carriageway will need to be narrowed. This will make the new Toucan crossing slightly shorter than the existing pedestrian crossing, at a proposed length of 9.3m. It will also mean that the carriageway on All Saint's Road will be narrowed to a minimum of 6 metres.

3.5 It is not anticipated that any trees will be lost as a result of the proposals.

#### **4. LEGAL POSITION/IMPLICATIONS**

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

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

5.1 Consideration has been given to provision of a segregated 'Sparrow' type crossing. To provide this would require at least 6m width either side of the carriageway in order to provide the required turning radii for cyclists, cycle detection equipment and pedestrian crossing points. Whilst the total corridor width is generous at over 15m it would be insufficient to provide the segregated cycle facilities and an acceptable (minimum 6.5m) carriageway width at the crossing point.

#### **6. CONSULTATION**

A public consultation regarding the scheme proposals was carried out on behalf of Stockport Council by TfGM between 20<sup>th</sup> January and 13<sup>th</sup> February 2022.

The correspondence shown in Appendix A was posted to a total of 39 residential and businesses addresses within the vicinity of the proposed crossing location, inviting comments and advising how people could 'have their say'. In addition, notices advertising the public consultation were attached to street furniture in the locality for the duration of the consultation period.

Those with an opinion on the crossings proposals were able to share their views via an online survey, which was hosted on Stockport Council's <https://consultation.stockport.gov.uk/> webpage. In addition, a TfGM telephone number and email address were provided.

A total of 45 responses to the on-line survey were received and the full details of the questions asked and a breakdown of the results is provided in Appendix C.

The online survey asked respondents if overall, they supported the proposals for this crossing and over two thirds said either yes or partially.

***Overall, do you support the proposals for this crossing?***

Yes	23	(51%)
Partially	8	(18%)
No	14	(31%)
<b>Total</b>	<b>45</b>	

In relation to the specific proposal to reposition the crossing and upgrade it to a pedestrian and cycle Toucan crossing, 29 (64%) of respondents said they agreed or strongly agreed. Full results below.

***To what extent do you agree or disagree with the proposal to reposition and upgrade the existing crossing to a pedestrian and cycle Toucan crossing?***

Strongly agree or agree	29	(64%)
Neither agree or disagree	4	(9%)
Strongly disagree or disagree	12	(27%)
<b>Total</b>	<b>45</b>	

Slightly less respondents (60%) agreed with the proposal to widen the footways on either side of the new crossing to enable shared use by pedestrians and those on cycles, which will require the carriageway on Manchester Road and at the entrance to All Saint's Road to be narrowed.

***To what extent do you agree or disagree with the proposal for the footway on the north-east side and south-west side of Manchester Road to be widened to allow shared use footway/cycleway (with carriageway on All Saints Road to be narrowed to create the extra space)?***

Strongly agree or agree	27	(60%)
Neither agree or disagree	1	(2%)
Strongly disagree or disagree	17	(38%)
<b>Total</b>	<b>45</b>	

Respondents who agreed with the proposals noted that the upgrade of the crossing and the creation of the shared use path will make it easier and safer to cross the road when cycling or walking and / or that the improvements would improve access to the retail park.

Concerns were raised by 8 respondents (18%) that the narrowing of All Saint's Road could worsen traffic congestion due to disrupted traffic flows and that this could make the road unsafe. It should be noted in this respect that the road will still comply with design standards for a road of this type in terms of carriageway width and junction radii. There were also concerns the short stretch of shared use path could lead to pedestrian and cycle conflict, however there are a number of such arrangements already in use in the Borough serving existing Toucan crossings without reports of conflict occurring.

There was a perception from 3 respondents that the crossing will be of minimal benefit or that additional or alternative schemes should be in place to make cycling and walking easier at this location. Examples of the alternative proposals and criticisms received are listed below, with initial responses provided in brackets.

- The Belmont area should be made 20mph.  
(This has been subject to prior consultation and approval as part of an MCF scheme however TfGM will not fund implementation of this element of the scheme in isolation from wider proposals).
- Segregated cycle paths should be provided on Manchester Road.  
(As discussed above, there is insufficient space to accommodate a Sparrow crossing at this location).
- A perception that the crossing will only deliver very localised benefits in the vicinity of the crossing.  
(This is acknowledged. It is intended as a local facility to link local residential areas and provide access to the retail park rather than as part of a longer distance route).
- A suggestion that the crossing may not be used by cyclists because a more direct route would be via Hesketh Street.  
(Hesketh Street connects to All Saints Road which is an access route to the crossing).
- A view that there are other junctions along Manchester Road that are in more need of a crossing.  
(Further proposals on Manchester Road are being examined as part of the development of the Active Neighbourhood proposals to the north of the railway).
- Concern that the current proposal does not proceed at the expense of providing segregated cycle routes along Manchester Road in the future  
(This provision should not prejudice future proposals in the area).

A total of 4 respondents made comment or expressed concern about the cycle parking provision at the retail park, including:

- it is not accessible for everyone;
- it is located too far away from the entrance of Asda;
- the other cycle parking near to Halfords is it is not visible from most of the retail park; and
- a request for cycle parking outside all the shop entrances.

A comment was also made that the cycle lockers shown on the map are not for public use. We will approach the operators of the retail park about this, but it is a privately managed retail park over which the Council has no control other than to ensure that any relevant Planning conditions have been discharged.

A final request made was for the traffic lights at the crossing to be set to change quickly when a pedestrian or cycle is waiting to cross, to encourage people to use it.

## **7. 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".

- 4 respondents to the survey highlighted the positive impact of improving road for local residents in the vicinity of the crossing including, the improving safety for children.
- 2 respondents felt that in order for there to be a positive impact for residents, improvements are also required to cycling and walking routes that connect to the crossing, or that speed limits or pavement parking needs to be addressed.

## **8. FINANCIAL IMPLICATIONS**

The scheme is estimated to cost £60,000-£80,000 and is to be funded (subject to the approval of the business case by Transport for Greater Manchester) from the MCF Capital fund.

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.

## **9. TIMESCALES**

If approved, the scheme is programmed for GMCA approval in June 2022, with the potential to start construction in built in Autumn 2022

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 necessary Traffic Regulation Orders and subject to no objections being received within 21 days from the advertisement date the order can be made. (Refer to Drawing No 7000\_Manchetser Rd\_Gen\_01 which shows the proposals).

## **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](mailto:nick.whelan@stockport.gov.uk).

## Appendix A – Consultation Letter



**STOCKPORT**  
METROPOLITAN BOROUGH COUNCIL

January 2022

Dear Occupier,

### **Bee Network Crossing Consultation – Manchester Road, Heaton Norris, Stockport**

In partnership with Stockport Council, we are looking to make some changes in your area, with the aim of helping make the neighbourhood safer and more pleasant and of enabling more people to walk and cycle for short journeys.

The proposal is to slightly relocate the existing pedestrian crossing on Manchester Road, near the junctions with Bourne Street and All Saint's Road, and to upgrade it to a Toucan crossing so that it can be used by both pedestrians and cyclists to safely cross the busy main road and conveniently access the adjacent retail park.

Please find on the reverse of this letter a plan and more details of the proposed changes.

There will be a four-week consultation period on the proposed changes and we are asking for your feedback by **Sunday 13 February 2022**.

Anyone with views and opinions on the proposed changes can have their say via the online survey available at: **[consultation.stockport.gov.uk](https://consultation.stockport.gov.uk)**

Or alternatively please contact us by

Email: **[customer.relations@tfgm.com](mailto:customer.relations@tfgm.com)**

Phone: **0161 244 1000**

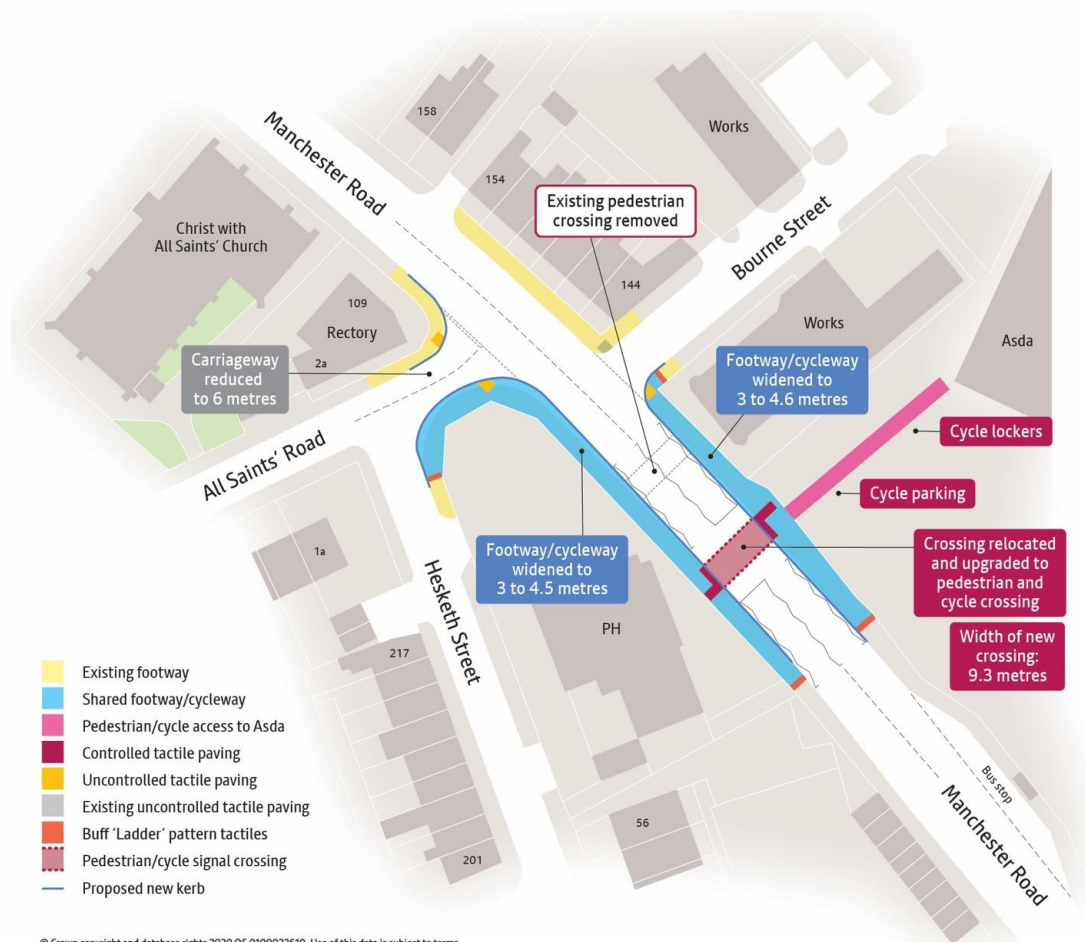
Post: Bee Network Crossings – Stockport  
2 Piccadilly Place, Manchester, M1 3BG

Yours faithfully

Transport for Greater Manchester

2 Piccadilly Place  
Manchester M1 3BG

0161 244 1000  
[tfgm.com](https://www.tfgm.com)



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## Manchester Road, Heaton Norris – crossing relocation and upgrade

We are proposing to relocate the existing pedestrian crossing on Manchester Road, near the junctions with Bourne Street and All Saint's Road, slightly to the east and to upgrade it to a Toucan crossing facility so that it can be used by both pedestrians and cyclists.

The proposed new location for the crossing will mean it better aligns with the existing pedestrian access to the retail park. It is intended this will become a shared pedestrian and cycle access point, conveniently located next to existing sheltered cycle parking and on the route to existing cycle lockers in the ASDA car park.

It is proposed that the existing footpath on Manchester Road will be converted to a short section of shared use foot and cycleway between the newly located crossing and Bourne Street on the north side and All Saint's Road on the south side. There is insufficient space to provide separate, dedicated pedestrian and cycle paths, but it is intended that the existing footways on Manchester Road will be widened to between 3 metres and 4.6 metres on the sections that are to be shared.

To create extra space for the proposed sections of shared foot and cycleway, the carriageway will need to be narrowed. This will make the new Toucan crossing slightly shorter than the existing pedestrian crossing, at a proposed length of 9.3m. It will also mean that the carriageway on All Saint's Road will be narrowed to a minimum of 6 metres.

It is not anticipated that any trees will be lost as a result of the proposals.

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

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

- Manchester Road, Toucan Crossing 4 metres long, entire width of Manchester Road, from a point 25.25m south east of Bourne Street.

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

#### **Manchester Road (North East Side)**

From the intersection of the south eastern kerbline of Bourne Street for a distance of 50 metres in a south easterly direction.

#### **Bourne Street (South Eastern Side)**

From the intersection of the north eastern kerbline of Manchester Road for a distance of 6.5 metres in a north easterly direction.

#### **Manchester Road (South West Side)**

From the intersection of the southern kerbline of All Saints Road for a distance of 65 metres in a south easterly direction.

#### **All Saints Road (South Side)**

From the intersection of the south western kerbline of Manchester Road for a distance of 17 metres in a south westerly direction.

#### **Hesketh Street (East Side)**

From the intersection of the southern kerbline of All Saints Road for a distance of 11.50 metres in a south easterly direction.



## Appendix C - Consultation Tables

Table 1: Answers to survey question: 'To what extent do you agree or disagree with the following proposals..?'

	Total respondents	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
Existing crossing to be repositioned and upgraded to a pedestrian and cycle Toucan crossing and existing pedestrian crossing removed	45	13	16	4	2	10	-
The footway on the north-east side and south-west side of Manchester Road to be widened to allow shared use footway/cycleway (with carriageway on All Saints Road to be narrowed to create the extra space).	45	13	14	1	3	14	-

Table 2: To what extent do you agree or disagree that as a result of this crossing you are more likely to walk / cycle to ...

Respondents	Total respondents	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Not applicable
Work	43	4	5	12	3	9	10
School	42	3	3	11	2	8	15
Leisure	44	4	11	12	3	10	4
Shop	45	8	14	6	2	13	2
Visit family	43	3	4	13	2	9	12

Table 3: Answers to the survey question: 'Overall, do you support the proposals for this crossing?'

Yes	23
Partially	8
No	14