

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

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

Report to: (a) Heaton & Reddish Area Committee **Date:** Monday, 07 March 2022
(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:

This report provides results of a consultation on the Mayor's Challenge Fund (MCF) Heaton 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.

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 Heaton 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.

Mayor's Cycling and Walking Challenge Fund – Heatons 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 Heatons 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 In summer 2020, Stockport Council introduced measures to improve walking and cycling along a 3.3km route of quieter streets between Heaton Chapel and Stockport town centre. This was part of the national Emergency Active Travel Fund (EATF) which enabled local authorities to use temporary interventions to encourage travel on foot or by bike whilst maintaining social distancing and avoiding overcrowding on public transport.
- 2.2 Since the measures have been in place, we have considered feedback from the local community and undertaken regular monitoring and reviews of the impact and effectiveness of the scheme, with amendments made where necessary. Changes included removal of the temporary signals at Heaton Chapel railway station, and reversion of the temporary change of priority at Alexandra Road / Heaton Road / Ashburn Road.
- 2.3 Our longer-term ambition is to deliver a high quality and fully connected walking and cycling network across the Borough. This is to form part of the Greater Manchester-wide Bee Network of routes being developed to make journeys on foot or by bike much easier and more attractive for all. The Bee Network will better connect communities across the region, making walking and cycling the preferred choices for travelling to work, to school and to the shops.
- 2.4 With this in mind we have developed the EATF temporary route into proposals for a permanent scheme, to be funded by the Greater Manchester Mayor's Cycling and Walking Challenge Fund (MCF), made possible by the government's Transforming Cities Fund, linking the Heatons and Stockport town centre.
- 2.5 As with the EATF measures the proposed route avoids busy main roads. At Buckingham Road in Heaton Moor, the proposed scheme connects to the Heatons Cycle Link which is being delivered to provide a quiet route for pedestrians and cyclists between the Manchester Cycleway (Fallowfield Loop) and Trans-Pennine Trail (Heaton Mersey). Extension of that scheme towards Manchester (as consulted over in Autumn 2019 and reported in January 2020) remains an aspiration and could also connect with this route.

- 2.6 This includes a permanent route from the A6 in Heaton Chapel to Buckingham Road in Heaton Moor that was part of the EATF route.
- 2.7 In the town centre, the proposed scheme connects to pedestrian and cyclist facilities including those recently installed on George's Road and Travis Brow, and links via pedestrian and cycle routes across M60 Junction 1 to the Trans-Pennine Trail in Heaton Norris.
- 2.8 Funding for the proposed scheme is sought from the Mayor's Cycling and Walking Challenge Fund (MCF) Bee Network Crossings programme, which seeks to tackle the severance impact of the road network at locations across Greater Manchester and to overcome the barrier this presents to trips being made on foot or by cycle. As stated in *Made to Move* the ambition for Greater Manchester (GM) is to make walking the natural choice for as many short trips as possible, which new crossing points will help to encourage and enable. With regards to modal shift the Bee Network Crossings programme will contribute to enabling the two thirds of people who currently use their car as their main mode of transport to walk and cycle more. This modal shift will in turn contribute to a reduction in emissions and therefore help improve air quality, as well deliver public health benefits.

3. CONSULTATION PROPOSALS

- 3.1 The consultation plans show the proposed measures to provide a permanent walking and cycling link between The Heaton and Stockport. The route is over 3km long between A5145 Travis Brow to the A6 Wellington Road North. 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 The proposals can be seen on the drawings in Appendix A and included the following:
- Signage and markings for cyclists along Peel Moat Road, Broomfield Road, Dalton Grove and Derby Road. Existing EATF cycle markings and signage will also be retained on Tatton Road North and South. No Waiting at Any Time double yellow line restrictions introduced on Heaton Moor Road and Tatton Road North and South as part of the EATF scheme are proposed to be made permanent to retain benefits to the operation of the junctions.
 - A route for cyclists with signage and advisory markings along Heaton Road, Ashburn Road, Bowerfold Lane, Higher Bury Street and Lower Bury Street.
 - The introduction of signal control at the Heaton Moor Road / Peel Moat Road / Broomfield Road junction, to include crossing facilities for pedestrians. This location is preferred to signals at Heaton Chapel railway station as they provide an additional crossing point and are less likely to cause queues back to the A6. The signal-controlled crossing at the station will remain as it is.
 - The permanent Prohibition of Driving (road closure to motor vehicles) between Derby Road and Heaton Road, as per the EATF measure but including a permanent cycleway and extension of the green.

- To make permanent the change of priority at the Heaton Road / Parsonage Road junction, with Parsonage Road giving way to Heaton Road (as installed as an EATF measure), with a permanent kerb build-out to make the priority clearer.
- An improved pedestrian crossing at the give way junction of Alexandra Road / Heaton Road / Ashburn Road.
- Traffic calming measures on Ashburn Road and Heaton Road.
- Improved surfacing and access control measures on Bowerfold Lane.
- The retention of bollards at Higher Bury Street, installed as an EATF measure to allow cycle access whilst preventing motor vehicle access. No Waiting at Any Time double yellow line restrictions are proposed on Higher and Lower Bury Street, partially installed as part of the EATF scheme.
- Signed 20mph speed limit areas to include the following roads (full length unless otherwise stated): Tatton Road South, Derby Road, Dalton Grove, Earl Road, Broomfield Road, Warwick Road (A6 to Parsonage Road), Warwick Close, Heaton Road (Warwick Road to Alexandra Road), Sutton Road, Ashburn Road, Ashburn Grove, Yealand Avenue, Gail Avenue, Hilary Close, Fairholme Road, Pendennis Road, Bower Avenue, Bowerfold Lane, Dunblane Ave, Green Lane (Alexandra Road to Bowerfold Lane), Mount Road, Nursery Road, Locksley Close, Rooth Street, Lower Bury Street, Higher Bury Street. Note existing roads with signed 20mph speed limits north of Heaton Moor Road will retain current restrictions.

4. SIGNALISED JUNCTION & TRAFFIC MODELLING

- 4.1 A Bee Network Crossing point at the junction of Heaton Moor Road with Peel Moat Road and Broomfield Road has been put forward by Stockport Council and the proposal for full signalisation of the junction complies with the design guidance set out in the Greater Manchester Interim Design Guide and Local Transport Note 1/20 Cycle Infrastructure Design (LTN 1/20).
- 4.2 The aforementioned design guidance indicates that the traffic volumes on Peel Moat Road and Broomfield Road are sufficiently low that protected cycle infrastructure is not required on the route and it is suitable for inclusion in the GM cycling and walking Bee Network.
- 4.3 Provision of a single pedestrian crossing on Heaton Moor Road west of Broomfield Road, as opposed to full signalisation of the junction, would not cater for the safe north-south movement of those travelling by cycle and would therefore not meet the objectives of the Bee Network Crossings project from which funding will be sought.
- 4.4 A combined Stage 1 and 2 Road Safety Audit will be undertaken prior to the proposed signalisation of the Heaton Moor Road junction with Peel Moat Road and Broomfield Road.
- 4.5 Traffic surveys were undertaken from 7am to 7pm, over a week in September 2019.

- 4.6 In the surveyed week the mean average of the total number of Passenger Car Units (PCU's) passing through the junction between 7am and 7pm on a weekday was 12,119. The day that recorded closest to this average total number of PCU's was Thursday, with 12,096 PCU's. Thursday being the median weekday for the total number of PCU's.
- 4.7 The Linsig traffic modelling work previously reported was therefore undertaken using the data collected on Thursday, a typical weekday.
- 4.8 This showed the junction worked within capacity. This included an assumption that right turning traffic would block ahead traffic on Heaton Moor Road as there is insufficient space to provide a dedicated right turn lane.
- 4.9 The number of right turning vehicles is low on all arms therefore the proposal would be for two traffic stages and the pedestrian all red stage.
- 4.10 The modelling work does not consider adaptive control (MOVA) which would give further traffic benefits.
- 4.11 The results of the traffic modelling can be seen in Appendix C.

5. 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.

6. CONSIDERATION OF ALTERNATIVE SOLUTIONS

It was considered to retain the existing Heaton's EATF temporary route; although, due to funding this was not possible. We have, however, managed to develop the part of the EATF temporary route into proposals for a permanent scheme, to be funded by the Greater Manchester Mayor's Cycling and Walking Challenge Fund (MCF), made possible by the government's Transforming Cities Fund, linking the Heaton's and Stockport town centre.

It was also considered to provide a stand-alone Toucan type controlled crossing on Heaton Moor Road to the west of Broomfield Road, as opposed to full signalisation of the junction. Such a measure was consulted over and considered by Committee in January 2020. Such a crossing would not, however, cater for the safe north-south movement of those travelling by cycle and would therefore not meet the objectives of the Bee Network Crossings project from which funding will be sought

7. CONSULTATION

- 7.1 A public consultation was held between 24th January and 13th February 2022 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 D.

7.2 **General Principles**

The majority of respondents agreed with the general principles of the scheme as a whole. Of the 246 respondents to answer this question 30% disagreed and 57% agreed, 11% neither agreed nor disagreed.

7.3 **Peel Moat Road, Broomfield Road, Dalton Grove & Derby Road**

The majority of respondents agreed with the proposals for signage and markings for cyclists along Peel Moat Road, Broomfield Road, Dalton Grove and Derby Road. Of the 246 respondents 33% disagreed and 44% agreed, 16% neither agreed nor disagreed, 4% stated they didn't know and a further 4% didn't answer

It is recommended that these measures be taken forward.

7.4 **Tatton Road North & South Cycle Markings & Signage**

The majority of respondents agreed with the proposals to retain the existing EATF cycle markings and signage on Tatton Road North and South. Of the 246 respondents 15% disagreed and 51% agreed, 23% neither agreed nor disagreed.

It is recommended that these measures be taken forward.

7.5 **Heaton Moor Road, Tatton Road North & South Double Yellow Lines**

The majority of respondents agreed with the proposals to make permanent the 'no waiting at any time' double yellow line restrictions introduced on Heaton Moor Road and Tatton Road North and South as part of the EATF scheme to retain the benefits to the operation of the junctions. Of the 246 respondents 26% disagreed and 54% agreed, 13% neither agreed nor disagreed.

Following the comments received in relation to the proposed parking restrictions, a further review of the existing parking restrictions has been undertaken along the route. Subsequently, the scheme was reassessed to address any concerns and in agreement with Local Members additional measures have been recommended on Heaton Moor Road, Tatton Road North, Tatton Road South, Egerton Road South, Clarence Road, Elms Road, Cedar Grove, Brownsville Road, Derby Road, Heaton Road, Alexandra Road, Ashburn Road and Warwick Road. The main additional proposals include upgrading existing single yellow lines to double yellow lines, especially around junctions. Proposals are shown on the original consultations plans in Appendix A and updated on the plans in Appendix B.

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

7.6 **Heaton Road, Ashburn Road, Bowerfold Lane, Higher Bury Street & Lower Bury Street**

The majority of respondents agreed with the proposals to develop a route for cyclists with signage and advisory markings along Heaton Road, Ashburn Road, Bowerfold Lane, Higher Bury Street and Lower Bury Street. Of the 246 respondents 22% disagreed and 52% agreed, 20% neither agreed nor disagreed

It is recommended that these measures be taken forward.

7.7 Signal Control at the Heaton Moor Road / Peel Moat Road / Broomfield Road Junction

The majority of respondents agreed with the proposals to introduce signal control at the junction of Heaton Moor Road / Peel Moat Road / Broomfield Road with crossing facilities for pedestrians. Of the 246 respondents 36% disagreed and 52% agreed, 7% neither agreed nor disagreed.

Considerable comment was received on this proposal, much of it around fears of traffic congestion caused by the traffic signal installation. We have re-examined the traffic modelling by TfGM UTC and are satisfied that this is robust and shows that the signals should operate within capacity. Whilst a right turning vehicle will hold up ahead traffic on Heaton Moor Road this has been taken into account in the modelling and whilst it may cause short term queues these should quickly clear.

It is recommended that these measures be taken forward.

7.8 Road Closure Between Derby Road and Heaton Road with Permanent Cycleway and Extension of the Green

The majority of respondents agreed with the permanent prohibition of driving between Derby Road and Heaton Road with a permanent cycleway and extension of the green. Of the 246 respondents 44% agreed and 26% disagreed, 22% neither agreed nor disagreed.

It is recommended that these measures be taken forward.

7.9 Change of Priority at the Heaton Road / Parsonage Road Junction

The majority of respondents agreed with the proposals to make permanent the change of priority at the Heaton Road / Parsonage Road junction, with a kerb build-out to make the priority clearer. Of the 246 respondents 25% disagreed and 44% agreed, 25% neither agreed nor disagreed.

It is recommended that these measures be taken forward.

7.10 Changes to Improve Pedestrian Crossing Points at the Junction of Alexandra Road / Heaton Road / Ashburn Road

The majority of respondents agreed with the proposals to improve pedestrian crossing points at the junction of Alexandra Road / Heaton Road / Ashburn Road. Of the 246 respondents 15% disagreed and 56% agreed, 22% neither agreed nor disagreed.

Following the comments received in relation to the proposed pedestrian crossings, a review of the location of the crossing points has been undertaken. Subsequently, the scheme was reassessed to address any concerns and in agreement with Local Members some of the crossings points have been relocated. Proposals are shown on plans in **Appendix A**.

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

7.11 Traffic Calming Measures on Ashburn Road and Heaton Road

The majority of respondents agreed with the proposals for traffic calming measures on Ashburn Road and Heaton Road. Of the 246 respondents 23% disagreed and 43% agreed, 26% neither agreed nor disagreed.

It is recommended that these measures be taken forward. If funding allows then we will seek to upgrade the prefabricated speed cushions currently installed to sinusoidal type road humps as part of the project.

7.12 Improved Surfacing and Access Control Measures on Bowerfold Lane

The majority of respondents agreed with the proposals for improved surfacing and access control measures on Bowerfold Lane. Of the 246 respondents 11% disagreed and 56% agreed, 22% neither agreed nor disagreed.

It is recommended that these measures be taken forward.

7.13 No Waiting at Any Time Double Yellow Line Restrictions on Higher and Lower Bury Street

The majority of respondents agreed with the proposals for improved surfacing and access control measures on Bowerfold Lane. Of the 246 respondents 14% disagreed and 39% agreed, 33% neither agreed nor disagreed.

It is recommended that these measures be taken forward.

7.14 Signed 20mph Speed Limits

The majority of respondents agreed with the proposals for signed 20mph speed limits. Of the 246 respondents 11% disagreed and 72% agreed, 12% neither agreed nor disagreed.

It is recommended that these measures be taken forward.

Additional Comments and Designers Responses

Comments	Designers Response
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<p>The route is too long and convoluted and the A6 would be a preferred direct route</p>	<p>The scheme has been designed to avoid busy main roads to improve walking and cycling along a 3.3km route of quieter streets between Heaton Chapel and Stockport town centre. This is part of the national Emergency Active Travel Fund (EATF) which enabled local authorities to use temporary interventions to encourage travel on foot or by bike whilst maintaining social distancing and avoiding overcrowding on public transport. 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. It should be noted that creation of a segregated cycle route on the A6 would involve removal of bus lanes on one of the busiest bus routes in England outside of London. This would not accord with Government and local policies to encourage bus travel.</p>
<p>Additional parking restrictions unnecessary, nowhere for commuters, shoppers or residents to park</p>	<p>The waiting restrictions are mainly proposed at junctions and are to prevent vehicles parking thus improving visibility and safety, and as per the Highway Code Rule 243. The waiting restrictions introduced on Heaton Moor Road and Tatton Road North and South as part of the EATF scheme are being retained to maintain the safe operation of the junction. The proposed extended waiting restrictions on Heaton Moor Road, Peel Moat Road and Broomfield Road are to allow the safe operation of the proposed signalised junction</p>
<p>Yellow lines should be extended throughout the route</p>	<p>Additional measures have been recommended on Heaton Moor Road, Tatton Road North, Tatton Road South, Egerton Road South, Clarence Road, Elms Road, Cedar Grove, Brownsville Road, Derby Road, Heaton Road, Alexandra Road, Ashburn Road and Warwick Road. The main additional proposals include</p>

	upgrading existing single yellow lines to double yellow lines, especially around junctions, as can be seen in Appendix B of the report
Request for speed cameras	The introduction of a speed camera is determined by specific criteria which includes a certain number of accidents along with excessive speeds. The Greater Manchester Casualty Reduction Partnership determines the criteria at which enforcement would be considered. It would not meet criterion for introducing them
Difficult to cross Heaton Moor Road at the junction with Tatton Road North and Tatton Road South without traffic lights	There is an existing puffin crossing to the east of Tatton Road North and Tatton Road South
Too many cycle markings	The cycle markings show the MCF route and are to advise drivers to be more aware of other users such as cyclists along the route.
Concerns with bollards limiting access	Bollards will be spaced accordingly, whilst maintaining access for all users
Road closure to motor vehicles between Derby Road and Heaton Road will cause access issues for residents	The closure is the small section, north of the green triangular area, between Derby Road and Heaton Road and does not affect through traffic
Concerns about access for emergency vehicles	Emergency services have been involved in the consultation process.
Proposals do not promote safe cycling or walking	The proposals include a 20mph speed limit, road markings and signage to inform all other road users and improve safety for pedestrians and cyclists
Traffic calming doesn't slow traffic and is not suitable for cycle route	Traffic calming is designed to slow down all approaching traffic which should provide a safer environment for road users.
Proposed permanent traffic signals will cause congestion and cause more air pollution	Traffic modelling indicates that the junction should operate satisfactorily under signal control and should not have any significant impact on traffic flows or air quality.
Replace signalled controlled crossings with uncontrolled crossings	Signalled controlled crossings are better suited for a busy route due to large traffic flows and to provide safe crossing locations for pedestrians and

	cyclists.
Concerns with air pollution	A 20mph speed limit is being proposed and therefore if used properly should not have any significant impact on air pollution. If it brings about a shift to more walking and cycling trips it should help reduce vehicle trips and consequently pollution.
Concerns with rat-running through residential areas	A 20mph speed limit is being proposed to slow vehicles down and to discourage rat running.
20mph speed limit unnecessary	The purpose of a 20mph speed limit is to reduce the speed of cars and improve safety for pedestrians and cyclists
20mph speed limit not enforced	Contravention of a speed limit is a Police matter which should be reported directly to Greater Manchester Police for potential enforcement
Extend the proposed 20mph speed limit	The extents of the proposed 20mph speed limit are to compliment the proposed cycling and walking route
Poor visibility around Heaton Road, Ashburn Road and Alexandra Road junction	The proposals include kerb realignment to improve visibility
Narrowing Heaton Road will make this difficult for buses	Tightening the kerb radii at junctions and road narrowing's are to slow down 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) including for a bus
Concerns with ASB and personal safety throughout the route	The majority of the route has street lighting which should assist in offering a degree of personal security and help reduce anti-social behaviour.
Concern about visual impact on local landscape character	The proposals will be considered in more detail at the detailed design stage, including mitigating any impacts on conservation, wildlife and landscape character.
Do the cycle markings indicate cycle lanes?	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.

Parsonage Road and Heaton Lane junction priority should be reversed	The proposals include kerb realignment to improve visibility
Markings and signage do nothing to improve safety	The proposals include road markings and signage to inform all other road users.
Concerns about parked cars on residential roads making the proposed route very narrow	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.
Measures do not improve pedestrian safety	The proposals introduce a number of pedestrian dropped crossings with tactile paving along the route
Concerns about the cost of the scheme compared to the benefit of the perceived limited amount of users	These proposals are part of a wider MCF cycling and walking 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

7.15 Further details of the overall consultation can be found in the attached report *Heatons to Stockport Walking and Cycling Route Consultation Report at Appendix D.*

8. 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. Whilst we hope to deliver this as one project it is possible that due to funding constraints the scheme may 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.

9. TIMESCALES

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

10. 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.

11. 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

Appendix A – Drawings

Consultation Drawings

Drg No 7000/HEATONS/CONSULT/001
Drg No 7000/HEATONS/CONSULT/002
Drg No 7000/HEATONS/CONSULT/003
Drg No 7000/HEATONS/CONSULT/004
Drg No 7000/HEATONS/CONSULT/005
Drg No 7000/HEATONS/CONSULT/006
Drg No 7000/HEATONS/CONSULT/007

Revised Drawings

Drg No 7000/HEATONS/CONSULT/001 Rev A
Drg No 7000/HEATONS/CONSULT/002 Rev A
Drg No 7000/HEATONS/CONSULT/003 Rev A
Drg No 7000/HEATONS/CONSULT/004 Rev A
Drg No 7000/HEATONS/CONSULT/005 Rev A
Drg No 7000/HEATONS/CONSULT/006 Rev A
Drg No 7000/HEATONS/CONSULT/007 Rev A

Appendix B – Schedule of Traffic Regulation Orders

Revocations (TRO) schedule

No Waiting At Any Time

Alexandra Road (South East Side)

From the south westerly kerbline of Ashburn Road for a distance of 10.5 metres in a south westerly direction.

Ashburn Road (North East Side)

From the southerly kerbline of Alexandra Road for a distance of 5 metres in a south easterly direction.

Broomfield Road (North Eastern Side)

From the intersection of the south eastern kerbline of Heaton Moor Road for a distance of 17.0 metres in a south easterly direction.

Broomfield Road (South West Side)

From the intersection of the south eastern kerbline of Heaton Moor Road, for a distance of 40.0 metres in a south easterly direction

Heaton Road (South East Side)

From a point 10 metres north of its junction with Sutton Road to a point 10m metres south of its junction with Sutton Road.

Heaton Moor Road (North Side)

From the intersection of the south western kerbline of Peel Moat Road for a distance of 42.0 metres in a south westerly direction.

Higher Bury Street

South from a point 140 metres north of its junction with Lower Bury Street
Whilst traffic signs to that effect are in place on or near the said roads.

Higher Bury Street (Both Sides)

From the intersection of the northern kerbline of Rooth Street for a distance of 26 metres in a northerly direction.

Lower Bury Street (West Side)

From a point 67.5 metres south of the intersection of the southern kerbline of Rooth Street, in a northerly direction to the intersection of the northern kerbline of Rooth Street.

Lower Bury Street (East Side)

From the intersection of the southern kerblines of Rooth Street for a distance of 50 metres in a southerly direction.

Lower Bury Street (East Side)

From a point 67.4 metres south of the intersection of the southern kerblines of Rooth Street, for a distance of 12.2 metres in an easterly direction.

Rooth Street (South Side)

From the intersection of the western kerblines of George's Road for its entire length

Rooth Street (North Side)

From the intersection of the western kerblines of George's Road for a distance of 22 metres in a westerly direction.

Rooth Street (North Side)

From a point 74.5 metres west of the intersection of the western kerblines of George's Road to the intersection of the eastern kerblines of Higher Bury Street.

No Waiting Mon – Fri 8am – 6pm

Ashburn Road (North East Side)

From a point 2 metres south east of the southerly kerblines of Heaton Road for a distance of 3 metres in a south easterly direction.

Heaton Road (South Side)

From the intersection of the eastern kerblines of Ashburn Road for a distance of 20 metres in an easterly direction.

Heaton Road (North Side)

From the intersection of the eastern kerblines of Heaton Road for a distance of 15.50 metres in an easterly direction.

Peel Moat Road (West Side)

From the intersection of the northern kerblines of Heaton Moor Road for a distance of 113.0 metres in a north westerly direction.

Peel Moat Road (East Side)

From the intersection of the northern kerbline of Heaton Moor Road for a distance of 15.0 metres in a north westerly direction.

Limited Waiting 1 Hour Mon – Sat 8am – 6pm No Return within 1 Hour

From a point 15.0 metres north west of the intersection of the northern kerbline of Heaton Moor Road for a distance of 88.0 metres in a north westerly direction.

No Waiting Mon – Sat 8am – 6pm

Brownsville Road (West Side)

From the intersection of the northern kerbline of Heaton Moor Road, for a distance of 10.5 metres in a north westerly direction

Brownsville Road (East Side)

From the intersection of the northern kerbline of Heaton Moor Road, for a distance of 76.0 metres in a north westerly direction.

Derby Road (South Western Side)

From the intersection of the south eastern kerbline of Heaton Moor Road, for a distance of 40.0 metres in a south easterly direction.

Derby Road (North Eastern Side)

From the intersection of the south eastern kerbline of Heaton Moor Road, for a distance of 40.0 metres in a south easterly direction.

Egerton Road South (South West Side)

From the intersection of the south eastern kerbline of Heaton Moor Road for a distance of 13.0 metres in a south easterly direction.

Egerton Road South (North East Side)

From the intersection of the south eastern kerbline of Heaton Moor Road for a distance of 72.0 metres in a south easterly direction.

Heaton Moor Road (North Side)

From the intersection of the north eastern kerbline of Peel Moat Road, to the intersection of the western kerbline of Egerton Road North.

Heaton Moor Road (South Side)

From the intersection of the north eastern kerbline of Broomfield Road, to a point 12.50 metres north east of the intersection of the north eastern kerbline of Tatton Road South.

Tatton Road North (West Side)

From the intersection of the north western kerbline of Heaton Moor Road, to the intersection of the south eastern kerbline of Cedar Grove.

Tatton Road North (North East Side)

From the intersection of the north western kerbline of Heaton Moor Road for a distance of 15.0 metres in a north westerly direction.

Tatton Road South (South West Side)

From the intersection of the south eastern kerbline of Heaton Moor Road for a distance of 318.00 metres in a south easterly direction.

Tatton Road South (North East Side)

From the intersection of the south eastern kerbline of Heaton Moor Road for a distance of 18.50 metres in a south easterly direction.

No Waiting Mon – Fri 8am – 6pm

Cedar Grove (Both Sides)

From the intersection of the western kerbline of Tatton Road North, for a distance of 10.0 metres in a south westerly direction.

Elms Road (Both Sides)

From the intersection of the western kerbline of Tatton Road North for a distance of 10.0 metres in a south westerly direction.

Tatton Road North (West Side)

From the intersection of the northern kerbline of Cedar Grove, to a point 10.0 metres northwest of the intersection of the northern kerbline of Elms Road.

Proposed (TRO) schedule

No Waiting At Any Time

Ashburn Road (Both Sides)

From the intersection of the southern kerbline of Alexandra Road for a distance of 10.0 metres in a south easterly direction.

Alexandra Road / Heaton Road (North Side)

From a point 32.0 metres west of the intersection of the western kerbline of Heaton Road, to a point 12.0 metres east of the intersection of the eastern kerbline of Heaton Road

Alexandra Road / Heaton Road (South Side)

From a point 25.50 metres west of the intersection of the western kerbline of Ashburn Road, to a point 15 metres east of the intersection of the eastern kerbline of Ashburn Road.

Brownsville Road (West Side)

From the intersection of the northern kerbline of Heaton Moor Road, for a distance of 10.5 metres in a north westerly direction

Brownsville Road (East Side)

From the intersection of the northern kerbline of Heaton Moor Road, for a distance of 10.50 metres in a north westerly direction.

Broomfield Road (Both Sides)

From the intersection of the south eastern kerbline of Heaton Moor Road, for a distance of 40.0 metres in a south easterly direction.

Cedar Grove (Both Sides)

From the intersection of the western kerbline of Tatton Road North for a distance of 2.00 metres in a south westerly direction.

Clarence Road (Both Sides)

From the intersection of the western kerbline of Tatton Road North for a distance of 3.50 metres in a south westerly direction.

Derby Road (Both Sides)

From the intersection of the south eastern kerbline of Heaton Moor Road, for a distance of 10.0 metres in a south easterly direction.

Egerton Road South (Both Sides)

From the intersection of the south eastern kerbline of Heaton Moor Road for a distance of 10.0 metres in a south easterly direction

Elms Road (North Side)

From the intersection of the western kerbline of Tatton Road North for a distance of 2.50 metres in a south westerly direction.

Elms Road (South Side)

From the intersection of the western kerbline of Tatton Road North for a distance of 2.00 metres in a south westerly direction.

Heaton Road (West Side)

From the intersection of the northern kerbline of Alexandra Road for a distance of 11.0 metres in a north westerly direction.

Heaton Road (East Side)

From the intersection of the northern kerbline of Heaton Road for a distance of 13.0 metres in a north westerly direction.

Heaton Road (East Side)

From a point 10 metres south west of the intersection of the south western kerbline of Sutton Road, to a point 10 metres north east of the intersection of the north eastern side of Sutton Road.

Heaton Road (West Side)

From a point 13 metres south east of the intersection of the southern kerb line of Warwick Road, to a point 10 metres north west of the intersection of the northern kerbline of Warwick Road.

Heaton Road (East Side)

From a point 10 metres south east of the intersection of the southern kerbline of Warwick Road, to a point 11 metres northwest of the intersection of the northern kerbline of Warwick Road.

Heaton Moor Road (North West Side)

From a point 42.0 metres south west of the intersection of the south western kerbline of Peel Moat Road, to the intersection of the westerly kerbline of Egerton Road North.

Heaton Moor Road (South Side)

From the intersection of the north eastern kerbline of Broomfield Road, to a point 12.50 metres north east of the intersection of the north eastern kerbline of Egerton Road South.

Higher Bury Street (West Side)

From the intersection of the northern kerbline of Rooth Street for a distance of 125.50 metres in a northerly direction, then in an easterly direction for 7.30 metres.

Higher Bury Street (East Side)

From its northern extent for a distance of 31.40 metres in a southerly direction.

Higher Bury Street (East Side)

From the intersection of the northern kerbline of Rooth Street for a distance of 26 metres in a northerly direction.

Lower Bury Street (West Side)

From the intersection of the northern kerbline of Rooth Street, in a southerly direction for its entire length

Lower Bury Street (East Side)

From the intersection of the southern kerbline of Rooth Street for a distance of 50 metres in a southerly direction.

From its southern extent for a distance of 100.4 metres in a north westerly direction, then in an easterly direction for 12.20 metres.

Peel Moat Road (West Side)

From the intersection of the northern kerbline of Heaton Moor Road for a distance of 113.0 metres in a north westerly direction.

Peel Moat Road (East Side)

From the intersection of the northern kerbline of Heaton Moor Road for a distance of 30.5 metres in a north westerly direction.

Rooth Street (South Side)

From the intersection of the western kerbline of George's Road for its entire length

Rooth Street (North Side)

From the intersection of the western kerbline of George's Road for a distance of 22 metres in a westerly direction.

Rooth Street (North Side)

From a point 74.5 metres west of the intersection of the western kerblines of George's Road to the intersection of the eastern kerblines of Higher Bury Street.

Tatton Road North (West Side)

From the intersection of the north western kerblines of Heaton Moor Road, for a distance of 60.0 metres in a north westerly direction.

Tatton Road North (West Side)

From a point 10.0 metres south east of the intersection of the south eastern kerblines of Cedar Grove, to a point 10.0 metres north west of the intersection of the north western kerblines of Cedar Grove.

Tatton Road North (West Side)

From a point 10.0 metres south east of the intersection of the south eastern kerblines of Elms Road, to a point 10.0 metres north west of the intersection of the north western kerblines of Elms Road.

Tatton Road North (West Side)

From a point 10.0 metres south east of the intersection of the south eastern kerblines of Clarence Road, to a point 10.0 metres north west of the intersection of the north western kerblines of Clarence Road.

Tatton Road North (East Side)

From the intersection of the north western kerblines of Heaton Moor Road for a distance of 25.0 metres in a north westerly direction.

Tatton Road South (South West Side)

From the intersection of the south eastern kerblines of Heaton Moor Road for a distance of 58.0 metres in a south easterly direction.

Tatton Road South (North East Side)

From the intersection of the south eastern kerblines of Heaton Moor Road for a distance of 20.0 metres in a south easterly direction

Tatton Road South (North East Side)

From a point 25.0 metres south east of the intersection of the south eastern kerblines of Heaton Moor Road for a distance of 20.0 metres in a south easterly direction.

Warwick Road (Both Sides)

From the intersection of the south western kerblines of Heaton Road for a distance of 10.0 metres in a south westerly direction.

Warwick Road (Both Sides)

From the intersection of the north eastern kerbline of Heaton Road, for a distance of 10.0 metres in a north easterly direction.

No Waiting Mon – Sat 8am – 6pm

Brownsville Road (East Side)

From a point 10.50 metres northwest of the intersection of the northern kerbline of Heaton Moor Road, for a distance of 65.50 metres in a north westerly direction.

Cedar Grove (Both Sides)

From a point 2.0 metres south west of the intersection of the western kerbline of Tatton Road North for a distance of 8.0 metres in a south westerly direction.

Derby Road (Both Sides)

From a point 10.0 metres south east of the intersection of the south eastern kerbline of Heaton Moor Road for a distance of 30.0 metres in a south easterly direction.

Egerton Road South (North East Side)

From a point 10.0 metres south east of the intersection of the south eastern kerbline of Heaton Moor Road for a distance of 62.0 metres in a south easterly direction.

Elms Road (North Side)

From a point 2.50 metres south west of the intersection of the western kerbline of Tatton Road North for a distance of 7.50 metres in a south westerly direction.

Elms Road (South Side)

From a point 2.00 metres south west of the intersection of the western kerbline of Tatton Road North for a distance of 8.0 metres in a south westerly direction.

Tatton Road North (West Side)

From a point 60.0 metres north west of the intersection of the north western kerbline of Heaton Moor Road, to a point 10.0 metres south east of the intersection of the south eastern kerbline of Cedar Grove.

Tatton Road South (South West Side)

From a point 58.0 metres south east of the intersection of the south eastern kerbline of Heaton Moor Road for a distance of 260.00 metres in a south easterly direction.

No Waiting Mon – Fri 8am – 6pm

Tatton Road North (West Side)

From a point 10.0 metres north west of the intersection of the north western kerbline of Cedar Grove, to a point 10.0 metres south east of the intersection of the south eastern kerbline of Elms Road.

Limited Waiting 1 Hour Mon – Sat 8am – 6pm No Return within 1 Hour

Peel Moat Road (East Side)

From a point 38.0 metres north west of the intersection of the northern kerbline of Heaton Moor Road for a distance of 29.50 metres in a north westerly direction.

Peel Moat Road (East Side)

From a point 79.0 metres north west of the intersection of the northern kerbline of Heaton Moor Road for a distance of 23.50 metres in a north westerly direction.

Proposed Location Of Speed Cushions

Location	Extent
Ashburn Road	<ul style="list-style-type: none">• 29 metres southeast of the intersection of the southern kerbline of Gail Avenue• 21.5 metres southeast of the intersection of the southern kerbline of Yealand Avenue.• 73 metres southeast of the intersection of the southern kerbline of Pendennis Road.• 8 metres southeast of the intersection of the southern kerbline of Pendennis Road.• 21.5 metres southeast of the intersection of the southern kerbline of Heaton Road.
Heaton Road	<ul style="list-style-type: none">• 33 metres northwest of the intersection of the northern kerbline of Alexandra Road.

20 MPH Speed Limit

Broomfield Road – Between Heaton Moor Road and Warwick Road

Derby Road – Between Heaton Moor Road and Parsonage Road / Heaton Road

Tatton Road South – From Warwick Road for a distance of 60 metres in a northerly direction.

Heaton Road – From Warwick Road for a distance of 192 metres in a south westerly direction.

Sutton Road – Between Heaton Road and Heaton Road.

Earl Road – Between Parsonage Road and Broomfield Road

Dalton Grove – Between Broomfield Road and Derby Road

Warwick Road – From Parsonage Road to a point 130 metres west of Wellington Road North.

Prohibition Of Driving (No Entry)

Derby Road (North of the green)

From the intersection of the westerly kerblines of Heaton Road for a distance of 19.00 metres in a westerly direction.

Lower Bury Street

From a point 67.50 metres south of the intersection of the southern kerblines of Rooth Street for a distance of 100.40 metres in a southerly direction.