

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

**Subject: Mayor's Cycling and Walking Challenge Fund – Heaton Chapel Active Neighbourhood (Trial)**

**Report to: (a)** Heatons & Reddish Area Committee      **Date:** Monday, 7 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 Chapel Active Neighbourhood Trial, which took place from September to December 2021 and included measures to reduce traffic speeds, improve walking and cycling facilities, reduce 'rat-running' by motor vehicles and provide an additional crossing point on Manchester Road, and seeks a recommendation that the Cabinet Member (Economy and Regeneration) approves the research and design of a permanent Active Neighbourhood scheme for the trial area based on the results of the post-trial consultation.

**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 in the trial area and the wider community, and recommend the Cabinet Member (Economy and Regeneration) approves the research and design of a permanent Active Neighbourhood scheme for the trial area taking into account the results of the post-trial consultation exercise.

**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 – Heaton Chapel Active Neighbourhood (Trial)**

**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 Heaton Chapel area and recommend that the Cabinet Member (Economy & Regeneration) approves the consultation results, and the Council's recommendations on the continued retention of some trial measures, and the commencement of the development of permanent Active Neighbourhood scheme.
- 1.2 This report is to update the Committee on the Heaton Chapel Active Neighbourhood Trial scheme which took place between September and December 2021, and the subsequent public consultation exercise conducted in January and February 2022.
- 1.3 An Active Neighbourhood aims to enable short trips on foot, by cycle and by public transport in preference to car travel by making physical changes to an area. The implementation of Active Neighbourhoods across Greater Manchester is a key sustainable transport objective of the Greater Manchester Combined Authority and Transport for Greater Manchester
- 1.4 The Active Neighbourhood Trial was undertaken to provide evidence and inform on the possibility of implementing a permanent scheme, which subject to approvals and funding, the Council would seek to deliver as part of the Greater Manchester Mayor's Cycling and Walking Challenge Fund (MCF).

**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 are being developed, one of which is the Heaton Chapel Active Neighbourhood

- 2.3 Initial engagement on an Active Neighbourhood in the wider Heaton area was carried out over a 7-week period in September-October 2020. This gave the local community an opportunity to comment on whether they may support the introduction of Active Neighbourhood features, and, in particular, where the key issues are that are concerning them and where they think new measures would be of benefit.
- 2.4 An extensive leaflet drop was undertaken to approximately 16,000 properties, supplemented by on-street signage, posters, a press release and social media schedule. Several stakeholders were written to within the community, and schools were engaged to raise awareness and maximise involvement in the engagement exercise.
- 2.5 The engagement was hosted on Commonplace, an online community consultation platform that allows users to pin comments on a map.
- 2.6 This was the first phase of engagement to gather information and enable focus on key issues identified by the community. More detailed consultation is planned as proposals are developed.
- 2.7 The wider area being considered for Active Neighbourhood proposals has been broken into sub-zones and corridors, allowing smaller areas to be considered in more detail alongside neighbouring zones and corridors. Refer to March Agenda to view.
- 2.8 A Comment summary report has been completed for the zones and corridors which present the engagement responses in a more readable format, enabling key issues, opportunities and potential measures to be grouped and realised. These can be viewed in the March 2021 Agenda.
- 2.9 The Council extensively reviewed the response to the Commonplace engagement and arising from these developed an Active Neighbourhood Trial proposal for Heaton Chapel. This area was chosen primarily based on the number, nature and diversity of the comments received, also so as not to conflict with other works in the area.
- 2.10 The consultation comments were utilised to create the trial design map, which detailed the location of the intended measures to be used for the trial.
- 2.11 As part of a further community engagement exercise, in late June – early July the Council distributed approximately 2,000 leaflets to local properties regarding the proposed Trial, supplemented by posters and leaflets distributed in the local area. The workshop/trial was also circulated on several social media platforms and a statement was provided for a local newspaper. This invited residents and businesses to join the online workshop held on 13<sup>th</sup> July 2021 to discuss the proposals. This workshop was held online in deference to government Covid-19 restrictions in operation at the time.

- 2.12. The community was provided with contact details to provide comments via email, telephone or post if they were unable to join the workshops.
- 2.13. Contact was again made with several local community groups, disability groups and Broadstone Hall Primary School as part of this engagement.
- 2.14. Over 135 people took part in the consultation on-line workshop held on 13<sup>th</sup> July.
- 2.15. There was also the opportunity for the community to comment on the trial designs over email or by telephone. The proposal and trial map were published online, and paper copies have been sent out after requests from non-internet users.
- 2.16. Following the comments received at the online session and via email and post, the initial proposals were been and amended based on the residents' comments and the final trial design was publicised.
- 2.17. A booklet explaining the trial and its measures, and publicising the final design of the trial, including a map of the measures, was posted via Royal Mail to all households within the trial area in August 2021. This informed residents that the trial was due to start in September 2021. It also provided contact details for queries, and provided information about the mid-trial feedback sessions which were scheduled as part of the trial. This booklet is shown in **Appendix A**.
- 2.18. The trial measures were installed in the designated trial area in the W/C 13<sup>th</sup> September, and the majority of the measures were removed in the W/C 6<sup>th</sup> December. The trial used a variety of complimentary temporary measures. This included modal filters comprising planters or other barriers placed on the carriageway to prevent passage by motor vehicles, a pocket park comprising street furniture and play equipment enclosed by water-filled barriers (which was removed early), a temporary pedestrian crossing, a mini-roundabout, an area-wide 20mph speed limit, the change of a section of highway to one-way working, and the modification of access control chicanes to make them disabled accessible.
- 2.19. In the week commencing 4<sup>th</sup> October 2021, the council held several online feedback sessions, and one in-person feedback session to allow residents to highlight or 'snag' any issues experienced with the trial so far with Council officers. The in-person feedback session was held in Broadstone Hall Primary School from 5-8pm on 5<sup>th</sup> October, and three online session were held; one on 4<sup>th</sup> October from 6-7pm and two on 6<sup>th</sup> October from 12-1pm and from 7-8pm. Over 100 attendees were recorded at the in-person session, and the online sessions varied from 5 to approx. 30 attendees.
- 2.20. Several changes to the trial measures were made during the trial period, following feedback from residents. The pocket park element was removed and replaced with a modal filter following reports of anti-social behaviour at this location. Additional 'road closed ahead' signs were installed at numerous locations in the trial area after requests from residents, and parking restrictions were put in place at the Halesden

Rd/Manchester Rd junction. In addition, modal filters on Downham Road and Bollington Road were strengthened following reports of motor vehicles circumventing them by driving on the adjacent footway.

- 2.21. Following feedback from residents during trial, and with regards to wider highway safety, officers recommended that following the conclusion of trial measures in December 2021 that three measures be retained on a temporary basis; the one-way system on Ash grove, the area-wide 20mph speed limit, and the mini-roundabout at the junction of Marbury Road and Carnforth Road. These are subject to the trial-area-wide TTRO and can thus remain in place until replaced by permanent orders or removed by April 2023 at the latest. The modifications to allow disabled access at path access controls have also been retained.
- 2.22. In addition, following the end of the trial period in early December, Ward Members at Area Committee in November 2021 voted to retain two of the measures on a temporary basis post-trial: the modal filter on Carnforth Rd and the modal filter on Broadstone Hall Rd North. These remained in place following the conclusion of the trial until they were removed in February 2022 to permit the scheduled resurfacing works on Nelstrop Road.
- 2.23. In December 2021, the Council appointed AECOM consultants to design and carry out the post-trial consultation exercise, and report on the results. AECOM produced a survey on the trial and its measures, and this was agreed with Council officers.
- 2.24. In January 2022, all residents within the trial area received an invite via Royal Mail to take part in the post-trial consultation exercise and complete the survey produced by AECOM and hosted on their web portal. Contact details were also provided for residents who wished to request a paper copy of the online survey
- 2.25. A total of 2226 households comprising all those within the trial area were posted letters inviting them to take part in the post-trial consultation. A total of 1095 responses were received. Relevant stakeholders such as Broadstone Hall Primary School and the emergency services were also contacted and asked for feedback.
- 2.26. AECOM provided a report on the results of the post-trial consultation survey to the Council in late February 2022, and the headline results from this report are contained herein, with the full report shown at **Appendix B**.
- 2.27. An Equalities Impact Assessment (EqIA) of the post-trial consultation was also undertaken by AECOM. This is shown at **Appendix C**.

### **3. SUMMARY OF MEASURES**

- 3.1 The trial used a variety of complimentary temporary measures. This included modal filters comprising planters placed on the carriageway, a pocket park comprising street furniture enclosed by water-filled barriers (which was removed early), a temporary pedestrian crossing, a mini-roundabout, an area-wide 20mph speed limit,

the change of a section of highway to one-way working, and the modification of access control chicanes to make them disabled accessible. The measures are described in more detail below.

### 3.2 Measure 1: One-Way System on Ash Grove

Ash Grove was made one-way for the duration of the trial, from Manchester Road to Bollington Road, meaning Ash Grove became 'entry only' at the Manchester Road junction and 'exit only' to Bollington Road with No Entry signs erected at the junction.

This was put in place to improve safety as the carriageway is narrow on Ash Grove and it's difficult for two motor vehicles to pass each other. Making it one-way was also aimed to help remove the northbound 'rat running' that takes place at this location.

This measure was retained temporarily post-trial on the recommendation of Council Officers for safety reasons as removal and reinstatement at a later date could cause driver confusion, and is still in situ.

### 3.3 Measure 2: Modal Filter on Bollington Road

A modal filter was installed towards the southern end of Bollington Road near its junction with Downham Road. It was situated on the existing speed hump between numbers 25 and 26 Bollington Road. The modal filter was placed at this location to remove the rat run between Broadstone Hall Road South and Manchester Road.

### 3.4 Measure 3: Modal Filter on Halesden Road

A modal filter was placed at the northern end of Halesden Road, just behind the give way line on its junction with Brookfold Road.

### 3.5 Measure 4: Widening of access control restriction on path between Halesden & Bollington Roads

The existing access control restriction at this location was widened as part of the Active Neighbourhood trial, to allow access for wheelchair users and mobility scooters etc. This measure will be retained post-trial. Consultation on the retention of this measure was not specifically mentioned in the post-trial survey, however residents could feed back on this measure via the 'other comments' box in the consultation survey

### 3.6 Measure 5: Modal Filter on Downham Road

A modal filter was installed next to the existing speed hump on Downham Road, just to the west of its junction with Christleton Road. This was placed at this location to remove the through route from Broadstone Road and Manchester Road via Downham Road, cutting the 'rat run', and also to prevent any vehicles which previously used Bollington Road or Halesden Road as a 'rat run' switching to using Downham Road instead when these roads were also closed to through traffic

### 3.7 Measure 6: Modal Filter on Briarfield Road

A modal filter was placed at the southern end of Briarfield Road, at its junction with Broadstone Hall Road South. This turned Briarfield Road into a cul-de-sac with its sole entry from Broadstone Road.

### 3.8 Measure 7: Mini Roundabout at Carnforth Road/Marbury Road Junction

To slow traffic down and make motor vehicles drive more carefully, a mini-roundabout was installed at the junction of Marbury Road and Carnforth Road. The mini-roundabout is supported by speed cushions installed either side of it. Following officer recommendation, this measure was retained post-trial and is still in place.

### 3.9 Measure 8: Removal of access control at Marbury Road Recreation Ground

The two existing chicane 'kissing gates' at this location providing access into the park were removed as part of the Active Neighbourhood trial, to allow access for wheelchair users and mobility scooters etc. They have not been reinstated post-trial. Consultation on the retention of this measure was not included in the post-trial survey, however residents could feed back on this measure via the 'other comments' box in the consultation survey.

### 3.10 Measure 9: Removal of access control at Castlerigg Close entrance to Houldsworth Park

The existing access control chicane at the access into the park from Castlerigg Close was removed as part of the Active Neighbourhood trial, to allow access for wheelchair users and mobility scooters etc. It has not been reinstated post-trial.. Consultation on the retention of this measure was not included in the post-trial survey however residents could feed back on this measure via the 'other comments' box in the consultation survey.

### 3.11 Measure 10: Modal Filter on Carnforth Road

A modal filter was installed at the southern end of Carnforth Road, near where it joins Nelstrop Road, just south of its junction with Broadstone Hall Road North, and just north of its junction with the southern end of Marbury Road. This stopped through journeys from Carnforth Road to Nelstrop Road, and from the southern end of Carnforth Road directly to Broadstone Hall Road North. This modal filter was retained on temporary basis post-trial as voted by Ward Members. It has now been removed.

### 3.12 Measure 11: Modal Filter on Broadstone Hall Road North

A modal filter was installed mid-trial on Broadstone Hall Road North, at its junction with Appleton Road. This was installed in replacement of the pocket park, previously sited at this location, which was removed mid-trial. Both the modal filter and the pocket park prevented through motor vehicle traffic from Broadstone Hall Road North to Carnforth Road.

### 3.13 Measure 12: Controlled Pedestrian Crossing on Manchester Road



A temporary pedestrian crossing was installed for the duration of the trial on Manchester Road, near the junction with Brooklands Close. This was installed to make it easier for pedestrians walking towards the shops and services on the lower part of School Lane and the southern side of Manchester Road, as well as aiding on-foot journeys towards Wellington Road North and Heaton Chapel Railway Station

#### 3.14 Measure: Pocket Park on Broadstone Hall Road North (removed mid-trial)

A pocket park was be placed on the carriageway adjacent to the green area at the junction of Broadstone Hall Road North and Carnforth Road. It was intended to provide an outdoor space for the community to meet, relax and enjoy the outdoors. There was be bench seating provided, a picnic table, and a table tennis table. It was surrounded by plastic water filled barriers to segregate it from the carriageway and provide protection from motor vehicles. It also served as a modal filter preventing through motor traffic from Broadstone Hall Road North to Carnforth Road. This feature was removed mid-trial following resident feedback regarding anti-social behaviour, and replaced with a simple modal filter similar to the other modal filters in the trial.

### 4. **AECOM POST-TRIAL CONSULTATION RESULTS**

- 4.1 Stockport Council appointed consultancy firm AECOM to design and conduct the post-trial public consultation. This consisted of a consultation survey about the trial and its measures, which was undertaken between 14<sup>th</sup> January and 6<sup>th</sup> February 2021

The results of the consultation showed that overall, residents were in support of the principle of the scheme, but that certain measures did not receive a majority of support.

The full consultation report as produced by AECOM is shown at **Appendix B**. A summary of the findings with respect to each individual trial measure is shown below.

A map showing the location of each numbered measures is shown at **Appendix B**.

#### 4.2 Measure 1: One-Way System on Ash Grove

Half of respondents (52%) stated they wanted to see the one-way entry at Ash Grove made permanent. Just over a fifth (23%) stated they did not want to make the one-way permanent. Over two-fifths respondents (42%) stated that the one-way entry had a positive impact on them, their business or their family, just over a fifth (21%) stated it had a negative impact.

Residents living adjacent to this measure were supportive of it. 96% of nearby respondents (those who identified themselves as residing in postcodes SK4 5ET and SK4 5EU) were in favour of retaining the one-way system on Ash Grove.

#### 4.3 Measure 2: Modal Filter on Bollington Road

59% of respondents stated they did not want to see the Bollington Road modal filter made permanent, with 27% stating they did.

Out of 56 nearby residents (those who identified themselves as residing in postcodes SK4 5ER, SK4 5EP, SK4 5EW), 14 were in favour of making the modal filter permanent, with 42 stating they did not wish to see it made permanent.

#### 4.4 Measure 3: Modal Filter on Halesden Road

60% of respondents stated they did not want to see the Halesden Road modal filter made permanent, with 27% stating they did.

Out of 87 nearby residents (those who identified themselves as residing in postcodes SK4 5EH, SK4 5EJ, SK4 5EL and SK4 5EN), 34 were in favour of making the modal filter permanent, with 53 stating they did not wish to see it made permanent.

#### 4.5 Measure 4: Widening of access control at path between Halesden & Bollington Roads

The existing chicane at this location was widened as part of the Active Neighbourhood trial, to allow access for wheelchair users and mobility scooters etc. This measure will be retained post-trial. Consultation on the retention of this measure was not specifically mentioned in the post-trial survey, however residents could feed back on this measure via the other comments box in the survey

#### 4.6 Measure 5: Modal Filter on Downham Road

60% of respondents stated they did not want to see the Downham Road modal filter made permanent, with 27% stating they did.

Out of 59 nearby residents (those who identified themselves as residing in postcodes SK4 5EG, SK4 5EQ, SK4 5HJ), 13 were in favour of making the modal filter permanent, with 46 stating they did not wish to see it made permanent.

#### 4.7 Measure 6: Modal Filter on Briarfield Road

54% of respondents stated they did not want to see the Briarfield Road modal filter made permanent, with 27% stating they did.

However, out of 41 nearby residents (those who identified themselves as residing in postcodes SK4 5HZ, SK4 5JA, SK4 5JB and SK4 5JD), 29 were in favour of making the modal filter permanent, with 12 stating they did not wish to see it made permanent.

#### 4.8 Measure 7: Mini Roundabout at Carnforth Road/Marbury Road Junction

One-third (34%) of all respondents stated they wanted to see the mini roundabout at the junction of Carnforth Road and Maybury Road made permanent. Just over a fifth (21%) stated they did not want to make the mini roundabout permanent, with 44% stating that they 'don't know or had no opinion'.

Just over a quarter of all respondents (26%) stated that the mini roundabout had a positive impact on them, their business or their family, just under a fifth (19%) stated it had a negative impact.

Residents living nearby this measure were supportive of it. 68% of measure-adjacent respondents (those who identified themselves as residing in postcodes SK4 5LH, SK4 5NU, SK4 5LJ) were in favour of retaining the mini-roundabout.

#### 4.9 Measure 8: Removal of access control at Marbury Road Recreation Ground

The two existing chicane 'kissing gates' at this location providing access into the park were removed as part of the Active Neighbourhood trial, to allow access for wheelchair users and mobility scooters etc. It was not reinstated post-trial. Consultation on the retention of this measure was not included in the post-trial survey. Residents could feed back on this measure via the other comments box in the survey

#### 4.10 Measure 9: Removal of access control at Castlerigg Close entrance to Houldsworth Park

The existing chicane at this access into the park from Castlerigg Close was removed as part of the Active Neighbourhood trial, to allow access for wheelchair users and mobility scooters etc. It was not reinstated post-trial. Consultation on the retention of this measure was not included in the post-trial survey. Residents could feed back on this measure via the other comments box in the survey

#### 4.11 Measure 10: Modal Filter on Carnforth Road

55% of respondents stated they did not want to see the Carnforth modal filter made permanent, with 29% stating they did.

Out of 42 nearby residents (those who identified themselves as residing in postcodes SK4 5LD, SK4 5LE, SK4 5LL), 23 were in favour of making the modal filter permanent, with 19 stating they did not wish to see it made permanent.

#### 4.12 Measure 11: Modal Filter on Broadstone Hall Road North (Pocket Park)

Almost two-thirds of respondents (63%) stated they did not want to see the outdoor space / pocket park at the junction of Carnforth Road and Broadstone Hall Road North made permanent. Under a fifth of residents (17%) stated they want to make the outdoor space / pocket park permanent.

Just over half of overall respondents (53%) of the trial area stated that the outdoor space / pocket park had a negative impact on them, their business or their family, just over a third (37%) stated it had either a positive impact or no impact.

It is noted that during the trial period in October 2021 the pocket park element was removed and replaced with a modal filter on Broadstone Hall Road North.

58% of respondents stated they did not want to see the Broadstone Hall Rd North modal filter made permanent, with 29% stating they did.

However, out of 58 nearby residents (those who identified themselves as residing in postcodes SK4 5LA, SK4 5LE, SK4 5LL), 40 were in favour of making the modal filter permanent, with 17 stating they did not wish to see it made permanent and 1 stating they had no opinion.

This needs to be balanced with the views of the parallel Keswick Road as traffic diverted from Broadstone Hall Road North will have had to use Keswick Road to access Broadstone Road.

Of residents living on or nearby to Keswick Road (those who identified themselves as residing in postcodes SK4 5JU, SK4 5JS and SK4 5JT) 5 were in favour of making the modal filter permanent, with 40 stating they did not wish to see it made permanent and 1 stating they had no opinion.

#### 4.13 Measure 12: Controlled Pedestrian Crossing on Manchester Road

Just under half of all respondents (45%) stated they wanted to see the pedestrian crossing on Manchester Road made permanent. Just over a third (37%) stated they did not want to make the pedestrian crossing permanent.

Just under a third of all respondents (29%) stated that the pedestrian crossing had a positive impact on them, their business or their family, just under a quarter (24%) stated it had a negative impact.

It is noted that the final location of the temporary crossing was not Stockport Council's preferred choice. The original intention was to provide a crossing close to the Halesden Road/Manchester Road junction to provide a pedestrian link to Brackley Road, however the presence of an existing uncontrolled crossing with pedestrian refuge precluded this, as a two-stage crossing would be required, and this could not be provided on a temporary basis.

#### 4.14 Un-numbered Measure: Trial Area-wide 20mph Speed Limit

The majority of respondents (76%) stated they wanted to see the extension of the 20mph speed limits made permanent. Only 13% stated they did not want to make the 20mph speed limits permanent.

Half of respondents (49%) stated that the one-way entry had a positive impact on them, their business or their family, just under a fifth (15%) stated it had a negative impact.

This measure has been retained post-trial and remains in place as of the date of this report under the 18-month TTRO put in place to facilitate the trial.

#### 4.15 Other Issues raised in Consultation

Many respondents raised the issue of traffic congestion at the Manchester Road/School Lane ('George and Dragon') junction. Stockport Council are aware of reported issues at this junction. Transport for Greater Manchester's Urban Traffic Control (UTC) team will be asked to review signal timing and stages at this junction

as part of any permanent proposals developed with any changes proposed included in future consultation material.

- 4.16 The junction of Broadstone Road and Broadstone Hall Roads North and South is also under review by TfGM's UTC. They are examining a possible signalisation of the junction as part of their MCF programme. The scheme is still at any early stage of development but has the potential to provide improved walking and cycling crossings on all arms of the junction as well as better traffic control. If proposals are brought forward then they will need to be co-ordinated with the design of any permanent Active Neighbourhood scheme and will be included in any future public consultation.
- 4.17 Stockport Council are currently bidding for funds from the City Regional Sustainable Transport Settlement (CRSTS) for junction upgrades on the A6 corridor in the vicinity of the trial area, including the School Lane/Manchester Road junction. These proposed upgrades would need to be developed in co-ordination with the design of any future permanent Active Neighbourhood scheme. It is too early to tell when consultation over any CRSTS scheme will take place but if it can be co-ordinated with consultation over a future Active Neighbourhood scheme that may have benefit for both projects.
- 4.18 Respondents also raised reports of ambulances turning around at modal filters due to wayfinding issues during the trial period. Before the trial, details of the relevant through-route closures as a result of the placing of modal filters were provided to the Emergency Services. During the trial, Stockport Council raised this issue with North West Ambulance Service on several occasions when reports were received from residents. In response, NWAS stated that no delays were recorded and they did not consider there to be an issue.
- 4.19 Subsequent to the ending of the trial, NWAS revised this stance and communicated that there were in fact some delays recorded to response times as a result of modal filters blocking through routes. NWAS provided an official response to the trial, which is shown at **Appendix D**.
- 4.20 As part of the post-trial consultation, correspondence was received from the University of Manchester which provided analysis based on SCOOT Road Traffic Data from the junction of Broadstone Rd/School Lane and Manchester Road. This data was unsolicited.

The data was provided to a representative of Transport for Greater Manchester's UTC team, who confirmed its validity and verified the approach and the conclusions of the correspondent who provided the data.

The data showed that the implementation of the trial did not on average have a material effect on congestion levels at this junction, and that levels surveyed in 2021 during the trial were within the variability of previous years.

This data as provided by the correspondent is shown at **Appendix E**.

- 4.21 An official response was also provided by local Walking and Cycling group Walk Ride Heaton. This response expressed support for the trial and the placement of its modal filters, but raised several concerns with its measures, including the temporary speed cushions as used in Carnforth Road not being inclusive to adapted cycles,

and concerns that the three-month trial period was shorter than other similar schemes elsewhere and not long enough for behaviour change to bed in.

The group also expressed a preference for a pedestrian crossing on Manchester Road closer to Orthes Grove instead of the trial location near Brooklands Close. The response also recommended the establishment of a school street and a park and stride scheme for Broadstone Hall Primary School.

## 5. TRAFFIC DATA AND COUNTS

5.1 In order to assess the impact of the trial and its measures on the local highway network, a number of counts and surveys were undertaken before, during and after the trial period on the highway network within and adjacent to the trial area. These are summarised and discussed below.

### 5.2 Automatic Traffic Counts

5.3 Automatic Traffic Counts (ATCs) were conducted at eight locations within the trial area on three separate occasions; before the trial in August 2021, during the trial in October 2021 and after the trial measures had been removed (including the removal of the temporarily retained Carnforth/Broadstone Hall Road North modal filter) in January/February 2022.

The headline results of the ATC counts are shown below at Table 5.3. The full results and a map of the locations of ATC equipment associated traffic flows is shown at **Appendix F**.

Time of Day	Time Period	Carnforth	Nelstrop	Marbury	Halesden	Keswick	Bollington	Briarfield	Brookfold
All Day (both dircetions) August	00:00-24:00	1891	1906	X	X	1873	374	534	476
All Day (both dircetions) October	00:00-24:00	1581	1088	542	987	2528	355	328	451
All Day (Both directions) January	00:00-24:00	1963	X	500	173	1983	445	522	522

'X' on the above table denotes where ATC data was missing due damage to the data collecting devices.

The ATC data shows a decrease in vehicle trips during the trial period on roads within the trial area that ceased to be through routes due to the placement of modal filters. It does show an increase in vehicle trips on Keswick Road and lower Halesden Road which became the main point of vehicular access for parts of the trial area as a result of the installation of modal filters; this was an expected outcome of the trial.

## 5.4 **Speed Counts**

Average Speed Counts based on an 85<sup>th</sup> percentile average over a 24-hour period were also undertaken as part of the ATC counts. The results of these are shown in Table 5.4 below

Average 85th %ile All day 00-24 (mph)			
Road Name	August	October	January
Carnforth Rd (Northern)	27.8	28.8	29.5
Keswick Rd	22.6	19	22.8
Marbury Rd	X	26.4	27
Nelstrop Rd	19.9	20.6	X
Bollington Rd (Northern)	19.4	20.7	20.7
Briarfield Rd	26.4	23.5	26.5
Halesden Rd (Southern)	X	21.5	24.9
Brookfold Rd	20.5	22.7	20.5

'X' on the above table denotes where ATC data was missing due damage to the data collecting devices.

The speed data collected shows that on all roads in the trial speeds during after the trial period were in excess of the retained 20mph speed limit.

During the trial period, average speeds on Briarfield Road dropped, likely due to its becoming a cul-de-sac due to the placement of a modal filter at its southern end. Average speeds on the southern section of Halesden Road and on Keswick Road also decreased during the trial period, due to the larger number of vehicles using these roads as the primary access point to parts of the trial area.

Overall, there was no significant increase or decrease of average speeds within the trial area during the trial period when compared with the pre-trial or post-trial data.

## 5.5 **Junction Count**

A junction count was undertaken at the junction of Manchester Rd and School Lane/Broadstone Road, before the trial period and during the trial period. The count shows the number and type of vehicles queuing to turn to and from School Lane and Manchester Road. This was then translated into a queue length using a conversion factor of 6m per Passenger Car Unit (PCU). A PCU factor includes allowance for the additional length of a bus or HGV in calculation of queue length.

The results are shown in Table 5.5 below, and at **Appendix F**.

Average Queue length in Meters at AM and PM Peak		Before Trial (August 2021)			During Trial (October 2021)	
Time of Day		Time Period	Wednesday 11th	Thursday 12th	Wednesday 13th	Thursday 14th
Peak Times	Manchester Rd into School Lane (right turn) Northbound	7:30-8:30		49.2m		67.2m
		16:30-17:30	123.6m		73.2m	
	School Lane to Manchester Rd Eastbound	7:30-8:30		414m		522m
		16:30-17:30	295.2m		234m	
PCU = 6m						

The junction counts show that the average queue length of vehicles waiting to turn right from Manchester Road to School Lane increased during the trial period in the morning peak, but decreased during the evening peak.

The queue length on School Lane eastbound from the traffic signals at Manchester Road increased in the morning peak during the trial period, but decreased in the evening peak during the trial period.

## 5.6 **Pedestrian and Cycle Counts**

Pedestrian and Cycle counts were undertaken by TfGM on Tuesday 28th, Wednesday 29th & Thursday 30th September and Saturday 2nd October 2021.

The counts took place at two locations; junction of Carnforth Road and Broadstone Hall Road North, adjacent to the modal filters at this location (count site 1), and at the junction of Brookfold Road and Halesden Road, adjacent to the modal filter on Halesden Road (count site 2)

The results of this count are summarised below and shown at **Appendix H**.

### **Total all users : Count Site 1 (3 weekdays and 1 weekend day)**

	Pedestrians	Cyclists	All users
By Destination	1580	54	1634
By Origin	1580	54	1634

### **Total all users: Count Site 2 (3 weekdays and 1 weekend day)**

	Pedestrians	Cyclists	All users
By Destination	3028	18	3046
By Origin	3028	18	3046

A post-trial pedestrian and cycle count has been commissioned and undertaken by a third party for comparison purposes. As of the date of this report, Stockport Council are not yet in possession of the results. The results will be shared with members once they have been provided by the supplier.

## 5.7 **Temporary Pedestrian Crossing Counts**



The temporary pedestrian crossing which was installed on Manchester Road as part of the trial was surveyed over a five-day period during the trial in early December 2021 and the number of users during peak hours was recorded.

The PV-squared calculation of the number of passing vehicles and the number of crossing requests was applied to discover if the crossing was being used a sufficient number of times to justify a potential permanent installation, with a result of more than 1 per survey period considered justification.

Seven of the eight count periods returned a result in excess of 1, meaning a pedestrian crossing at or near this location would be justified. The results of the count are shown at **Appendix I**.

## 5.8 **Air Quality Monitoring**

Stockport Council commissioned air quality monitoring at three locations within the trial area (Broadstone Hall Road North, Halesden Road and Carnforth Road) from the University of Manchester. As of 24<sup>th</sup> February 2022, the University have informed Stockport Council that the dataset returned by the monitoring devices cannot be considered reliable for the purposes of during-trial and post-trial analysis or comparison. The University are investigating why this is the case and will report back to Stockport Council.

## 6. **FINANCIAL IMPLICATIONS**

Funding for this trial scheme was subject to the approval of the business case by Transport for Greater Manchester and was obtained from the MCF Capital fund.

Please note that approval of any future permanent scheme or part of scheme arising from the trial results 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.

## 7. **TIMESCALES**

If approved and subject to funding the first design and consultation phases of a permanent scheme would be expected to progress in the autumn/winter of 2022.

## 8. **EQUALITIES/COMMUNITY IMPACT ASSESSMENT**

An Equalities Impact Assessment (EqIA) for the post-trial consultation has been completed by AECOM. This is shown at **Appendix C**.

An EqIA for the trial and its measures was written by SMBC in advance of the trial taking place.

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.

## 9. CONCLUSIONS AND RECOMMENDATIONS

The Area Committee is asked to comment on this report and it is recommend that the Cabinet Member (Economy & Regeneration) and the Area Committee approve the following:

Arising from comments received from the post-trial consultation and its associated report, it is recommended that the Area Committee instructs Stockport Council to commence development of a permanent Active Neighbourhood in Heaton Chapel which reflects these comments, then commence further consultation on this permanent scheme design.

It is also recommended that the committee resolve to retain the three trial measures still in place post-trial, namely the trial area-wide 20mph Zone, the one-way system on Ash Grove, and, the mini roundabout at the Carnfoth Road/Marbury Road junction. It is further recommended that the removal and modification of access control barriers at Marbury Road recreation ground, Castelrigg Close and on the path adjacent to Broadstone Hall School be made permanent.

### 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)

## **APPENDICES**

Appendix A: Trial and its Measures Explanation Booklet

Appendix B: AECOM Post-Trial Consultation Report

Appendix C: AECOM Post-Trial Consultation Equalities Impact Assessment

Appendix D: North-West Ambulance Service: Official Consultation Response

Appendix E: University of Manchester SCOOT Junction Analysis Report

Appendix F: Automated Traffic Count (ATC) Data

Appendix G: Manchester Road/School Lane Junction Count Data

Appendix H: TfGM Pedestrian and Cycle Count.

Appendix I: Temporary Pedestrian Crossing Count