

**STOCKPORT COUNCIL  
EXECUTIVE REPORT – SUMMARY SHEET**

**Subject: Mayor's Cycling and Walking Challenge Fund - Bee Network Crossings - Edgeley Road**

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**Report to: (a)** Central Stockport Area Committee      **Date:** Thursday, 4 August 2022  
Cabinet Member (Economy and Regeneration)

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

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

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

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**Summary:**

This report provides the results of a consultation on the Mayor's Challenge Fund (MCF) Bee Network Crossing proposals to provide a new signalised junction on Edgeley Road at Northgate Road / Edgeley Fold, new 'green man' pedestrian crossing facilities at the existing signal junction of Edgeley Road / Dale Street, plus some associated new parking restrictions and amendments to access controls in the area.

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**Recommendation(s):**

Members are requested to consider the contents of the report, noting the results of the recent consultation exercise carried out with residents and businesses within the Edgeley 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 A* and subject to no objections being received within 21 days from the advertisement date the orders can be made.

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

Communities & Housing Scrutiny Committee

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**Background Papers** (if report for publication): **(e)**

There are none.

Contact person for accessing  
background papers and discussing the report

**Officer:** Nick Whelan  
Tel: 0161 474 4907

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**'Urgent Business': (f)**                              **YES / NO** *(please circle)*

**Certification** (if applicable)

This report should be considered as 'urgent business' and the decision exempted from 'call-in' for the following reason(s):

The written consent of Councillor \_\_\_\_\_ and the Chief Executive/Monitoring Officer/Borough Treasurer for the decision to be treated as 'urgent business' was obtained on \_\_\_\_\_ /will be obtained before the decision is implemented.

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

**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 within the Edgeley 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 A** 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 for a new signal junction at Edgeley Road / Northgate Road and upgraded pedestrian facilities at Edgeley Road / Dale Street, both in the Edgeley area.

**3. PROPOSALS**

- 3.1 It is proposed to provide a new signalised junction on Edgeley Road at Northgate Road / Edgeley Fold, new 'green man' pedestrian crossing facilities at the existing signal junction of Edgeley Road / Dale Street, plus some associated new parking restrictions and amendments to access controls in the area.
- 3.2 The proposed changes on Edgeley Road at Northgate Road / Edgeley Fold would provide an additional 'green man' pedestrian crossing on Edgeley Road, to the east of Northgate Road, and one across the junction of Northgate Road, plus a new segregated cycle crossing facility to link Edgeley Fold and Northgate Road. The new walking and cycling facilities would connect Edgeley Fold and Northgate Road, improving the local access to the park and school. In addition, the signalised junction would make it safer for traffic to exit Northgate Road.
- 3.3 In order to accommodate the new crossings on Edgeley Road at Northgate Road / Edgeley Fold, one small street tree would need to be removed; this would be replaced with at least 2 new trees within the vicinity. In addition, the existing bus

stop and shelter on Edgeley Road, to the east of Northgate Road, would need to be relocated further east to provide better sight lines for those using the proposed new crossings.

3.3 The proposed changes at Edgeley Road / Dale Street would provide new 'green man' pedestrian crossings at the existing Edgeley Road / Dale Street traffic signals. This would improve pedestrian access to Castle Street and to Alexandra Park.

3.4 It is proposed to amend the existing bollards and gate on the east-west Cheadle Old Road path through Alexandra Park so that they meet the latest accessibility standards, which require any barriers to paths to have a minimum spacing of 1.5 metres. This is to ensure that all legitimate users can access paths, including those using mobility scooters, non-standard cycles, and those with double pushchairs or prams.

3.5 It is proposed to introduce new 'No Waiting At Any Time' (NWAAT) restrictions at the below locations in the Edgeley area.

3.6 The following new NWAAT restrictions would be required in association with the proposed new signal junction and crossing facilities on Edgeley Road at the junction with Northgate Road and Edgeley Fold.

- Northgate Road (West Side)

From the intersection of the northern kerbline of Edgeley Road for a distance of 49.5 metres in a north westerly direction.

- Northgate Road (East Side)

From the intersection of the northern kerbline of Edgeley Road for a distance of 48.5 metres in a north westerly direction.

- Edgeley Road (Both Sides)

From a point 38 metres southwest of the intersection of the western kerbline of Northgate Road for a distance of 97.5 metres in a northeast direction.

- Edgeley Fold (West and East Sides)

From a point 28 metres northwest of the intersection of the northern kerbline of Bombay Road, heading north, then eastwards, then heading southeast to a point 9 metres southeast of the projected southern kerbline of Bombay Road.

3.7 The following additional new NWAAT restrictions would enhance safety and visibility for all road users in the area.

- Northgate Road (West Side)

From a point 6 metres southeast of the intersection of the southern kerbline of Ingleton Road, to a point 5.5 metres northwest of the intersection of the northern kerbline of Ingleton Road

- Northgate Road (East Side)

From a point 6 metres southeast of the intersection of the southern kerbline of Old Chapel Street to a point 6 metres northwest of the intersection of the northern kerbline of Old Chapel Street.

- Ingleton Road (Both Sides)

From the intersection of the western kerbline of Northgate Road for a distance of 6 metres in a westerly direction.

- Old Chapel Street (Both Sides)

From the intersection of the eastern kerbline of Northgate Road for a distance of 6 metres in a north easterly direction.

- Edgeley Fold (Both Sides)

From the intersection of the northern kerbline of Cheadle Old Road for a distance of 10 metres in a northerly direction

- Cheadle Old Road (North Side)

From a point 10 metres south west of the intersection of the western kerbline of Edgeley Fold in a north easterly direction to its north eastern extent.

- Cheadle Old Road – West Section (South Side)

From a point 10 metres south west of the intersection of the western kerbline of Sykes Meadow in a north easterly direction to its north eastern extent.

- Sykes Meadow (Both Sides)

From the intersection of the southern kerbline of Cheadle Old Road for a distance of 10 metres in a south easterly direction.

- Cheadle Old Road -East Section (Both Sides)

From the intersection of the western kerbline of Dale Street in a south westerly direction to its south westerly extent

3.8 The TRO revocations are shown on Drg No F\_0295D\_1200\_\_TRO\_001 and the Proposed TROs are shown on Drg No F\_0295D\_1200\_TRO\_002 which are attached.

#### **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 At the Edgeley Road / Northgate Road junction consideration has been given to either prohibiting driving ('filtering') Northgate Road or making it one-way southbound close to the junction. Options for banning turning movements from Northgate Road were also explored. Each of these options was dismissed as it was considered likely to increase traffic on unsuitable residential streets in Edgeley, in particular Old Chapel Street to access Carmichael Street and hence to get to Edgeley Road.
- 5.2 Consideration has been given to adding cycle crossing facilities at the Edgeley Road / Dale Street junction, but it was deemed this would not have offered good value for money given there is an existing nearby Toucan crossing on Mercian Way. In addition limited footway widths nearby would not have met LTN 1/20 standards for a footway / cycleway. Consideration was also given to providing pedestrian crossing facilities on all 3 arms of the Edgeley Road / Dale Street junction, but this was ruled out due to the position of existing residential driveway accesses on the west side of the junction.
- 5.3 Consideration was given to providing double yellow lines on the full extent of Northgate Road between Edgeley Road and the Old Chapel Street / Ingleton Road junction but instead some on-street parking provision is proposed to be retained. This decision was based on past consultation feedback, where parking restrictions had been opposed.

## **6. CONSULTATION**

- 6.1 A public consultation regarding the scheme proposals was carried out on behalf of Stockport Council by TfGM between 15<sup>th</sup>-June and 5<sup>th</sup> July 2022.
- 6.2 The correspondence shown in the appendices of the accompanying Consultation Report was posted to approximately 170 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.
- 6.3 Those with an opinion on the crossings proposals were able to share their views via an online survey, which was hosted on TfGM's Active Travel web pages. There was also a link to the online survey from Stockport Council's <https://consultation.stockport.gov.uk/> webpage. In addition, a TfGM telephone number and email address were provided.
- 6.4 A total 88 responses to the on-line survey were received, plus 6 responses via email. The full details of the questions asked and a breakdown of the results is provided in the accompanying Consultation Report.

### **Edgeley Road / Northgate Road / Edgeley Fold junction and crossing**

- 6.5 Most respondents (71%) either agreed or strongly agreed with the proposal for a new signalised junction with 'green man' crossings at the Edgeley Road / Northgate Road / Edgeley Fold junction. In addition, most respondents (63%) either agreed or strongly agreed with the proposed cycle crossing facilities to link Edgeley Fold and

Northgate Road. Of those that opposed the proposals, the main reasons given were it is unnecessary and money would be better spent elsewhere. Of those in support of the proposals, the main reasons given were road safety, including safer walking and cycling conditions for travelling with children.

- 6.6 In total, 59% of respondents indicated the Edgeley Road / Northgate Road proposals would have an overall positive impact on them, their family or business, with 25% stating it would have a negative impact. Of those that said it would have a positive impact, the main reason given was the positive impact it would have for children travelling in the area, as illustrated by the quote below:

*“As a local resident with a young child I have often felt unsafe crossing at this junction. I’m also very supportive of any measures which encourage local people to walk and cycle rather than drive for their own health and wellbeing and also to reduce school traffic at Alexandra Park Primary. My child attends this school and traffic in the streets surrounding the school is a big problem and there are safety issues at peak times.”*

- 6.7 Of those that said it would have a negative impact, the main reasons given were:
- the associated reduction in parking would cause inconvenience and displace parking to other areas;
  - the changes are not needed; and
  - money would be better spent elsewhere or on other things.
- 6.8 A full list of all the open comments received, both for and against the proposals at the Edgeley Road junction with Northgate Road and Edgeley Fold Road, can be found in appendices of the accompanying consultation report.

### **Edgeley Road / Dale Street pedestrian crossings**

- 6.9 Most respondents (80%) to the online survey agreed with the proposals for new ‘green man’ crossings at the existing Edgeley Road / Dale Street traffic signals, with 9% disagreeing or strongly disagreeing. Of those that supported the proposals the main reasons given (by 35 respondents) related to road safety improvements. Those that disagreed mainly cited concerns about the cost and expressed the view that money would be better spent elsewhere.
- 6.10 Examples of the supportive comments received in relation to the Edgeley Road / Dale Street crossing proposals include:

*“This is MUCH needed. This crossing is difficult to navigate as an adult, crossing with children is scary. I will change the route I take into Edgeley to avoid this walking down side streets to cross lower down dale street or crossing further up NR Northgate road to avoid it when I am with my children. This is not a safe crossing for a pedestrian.”*

*“It is terrifying trying to cross with a buggy at the moment”*

*“When crossing Dale Street at the junction of Edgelely Road it very dangerous, you have no time to cross between red lights forcing you to cross when the lights are green.”*

6.11 A full list of all the open comments given, both for and against the proposals at the Edgeley Road junction with Dale Street, can be found in appendices of the accompanying full consultation report.

### **Cheadle Old Road path**

6.12 Comments were invited on the proposals to improve the accessibility and safety of the Cheadle Old Road path through Alexandra Park. A handful of respondents disagreed that any changes were needed and / or expressed concern about the cost and money being better spent elsewhere or on other things.

6.13 A full list of all comments received regarding the Cheadle Old Road path can be found in appendices of the accompanying consultation report. Some example quotes are also provided below:

*“Again, a move for ‘the greater good’. A residential area, with recreational facilities for the residents. Want to feel as safe as possible in these areas.”*

*‘Better lighting would be a good idea.’*

*‘I do not think that this proposal is necessary, and the financial outlay will not reflect the benefit.’*

### **No waiting at any time restrictions (Double Yellow Lines)**

6.14 A total of 62% of respondents agreed or strongly agreed with the proposed double yellow lines associated with the Edgeley Road / Northgate Road / Edgeley Fold junction, with 25% in disagreement or strong disagreement.

6.15 A total of 55% of respondents agreed or strongly agreed with the proposed double yellow lines at the junction of Northgate Road with Old Chapel Street and Ingleton Road, with 27% in disagreement or strong disagreement.

6.16 A total of 52% of respondents agreed or strongly agreed with proposed double yellow lines on Cheadle Old Road, with 11% in disagreement or strong disagreement.

6.17 The main reason cited by those not in support of new parking restrictions was that a reduction in parking would cause problems in the locality, with some stating there is already not enough on-street parking space.

6.18 19 out of a total of 24 who were concerned about the loss of parking live in the SK3 9 or SK3 0 post code area on one of the following roads:

- Avondale Road
- Calcutta Road
- Edgeley Fold
- Edgeley Road
- Ingleton Road
- Mountfield Road
- Northgate Road
- Old Chapel Street
- Petersburg Road

- Penrhyn Road
- Wrenbury Crescent

6.19 An additional respondent who was concerned about parking provided an SK8 postcode remaining four respondents did not provide their postcode.

6.20 Examples of the types of comments received from those concerned about loss of parking are as follows:

*I only disagree with the Northgate Road one as this is where I live and I don't have a drive!*

*While helping to reduce cars that drop off at the school I think taking the spaces from Cheadle Old Road will push the cars to park on other streets. Other solutions should be looked at in connection with the school as this would cause the problem to be shifted somewhere else.*

6.21 Those who supported the new parking restrictions cited improved road safety, as illustrated by the following quote:

*"It would make it more likely we would visit Alexandra Park as a family."*

6.22 Overall 47% of respondents felt the new parking restrictions would have a positive impact on them, their family or their business, with 28% stating it would have a negative impact.

### **Perceptions of impact on Walking and Cycling**

6.23 Overall, 75% of respondents felt the proposals would make it safer for them to walk in the area and 58% felt it would make it safer for them to cycle.

### **Summary of key concerns / objections and designer's responses**

6.24 The following tables summarise the key concerns and objections raised to the proposals, along with a brief designer's response



**Edgeley Road / Northgate Rd / Edgeley Fold junction**

Key concerns / objections	Designer's Response
Proposals are unnecessary	<p>Whilst some respondents deem the proposals at the Edgeley Road / Northgate Road / Edgeley Fold junction are unnecessary, 59% indicated they would have a positive overall impact on them, their business or family.</p> <p>The proposals form part of the Greater Manchester-wide programme to make journeys on foot or by bike easier and more attractive through the creation of a cycling and walking Bee Network. Once complete, the network will better connect every community in Greater Manchester, making cycling and walking a real alternative to the car.</p>
Reduction in on-street car parking when there is already not enough	The proposed reductions in on-street car parking associated with the Edgeley Road / Northgate Road / Edgeley Fold junction are necessary for the safe and efficient operation of the proposed new signalised junction and crossings.
Proposals are not ambitious enough and should deliver more infrastructure for pedestrians and people using cycles	The proposals have been designed to strike a balance between delivering new cycling and walking infrastructure that meets regional and national design standards but also reflecting feedback from past consultations in the area about the importance of retaining as much on-street parking as possible and not displacing traffic onto other routes.
Risk of pedestrian and cycle collisions at the Edgeley Fold junction with Edgeley Road	The layout of the proposed cycle infrastructure at the Edgeley Fold junction with Edgeley Road would be compliant with regional and national design standards and be subject to Road Safety Audit prior and after construction. In addition, <a href="#">monitoring and evaluation</a> would be undertaken to see how the space is used in practise.
Loss of a tree	One small street will be lost as part of the proposal at Edgeley Road / Northgate Road / Edgeley Fold. This would be replaced with at least 2 new trees in the vicinity. None of the mature trees in the area would be lost.
Money would be better spent elsewhere or on other things	The funding available for this scheme is only available for walking and cycling projects. Ultimately, a Greater Manchester-wide cycling and walking Bee Network is planned and respondents were given the opportunity to suggest locations for other future schemes.
Noise pollution from the new crossing facilities (especially as it is a conservation area and residents have single glazing)	The volume of the new crossing facilities can be adjusted to the lowest setting, if needed and the operating hours of the audible feature can be restricted to 0700 to 1900, for example.
It would be harder to turn in and out of Northgate Road	Road users would be able to turn in and out of Northgate Road to / from Edgeley Road under traffic signal control. This may sometimes take longer than at present, but sometimes it may make it faster or easier, as some other respondents noted. Right-turns from

Key concerns / objections	Designer's Response
	Northgate Road should be easier during peak times.
Proposals would cause more congestion, which is already a problem	One of the aims of the proposed scheme and the wider Bee Network is to enable more people to walk and cycle, especially for shorter trips, instead of using the car. If successful, the scheme could therefore over time reduce the number of car trips.  The proposed new signalised junction and crossing facilities have been modelled using and the results indicate it would operate within capacity.
Proposals don't address speeding traffic	The new signal junction could have some traffic calming effect on Edgeley Road. Issues with speeding vehicles should be reported to the Police who can take enforcement action.
May lead to rat running on other roads	This is not expected, but <a href="#">monitoring and evaluation</a> of the scheme would be carried out and future funding sought to address this type of issue, should it arise.
Motorbikes would use the new cycle infrastructure on Edgeley Lane	The signage associated with the new cycle infrastructure would make it clear it is not for use by those on motorbikes. Any existing or future anti-social behaviour by road users, including people on motorbikes should be reported to the police who can take enforcement action.
Safety concerns that pedestrians and cyclists don't pay attention to other road users	If the scheme goes ahead, there would be an associated budget for 'activation' which could be used to encourage safe and considerate use of the new infrastructure.

### Edgeley Road / Dale Street

Key concerns / objections	Designers Response
Proposals are unnecessary	Whilst some respondents deem the proposals at the Edgeley Road / Dale Street are unnecessary, 80% indicated they agreed or strongly agreed with the proposals.  The proposals form part of the Greater Manchester-wide programme to make journeys on foot or by bike easier and more attractive through the creation of a cycling and walking Bee Network. Once complete, the network will better connect every community in Greater Manchester, making cycling and walking a real alternative to the car.
Would prefer to see crossing improvements being made elsewhere in Edgeley	Respondents were given the opportunity to suggest locations for other future schemes.
Money would be better spent elsewhere or on other things	The funding available for this scheme is only available for walking and cycling projects. Ultimately, a Greater Manchester-wide cycling and walking Bee Network is planned and respondents were given the opportunity to suggest locations for other future schemes.

<b>Key concerns / objections</b>	<b>Designers Response</b>
Crossings should be provided on all 3 arms of the junction, not just 2.	Consideration was also given to providing pedestrian crossing facilities on all 3 arms of the Edgeley Road / Dale Street junction, but this was ruled out due to the position of existing residential driveway accesses on the west side of the junction.
Proposals would cause more congestion, which is already a problem	Adding pedestrian crossing facilities at the Edgeley Road / Dale Street junction would sometimes have a slight impact on motorised traffic journey times through the junction. The junction has been modelled with pedestrian crossing facilities and it operates within capacity with no undue concerns about congestion.
Noise pollution from the new crossing facilities (especially as it is a conservation area and residents have single glazing)	The volume of the new crossing facilities can be adjusted to the lowest setting, if needed and the operating hours of the audible feature can be restricted to 0700 to 1900, for example.

### **Cheadle Old Road path through Alexandra Park**

<b>Key concerns / objections</b>	<b>Designers Response</b>
Proposals are unnecessary	The main proposal is to ensure that the path is accessible to all legitimate users, in line with the Equalities Act and regional and national design guidance for cycle and walking infrastructure. In addition, it is proposed to see if the street lighting can be improved to make the path feel safer. Whilst some respondents said the proposals were unnecessary, others expressed support.
The existing section of cobbled surface on the path is slippery when wet	During the detailed design stage investigations would be undertaken to see if this issue could be mitigated.
Concerns about the cost of the scheme and that money would be better spent elsewhere or on other things	The funding available for this project is committed to walking and cycling schemes only. A Business Case would need to be produced to secure the funding for this scheme and this would include a Value for Money assessment. As part of the online survey, respondents were offered the opportunity to suggest other locations for cycling and walking infrastructure.
Considerate construction required when building near animal habitats	If the scheme goes ahead all relevant guidance and legislation would be adhered to.

### **New parking restrictions**

<b>Key concerns / objections</b>	<b>Designers Response</b>
Proposals are not needed	Some of the proposed parking restrictions are necessary to deliver the new signalised junction and crossings at Edgeley Road / Northgate Road / Edgeley Fold. Others, such as those proposed at the Northgate Road junction with Old Chapel Street and Ingleton Road would reinforce the Highway Code (Rule 243), which stipulates that vehicles must not be parked opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space. Some of the proposed new

Key concerns / objections	Designers Response
	parking restrictions on Cheadle Old Road are essential for the scheme and others could be reduced, if needed.
There is already not enough on-street parking in the area so it should not be reduced further.	Some respondents noted that there is not enough on-street parking, whilst others indicated support for more parking restrictions. The proposed new parking restrictions at the Edgeley Road / Northgate Road / Edgeley Fold junction are essential to the new junction and crossings proposal, but there may be scope to reduce the length of double yellow lines proposed on Cheadle Old Road, if needed.
New parking restrictions would push parking to other places, causing inconvenience and possibly new safety problems	<p><b>Monitoring and evaluation</b> of the scheme would be undertaken to assess the impact of the scheme and identify any adverse impacts that need to be remedied.</p> <p>One of the main aims of the scheme is to enable more walking and cycling, especially for local trips, and thus reduce reliance on car travel. In turn, over time this could result in lower car ownership and less on street parking demand.</p>
Traffic calming and other complimentary measures needed in addition to new parking restrictions	This proposal forms part of a project that is primarily focused on delivering walking and cycling crossing infrastructure. Some other minor and low cost highway works have been incorporated, but any further traffic calming measures would be beyond the available budget.
Concerns that money would be better spent elsewhere or on different things	The funding available for this project is committed to walking and cycling schemes only. A Business Case would need to be produced to secure the funding for this scheme and this would include a Value for Money assessment. As part of the online survey, respondents were offered the opportunity to suggest other locations for cycling and walking infrastructure.
Residents should be able to park outside their own homes	The function of the highway is to facilitate the movement of people and goods, not to provide storage for private vehicles and residents do not have an automatic right to park on the public highway adjacent to their property. Nonetheless, on-street parking loss would be kept to a minimum as part of this scheme.
A resident' permit parking scheme is needed	A residents' permit parking scheme is outside the scope of this project
The proposed new parking restrictions on Northgate Road would make drop-offs and pick-ups at the harder	It is noted that on-street parking on Northgate Road is used for drop-offs and pick-ups. Not all on-street parking is proposed to be removed, but there would be less available. Some respondents indicated that removal of some on-street parking here would make the road safer by improving sight-lines but others indicated it would be detrimental for driver convenience.
The new parking restrictions would need to be enforced or they would be ignored	It is acknowledged that some occasional, ongoing, local parking patrols and enforcement action would be needed post scheme implementation.
Parking would be difficult on 'match days' and at school drop-	One of the main aims of the scheme is to enable more walking and cycling, especially for local trips, such as to

<b>Key concerns / objections</b>	<b>Designers Response</b>
off and pick-up times	school, and thus reduce reliance on car travel for short journeys.

6.25 After analysing the results of the consultation we have noted a number of concerns in respect to the introduction of the proposed TROs. The extent of some TRO's could be reduced without risk to Highway Safety and these are shown on the amended Drawing No F\_0295D\_1200\_TRO\_003. Members are asked to consider if they wish to make these amendments in which case an amended recommendation will be made to the Cabinet Member. When the TRO is legally advertised a letter drop will be made to residents / businesses.

## **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".
- Several respondents to the survey highlighted the positive impact of improving road safety for local residents in the vicinity of the crossing including, with many particularly noting the improvement in safety for children.

## **8. FINANCIAL IMPLICATIONS**

- 8.1 The scheme is to be funded (subject to the approval of the business case by Transport for Greater Manchester) from the MCF Capital fund.
- 8.2 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**

- 9.1 If approved, the scheme is programmed for GMCA approval in early 2023, with the potential to start construction in spring 2023.

## **10. CONCLUSIONS AND RECOMMENDATIONS**

- 10.1 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.

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

### **Revocations**

#### **No Waiting At Any Time**

##### **Northgate Road (Both Sides)**

From the intersection of the northern kerblines of Edgeley Road for a distance of 15 metres in a northerly direction.

##### **Northgate Road (East Side)**

From a point 32 metres north of the intersection of the northern kerblines of Edgeley Road for a distance of 15 metres in a northerly direction.

##### **Edgeley Road (North Side)**

From the intersection of the eastern kerblines of Northgate Road for a distance of 9 metres in a north easterly direction.

##### **Edgeley Fold (East Side)**

From a point 37.5 metres northwest of the intersection of the northern kerblines of Madras Road for a distance of 21.5 metres in a north westerly direction.

##### **Cheadle Old Road (North Side)**

From the intersection of the western kerblines of Dale Street for a distance of 19 metres in a south westerly direction.

##### **Cheadle Old Road (South Side)**

From the intersection of the western kerblines of Dale Street for a distance of 15 metres in a south westerly direction.

### **Proposed(TRO) schedule**

#### **No Waiting At Any Time**

##### **Edgeley Road (Both Sides)**

From a point 38 metres southwest of the intersection of the western kerblines of Northgate Road for a distance of 97.5 metres in a northeast direction

##### **Northgate Road (West Side)**

From the intersection of the northern kerblines of Edgeley Road for a distance of 49.5 metres in a north westerly direction

### **Northgate Road (East Side)**

From the intersection of the northern kerblines of Edgeley Road for a distance of 48.5 metres in a north westerly direction

### **Northgate Road (West Side)**

From a point 6 metres southeast of the intersection of the southern kerblines of Ingleton Road, to a point 5.5 metres northwest of the intersection of the northern kerblines of Ingleton Road.

### **Northgate Road (East Side)**

From a point 6 metres southeast of the intersection of the southern kerblines of Old Chapel Street to a point 6 metres northwest of the intersection of the northern kerblines of Old Chapel Street.

### **Ingleton Road (Both Sides)**

From the intersection of the western kerblines of Northgate Road for a distance of 6 metres in a westerly direction.

### **Old Chapel Street (Both Sides)**

From the intersection of the eastern kerblines of Northgate Road for a distance of 6 metres in a north easterly direction.

### **Edgeley Fold (West and East Sides)**

From a point 28 metres north west of the intersection of the northern kerblines of Bombay Road, heading north, then eastwards, then heading southeast to a point 9 metres south east of the projected southern kerblines of Bombay Road.

### **Edgeley Fold (Both Sides)**

From the intersection of the northern kerblines of Cheadle Old Road for a distance of 10 metres in a northerly direction

### **Cheadle Old Road (North Side)**

From a point 10 metres south west of the intersection of the western kerblines of Edgeley Fold in a north easterly direction to its north eastern extent.

### **Cheadle Old Road – West Section (South Side)**

From a point 10 metres south west of the intersection of the western kerblines of Sykes Meadow in a north easterly direction to its north eastern extent.

### **Sykes Meadow (Both Sides)**

From the intersection of the southern kerblines of Cheadle Old Road for a distance of 10 metres in a south easterly direction.

### **Cheadle Old Road – East Section (Both Sides)**

From the intersection of the western kerbline of Dale Street in a south westerly direction to its south westerly extent

### **Section 36 of the Road Traffic Act 1988 (Non Traffic Regulation Order Based)**

#### **Bus Stop Clearway**

#### **Edgeley Road (North Side)**

From a point 32.5 metres north east of the intersection of the eastern kerbline of Northgate Road for a distance of 21 metres in a north easterly direction.