

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

**Subject: Bus Pinch Points - Bramhall Lane Highway Improvements**

**Report to: (a)** Central Stockport Area Committee **Date:** Thursday, 22 June 2023; and Cabinet Member for Parks, Highways & Transport Services

**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 has been prepared to report the findings of a consultation exercise for the Government's City Region Sustainable Transport Settlement (CRSTS) - Bramhall Lane Highway Improvement proposals, and seeks a recommendation that the Cabinet Member (Parks, Highways and Transport Services) approves the scheme.

**Recommendation(s):** The Area Committee is asked to comment on this report and recommend that the Cabinet Member (Cabinet Member for Parks, Highways & Transport Services) gives approval for the following highway improvements scheme and associated legal advertising of the Traffic Regulation Orders (TROs), and subject to no objections being received within 21 days from the advertisement date the orders 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  
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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.

## **Bus Pinch Points - Bramhall Lane Highway Improvements**

### **Report of the Corporate Director for Place Management & Regeneration**

#### **1. INTRODUCTION AND PURPOSE OF REPORT**

- 1.1. As part of the Government's City Regional Transport Settlement (CRSTS), TfGM has a Bus Pinch Point programme aimed at improving bus facilities including access to bus stops. The Council has developed highways proposals for Bramhall Lane, Stockport as part of this which aim to support sustainable travel choices and improve safety, whilst maintaining and managing the performance of the existing transport network.
- 1.2. This proposed scheme would be paid for by the Government's CRSTS and Transforming Cities Funding. These are national investment funds to improve local transport networks, access for local businesses and organisations, and to help residents get to amenities in their communities. This element of the fund is allocated to schemes that reduce bus travel time and improve safety for bus users, in this case by providing a crossing to improve access to bus stops.
- 1.3. A public consultation was held in January & February 2023 to gauge public opinion on the proposed measures. This report details the results of this consultation and provides further information with regards to how the scheme will be developed.
- 1.4. Members are requested to consider the contents of the report, noting the results of the recent consultation exercise which was undertaken with residents and to recommend that the Cabinet Member (Economy & Regeneration) approves the proposed measures.

#### **2. BACKGROUND**

- 2.1 The development of these proposals is to be funded by the CRSTS (local transport authority allocations). The general objectives of CRSTS funded schemes include the following:
  - They should drive growth through infrastructure investment, level up services towards the standards of the best and promote modal shift from cars to public transport, walking and cycling.
  - They must reduce carbon and particulate emissions from transport, aligned with the UK's legal commitments.
  - They must further the objectives of the national bus and cycling strategies, including ambitious bus and cycling priority measures.
  - They should promote the use of active travel and public transport; not lead to overall increase in car use or car modal share, tackle traffic congestion and improve air quality.
- 2.2 Announced in the 2021 Spending Review, the government is investing billions of pounds in the transport networks of eight city regions across England from 2022 to

2027. This funding will be delivered through multi-year, consolidated transport settlements agreed with central government and based on plans put forward by city regions.

- 2.3 The scheme that is proposed for Bramhall Lane is one of 9 schemes that are currently being developed by Stockport Metropolitan Borough Council officers.
- 2.4 It is recognised that there is a need to balance the needs of local residents, businesses and amenities within an active community, and that there are different views about the current issues and the impact of potential measures the Council could introduce.

### **3. PROPOSALS**

- 3.1. The proposals aim to support sustainable travel choices and improve safety whilst maintaining and managing the performance of our existing transport network. This includes the enhancement of sustainable travel and bus facilities on this Key Route Network corridor.
- 3.2. The proposals that were subject to the public consultation are detailed below and are shown on Drawing Nos F-0700-S2-01, F-0700-S2-02, F-0700-S2-03, F-0700-S2-04 and F-0700-S2-05 in Appendix A. The proposals include:
- 3.3. A new toucan (traffic signal controlled) crossing for pedestrians and cyclists on Bramhall Lane, close to the junction with Beech Road.
- 3.4. Existing parking bay outside no. 175 Buxton Road to be revoked in order to accommodate relocation of bus stop further south and puffin crossing on Bramhall Lane.
- 3.5. Footway build outs at side roads, including Adswood Lane East and Cale Green to improve the pedestrian crossing width and reduce the speed of vehicles turning left into an out of side road junctions.
- 3.6. Amended parking restrictions between 44 Bramhall Lane southbound to the junction with Cale Green to prevent parking where the carriageway is narrow. The amendments include revoking the existing limited waiting hours to no waiting at any time (double yellow lines). This would improve the general flow of traffic and bus journey times.
- 3.7. An option to introduce a footway buildout at the junction of Bramhall Lane and Beech Road, and make Beech Road a one way route going westbound.
- 3.8. Bus stop upgrade with new shelters and raised kerbs outside no. 5-7 Bramhall Lane.

### **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. CONSULTATION

- 5.1. The Local Ward Councillors have been consulted and no adverse comments were received. A summary of the public consultation feedback is provided below, with more detailed analysis provided within the 'Bus Pinch Points Bramhall Lane Highway Scheme Consultation Feedback Report' (Dated February 2023) attached as Appendix B.
- 5.2. A public consultation was held over a two-and-a-half-week period between 25<sup>th</sup> January and the 12<sup>th</sup> February 2023. Approximately 300 letters were delivered to residents on Bramhall Lane and adjacent side roads, with information about the schemes and directing residents and businesses to the consultation web pages to view the proposals in full. Four notices were placed on lighting columns on Bramhall Lane to raise awareness of the public consultation.
- 5.3. An online consultation was set up for the project on the following webpage: [www.stockport.gov.uk/haveyoursay](http://www.stockport.gov.uk/haveyoursay) . This provided background to the scheme; information on the scheme proposals; scheme plans; and an online feedback form which asked respondents to indicate to what extent they agreed or disagreed with the scheme elements. Respondents were also provided the opportunity to include open ended comments on each element. Paper copies of the response form were also available upon request.
- 5.4. A dedicated email address ([stockportwalkcycle@stockport.gov.uk](mailto:stockportwalkcycle@stockport.gov.uk)) was active throughout the consultation period to respond to scheme/consultation queries and take associated comments.
- 5.5. There was a good level of engagement from the community in relation to the public consultation with 64 responses to the online survey. 12 emails were also received.

### *Online Response Form*

- 5.6. The public consultation exercise invited members of the public and stakeholders to answer an online survey and provide comments on the proposals. Below is a summary of the questions asked and the responses received.
- 5.7. The public were asked to what extent do you agree or disagree with:
  - Qu 1: The general principles of the proposals
  - Qu 2: The proposals to install a toucan crossing on Bramhall Lane, close to the junction with Beech Road, which includes the slight relocation and upgrade of the adjacent bus stop and associated revocation of the parking bay
  - Qu 3: The proposals to provide footway build-outs to reduce vehicle speeds and provide shorter crossing distances for pedestrians at the Bramhall Lane junction with Adswood Lane East
  - Qu 4: the proposals to provide footway build-outs to reduce vehicle speeds and provide shorter crossing distances for pedestrians at the Bramhall Lane junction with Adswood Lane East
  - Qu 5: The proposals to convert the existing 3m footpath through Hallam Park to a shared footway/cycleway for pedestrians and cyclists

- Qu 6: The proposals to install No Waiting at Any Time (double yellow lines) on the west side of Bramhall Lane between Cale Green and Adswood Lane East
- Qu 7: The proposals to install No Waiting at Any Time (double yellow lines) on the east side of Bramhall Lane between Cale Green and Adswood Lane East
- Qu 8: The proposals to install dropped kerbs and tactile paving along Hallam Street to improve the route between Bramhall Lane and the A6 Buxton Road for pedestrians
- Qu 9: The proposals to provide a shelter at The Blossoms southbound bus stop
- Qu 10: The proposals to remove the existing westbound bus stop on Adswood Lane East and reinstate the part time parking restriction (single yellow line)?

5.8. There were up to 64 responses for each question of the survey. The responses to each question can be seen in the table below:

*Table 1: Bramhall Lane Highway Improvements Consultation Feedback Summary*

Respondents	Strongly Agree	Agree	Neither Agree / Disagree	Disagree	Strongly Disagree	Don't Know	Total
Question 1 – General Principles							
Number	25	17	5	5	11	1	64
%	39%	26.5%	8%	8%	17%	1.5%	100%
Question 2 – Toucan Crossing							
Number	24	13	5	8	13	1	64
%	38%	20%	8%	12.5%	20%	1.5%	100%
Question 3 – Footway Buildouts at Adswood Lane East							
Number	25	17	5	5	11	1	64
%	39%	26.5%	8%	8%	17%	1.5%	100%
Question 4 – Footway Buildouts at Cale Green							
Number	28	11	3	9	10	1	62
%	45%	17.5%	5%	15%	16%	1.5%	100%
Question 5 – Shared use path through Hallam Park							
Number	21	18	10	3	10	1	63
%	33%	28%	16%	5%	16%	2%	100%
Question 6 – NWAAT Bramhall Lane (west side proposals)							
Number	27	18	7	4	5	2	63
%	43%	29%	11%	6%	8%	3%	100%
Question 7 – NWAAT Bramhall Lane (east side proposals)							
Number	27	18	7	5	5	2	64
%	42%	28%	11%	8%	8%	3%	100%
Question 8 – Dropped kerbs & tactile paving on Hallam Street							
Number	26	21	10	4	1	1	63
%	41%	33%	16%	6%	2%	2%	100%
Question 9 – Provision of a shelter at the Blossoms southbound bus stop							
Number	26	23	10	1	1	2	63
%	41%	37%	16%	1.5%	1.5%	3%	100%
Question 10 – Removal of westbound bus stop							
Number	10	6	27	5	4	11	63
%	16%	10%	43%	8%	6%	17%	100%

5.9. As the table above shows, all of the proposals were supported by the majority of residents. However, there were a number of respondents who disagree with the proposals. The common issues raised by residents have been identified below with SMBC Highway & Transportation responses provided:

5.10. Residents were also given the opportunity to provide open ended feedback on each question. The comments provided to Question 2 included a number of concerns made regarding the proposed one-way route on Beech Road and the potential impact this may have on neighbouring side roads if eastbound traffic can no longer enter Bramhall Lane from Beech Road. Of those who disagreed with the proposals to introduce a one-way system on Beech Road, five live on Beech Road, four live on adjacent side roads, three live on Bramhall Lane and one on Winifred Road. Three residents (two of whom live on Beech Road) made comments in support of the proposed one-way route.

5.11. SMBC Highway & Transportation officers have undertaken traffic counts on Beech Road and the neighbouring side roads to confirm the traffic flow during weekday AM and PM peak periods. The traffic count information is summarised in the following table.

*Table 2: Summary of peak hour side road traffic flows*

Side Road Traffic Flow (vehicles)							
AM				PM			
Time Period	Eastbound	Westbound	Total	Time Period	Eastbound	Westbound	Total
Beech Road							
07:30-08:30	21	24	45	07:30-08:30	25	42	67
08:30-09:30	44	43	87	08:30-09:30	30	41	71
Total 2 hour Flow	65	67	132	Total 2 hour Flow	55	83	138
Heathfield Road							
07:30-08:30	22	23	45	07:30-08:30	10	25	35
08:30-09:30	7	11	18	08:30-09:30	13	11	24
Total 2 hour Flow	29	34	63	Total 2 hour Flow	23	36	59
Heath Crescent							
07:30-08:30	7	23	30	07:30-08:30	23	20	43
08:30-09:30	11	14	25	08:30-09:30	24	18	42
Total 2 hour Flow	18	37	55	Total 2 hour Flow	47	38	85

5.12. The maximum eastbound traffic flow observed on Beech Road within a one-hour period was 44 vehicles. This represents a maximum flow of less than one vehicle per minute and so the diversion of this traffic flow is not considered to represent a significant impact for the adjacent side roads.

5.13. In order to reduce congestion on Heath Road as a result of the proposed one-way on Beech Road, it is also proposed to extend the existing No Waiting At Any Time (Double Yellow Lines) restrictions on the south side of Heath Road close to the

junction with Bramhall Lane by 22.5 metres to ensure the junction is kept clear for two-way traffic. This is shown on Drawing No F-0700-002-03 Rev A.

- 5.14. In order to support the 'No Entry except for cycles' signage proposed at the junction of Beech Road / Heath Road it is also proposed to provide a small island. This is proposed to emphasise that motor vehicles are prohibited from continuing eastbound along Beech Road west of the junction with Heath Road and will reduce the risk of confusion and/or contravention of the one-way system. The island will be within an area of existing No Waiting At Any Time (Double Yellow Line) restrictions so this will not result in a loss of parking. Additional signage is proposed to be provided along Beech Road to raise awareness of the one-way system with cycle contraflow, as shown on Drawing No F-0700-002-04 Rev A.
- 5.15. A number of comments were also made expressing concerns that the general proposals will lead to a further increase in congestion on Bramhall Lane, specifically relating to the proposed toucan crossing which will lead to vehicles waiting at the lights when pedestrians and or cyclists use the crossing, as well as the proposals for radii tightening at the junction of Adswood Lane East and Cale Green which will result in vehicles being slowed down when accessing or exiting side roads. Whilst this may be the case to some small extent this is necessary to improve road safety and the proposals are in line with the CRSTS general objectives (and therefore funding requirements) to encourage a modal shift from car usage to cycling and public transport by promoting ambitious cycling and bus priority measures.
- 5.16. Comments were also made in relation to the proposals to introduce a shared-use pathway through Hallam Park including cycle usage. Residents expressed concerns that the park is popularly used amongst toddlers and young children which could result in safety issues and conflict if cyclists are permitted to cycle through the park, specifically due to the proximity between the gates into the play area and the proposed cycle path. In response to this, SMBC Highway & Transportation officers have developed the scheme and propose to relocate the gates to the play area and introduce a short path between the main route through the park and the entrance to the play area. It is considered that this will reduce the risk of conflict between cyclists and those using the play area. It is also proposed to introduce a circular feature between the Bramhall Lane entrance to the park and the play area. This should encourage lower speeds for both pedestrians and cyclists on approach to Bramhall Lane. A chicane option was also considered, and can be progressed if preferred by ward members, but it was considered that there is a risk that cyclists would avoid the chicane by cycling on the grass adjacent to the path leading to the grassed area becoming worn and increased mud on the path. Signage will be installed to raise awareness of the shared space and encourage users to share the space with care. The cycle route does not include the path to Windsor Walk. If it is used by cyclists and this becomes a nuisance for pedestrians then appropriate signage can be erected.
- 5.17. Residents also expressed concerns regarding how the proposals would affect the school coach which serves Hulme Hall Grammar school, as the coach currently takes the route of Beech Road, which would be no longer possible due to the proposed road narrowing and one way. A swept path analysis has been undertaken for a coach utilising Heathfield Road and turning right onto Heath Road. Whilst this movement can be accommodated within the available carriageway it is recommended that the existing No Waiting at Any Time restrictions at the junction of Heathfield Road / Heath Road be extended to prevent vehicles from parking within

the area required to accommodate the manoeuvre. It is also recommended that the existing No Waiting At Any Time restrictions at the eastern end of Heathfield Road be extended by 13m opposite the disabled car parking bays on the northern side of the carriageway as cars parked on both sides of the road in this location are creating a pinch point in the carriageway. Affected residents would be provided with the opportunity to provide feedback on the proposed TROs as part of the legal advertising process should the scheme be approved. SMBC Highway and Transportation officers have liaised with Hulme Hall Grammar School and understand that the school are currently exploring the use of school owned minibuses which would also reduce the need for daily coaches. This is shown on Drawing No F-0700-002-03 Rev A.

- 5.18. Throughout the responses, a number of comments were made stating that the proposals do not go far enough, and further measures are needed to reduce speeding on Bramhall Lane, many referencing the need for speed tables and / or speed enforcement cameras. The proposed Bramhall Lane Highway Improvements scheme has been developed to align with the funding available from the CRSTS Bus Pinch Points budget, which is insufficient to accommodate the provision of further measures on Bramhall Lane. In addition, due to the nature of the road as well as the collision history, it would not qualify for speed cushions or enforcement cameras. Further investigation could be made of a possible variable 20mph speed limit on Bramhall Lane which could apply at school start and finish times however that is beyond the scope of the current project.
- 5.19. In addition to the public consultation SMBC Highways and Transportation has liaised with internal stakeholders and Urban Traffic Control at TfGM. Feedback received has led to amendments to the exact location of the proposed Toucan Crossing. In order to minimise the impact on the park wall and associated pillars, and to maintain sufficient footway width to accommodate both pedestrians and cyclists, it is now proposed to align the crossing directly with the park entrance as shown on Drawing No F-0700-002-03 Rev A. The bus stop markings are still proposed to be moved slightly further
- 5.20. A further review of the pedestrian facilities along Hallam Street has also been undertaken. There was a strong level of support identified for pedestrian improvements along Hallam Street within the public consultation and it is considered that the provision of vehicle dropped crossings for private accesses (as opposed to radius kerbs with tactile paving), would provide improved pedestrian priority. The dropped kerbs with tactile paving are still proposed at the road junction of Hallam Street / Wild Street.
- 5.21. Following the overall positive feedback from the consultation exercise, the proposed works are recommended to be progressed to detailed design for construction based on Drawings Ref F-0700-002-01 Rev A to F-0700-002-05 Rev A in Appendix A.

## **6. FINANCIAL IMPLICATIONS**

- 6.1. The scheme will be funded from the Government's CRSTS and Transforming Cities Funding.

## **7. TIMESCALES**



- 7.1. Should the proposals be approved, the scheme should be ready for implementation in 2024 subject to final funding approval. For traffic management reasons and because of the location of the schools it may be advantageous to undertake any disruptive works in the School Summer Holidays.

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

### **8.1. 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".

### **8.2. 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**

- 9.1. The Area Committee is asked to comment on this report and recommend that the Cabinet Member (Parks, Highways and Transport Services) approves the implementation of the Bramhall Lane Highway Improvements schemes and the legal advertising of the Traffic Regulation Orders contained in Appendix C and subject to no objections being received within 21 days from the advertisement date the orders can be made.

## **Background Papers**

There are no background papers to this report.

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 – Proposal Drawings**

### **Consultation Drawings**

0700-100-S2-01  
0700-100-S2-02  
0700-100-S2-03  
0700-100-S2-04  
0700-100-S2-05

### **Amended Drawings Following Consultation**

F-0700-002-01 Rev A  
F-0700-002-02 Rev A  
F-0700-002-03 Rev A  
F-0700-002-04 Rev A  
F-0700-002-05 Rev A

**Appendix B – Bus Pinch Points Bramhall Lane Consultation Feedback Report  
(attached separately)**

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

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

<b>Location</b>	<b>Extent</b>
Adswood Lane East, south side	From the projected western kerblines of Bramhall Lane for a distance of 20.5m in a westerly direction
Bramhall Lane, east side	From a point 48.5m north of the projected northern kerblines of St Georges Gardens to a point 26m south of the projected southern kerblines of St Georges Gardens
Bramhall Lane, east side	From a point 22.5m north of the projected northern kerblines of Cale Green to a point 12m north of the projected northern kerblines of Peel Street
Bramhall Lane, west side	From a point 22.5m north of the projected southern kerblines of Adswood Lane East to a point 36.5m south of the projected southern kerblines of Cale Green
Cale Green, north side	From the projected western kerblines of Bramhall Lane for a distance of 8m in a westerly direction
Beech Road, north side	From a point 17.5m west of the projected western kerblines of Bramhall Lane for a distance of 5m in a westerly direction
Heathfield Road, south side	From a point 15.5m west of the projected western kerblines of Bramhall Lane for a distance of 22.5m in a westerly direction
Heathfield Road, both sides	From the projected eastern kerblines of Heath Road for a distance of 11.0m in an easterly direction
Heath Road, west side	From a point 17m north of the projected northern kerblines of the Cale Green Park access to a point 8m south of the projected southern kerblines of the Cale Green Park access
Heath Road, east side	From a point 16.5m north of the projected northern kerblines of Heathfield Road to a point 7m south of the projected southern kerblines of Heathfield Road

Proposed 'No Waiting Mon- Sat 7:30am - 6:30pm'

Location	Extent
Bramhall Lane, west side	From a point 36.5m south of the projected southern kerbline of Cale Green to a point 11.5m north of the projected southern kerbline of Beech Road

Proposed Toucan Crossing

Location	Extent
Bramhall Lane	Located 7.5m north of the projected southern kerbline of Beech Road

Proposed 'No Entry Except Cycle'

Location	Extent
Beech Road	Located on the western end of Beech Road at its junction with Heath Road for vehicles travelling in an easterly direction

Proposed 'No Waiting Mon-Sat 8am-8pm & No Loading Mon-Fri 8am-9:30am & 4:30-6:30pm'

Location	Extent
Bramhall Lane, east side	From a point 54m north of the projected southern kebline of Adswood Lane East to a point 48.5m north of the projected northern kerbline of St Georges Gardens

Proposed 'No Waiting Mon-Sat 8am-6:30pm

Location	Extent
Adswood Lane East, south side	From a point 20.5m west of the projected western kerbline of Bramhall Lane for a distance of 78.5m in a westerly direction

Revoked 'No Waiting at Any Time'

Location	Extent
Bramhall Lane, west side	From a point 22.5m north of the projected southern kerbline of Adswood Lane East to the northern kerbline of Adswood Lane East
Heathfield Road, both sides	From the projected eastern kerbline of Heath Road for a distance of 7.5m in

	an easterly direction
Heath Road, east side	From a point 7.5m north of the projected northern kerbline of Heathfield Road to a point 7m south of the projected southern kebline of Heathfield Road
Heath Road, west side	From a point 8m north of the projected northern kerbline of the Cale Green Park access to a point 8m south of the projected southern kerbline of the Cale Green Park access

Revoked 'No Waiting Mon- Sat 8am-8pm'

Location	Extent
Bramhall Lane, west side	From the projected southern kerbline of Adswood Lane East for a distance of 25m in a southerly direction

Revoked 'No Waiting 'Mon- Sat 7:30 – 9:30am & 4:00-6:30pm'

Location	Extent
Bramhall Lane, west side	From a point 25m south of the projected southern kerbline of Adswood Lane East to the projected southern kebline of Dundonald Street

Revoked 'No Waiting Mon- Sat 7:30am - 6:30pm'

Location	Extent
Bramhall Lane, west side	From the projected southern kerbline of Dundonald Street to a point 24m north of the projected southern kerbline of Beech Road

Revoked 'No Waiting Mon Sat 8am-8pm & No Loading Mon-Fri 8am-9:30am & 4:30-6:30pm'

Location	Extent
Bramhall Lane, east side	From a point 54m north of the projected southern kebline of Adswood Lane East to the projected northern kerbline of St Georges Gardens

Revoked 'No Waiting Mon-Sat 8am-6:30pm'

Location	Extent
Adswood Lane East, south side	From the projected western kerbline of Bramhall Lane for a distance of 99m in a westerly direction