



Heatons & Reddish Area Committee Meeting

Date: Monday, 29 July 2024

Central Stockport Area Committee

Date: Thursday, 1 August 2024

Cabinet Member (Parks, Highways and Transport Services)

## **City Region Sustainable Transport Settlements – A6 Corridor Improving Journeys**

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

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

Members are requested to consider the contents of the report, noting the results of the recent consultation exercise carried out with residents and businesses along the A6 Corridor, between the Heatons, and Stockport Town Centre and to recommend that the Cabinet Member (Cabinet Member for Parks, Highways & Transport Services) approve the proposed measures as set out in Section 11 below.

#### **2. BACKGROUND**

Funding for the Greater Manchester City Region Transport Settlement (CRSTS) has been allocated for the delivery of a City Centre Bus and Streets for All Connectivity programme, to enable more people to travel by public transport and active travel on six radial routes to the City Centre within the Greater Manchester area. This programme aims to deliver a package of improvements on radial corridors within the M60 by 2027. One of the six radial corridors identified as Priority 1 corridors within the programme is the A6 corridor, part of which is within the Stockport Metropolitan Borough boundary.

The proposals for the A6 corridor in Stockport with the following objectives:

- To increase the number of people travelling by bus.
- To increase the number of people travelling using active travel.
- To improve bus journey time and reliability of frequent services.
- To improve the accessibility and quality of bus stops
- To develop cycle routes parallel to the A6.
- To improve A6 crossing points for pedestrians and cyclists.
- To address road safety issues on the corridor.
- To avoid the creation of additional congestion on the corridor for other traffic.

In partnership with Transport for Greater Manchester (TfGM), Stockport Metropolitan Borough Council has developed proposals to improve bus journeys and active travel for the A6 corridor in Stockport.

Stockport Council consulted over improving journeys on the A6 corridor from the Manchester Boundary to Stockport Town Centre.

The purpose of the consultation was to inform the public, including residents, businesses, and interest groups of the proposals and to gather their views, and opinions on the proposed changes.

### 3. CONSULTATION PROPOSALS

The consultation plans show the proposed measures. There are four main parts of the proposed improvements:

Please refer to the Overview drawing in Appendix A.

1. The A6 Bus Corridor:

The extent of the proposed A6 works within this scheme will run from the borough boundary with Manchester just north of Crossley Road to Sparthfield Road to the south.

2. The Western Cycle Route:

The proposed route runs from Buckingham Road in Heaton Moor to Mersey Square in the Town Centre and also completion of the Heaton's Cycle Link from Leegate Road to Buckingham Road.

3. The Eastern Cycle Route:

The proposed route runs from Nelstrop Road North (which connects to the Fallowfield Loop) to the Town Centre near Redrock.

4. 20mph Residential Streets:

A 20mph speed limit is proposed in residential areas throughout the Eastern and Western Cycle Links

The overall scheme has been broken down and is shown on thirteen individual drawing sheets (1 to 13) listed below and as shown in the Area Committee Report (Appendix B: Consultation Drawings):

#### **Part 1: The A6 Bus Corridor**

- Sheet 1: (Drawing Number F-5223-A6BR-CON-0001)
  - Viewport 1A: A6 Crossley Road to Highbury Road.
  - Viewport 1B: A6 Highbury to Buckingham Road.
  
- Sheet 2 (Dwg. No. F-5223-A6BR-CON-0002)
  - Viewport 2A: A6 Buckingham Road to Ellesmere Road North / Manchester Road.
  - Viewport 2B: A6 Brook Road to Lawton Road.
  
- Sheet 3 (Dwg. No. F-5223-A6BR-CON-0003)
  - Viewport 3A: A6 Lawton Road to No. 210 Wellington Road North.
  - Viewport 3B: A6 No. 210 Wellington Road North to Sparthfield Road.

## **Part 2: The Western Cycle Route**

- Sheet 4 (Dwg. No. F-5223-A6BR-CON-0004)
  - Leegate Road - Sevenoaks Avenue.
- Sheet 5 (Dwg. No. F-5223-A6BR-CON-0005)
  - Sevenoaks Avenue – Buckingham Road, including Shaw Road and Peel Moat Road.
- Sheet 6 (Dwg. No. F-5223-A6BR-CON-0006)
  - Buckingham Road.
- Sheet 7 (Dwg. No. F-5223-A6BR-CON-0007)
  - Viewport 7A: Peel Moat Road - Broomfield Road
  - Viewport 7B: Broomfield Road – Warwick Road.
- Sheet 8 (Dwg. No. F-5223-A6BR-CON-0008)
  - Viewport 8A: Warwick Rd and Derby Rd / Parsonage Rd / Heaton Rd / Alexandra Rd.
  - Viewport 8B: A6 – Brackley Road / St Leonard’s Road / Gower Road / Glenfield Road.
- Sheet 9 (Dwg. No. F-5223-A6BR-CON-0009)
  - Viewport 9A: Ashburn Road.
  - Viewport 9B: Bowerfold Lane – Higher Bury Street.
- Sheet 10 (Dwg. No. F-5223-A6BR-CON-0010)
  - Travis Brow – Heaton Lane.

## **Part 3: The Eastern Cycle Route**

- Sheet 11 (Dwg. No. F-5223-A6BR-CON-0011)
  - Viewport 11A: Nelstrop Road North to Marbury Road
  - Viewport 11B: Nelstrop Road – Downham Road
- Sheet 12 (Dwg. No. F-5223-A6BR-CON-0012)
  - Viewport 12A: Downham Road – Manchester Road
  - Viewport 12B: Manchester Road / Lloyd Street.
- Sheet 13 (Dwg. No. F-5223-A6BR-CON-0013)
  - Viewport 13A: Lloyd Street – Baker Street.
  - Viewport 13B: Baker Street – Gordon Street.
  - Viewport 13C: Gordon Street - Lancashire Hill.

## **Part 4: 20mph Residential Streets**

- See Appendix D.

### **3.1 Part 1: The A6 Bus Corridor**

#### **3.1.1 Sheet 1 (Viewport 1A) A6 Crossley Road to Highbury Road**

- Improvements to the existing signalised junction at Crossley Road to bring pedestrian crossings up to current standards, including replacement of signal equipment.
- Bollards are proposed for the existing footway, between 423-429 Wellington Road North, to deter inconsiderate parking.
- Raised junction tables will be provided at the A6/Weybrook Road and A6/Highbury Road junction, with footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances across the junctions, and to help reduce turning speed of vehicles.
- The existing Toucan crossing near Weybrook Road will be retained but with an extended footway/cycleway to connect to the access to McVities.
- Vehicular dropped crossings will be provided at several locations to replace existing kerbed access points.
- Extension of the bus lane on the northbound carriageway towards Crossley Road.
- Introduction of a bus lane on the southbound carriageway, from approximately 90m south of Crossley Road to Manchester Road. Localised carriageway widening will be required to accommodate the bus lane.
- Existing bus stops to be modified to current TfGM standards.

#### **3.1.2 Sheet 1 (Viewport 1B) A6 Highbury Road to Buckingham Road**

- Raised junction tables, with footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances, and to help reduce the turning speed of vehicles at Roxton Road, Langdale Road, Norfolk Avenue, Woodbourne Road, Alstone Avenue, Howard Avenue and Buckingham Road.
- The existing Toucan crossing near Alford Road will be retained.
- Buckingham Road is to be made one-way eastbound from Chandos Road to the A6.
- Vehicular dropped crossings installed at several locations to replace existing kerbed access points.
- Introduction of a bus lane on the southbound carriageway, from approximately 90m south of Crossley Road to Manchester Road.
- Existing bus stops to be modified to current TfGM standards.

#### **3.1.3 Sheet 2 (Viewport 2A) Option 1: A6 Buckingham Road to Ellesmere Road North / Manchester Road**

- The junction of the A6188 Manchester Road with A6 Wellington Road North will be realigned, with traffic from the A6 southbound to Manchester Road passing through the signals. This is designed to help reduce the speed of traffic turning left from the A6 onto Manchester Road.
- Crossing points over Manchester Road and Wellington Road North are upgraded to single-stage Toucan crossings.
- The existing parking bays are to be removed and relocated on the east side of the A6 and the south side of Manchester Road.
- A shared footway/cycleway is proposed on both sides of the A6, including to the front of shops on Manchester Road, for pedestrians and cyclists using the new Toucan crossings. This extends to Ellesmere Road North.
- Ellesmere Road North is to be narrowed at the junction with the A6 with a raised junction table and footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii, and footway widening to reduce the crossing distance and to help reduce turning speed of vehicles.
- Grass verges with tree planting, a cycle stand, and seating are proposed at the junction. Consideration will be given to a gateway public art installation at the junction.
- It is proposed to widen the footway adjacent to the northbound carriageway around the bus stop outside St. Thomas' CE Primary School.
- Vehicular dropped crossings installed at several locations to replace existing kerbed access points.
- Existing bus stops to be modified to current TfGM standards.

#### 3.1.4 Sheet 2 (Viewport 2A) Option 2: A6 Buckingham Road to Ellesmere Road North / Manchester Road.

- The junction of the A6188 Manchester Road with A6 Wellington Road North will be realigned, with traffic from the A6 southbound to Manchester Road passing through the signals. This is designed to help reduce the speed of traffic turning left from the A6 onto Manchester Road.
- Crossing points over Manchester Road and the A6 are upgraded to single-stage Toucan crossings. In addition, a Puffin crossing will be provided across the A6 to the north of Manchester Road.
- The existing parking bays are to be removed from the front of the shops on the northern side of Manchester Road and some additional parking will be provided on the southern side.
- A one-way segregated cycleway is proposed along the shop frontage towards Manchester Road.
- A shared footway/cycleway is proposed on both sides of the A6, including at the junction with Manchester Road and Ellesmere Road North, for pedestrians and cyclists using the new Toucan crossings.
- Ellesmere Road North is to be narrowed at the junction with the A6 with a raised junction table and footway improvements including the installation of

uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii, and footway widening to reduce the crossing distance and to help reduce turning speed of vehicles.

- Grass verges with tree planting, seating, and a cycle stand are proposed at the junction. Consideration will be given to a gateway public art installation at the junction.
- It is proposed to widen the footway adjacent to the northbound carriageway around the bus stop outside St. Thomas' CE Primary School.
- Vehicular dropped crossings installed at several locations to replace existing kerbed access points.
- Existing bus stops to be modified to current TfGM standards.

### 3.1.5 Sheet 2 (Viewport 2B): A6 Brook Road to Lawton Road.

- Raised junction tables, with footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii, and footway widening to reduce the crossing distances, and to help reduce the turning speed of vehicles will be provided at Victoria Grove (in agreement with the owners of the Private Street), Langford Road, Brackley Road, and Lawton Road.
- The north-eastern footway, adjacent to the southbound carriageway, between Victoria Grove and Brackley Road, will be widened to 2m width behind the parking bays at 300-314 Wellington Road North by reducing the carriageway width.
- The existing Puffin pedestrian crossing is to be removed from outside 296 Wellington Road North and a new Toucan crossing is to be located closer to the junction with Brackley Road, with a shared footway / cycleway on both sides of the A6.
- Vehicular dropped crossings installed at several locations to replace existing kerbed access points.
- Existing bus stops to be modified to current TfGM standards.
- A quiet on carriageway cycle route, defined with advisory road markings, will be provided along Lawton Road and Brackley Road.

### 3.1.6 Sheet 3 (Viewport 3A): A6 Lawton Road to No. 210 Wellington Road North.

- Introduction of a bus lane on southbound carriageway from Wingate Road to Sparthfield Road (Belmont Bridge).
- Footway improvements, including the installation of raised junction tables, uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances across the junctions, and to help reduce turning speed of vehicles at Wingate Road, Denby Lane, Brantwood Road, Harvey Close and Silverdale Road.
- The north-eastern footway, adjacent to southbound carriageway, between Brackley Road and Denby Lane, will be widened to 2m at 268-286 Wellington Road North (retaining the parking bay by narrowing the carriageway).

- The southbound carriageway, between Denby Lane and Harvey Close will be widened by approximately 0.3m to allow for installation of right turn lanes.
- The northbound carriageway, between Brantwood Road and Warwick Court will be widened by up to 0.5m (maximum) to allow for installation of right turn lanes.
- A signalised junction with green man pedestrian crossing facilities on all arms is proposed at the junction of the A6 with Warwick Road and Glenfield Road, including the removal of the existing Puffin crossing from outside 230 Wellington Road North (former Trivelles Hotel).
- Vehicular dropped crossings installed at several locations to replace existing kerbed access points.
- Existing bus stops to be modified to current TfGM standards.

### 3.1.7 Sheet 3 (Viewport 3B): No. 210 Wellington Road North to Sparthfield Road.

- Footway improvements including the installation of uncontrolled crossings for pedestrians, the reduction of corner kerb radii and footway widening to reduce the crossing distance, and to help reduce turning speed of vehicles at Holmfield Close.
- Widening of the carriageway between Whitefield and Heaton Road by approximately 0.3m to allow for a right turn lane to Heaton Road at the signal junction.
- Widening of the footway between Heaton Road and Sparthfield Road to a minimum of 2m by narrowing the carriageway (retaining the current layby outside 135-151 Wellington Road North).
- Relocation of the existing pedestrian crossing from the northern arm of signalised junction at A6 / Heaton Rd, further south towards the junction.
- New pedestrian crossing facility across the exit from Castlewood Apartments (192 Wellington Road North)
- Vehicular dropped crossings installed at several locations to replace existing kerbed access points.
- Existing bus stops to be modified to current TfGM standards.

## 3.2 Part 2: The Western Cycle Route

### 3.2.1 Sheet 4: Leegate Road - Sevenoaks Avenue.

- The surface to the footway and carriageway along the unadopted section of Leegate Road is to be improved and consideration is given to possible traffic calming measures.
- Street lighting will be reviewed and improved to current standards as necessary including using heritage-style columns and lamps where appropriate.
- A two-way segregated cycle path is to be provided through the existing road closure, between the adopted and unadopted sections of Leegate Road, including the removal of some existing trees and replacement with tree planting and grass verges.



- Works to the unadopted section of Leegate Road are subject to agreement with landowners.
- A quiet carriageway cycle route, defined with advisory road markings, will be provided along the adopted part of Leegate Road and Sevenoaks Avenue.
- Raised junction tables, with footway improvements including the installation of uncontrolled crossings for pedestrians, will be provided at the junctions of:
  - Leegate Road / Emery Close
  - Leegate Road / Sevenoaks Avenue
  - Sevenoaks Avenue / Alderdale Drive.
- Kerbed vehicle access points will be replaced with vehicular dropped crossings to create a continuous footway across private access points.

### 3.2.2 Sheet 5: Sevenoaks Avenue to Buckingham Road, including Shaw Road.

- A quiet on-carriageway cycle route will be provided along Sevenoaks Avenue, Shaw Road, St. James Road Peel Moat Road, and Buckingham Road, and defined with advisory road markings.
- Raised junction tables, with footway improvements including the installation of uncontrolled crossings for pedestrians, will be provided at the junctions of:
  - Sevenoaks Avenue / Linksway Close
  - Shaw Road / St. James Road.
  - St James Road / Denniston Road (both ends)
  - Peel Moat Road / Buckingham Road
  - Peel Moat Road / York Road.
- A footway buildout is proposed at the junction of Harmsworth Drive with Peel Moat Road.
- Vehicular dropped crossings will be provided to replace kerbed accesses at Heaton School and at the entrance to Peel Moat Court and Peel Moat Care Home.

### 3.2.3 Sheet 6: Buckingham Road

- A quiet on-carriageway cycle route will be provided along Buckingham Road and defined with advisory road markings.
- Raised junction tables, with footway improvements including the installation of uncontrolled crossings for pedestrians, will be provided at the junctions of Buckingham Road with Brownsville Road.
- A segregated two-way cycleway and footway is proposed for the Buckingham Road bridge to link with the existing cycleway on Egerton Road North.
- Buckingham Road is to be made one-way northeast bound from Chandos Road to the A6
- A contraflow cycle lane is proposed for Buckingham Road to connect from St Thomas' Primary School to Chandos Road.
- The existing one-way south-westbound traffic order on Buckingham Road from Chandos Road to Egerton Road North is to be signed and marked.

- A road hump with an uncontrolled pedestrian crossing is proposed on Buckingham Road outside St Thomas' Primary School.

#### 3.2.4 Sheet 7 (Viewport 7A): Peel Moat Road - Broomfield Road.

- A quiet on carriageway cycle route will be provided along Peel Moat Road and Broomfield Road, and defined with advisory road markings.
- Raised junction tables, with footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances, and to help reduce turning speed of vehicles will be provided at:
  - Peel Moat Road / Elms Road
  - Peel Moat Road / Singleton Road.
- Other proposed traffic calming measures include a road hump on Peel Moat Road outside Peel Moat Care Home.
- Vehicle dropped crossings to provide a continuous footway are proposed at the access to Peel Moat Court and Peel Moat Care Home
- The proposed signalised junction at Heaton Moor Road / Peel Moat Road / Broomfield Road is an approved scheme (Bee Network Crossings)

#### 3.2.5 Sheet 7 (Viewport 7B): Broomfield Road – Warwick Road.

- A quiet on-carriageway cycle route will be provided along Broomfield Road and Warwick Road, defined with advisory road markings.
- Footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians) at the junctions of:
  - Broomfield Road / Earl Road
  - Broomfield Road / Dalton Grove
  - Broomfield Road / Warwick Road.
- Traffic calming measures (road humps) are proposed on Warwick Road.
- A proposed change of priority for traffic at the junction of Warwick Road and Broomfield Road.

#### 3.2.6 Sheet 8 (Viewport 8A): Warwick Road and Derby Road / Parsonage Road / Heaton Road / Alexandra Road.

- A quiet on carriageway cycle route will be provided along Warwick Road, Derby Road and Heaton Road, and defined with advisory road markings.
- Footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians) at the junctions of:
  - Warwick Road / Warwick Close
  - Warwick Road / Derby Road.
- Footway improvements which also include the reduction of corner kerb radii and footway widening to reduce the crossing distances across the junctions are proposed at:
  - Tatton Road South / Heaton Road

- Derby Road / Parsonage Road
- Parsonage Road / Heaton Road.
- The footway across Warwick Road Bridge is to be widened and the carriageway narrowed. To assist safety on the reduced carriageway width a weight restriction of 3.5 tonnes (except for access) is proposed on Warwick Road between the A6 and Tatton Road South / Heaton Road.
- Traffic calming measures (road humps) are proposed on Warwick Road.
- Road closure to traffic with a two-way segregated cycle path is proposed between Derby Road and Heaton Road, at the north end of the green.
- A signalised junction with green man pedestrian facilities on all arms is proposed on Heaton Road at the junction with Ashburn Road and Alexandra Road, including the relocation of the existing southbound bus stop to Parsonage Road close to the junction with Derby Road.
- Vehicular dropped crossings will be provided to create a continuous footway across the accesses to private driveways in some locations, replacing kerbed crossings.

### 3.2.7 Sheet 8 (Viewport 8B): A6 – Brackley Road / St Leonard’s Road / Gower Road / Glenfield Road.

- A quiet on carriageway cycle route will be provided along Brackley Road, St. Leonard’s Road, Gower Road and Glenfield Road, and defined with advisory road markings. This route, with the new junction at the A6 (Sheet 3) and works to Warwick Road (Sheet 8) will connect the east and west parallel cycle routes.
- A raised junction table, with footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), will be provided on at the junctions of:
  - Denby Lane / St Leonard’s Road
  - Denby Lane / Gower Road.
- Other proposed traffic calming measures include a road hump on Brackley Road.
- Footway improvements which also include the reduction of corner kerb radii and footway widening to reduce the crossing distances and uncontrolled crossings with tactile paving (for pedestrians) are proposed at the junctions of:
  - Brackley Road / Rosedale Road
  - Brackley Road / St Leonard’s Road
  - Gower Road / Marlborough Drive.
- Vehicle dropped crossings are proposed at several locations to replace kerbed accesses.

### 3.2.8 Sheet 9 (Viewport 9A): Ashburn Road.

- A quiet on-carriageway cycle route will be provided along Ashburn Road and will be defined using advisory road markings.
- Traffic calming measures are proposed along Ashburn Road, including junction tables with footway improvements at:

- Ashburn Road / Pendennis Road
- Ashburn Road / Yealand Avenue
- Ashburn Road / Bowerfold Lane
- Additional traffic calming in the form of road humps is also proposed.
- Change of junction priority at Bowerfold Lane to give priority to Ashburn Road / Bowerfold Lane to the east following the proposed cycle route.
- There will also be footway improvements, including the installation of uncontrolled crossings for pedestrians and the reduction of junction radii, at Ashburn Grove / Gail Avenue.

### 3.2.9 Sheet 9 (Viewport 9B): Bowerfold Lane – Higher Bury Street.

- A raised table junction, with footway improvements including the installation of uncontrolled crossings for pedestrians, will be provided at the junction of Bowerfold Lane / Dunblane Avenue.
- A segregated two-way cycleway and footway is proposed for the existing bridleway between Bowerfold Lane and Higher Bury Street (Public Right Of Way No. 162S) including removal of some existing trees and replacement with tree planting and hedge planting.
- Modifications are proposed near the B&Q service access at the north end of Higher Bury Street to provide a footway/cycleway connection across the access / turning head.
- A shared-use footway/cycleway is proposed along the eastern side of Higher Bury Street with footway improvements at the junction with Lower Bury Street and Rooth Street, including the installation of uncontrolled crossings with tactile paving for pedestrians and vehicular dropped crossings in place of kerbed access points to create a continuous footway/cycleway.
- Footway improvements are proposed on the western side of Higher Bury Street to improve the footway vehicular dropped crossings in place of kerbed access points to create a continuous footway.
- Footway widening is proposed on the eastern side of Lower Bury Street to provide a footway/cycleway near the junction with Rooth Street / Higher Bury Street.

### 3.2.10 Sheet 10: Travis Brow – Heaton Lane.

- A segregated two-way cycleway is proposed on Travis Brow from George's Road to Heaton Lane roundabout including a Tiger crossing at the junction of Hope Street.
- Sparrow crossings are proposed at the George's Road junction and to replace the existing Toucan Crossing across Travis Brow at the Ambulance Station.
- Tiger Crossings are proposed for the Travis Brow, Great Egerton Street, and Heaton Lane (east) arms of the Heaton Lane roundabout.
- Cyclists can either join the carriageway on Heaton Lane or follow the existing footway/cycleway on Heaton Lane to the Toucan crossings at the A6 / Heaton Lane junction to provide access to Mersey Square.

- A segregated two-way cycleway is proposed from the roundabout along Heaton Lane (west) into Acorn Business Park where it becomes a shared-use footway/cycleway which links with a path along the River Mersey.
- A shared-use footway/cycleway is proposed for the southern footway from the Ambulance Station to the Pyramid Roundabout (M60 Junction 1).

### **3.3 Part 3: The Eastern Cycle Route**

#### **3.3.1 Sheet 11 (Viewport 11A): The Fallowfield Loop along Nelstrop Road North to Marbury Road.**

- A quiet on-carriageway cycle route will be provided along Nelstrop Road North, Marbury Road and Nelstrop Road and defined with advisory road surface markings.
- Raised junction tables, with footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances, and to help reduce the turning speed of vehicles will be provided at the junctions of:
  - Marbury Road / Nelstrop Road North
  - Nelstrop Road / Carnforth Road
  - Broadstone Hall Road North / Appleton Road.
- Other footway improvements which also include the reduction of corner kerb radii and footway widening to reduce the crossing distances at:
  - Simon Freeman Close / Marbury Road
  - Nelstrop Crescent / Nelstrop Road.
- Vehicle dropped crossings to create a continuous footway are also proposed in several locations to replace kerbed access points.
- Carnforth Road will be closed to motor traffic between Marbury Road and Broadstone Hall Road North. A two-way segregated cycleway is proposed on the closed section off-carriageway with drop bollards to allow emergency vehicle access, along with tree planting and grass verges.
- Further traffic calming in the form of a road hump is also proposed for Carnforth Road.
- A change of priority for traffic is proposed at the junction of Carnforth Road and Nelstrop Road
- The existing bus stop on Nelstrop Road is to be relocated further south to the junction with Nelstrop Crescent. Other existing bus stops are to be modified to current TfGM standards.

#### **3.3.2 Sheet 11 (Viewport 11B): Nelstrop Road – Downham Road.**

- A quiet on-carriageway cycle route will be provided along Nelstrop Road and Downham Road, and defined with advisory road markings.
- The route will cross Broadstone Road at an already approved Toucan crossing which forms part of the CRSTS Streets for All Heaton Chapel project.
- A raised junction table, with footway improvements including the installation of uncontrolled crossings with tactile paving, a reduction of corner kerb radii,

footway widening and a change in junction priority will be provided at the junctions on:

- Nelstrop Road / Farm Close
- Downham Road / at the junction with Hulme Road
- Reduced kerb radii and pedestrian drop crossings with tactile paving are proposed at Christleton Avenue at the junction with Downham Road.
- Vehicle dropped crossings to create a continuous footway are also proposed in several locations in place of kerbed access points.

### 3.3.3 Sheet 12 (Viewport 12A): Downham Road – Manchester Road.

- A quiet on-carriageway cycle route will be provided along Downham Road and part of Halesden Road and Bollington Road, and defined with advisory road markings.
- Raised junction tables including uncontrolled crossing with tactile paving and kerb radius reduction are proposed at the junctions of:
  - Downham Road / Halesden Road
  - Downham Road / Bollington Road
  - and on Halesden Road and Orthes Grove at their junctions with Manchester Road.
- A one-way segregated Contra-flow Cycleway along Ash Grove will be provided adjacent to Manchester Road Park in place of the current Highway verge.
- The existing footway on the northeastern side of Manchester Road, from Halesden Rd to Denby Lane will be upgraded to a shared use footway/cycleway including widening from Ash Grove to Denby Lane.
- New Toucan Crossings with foot/cycleway connections are proposed on Manchester Road at Lambs Fold and at the junction with Denby Lane.
- The existing footway on the south-western side of Manchester Road at Lambs Fold will be upgraded to provide shared space at the proposed Toucan Crossing, and the existing footpath between Manchester Road and Brackley Road will be widened to provide a shared use path. This will involve adjustments to the car park at Lambs Fold, including tree removal and replacement planting, and moving of the boundary fence at 1-9 Lambs Fold. A vehicle-dropped crossing will be provided across Lambs Fold at Manchester Road to create a continuous footway.
- Kerb radii reduction, extension of the existing pedestrian refuge and a 2.3m width restriction are proposed for Denby Lane at its junction with Manchester Road.
- A two-way segregated cycleway is proposed along the existing north-eastern footway on Manchester Road from Denby Lane connecting to a shared space footway/cycleways at new Toucan Crossings at the Manchester Road / Whitehill Steet junction.
- Existing bus stops to be modified to current TfGM standards.

### 3.3.4 Sheet 12 (Viewport 12B): Manchester Road / Lloyd Street.

- The existing pedestrian crossings at the Manchester Road / Whitehill Street West signalised junction will be upgraded to Toucan Crossings with shared space footway/cycleway connections.
- A two-way segregated cycleway is proposed along the existing south western footway on Manchester Road connecting the new Toucan Crossings at the Manchester Road / Whitehill Street West junction with Lloyd Street.
- Existing bus stop to be modified to current TfGM standards.
- A quiet on-carriageway cycle route defined with advisory surface markings will be provided along Lloyd Street.
- Footway improvements including the installation of an uncontrolled crossing with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances, and to help reduce the turning speed of vehicles are proposed at the junction with Colin Road.
- Traffic calming road humps are proposed on Lloyd Street.

### 3.3.5 Sheet 13 (Viewport 13A): Baker Street – Belmont Way.

- A quiet on-carriageway cycle route defined with advisory surface markings will be provided from Lloyd Street along All Saints' Road, Grafton Street, and Bardsley Street, utilizing the one-way system where applicable and connecting to the existing Toucan Crossing on Belmont Way.
- A short section of segregated contra-flow cycleway is proposed at the junction of Lloyd Street with All Saints' Road with contra-flow cycling permitted on Lloyd Street from All Saints Road to Colin Road (including appropriate signage and markings).
- The route crosses Belmont Way at the existing Toucan Crossing.
- The quiet on the carriageway cycle route continues along Belmont Street to Baker Street.
- Traffic calming road humps are proposed on Lloyd Street, Grafton Street, Belmont Street, and Baker Street.
- Footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii, and footway widening to reduce the crossing distances, and to help reduce the turning speed of vehicles are proposed at the junctions of:
  - Grafton Street / Burton Street
  - Grafton Street / Meal Street
  - Belmont Street / Baker Street.

### 3.3.6 Sheet 13 (Viewport 13A): Baker Street – Belmont Way.

- A quiet on-carriageway cycle route defined with advisory surface markings will be provided from Belmont Way to Lancashire Hill along Belmont Street, Baker Street, Short Street, and Mendip Close.
- A path improvement is proposed between Mendip Close and Quantock Close to create a widened segregated footway and cycleway.
- Traffic calming road humps are proposed on Baker Street and Short Street.

- Footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii, and footway widening to reduce the crossing distances, and to help reduce the turning speed of vehicles are proposed at the junctions of:
  - Baker Street / Short Street
  - Short Street / Mendip Close
  - Love Lane / Quantock Close

### 3.3.7 Sheet 13 (Viewport 13C): Gordon Street - Lancashire Hill.

- A quiet on-carriageway cycle route defined with advisory surface markings will be provided from Gordon Street to Orphanage Street, which links to the existing cycleway on Lancashire Hill.
- The cycle route will follow the existing segregated cycleway on Lancashire Hill to Great Egerton Street.
- The cycle route will cross Great Egerton Street on the existing Toucan crossing facility and use the existing ramp to access Tiviot Dale which connects to Prince's Street and Bridge Street.

## 3.4 Part 4: 20mph Speed Limits

- Lots of residential streets are to get new 20mph speed limits to make them safer for walking, wheeling, cycling, and playing out.
- These are proposed to complement the existing 20mph speed limits within the scheme extent, and some have already been approved and are planned to be implemented shortly. The existing, approved, and proposed 20mph residential streets are shown in the plan below.
- A full list of proposed 20mph roads is included in Appendix D.
- It is anticipated there will be another consultation exercise associated with the Traffic Regulation Order (TRO) process should the scheme be approved.

## 4 LEGAL POSITION/IMPLICATIONS

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

## 5 CONSIDERATION OF ALTERNATIVE SOLUTIONS

This section provides information on some options considered for the key junctions on the A6 and the parallel routes. Please refer to the Options Report (Appendix E) for fuller information.

### 5.1 Sheet 1:



### 5.1.1 A6 / Lloyd Road / Crossley Road: Junction

A design for the reconfiguration of the whole junction at A6 / Lloyd Road / Crossley Road was considered with toucan crossings on all four arms, including shared use foot/cycleways on the eastern side between Lloyd Road and Crossley Rd outside McDonald's and KFC, and a segregated two-way cycleway between the Black Brook bridge and Roxton Road and on Lloyd Street (within the boundary of Manchester). The cycleway included set-back crossings at Weybrook Road, Highbury Road and Roxton Road. However, these proposals were not included in the consultation as there was no onward connection along the A6 to Manchester (Levenshulme) and the traffic modelling by GMUTC indicated that the junctions would operate considerably over capacity adding to delays to traffic, including for buses, on the A6.

The current proposals, which were included in the consultation, include improvements to the existing signalised junction at Crossley Road and a signal upgrade (equipment only) at A6/Lloyd Street.

### 5.1.2 Weybrook Road

Several options were considered to accommodate a two-way cycleway across the junction of Weybrook Road with the A6, including a set-back crossing, a cycle give-way, and a signalised junction with a Sparrow crossing on Weybrook Road. Restricted visibility and space would not allow for a set-back crossing for the segregated cycleway across the junction. The give-way was discounted as it did not give priority for cycles over side road traffic. Traffic modelling by GMUTC indicated that the junction would operate considerably over capacity adding to delays to traffic, including buses, on the A6. The cycleway was not included in the scheme.

## 5.2 **Sheet 2:**

### 5.2.1 A6 / Manchester Road

A prior consultation for the CRSTS Streets For All package of works was carried out for a scheme that diverted through traffic from the A6 to Manchester Road to a signal junction but retained a layby outside the shops with a through movement. The layby would be traffic calmed to try and avoid 'rat-running' through it however concerns remained that this was likely to be the case. For this reason, the plans were revised for re-consultation as part of the CRSTS A6 Radial package of works.

Consideration was given to full segregation of cycle facilities at this junction including Sparrow type crossings of Manchester Road and the A6 south of Manchester Road. Unfortunately, the presence of a private access point precludes the provision of a segregated crossing on Manchester Road and the footway width on the west side of the A6 would not allow any onward connection from a

segregated crossing of the A6. For these reasons shared Toucan crossings were adopted in the designs consulted over.

The consulted over drawings in included two options.

Option 1 was included in the consultation drawing which shows a realigned junction with new signals north of the junction for southbound traffic, upgrade of the existing crossings to Toucan crossings, the removal and relocation of the existing parking bays and a shared foot/cycleway associated with the Toucan crossings.

Option 2 was included in the consultation drawing which shows a realigned junction with new signals north of the junction for southbound traffic with a puffin crossing, upgrade of the existing crossings to Toucan crossings, the removal of the existing parking and a shared foot/cycleway associated with the Toucan crossings and a one-way segregated cycleway along the shop frontage on Manchester Road.

Following the consultation the final recommended schemes were drawn up and are presented in Section 6 below.

#### 5.2.4 A6 Brackley Road / Lawton Road

It is proposed to remove the existing Puffin crossing on the A6 and provide a new Toucan crossing closer to the junction with Brackley Road, with a shared footway/cycleway on both sides of the A6. Segregation of the crossing as a 'sparrow' type crossing was considered but footway widths on the A6 would not permit enough space for the segregated cycleway connections.

### 5.3 **Sheet 3:**

#### 5.3.1 A6 Warwick Road / Glenfield Road

To upgrade the existing Puffin crossing to Toucan with shared facilities to Warwick Rd and Glenfield Rd. This option was not included in the consultation drawing as a signalised junction was preferred.

A Cyclops junction was considered as an option but this has been discounted because third party land would be required on three corners of the junction and to create a bus stop bypass with significant impacts on timescale and budget.

Following consultation, the consulted over signal junction was amended to propose Toucan crossings with associated shared foot/cycleways. This option is the preferred option as it assists cyclists wishing to make right turns from the A6 to the side roads to do so without having to move out into the centre of the A6.

### 5.3.2 A6/ Heaton Road

The following options are considered for the upgrade of this signalised junction of A6 Wellington Road North and Heaton Rd.

A two-way vehicular access was proposed into Castlewood apartments. However, due to the lack of space for two-way circulation within the grounds this proposal was discounted and not included in the consultation, hence for consultation the existing one-way layout has been retained.

Following consultation, the scheme has been developed to include upgrading the pedestrian crossings to Toucan crossings with the associated shared use foot/cycleway.

## 5.4 **Sheet 8:**

### 5.4.1 Heaton Road / Alexandra Road / Ashburn Road

There were five options considered for the junction of Heaton Road, Alexandra Road, and Ashburn Road.

A signalised junction with pedestrian crossing facilities on all four arms was consulted over as this proposal was supported by the traffic count data collected. However, because the consultation results show that this proposal was not supported with residents raising concerns about the loss of on-street parking and relocation of a bus stop it has not been taken forward.

A mini roundabout was considered as an option, but vehicle tracking showed this option was problematic for the manoeuvrability of buses and may not have been especially pedestrian or cycle friendly.

A raised priority junction with a Toucan crossing was considered but, due to concerns raised about the loss of parking during consultation for the signalised junction, a more suitable option was investigated.

Raised priority junction with a Tiger crossing with segregated cycleways. This option was omitted because of short sections of cycleways that deviated from the desire lines.

Following consultation, the preferred option is a priority junction, with raised table and uncontrolled dropped crossings with tactiles. This proposal is simpler with less visual impact, is more cost effective, and mitigates the concerns raised about parking by the residents during the consultation. This option would help to reduce traffic speed and improve the pedestrian facilities around the junction and allow retention of the bus stop in its current location.

## 5.5 **Sheet – 10:**

A Tiger crossing was proposed to link the cycleway across the junction of Hope Street, but this was considered unsuitable for an access road used by emergency vehicles. As such, a cycleway give-way is now proposed.

### 5.5.3 **Heaton Lane Roundabout**

The proposed scheme for the Heaton Lane roundabout has been developed with another option since consultation. Tiger crossings were originally proposed across the northern (Travis Brow) and eastern (Great Egerton Street) arms of the roundabout. However, Tiger crossings on the busy two-lane entries to the roundabout were considered too disruptive to build and could potentially increase delays and are close to exceeding the recommended traffic flow guidance for Tiger type crossings. This proposal would have also required works to the embankment adjacent to the M60 and outside The Crown pub.

The amended proposal includes a segregated two-way cycleway over the south (King Street West) and west (Heaton Lane) arms of the roundabout using Sparrow and Tiger crossings, including some works to change the kerb line to the roundabout. The proposed cycleways then link to proposed shared use foot/cycleways along the western arm of Heaton Lane towards the Trans Pennine Trail, the eastern arm towards the A6 and Mersey Square and the southern arm towards the existing Toucan crossing on King Street West.

## 5.6 **Sheet 12:**

### 5.6.1 **Manchester Road with Whitehill Street West**

Consideration was given to full segregation of the crossing facilities at this junction however limited footway width, the need to accommodate HGV manoeuvres, and the presence of the railway bridge structure did not allow sufficient space for this.

Following consultation one of the proposed Toucan crossings has been revised to a Puffin crossing due to limited footway space.

## **6 CONSULTATION**

Public consultation on the A6 Corridor: Improving Journeys proposals took place between the 26<sup>th</sup> February 2024 and the 24<sup>th</sup> March 2024 with the majority of respondents supportive of the overall scheme. A Consultation Report is included in Appendix F. A summary of the consultation results is as follows:

### **6.1 Part 1: The A6 Bus Corridor**

### 6.1.1 Sheet 1 (Viewport 1A) A6 Crossley Road to Highbury Road

- Improvements to the existing signalised junction at Crossley Road to bring pedestrian crossings up to current standards, including replacement of signal equipment.

The majority of respondents strongly agreed with the proposed improvements to the Crossley Road junction with the A6. Of the 108 responses, 65% of the respondents agreed or strongly agreed 20% respondents disagreed or strongly disagreed, and 15% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Bollards are proposed for the existing footway, between 423-429 Wellington Road North, to deter inconsiderate parking.

Of the 107 responses, 58% strongly agreed or agreed with the proposed improvements, 30% disagreed or strongly disagreed, and 12% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Raised junction tables will be provided at the A6/Weybrook Road and A6/Highbury Road junction, with footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances across the junctions, and to help reduce turning speed of vehicles.

Of the 104 responses, 49% strongly agreed or agreed with the proposed improvements, 40% disagreed or strongly disagreed, and 11% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Vehicular dropped crossings will be provided at several locations to replace existing kerbed access points.

Of the 103 responses, 48% strongly agreed or agreed with the proposed improvements, 26% disagreed or strongly disagreed, and 26% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Extension of the bus lane on the northbound carriageway towards Crossley Road.

Of the 103 responses, 43% strongly agreed or agreed with the proposed improvements, 42% disagreed or strongly disagreed, and 15% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Introduction of a bus lane on the southbound carriageway, from approximately 90m south of Crossley Road to Manchester Road. Localised carriageway widening will be required to accommodate the bus lane.

Of the 104 responses, 42% strongly agreed or agreed with the proposed improvements, 44% disagreed or strongly disagreed, and 14% neither agreed nor disagreed.

The bus lane extensions are proposed to connect the existing bus lanes on the A6 to help improve bus journeys. It is intended to increase the number of people using buses, and thus reducing the amount of car journeys and encouraging more active travel by improving bus journey times and improving the reliability of buses. Some concerns were raised that the provision of the southbound bus lane will increase congestion, however, there is only one southbound traffic lane now so this should not be the case.

It is recommended that these measures be taken forward as consulted over.

- Existing bus stops to be modified to current TfGM standards.

Of the 105 responses, 57% strongly agreed or agreed with the proposed improvements, 19% disagreed or strongly disagreed, and 24% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

#### 6.1.2 Sheet 1 (Viewport 1B) A6 Highbury Road to Buckingham Road

- Raised junction tables, with footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances, and to help reduce the turning speed of vehicles at Roxton Road, Langdale Road, Norfolk Avenue, Woodbourne Road, Alstone Avenue, Howard Avenue, and Buckingham Road.

Of the 102 responses, 48% strongly agreed or agreed with the proposed improvements, 37% strongly disagreed, and 15% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Buckingham Road is to be made one-way eastbound from Chandos Road to the A6.

Of the 103 responses, 37% strongly agreed or agreed with the proposed improvements, 44% disagreed or strongly disagreed, and 19% neither agreed nor disagreed.

Following consultation, the proposal for a one-way operation on Buckingham Road, from Chandos Road to the A6, has been omitted from the scheme in agreement with Local Members. The existing two-way operation on Buckingham Road is to be retained.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0001 REV C – Sheet 1)

- Vehicular dropped crossings installed at several locations to replace existing kerbed access points.

Of the 97 responses, 48% strongly agreed or agreed with the proposed improvements, 28% disagreed or strongly disagreed, and 24% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Introduction of a bus lane on the southbound carriageway, from approximately 90m south of Crossley Road to Manchester Road.

Of the 101 responses, 39% strongly agreed or agreed with the proposed improvements, 44% strongly disagreed, and 17% neither agreed nor disagreed.

The bus lane extensions are proposed to connect the existing bus lanes on the A6 to help improve bus journeys. It is intended to increase the number of people using buses, and thus reducing the amount of car journeys and encouraging more active travel by improving bus journey times and improving the reliability of buses

It is recommended that these measures be taken forward as consulted over.

- Existing bus stops to be modified to current TfGM standards.

Of the 102 responses, 56% strongly agreed or agreed with the proposed improvements, 19% strongly disagreed, and 25% neither agreed nor disagreed.

It is recommended that these measures be taken forward.

### 6.1.3 Sheet 2 (Viewport 2A) Option 1: A6 Buckingham Road to Ellesmere Road North Manchester Road

- The junction of the A6188 Manchester Road with A6 Wellington Road North will be realigned, with traffic from the A6 southbound to Manchester Road passing through the signals. This is designed to help reduce the speed of traffic turning left from the A6 onto Manchester Road.

Of the 95 responses, 45% strongly agreed or agreed with the proposed improvements, 39% disagreed or strongly disagreed, and 16% neither agreed nor disagreed.

Following the consultation, the scheme shown in Option 1 has been amended in agreement with Local Members. The design for Option 1 has now been developed into Option 1A (see below).

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0002 REV C – Sheet 2)

- Crossing points over Manchester Road and Wellington Road North are upgraded to single-stage Toucan crossings.

Of the 95 responses, 60% strongly agreed or agreed with the proposed improvements, 24% disagreed or strongly disagreed, and 16% neither agreed nor disagreed.

Following the consultation, the scheme shown in Option 1 has now been developed into Option 1A which retains the proposed Toucan crossings.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0002 REV C – Sheet 2)

- The existing parking bays are to be removed and relocated on the east side of the A6 and the south side of Manchester Road.

Of the 94 responses, 27% strongly agreed or agreed with the proposed improvements, 44% disagreed or strongly disagreed, and 29% neither agreed nor disagreed.

Following the consultation, the scheme shown in Option 1 has been developed into Option 1A. This maximises parking provision on the A6 but does not now show an extension of the parking bay on the south side of Manchester Road due to possible conflict with a private car park access.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0002 REV C – Sheet 2)

- A shared footway/cycleway is proposed on both sides of the A6, including to the front of shops on Manchester Road, for pedestrians and cyclists using the new Toucan crossings. This extends to Ellesmere Road North.



Of the 94 responses, 33% strongly agreed or agreed with the proposed improvements, 53% disagreed or strongly disagreed, and 14% neither agreed nor disagreed.

Following the consultation, the scheme shown in Option 1 has been developed into Option 1A which, as far as possible, segregates the cycle facility.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0002 REV C – Sheet 2)

- Grass verges with tree planting, a cycle stand, and seating are proposed at the junction. Consideration will be given to a gateway public art installation at the junction.

Of the 94 responses, 55% strongly agreed or agreed with the proposed improvements, 37% disagreed or strongly disagreed, and 8% neither agreed nor disagreed.

Following the consultation, the scheme shown in Option 1 has been developed into Option 1A which seeks to maximise the opportunity for planting. Funding will be allocated in the Business Case for a gateway public art installation which will be subject to further consultation with Ward Members / The Cabinet Member as the scheme develops.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0002 REV C – Sheet 2)

- Ellesmere Road North is to be narrowed at the junction with the A6 with a raised junction table and footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii, and footway widening to reduce the crossing distance and to help reduce turning speed of vehicles.

Of the 93 responses, 47% strongly agreed or agreed with the proposed improvements, 41% disagreed or strongly disagreed, and 12% neither agreed nor disagreed.

Following the consultation, the scheme shown in Option 1 has been developed into Option 1A which retains the amendments at the junction of Ellesmere Road North as consulted over.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0002 REV C – Sheet 2)

- It is proposed to widen the footway adjacent to the northbound carriageway around the bus stop outside St. Thomas' CE Primary School.

Of the 94 responses, 57% strongly agreed or agreed with the proposed improvements, 30% disagreed or strongly disagreed, and 13% neither agreed nor disagreed.

Following the consultation, the scheme shown in Option 1 has been developed into Option 1A which retains the amendments to the bus stop as consulted over.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0002 REV C – Sheet 2)

- Vehicular dropped crossings installed at several locations to replace existing kerbed access points.

Of the 92 responses, 43% strongly agreed or agreed with the proposed improvements, 26% disagreed or strongly disagreed, and 31% neither agreed nor disagreed.

Following the consultation, the scheme shown in Option 1 has been developed into Option 1A which retains the vehicle drop crossings as amended over.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0002 REV C – Sheet 2)

- Existing bus stops to be modified to current TfGM standards.

Of the 95 responses, 62% strongly agreed or agreed with the proposed improvements, 14% disagreed or strongly disagreed, and 24% neither agreed nor disagreed.

Following the consultation, the scheme shown in Option 1 has been developed into Option 1A which retains the amended bus stops as consulted over.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0002 REV C – Sheet 2)

#### 6.1.4 Sheet 2 (Viewport 2A) Option 2: A6 Buckingham Road to Ellesmere Road North / Manchester Road.

- The junction of the A6188 Manchester Road with A6 Wellington Road North will be realigned, with traffic from the A6 southbound to Manchester Road passing through the signals. This is designed to help reduce the speed of traffic turning left from the A6 onto Manchester Road.

Of the 92 responses, 47% strongly agreed or agreed with the proposed improvements, 37% disagreed or strongly disagreed, and 16% neither agreed nor disagreed.

Following the consultation, the scheme shown in Option 2 has been developed into Option 2A (see below).

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0002 REV C – Sheet 2)

- Crossing points over Manchester Road and the A6 are upgraded to single-stage Toucan crossings. In addition, a Puffin crossing will be provided across the A6 to the north of Manchester Road.

Of the 90 responses, 57% strongly agreed or agreed with the proposed improvements, 30% disagreed or strongly disagreed, and 13% neither agreed nor disagreed.

Following the consultation, the scheme shown in Option 2 has been developed into Option 2A. This retains the puffin crossing north of Manchester Road.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0002 REV C – Sheet 2)

- The existing parking bays are to be removed from the front of the shops on the northern side of Manchester Road and some additional parking will be provided on the southern side.

Of the 92 responses, 31% strongly agreed or agreed with the proposed improvements, 43% disagreed or strongly disagreed, and 26% neither agreed nor disagreed.

Following the consultation, the scheme shown in Option 2 has been developed into Option 2A. The extended parking on the south side of Manchester Road is removed from the scheme due to possible conflict with a private car park access but a small loading bay has been added back on the A6 to help with deliveries to the shops.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0002 REV C – Sheet 2)

- A one-way segregated cycleway is proposed along the shop frontage towards Manchester Road.

Of the 92 responses, 45% strongly agreed or agreed with the proposed improvements, 46% disagreed or strongly disagreed, and 9% neither agreed nor disagreed.

Following the consultation, the scheme shown in Option 2 has been developed into Option 2A on which the route of the segregated cycleway has been amended to take it away from the shop frontages to reduce the potential for conflict.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0002 REV C – Sheet 2)

- A shared footway/cycleway is proposed on both sides of the A6, including at the junction with Manchester Road and Ellesmere Road North, for pedestrians and cyclists using the new Toucan crossings.

Of the 93 responses, 38% strongly agreed or agreed with the proposed improvements, 50% disagreed or strongly disagreed, and 12% neither agreed nor disagreed.

Following the consultation, the scheme shown in Option 2 has been amended in agreement with Local Members. The design for Option 2 has now been developed into Option 2A. This retains the Toucan crossings but seeks to minimise the extent of shared foot/cycleway to serve them.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0002 REV C – Sheet 2)

- Ellesmere Road North is to be narrowed at the junction with the A6 with a raised junction table and footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii, and footway widening to reduce the crossing distance and to help reduce turning speed of vehicles.

Of the 93 responses, 45% strongly agreed or agreed with the proposed improvements, 44% strongly disagreed, and 11% neither agreed nor disagreed.

Following the consultation, the scheme shown in Option 2 has been developed into Option 2A including changes at the Ellesmere Road North junction as consulted over.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0002 REV C – Sheet 2)

- Grass verges with tree planting, seating, and a cycle stand are proposed at the junction. Consideration will be given to a gateway public art installation at the junction.

Of the 91 responses, 53% strongly agreed or agreed with the proposed improvements, 37% strongly disagreed, and 10% neither agreed nor disagreed.

Following the consultation, the scheme shown in Option 2 has been amended in agreement with Local Members. The design for Option 2 has now been developed into Option 2A which seeks to maximise the opportunity for planting. Funding will be allocated in the Business Case for a gateway public art installation which will be

subject to further consultation with Ward Members / The Cabinet Member as the scheme develops.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0002 REV C – Sheet 2)

- It is proposed to widen the footway adjacent to the northbound carriageway around the bus stop outside St. Thomas' CE Primary School.

Of the 91 responses, 55% strongly agreed or agreed with the proposed improvements, 34% strongly disagreed, and 11% neither agreed nor disagreed.

Following the consultation, the scheme shown in Option 2 has been developed into Option 2A which retains the widened footway at this bus stop.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0002 REV C – Sheet 2)

- Vehicular dropped crossings installed at several locations to replace existing kerbed access points.

Of the 91 responses, 41% strongly agreed or agreed with the proposed improvements, 28% strongly disagreed, and 31% neither agreed nor disagreed.

Following the consultation, the scheme shown in Option 2 has been developed into Option 2A which retains the vehicle drop crossings as consulted over.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0002 REV C – Sheet 2)

- Existing bus stops to be modified to current TfGM standards.

Of the 91 responses, 63% strongly agreed or agreed with the proposed improvements, 14% strongly disagreed, and 23% neither agreed nor disagreed.

Following the consultation, the scheme shown in Option 2 has been developed into Option 2A which retains bus stop improvements as consulted over.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0002 REV C – Sheet 2)

#### 6.1.5 Sheet 2 (Viewport 2A): Revised Options

Following the consultation, the scheme has been developed into Option 1A and Option 2A below and the proposals include:

## **Option 1A**

Option 1A shows:

- A realigned junction with new signals north of the junction for southbound traffic, a segregated one-way cycleway an upgrade of the existing crossings to Toucan crossings with associated shared foot/cycleway.
- Provision of a parking layby outside the shops on the east side of the A6. This option does not include any crossing facility on the northern arm.
- Ellesmere Road North is to be narrowed at the junction with the A6 with a raised junction table and footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii, and footway widening to reduce the crossing distance and to help reduce turning speed of vehicles.
- Grass verges with tree planting, seating, and a cycle stand are proposed at the junction. Consideration will be given to a gateway public art installation at the junction.
- It is proposed to widen the footway adjacent to the northbound carriageway around the bus stop outside St. Thomas' CE Primary School.
- Vehicular dropped crossings installed at several locations to replace existing kerbed access points.

## **Option 2A**

Option 2A shows:

- A realigned junction with new signals north of the junction for southbound traffic, a segregated one-way cycleway, an upgrade of the existing crossings to Toucan crossings with associated shared foot/cycleway.
- Provision of a loading bay only outside shops on the east side of the A6.
- Provision of a Puffin crossing over the A6 north of Manchester Road.
- Ellesmere Road North is to be narrowed at the junction with the A6 with a raised junction table and footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii, and footway widening to reduce the crossing distance and to help reduce turning speed of vehicles.
- Grass verges with tree planting, seating, and a cycle stand are proposed at the junction. Consideration will be given to a gateway public art installation at the junction.
- It is proposed to widen the footway adjacent to the northbound carriageway around the bus stop outside St. Thomas' CE Primary School.
- Vehicular dropped crossings installed at several locations to replace existing kerbed access points.
- Existing bus stops to be modified to current TfGM standards.

Current TfGM Guidance as encompassed in the 'Streets For All' guide would seek to prioritise pedestrian movement over the parking of private motor vehicles so would point to a preference for Option 2A, with the crossing on the north side of the junction. It is appreciated however that the businesses have legitimate concerns over the loss of parking on their frontage and if this is considered to be a priority then Option 1A best provides for this. The views of the Area Committee are sought to inform a recommendation to the Cabinet Member as to which Option to take forward.

#### 6.1.6 Sheet 2 (Viewport 2B): A6 Brook Road to Lawton Road.

- Raised junction tables, with footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii, and footway widening to reduce the crossing distances, and to help reduce the turning speed of vehicles will be provided at Victoria Grove (in agreement with the owners of the Private Street), Langford Road, Brackley Road, and Lawton Road.

Of the 89 responses, 44% strongly agreed or agreed with the proposed improvements, 36% disagreed or strongly disagreed, and 20% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- The north-eastern footway, adjacent to the southbound carriageway, between Victoria Grove and Brackley Road, will be widened to 2m width behind the parking bays at 300-314 Wellington Road North by reducing the carriageway width.

Of the 91 responses, 42% strongly agreed or agreed with the proposed improvements, 41% disagreed or strongly disagreed, and 17% neither agreed nor disagreed.

There were no adverse comments relating to this specific proposal.

It is recommended that these measures be taken forward as consulted over.

- The existing Puffin pedestrian crossing is to be removed from outside 296 Wellington Road North and a new Toucan crossing is to be located closer to the junction with Brackley Road, with a shared footway/cycleway on both sides of the A6.

Of the 90 responses, 37% strongly agreed or agreed with the proposed improvements, 40% disagreed or strongly disagreed, and 23% neither agreed nor disagreed.

16 responses received included comments expressing they were against the implementation of shared pedestrian/cyclist facilities.

Shared use paths provide off-carriageway facilities for pedestrians and cyclists. Where segregated cycle paths cannot be provided due to limited space, shared use facilities may be provided. The extents of such shared space are kept to the minimum needed to serve, for example, a Toucan crossing.

It is recommended that these measures be taken forward as consulted over.

- Vehicular dropped crossings installed at several locations to replace existing kerbed access points.

Of the 88 responses, 41% strongly agreed or agreed with the proposed improvements, 29% disagreed or strongly disagreed, and 30% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Existing bus stops to be modified to current TfGM standards.

Of the 91 responses, 60% strongly agreed or agreed with the proposed improvements, 15% disagreed or strongly disagreed, and 25% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- A quiet on-carriageway cycle route, defined with advisory road markings, will be provided along Lawton Road and Brackley Road.

Of the 90 responses, 35% strongly agreed or agreed with the proposed improvements, 41% disagreed or strongly disagreed, and 24% neither agreed nor disagreed.

Following consultation, the proposed advisory cycle road markings have been omitted throughout the scheme extents and the cycle route will be signed with appropriate signage.

It is recommended to take these amended measures forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0002 REV C – Sheet 2)

#### 6.1.7 Sheet 3 (Viewport 3A): A6 Lawton Road to No. 210 Wellington Road North.



- Introduction of a bus lane on the southbound carriageway from Wingate Road to Sparthfield Road (Belmont Bridge).

Of the 83 responses, 44% strongly agreed or agreed with the proposed improvements, 44% disagreed or strongly disagreed, and 12% neither agreed nor disagreed.

The introduction of a bus lane will connect the existing bus lanes to help improve bus journeys; to help increase the number of people travelling by bus and thus reducing the amount of car journeys and encouraging more active travel; to help improve bus journey times on the A6 between Manchester and Stockport; to help improve the reliability of buses on the A6 between Manchester and Stockport; to help improve connections with other modes of transport by improving the reliability and bus journey times; to help traffic flow

It is recommended that these measures be taken forward as consulted over.

- Footway improvements, including the installation of raised junction tables, uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances across the junctions, and to help reduce turning speed of vehicles at Wingate Road, Denby Lane, Brantwood Road, Harvey Close, Silverdale Road and Sparthfield Road.

Of the 81 responses, 51% strongly agreed or agreed with the proposed improvements, 39% strongly disagreed, and 10% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- The north-eastern footway, adjacent to southbound carriageway, between Brackley Road and Denby Lane, will be widened to 2m at 268-286 Wellington Road North (retaining the parking bay by narrowing the carriageway).

Of the 82 responses, 48% strongly agreed or agreed with the proposed improvements, 35% strongly disagreed, and 17% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- The southbound carriageway, between Denby Lane and Harvey Close will be widened by approximately 0.3m to allow for installation of right turn lanes.

Of the 80 responses, 42% strongly agreed or agreed with the proposed improvements, 42% disagreed or strongly disagreed, and 16% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- The northbound carriageway, between Brantwood Road and Warwick Court will be widened by up to 0.5m (maximum) to allow for installation of right turn lanes.

Of the 81 responses, 46% strongly agreed or agreed with the proposed improvements, 38% disagreed or strongly disagreed, and 16% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- A signalised junction with green man pedestrian crossing facilities on all arms is proposed at the junction of the A6 with Warwick Road and Glenfield Road, including the removal of the existing Puffin crossing from outside 230 Wellington Road North (former Trivelles Hotel).

Of the 83 responses, 55% strongly agreed or agreed with the proposed improvements, 31% strongly disagreed, and 14% neither agreed nor disagreed.

Concerns were raised at consultation that there is no easy access for cyclists from the A6 to the east-west cycle route proposed along Warwick Road and Glenfield Road. Following the consultation, the scheme to propose a signalised junction at the junction of the A6 with Warwick Road and Glenfield Road has been amended with Toucan crossings and associated shared foot/cycleways to allow use of the crossings by cyclists wishing to make these movements. This option is recommended for approval.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0003 REV C – Sheet 3)

- Vehicular dropped crossings installed at several locations to replace existing kerbed access points.

Of the 82 responses, 43% strongly agreed or agreed with the proposed improvements, 26% disagreed or strongly disagreed, and 31% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Existing bus stops to be modified to current TfGM standards.

Of the 81 responses, 62% strongly agreed or agreed with the proposed improvements, 16% disagreed or strongly disagreed, and 22% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

#### 6.1.8 Sheet 3 (Viewport 3B): No. 210 Wellington Road North to Sparthfield Road.

- Footway improvements including the installation of uncontrolled crossings for pedestrians, the reduction of corner kerb radii and footway widening to reduce the crossing distance, and to help reduce the turning speed of vehicles at Holmfield Close.

Of the 81 responses, 49% strongly agreed or agreed with the proposed improvements, 36% disagreed or strongly disagreed, and 15% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Widening of the carriageway between Whitefield and Heaton Road by approximately 0.3m to allow for a right turn lane to Heaton Road at the signal junction.

Of the 79 responses, 45% strongly agreed or agreed with the proposed improvements, 36% disagreed or strongly disagreed, and 19% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Widening of the footway between Heaton Road and Sparthfield Road to a minimum of 2m by narrowing the carriageway (retaining the current layby outside 135-151 Wellington Road North).

Of the 80 responses, 48% strongly agreed or agreed with the proposed improvements, 36% disagreed or strongly disagreed, and 16% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Vehicular dropped crossings installed at several locations to replace existing kerbed access points.

Of the 79 responses, 42% strongly agreed or agreed with the proposed improvements, 28% disagreed or strongly disagreed, and 30% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Existing bus stops to be modified to current TfGM standards.

Of the 80 responses, 60% strongly agreed or agreed with the proposed improvements, 16% disagreed or strongly disagreed, and 24% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Relocation of the existing pedestrian crossing from the northern arm of signalised junction at A6 / Heaton Rd, further south towards the junction.

Of the 80 responses, 37% strongly agreed or agreed with the proposed improvements, 31% strongly disagreed, and 32% neither agreed nor disagreed.

Following the consultation, the proposed scheme for the existing signalised junction at A6 / Heaton Road has been amended. The revised scheme is described below.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0003 REV C – Sheet 3)

- New pedestrian crossing facility across the exit from Castlewood Apartments (192 Wellington Road North)

Of the 81 responses, 48% strongly agreed or agreed with the proposed improvements, 36% strongly disagreed, and 16% neither agreed nor disagreed.

Following the consultation, the proposed scheme for the existing signalised junction at A6 / Heaton Road has been amended. The revised scheme is described below.

Sheet 3 (Viewport 3B): A6 and Heaton Road - Amended scheme.

Following consultation, the revised scheme includes upgrading all the existing and proposed pedestrian crossings at the junction of the A6, Heaton Road and the exit from Castlewood Apartments to Toucan crossings with the associated shared use foot/cycleway. This seeks to address concerns about the ability of cyclists on the A6 to safely turn right to Heaton Road or to Castlewood Apartments. The Toucan crossings will allow a cyclist to make the manoeuvre using the controlled crossings rather than having to move to the centre of the A6 to make a right turn.

It is recommended that these amended proposals be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0003 REV C – Sheet 3)

## 6.2 Part 2 – The Western Cycle Route

### 6.2.1 Sheet 4: Leegate Road - Sevenoaks Avenue

- The surface to the footway and carriageway along the unadopted section of Leegate Road is to be improved and consideration is given to possible traffic calming measures.

Of the 82 responses, 62% strongly agreed or agreed with the proposed improvements, 29% disagreed or strongly disagreed, and 9% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Street lighting will be reviewed and improved to current standards as necessary including using heritage-style columns and lamps where appropriate.

Of the 82 responses, 74% strongly agreed or agreed with the proposed improvements, 14% disagreed or strongly disagreed, and 12% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- A two-way segregated cycle path is to be provided through the existing road closure, between the adopted and unadopted sections of Leegate Road, including the removal of some existing trees and replacement with tree planting and grass verges.

Of the 83 responses, 51% strongly agreed or agreed with the proposed improvements, 37% disagreed or strongly disagreed, and 12% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- A quiet carriageway cycle route, defined with advisory road markings, will be provided along the adopted part of Leegate Road and Sevenoaks Avenue.

Of the 83 responses, 49% strongly agreed or agreed with the proposed improvements, 33% disagreed or strongly disagreed, and 18% neither agreed nor disagreed.

Following consultation, the proposed advisory cycle road markings have been omitted throughout the scheme extents and the route will be signed with appropriate signage to help direct the active travel users.

It is recommended that the amended proposals be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0004 REV C – Sheet 4)

- Raised junction tables, with footway improvements including the installation of uncontrolled crossings for pedestrians, will be provided at the junctions of:

- Leegate Road / Emery Close

Of the 82 responses, 51% strongly agreed or agreed with the proposed improvements, 37% disagreed or strongly disagreed, and 12% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Leegate Road / Sevenoaks Avenue

Of the 82 responses, 50% strongly agreed or agreed with the proposed improvements, 37% disagreed or strongly disagreed, and 13% neither agreed nor disagreed.

Following consultation, further site investigation showed there was a culvert beneath the proposed traffic calming feature. This will be investigated further during design development.

It is recommended that these measures be taken forward as consulted over.

- Sevenoaks Avenue / Alderdale Drive.

Of the 81 responses, 41% strongly agreed or agreed with the proposed improvements, 38% disagreed or strongly disagreed, and 21% neither agreed nor disagreed.

It is recommended that these measures be taken forward.

- Kerbed vehicle access points will be replaced with vehicular dropped crossings to create a continuous footway across private access points.

Of the 82 responses, 43% strongly agreed or agreed with the proposed improvements, 30% disagreed or strongly disagreed, and 27% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

## 6.2.2 Sheet 5: Sevenoaks Avenue to Buckingham Road, including Shaw Road.

- A quiet on-carriageway cycle route will be provided along Sevenoaks Avenue, Shaw Road, St. James Road Peel Moat Road, and Buckingham Road, and defined with advisory road markings.

Of the 84 responses, 44% strongly agreed or agreed with the proposed improvements, 42% disagreed or strongly disagreed, and 14% neither agreed nor disagreed.

Following consultation, the proposed advisory cycle road markings have been omitted throughout the scheme extents and the route will be signed with appropriate signage to help direct the active travel users.

It is recommended that the amended proposals be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0005 REV C – Sheet 5)

- Raised junction tables, with footway improvements including the installation of uncontrolled crossings for pedestrians, will be provided at the junctions of:

- Sevenoaks Avenue / Linksway Close

Of the 83 responses, 42% strongly agreed or agreed with the proposed improvements, 37% disagreed or strongly disagreed, and 21% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Shaw Road / St. James Road.

Of the 84 responses, 47% strongly agreed or agreed with the proposed improvements, 40% disagreed or strongly disagreed, and 13% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- St James Road / Denniston Road (both ends)

Of the 83 responses, 41% strongly agreed or agreed with the proposed improvements, disagreed or 39% strongly disagreed, and 20% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Peel Moat Road / Buckingham Road

Of the 82 responses, 43% strongly agreed or agreed with the proposed improvements, disagreed or 36% strongly disagreed, and 21% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Peel Moat Road / York Road.

Of the 83 responses, 52% strongly agreed or agreed with the proposed improvements, 36% s disagreed or strongly disagreed, and 12% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Following the consultation, the scheme has been amended and an additional junction table is proposed for the junction of St James Road / Peel Moat Road / Harmsworth Drive.

It is recommended that the amended proposal be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0005 REV C – Sheet 5)

- A footway buildout is proposed at the junction of Harmsworth Drive with Peel Moat Road.

Of the 84 responses, 37% strongly agreed or agreed with the proposed improvements, 36% disagreed or strongly disagreed, and 27% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Vehicular dropped crossings will be provided to replace kerbed accesses at Heaton School and at the entrance to Peel Moat Court and Peel Moat Care Home.

Of the 82 responses, 47% strongly agreed or agreed with the proposed improvements, 25% disagreed or strongly disagreed, and 28% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.



### 6.2.3 Sheet 6: Buckingham Road

- A quiet on-carriageway cycle route will be provided along Buckingham Road and defined with advisory road markings.

Of the 82 responses, 45% strongly agreed or agreed with the proposed improvements, 37% disagreed or strongly disagreed, and 18% neither agreed nor disagreed.

Following consultation, the proposed advisory cycle road markings have been omitted throughout the scheme extents and the route will be signed with appropriate signage to help direct the active travel users.

It is recommended that the amended proposals be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0006 REV C – Sheet 6)

- Raised junction tables, with footway improvements including the installation of uncontrolled crossings for pedestrians, will be provided at the junctions of Buckingham Road with Brownsville Road.

Of the 81 responses, 48% strongly agreed or agreed with the proposed improvements, 37% disagreed or strongly disagreed, and 15% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- A segregated two-way cycleway and footway is proposed for the Buckingham Road bridge to link with the existing cycleway on Egerton Road North.

Of the 81 responses, 52% strongly agreed or agreed with the proposed improvements, 40% disagreed or strongly disagreed, and 8% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Buckingham Road is to be made one-way northeast bound from Chandos Road to the A6

Of the 81 responses, 42% strongly agreed or agreed with the proposed improvements, 43% disagreed or strongly disagreed, and 15% neither agreed nor disagreed.

Following consultation, the proposal for a one-way operation on Buckingham Road, from Chandos Road to the A6, has been omitted from the scheme. The existing two-way operation on Buckingham Road is to be retained.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0006 REV C – Sheet 6)

- A contraflow cycle lane is proposed for Buckingham Road to connect from St Thomas' Primary School to Chandos Road.

Of the 78 responses, 34% strongly agreed or agreed with the proposed improvements, 55% disagreed or strongly disagreed, and 11% neither agreed nor disagreed.

Following consultation, the proposal for a one-way operation on Buckingham Road, from Chandos Road to the A6, has been omitted from the scheme. The existing two-way operation on Buckingham Road is to be retained. As such, the contraflow cycle lane has been omitted from the scheme.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0006 REV C – Sheet 6)

- The existing one-way south-westbound traffic order on Buckingham Road from Chandos Road to Egerton Road North is to be signed and marked.

Of the 81 responses, 59% strongly agreed or agreed with the proposed improvements, 30% disagreed or strongly disagreed, and 11% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- A road hump with an uncontrolled pedestrian crossing is proposed on Buckingham Road outside St Thomas' Primary School.

Of the 80 responses, 44% strongly agreed or agreed with the proposed improvements, 35% disagreed or strongly disagreed, and 21% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Additional Measures: Heaton Moor Road junction with Tatton Road North/South Upgrade of existing Puffin Crossings to Toucan Crossing with Shared Facilities

Following consultation, the scheme has been amended to include the upgrade of the existing puffin crossing to a Toucan Crossing with associated shared facilities on

Heaton Moor Road close to the junction with Tatton Road North/South. This element of the proposal is subject to further consultation.

It is recommended that these amended proposals be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0006 REV C – Sheet 6)

#### 6.2.4 Sheet 7 (Viewport 7A): Peel Moat Road – Broomfield Road

- A quiet on-carriageway cycle route will be provided along Peel Moat Road and Broomfield Road, and defined with advisory road markings.

Of the 88 responses, 44% strongly agreed or agreed with the proposed improvements, 41% disagreed or strongly disagreed, and 15% neither agreed nor disagreed.

Following consultation, the proposed advisory cycle road markings have been omitted throughout the scheme extents and the route will be signed with appropriate signage to help direct the active travel users.

It is recommended that the amended proposals be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0007 REV C – Sheet 7)

- Raised junction tables, with footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances, and to help reduce turning speed of vehicles will be provided at:

- Peel Moat Road / Elms Road

Of the 86 responses, 55% strongly agreed or agreed with the proposed improvements, 34% disagreed or strongly disagreed, and 11% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Peel Moat Road / Singleton Road.

Of the 86 responses, 47% strongly agreed or agreed with the proposed improvements, 33% disagreed or strongly disagreed, and 20% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Other proposed traffic calming measures include a road hump on Peel Moat Road outside Peel Moat Care Home.

Of the 83 responses, 44% strongly agreed or agreed with the proposed improvements, 36% disagreed or strongly disagreed, and 20% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Vehicle dropped crossings to provide a continuous footway are proposed at the access to Peel Moat Court and Peel Moat Care Home

Of the 86 responses, 45% strongly agreed or agreed with the proposed improvements, 25% disagreed or strongly disagreed, and 30% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- The proposed signalised junction at Heaton Moor Road / Peel Moat Road / Broomfield Road is an approved scheme (Bee Network Crossings)

Of the 86 responses, 48% strongly agreed or agreed with the proposed improvements, disagreed or 34% strongly disagreed, and 18% neither agreed nor disagreed.

This proposal is being taken forward as part of the Active Travel Fund (ATF) 4 programme and should be implemented in 2024/25.

#### 6.2.5 Sheet 7 (Viewport 7B): Broomfield Road – Warwick Road.

- A quiet on-carriageway cycle route will be provided along Broomfield Road and Warwick Road, defined with advisory road markings.

Of the 86 responses, 46% strongly agreed or agreed with the proposed improvements, 40% disagreed or strongly disagreed, and 14% neither agreed nor disagreed.

Following consultation, the proposed advisory cycle road markings have been omitted throughout the scheme extents and the route will be signed with appropriate signage to help direct the active travel users.

It is recommended that the amended proposals be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0007 REV C – Sheet 7)

- Footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians) at the junctions of:

- Broomfield Road / Earl Road

Of the 84 responses, 56% strongly agreed or agreed with the proposed improvements, 29% disagreed or strongly disagreed, and 15% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Broomfield Road / Dalton Grove

Of the 85 responses, 55% strongly agreed or agreed with the proposed improvements, 31% disagreed or strongly disagreed, and 14% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Broomfield Road / Warwick Road.

Of the 84 responses, 49% strongly agreed or agreed with the proposed improvements, 31% disagreed or strongly disagreed, and 20% neither agreed nor disagreed.

Following the consultation, the scheme has been amended. Previously, the quiet on-carriageway cycle route was proposed along Broomfield Road to the junction with Warwick Road and then followed Warwick Road to Derby Road. It is now proposed the route from Broomfield Road connects with Derby Road via Dalton Grove. As such, the proposed footway improvements at the junction of Warwick Road with Broomfield Road have been omitted.

It is recommended that the amended proposals be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0007 REV C – Sheet 7)

- Traffic calming measures (road humps) are proposed on Warwick Road (between Broomfield Road and Derby Road).

Of the 86 responses, 41% strongly agreed or agreed with the proposed improvements, 46% disagreed or strongly disagreed, and 13% neither agreed nor disagreed.

Following the consultation, the scheme has been amended as above and no longer follows this part of Warwick Road. As such, the changes to the existing traffic calming have been omitted.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0007 REV C – Sheet 7)

- A proposed change of priority for traffic at the junction of Warwick Road and Broomfield Road.

Of the 83 responses, 30% strongly agreed or agreed with the proposed improvements, 42% strongly disagreed, and 28% neither agreed nor disagreed.

Following consultation, the scheme has been amended and the proposed change in priority for the junction of Warwick Road with Broomfield Road has been omitted. The existing priority at the junction is to be retained.

It is recommended that the amended proposals be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0007 REV C – Sheet 7)

#### 6.2.6 Sheet 8 (Viewport 8A): Warwick Road and Derby Road / Parsonage Road / Heaton Road / Alexandra Road.

- A quiet on-carriageway cycle route will be provided along Warwick Road, Derby Road and Heaton Road, and defined with advisory road markings.

Of the 116 responses, 40% strongly agreed or agreed with the proposed improvements, 43% disagreed or strongly disagreed, and 17% neither agreed nor disagreed.

Following consultation, and with agreement from Local Members, the proposed advisory cycle road markings have been omitted throughout the scheme extent and the route will be signed with appropriate signage to help direct the active travel users.

It is recommended that these amended measures be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0008 REV C – Sheet 8)

- Footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians) at the junctions of:

- Warwick Road / Warwick Close

Of the 113 responses, 57% strongly agreed or agreed with the proposed improvements, 32% disagreed or strongly disagreed, and 11% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Warwick Road / Derby Road.

Of the 111 responses, 55% strongly agreed or agreed with the proposed improvements, disagreed or 32% strongly disagreed, and 13% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Footway improvements which also include the reduction of corner kerb radii and footway widening to reduce the crossing distances across the junctions are proposed at:

- Tatton Road South / Heaton Road

Of the 110 responses, 52% strongly agreed or agreed with the proposed improvements, 37% disagreed or strongly disagreed, and 11% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Derby Road / Parsonage Road

Of the 110 responses, 51% strongly agreed or agreed with the proposed improvements, 36% disagreed or strongly disagreed, and 13% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Parsonage Road / Heaton Road.

Of the 111 responses, 53% strongly agreed or agreed with the proposed improvements, 35% disagreed or strongly disagreed, and 12% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- The footway across Warwick Road Bridge is to be widened and the carriageway narrowed. To assist safety on the reduced carriageway width a weight restriction of 3.5 tonnes (except for access) is proposed on Warwick Road between the A6 and Tatton Road South / Heaton Road.

Of the 111 responses, 53% strongly agreed or agreed with the proposed improvements, 37% disagreed or strongly disagreed, and 10% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Traffic calming measures (road humps) are proposed on Warwick Road (between Derby Road and the A6).

Of the 110 responses, 43% strongly agreed or agreed with the proposed improvements, 49% disagreed or strongly disagreed, and 8% neither agreed nor disagreed.

Following the consultation and consideration of speed surveys the traffic calming can be removed from the scheme.

- Road closure to traffic with a two-way segregated cycle path is proposed between Derby Road and Heaton Road, at the north end of the green.

Of the 113 responses, 42% strongly agreed or agreed with the proposed improvements, 46% disagreed or strongly disagreed, and 12% neither agreed nor disagreed.

The road closure is currently in place with temporary planters. The proposal is to change this into a permanent measure.

It is recommended these proposals be taken forward as consulted over.

- Following the consultation, the scheme has been amended and an additional raised junction table is proposed for the junction of Parsonage Road with Heaton Road.

It is recommended that the amended proposal be taken forward.



For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0008 REV C – Sheet 8)

- A signalised junction with green man pedestrian facilities on all arms is proposed on Heaton Road at the junction with Ashburn Road and Alexandra Road, including the relocation of the existing southbound bus stop to Parsonage Road close to the junction with Derby Road.

Of the 122 responses, 39% strongly agreed or agreed with the proposed improvements, 54% disagreed or strongly disagreed, and 7% neither agreed nor disagreed.

Following consultation, the scheme proposed for the junction of Heaton Road, Alexandra Road and Ashburn Road has been amended. The revised proposal includes a priority junction, with raised table and uncontrolled dropped crossings with tactiles. The southbound bus stop will remain at its current location on Heaton Road and will not be moved to Parsonage Road.

It is recommended that these amended proposals be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0008 REV C – Sheet 8)

- Vehicular dropped crossings will be provided to create a continuous footway across the accesses to private driveways in some locations, replacing kerbed crossings.

Of the 107 responses, 38% strongly agreed or agreed with the proposed improvements, 32% disagreed or strongly disagreed, and 30% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

#### 6.2.7 Sheet 8 (Viewport 8B): A6 – Brackley Road / St Leonard's Road / Gower Road / Glenfield Road.

- A quiet on carriageway cycle route will be provided along Brackley Road, St. Leonard's Road, Gower Road and Glenfield Road, and defined with advisory road markings. This route, with the new junction at the A6 (Sheet 3) and works to Warwick Road (Sheet 8) will connect the east and west parallel cycle routes.

Of the 85 responses, 45% strongly agreed or agreed with the proposed improvements, 39% disagreed or strongly disagreed, and 16% neither agreed nor disagreed.

Following consultation, the proposed advisory cycle road markings have been omitted throughout the scheme extents and the route will be signed with appropriate signage to help direct the active travel users.

It is recommended that these amended measures be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0008 REV C – Sheet 8)

- A raised junction table, with footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), will be provided on at the junctions of:

- Denby Lane / St Leonard's Road

Of the 84 responses, 48% strongly agreed or agreed with the proposed improvements, 34% disagreed or strongly disagreed, and 18% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Denby Lane / Gower Road.

Of the 82 responses, 46% strongly agreed or agreed with the proposed improvements, disagreed or 35% strongly disagreed, and 19% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Other proposed traffic calming measures include a road hump on Brackley Road.

Of the 85 responses, 41% strongly agreed or agreed with the proposed improvements, disagreed or 40% strongly disagreed, and 19% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Footway improvements which also include the reduction of corner kerb radii and footway widening to reduce the crossing distances and uncontrolled crossings with tactile paving (for pedestrians) are proposed at the junctions of:

- Brackley Road / Rosedale Road

Of the 84 responses, 49% strongly agreed or agreed with the proposed improvements, disagreed or 33% strongly disagreed, and 18% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Brackley Road / St Leonard's Road

Of the 84 responses, 50% strongly agreed or agreed with the proposed improvements, disagreed or 31% strongly disagreed, and 19% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Gower Road / Marlborough Drive.

Of the 83 responses, 50% strongly agreed or agreed with the proposed improvements, disagreed or 30% strongly disagreed, and 20% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Vehicle dropped crossings are proposed at several locations to replace kerbed accesses.

Of the 82 responses, 42% strongly agreed or agreed with the proposed improvements, 30% disagreed or strongly disagreed, and 28% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

#### 6.2.8 Sheet 9 (Viewport 9A): Ashburn Road.

- A quiet on-carriageway cycle route will be provided along Ashburn Road and will be defined using advisory road markings.

Of the 65 responses, 48% strongly agreed or agreed with the proposed improvements, 38% disagreed or strongly disagreed, and 14% neither agreed nor disagreed.

Following consultation, and with agreement from Local Members, the proposed advisory cycle road markings have been omitted throughout the scheme extents and the route will be signed with appropriate signage to help direct the active travel users.

It is recommended that these amended measures be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0009 REV C – Sheet 9)

- Traffic calming measures are proposed along Ashburn Road, including junction tables with footway improvements at:

- Ashburn Road / Pendennis Road

Of the 64 responses, 53% strongly agreed or agreed with the proposed improvements, 36% disagreed or strongly disagreed, and 11% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Ashburn Road / Yealand Avenue

Of the 64 responses, 53% strongly agreed or agreed with the proposed improvements, 36% disagreed or strongly disagreed, and 11% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Ashburn Road / Bowerfold Lane

Of the 64 responses, 53% strongly agreed or agreed with the proposed improvements, 38% strongly disagreed, and 9% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Change of junction priority at Bowerfold Lane to give priority to Ashburn Road / Bowerfold Lane to the east following the proposed cycle route.

Of the 63 responses, 29% strongly agreed or agreed with the proposed improvements, 38% disagreed or strongly disagreed, and 33% neither agreed nor disagreed.

Following consultation, the proposal to change the priority at the junction of Bowerfold Lane with Ashburn Road has been amended. The existing priority is to be retained as part of a raised junction.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0009 REV C – Sheet 9)

- There will also be footway improvements, including the installation of uncontrolled crossings for pedestrians and the reduction of junction radii, at Ashburn Grove / Gail Avenue.

Of the 64 responses, 52% strongly agreed or agreed with the proposed improvements, 34% disagreed or strongly disagreed, and 14% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

## 6.2.9 Sheet 9 (Viewpoint 9B): Bowerfold Lane – Higher Bury Street.

- A raised table junction, with footway improvements including the installation of uncontrolled crossings for pedestrians, will be provided at the junction of Bowerfold Lane / Dunblane Avenue.

Of the 64 responses, 52% strongly agreed or agreed with the proposed improvements, 36% disagreed or strongly disagreed, and 12% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- A segregated two-way cycleway and footway, is proposed for the existing bridleway between Bowerfold Lane and Higher Bury Street (Public Right Of Way No. 162S)

Of the 43 responses, 23% strongly agreed or agreed with the proposed improvements, 51% disagreed or strongly disagreed, and 26% neither agreed nor disagreed.

Key concerns raised in relation to this proposal were an aspiration that facilities should instead be provided on the A6 itself and also concern over loss of trees.

The available space along the A6 is limited and does not permit the installation of segregated cycleways in addition to footways, bus lanes and traffic lanes. The proposals include two alternative cycling routes which improve the existing network and are designed to provide a safer route by avoiding busy main roads. The proposed routes also provide connections to local schools, residential areas and other local amenities. Cyclists who wish to can also still use the A6.

The trees along the PROW 162S Bowerfold Lane – Higher Bury Street have been surveyed and assessed and the report indicates that 9 trees can be removed due to poor condition, and another to enable path construction. The trees to be removed are from an overgrown hedge that has not been maintained and the trees are showing signs of decay with potential structural problems and have low amenity value. The trees to be removed will be replaced with more suitable species along with a mature native hedge.

It is recommended the proposed scheme is to be taken forward as consulted over.

- Modifications are proposed near the B&Q service access at the north end of Higher Bury Street to provide a footway/cycleway connection across the access / turning head.

Of the 66 responses, 56% strongly agreed or agreed with the proposed improvements, 32% disagreed or strongly disagreed, and 12% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- A shared-use footway/cycleway is proposed along the eastern side of Higher Bury Street with footway improvements at the junction with Lower Bury Street and Rooth Street, including the installation of uncontrolled crossings with tactile paving for pedestrians and vehicular dropped crossings in place of kerbed access points to create a continuous footway/cycleway.

Of the 64 responses, 50% strongly agreed or agreed with the proposed improvements, 33% disagreed or strongly disagreed, and 17% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Footway improvements are proposed on the western side of Higher Bury Street to improve the footway vehicular dropped crossings in place of kerbed access points to create a continuous footway.

Of the 64 responses, 55% strongly agreed or agreed with the proposed improvements, 30% disagreed or strongly disagreed, and 15% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- A footway/cycleway near the junction with Rooth Street / Higher Bury Street. Footway widening is proposed on the eastern side of Lower Bury Street to provide

Of the 65 responses, 45% strongly agreed or agreed with the proposed improvements, 35% disagreed or strongly disagreed, and 20% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Following the consultation, the scheme has been amended and an additional segregated cycleway is proposed to link Lower Bury Street to George's Road. This proposal also includes tree planting.

It is recommended that this amended proposal be taken forward.

#### 6.2.10 Sheet 10: Travis Brow – Heaton Lane.

- A segregated two-way cycleway is proposed on Travis Brow from George's Road to Heaton Lane roundabout including a Tiger crossing at the junction of Hope Street.

Of the 61 responses, 55% strongly agreed or agreed with the proposed improvements, 34% disagreed or strongly disagreed, and 11% neither agreed nor disagreed.

Following consultation, the scheme proposed for the Tiger crossing across Hope Street at the junction with Travis Brow has been amended due to concerns about giving cycles priority over emergency vehicles making urgent journeys. The preferred option includes a cycleway give-way.

It is recommended that these amended measures be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0010 REV C – Sheet 10)

- Sparrow crossings are proposed at the George's Road junction and to replace the existing Toucan Crossing across Travis Brow at the Ambulance Station.

Of the 61 responses, 56% strongly agreed or agreed with the proposed improvements, 33% disagreed or strongly disagreed, and 11% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Tiger Crossings are proposed for the Travis Brow, Great Egerton Street, and Heaton Lane (east) arms of the Heaton Lane roundabout.

Of the 61 responses, 47% strongly agreed or agreed with the proposed improvements, 33% s disagreed or strongly disagreed, and 20% neither agreed nor disagreed.

Following the consultation, the scheme has been amended (see amended scheme for Heaton Lane roundabout below).

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0010 REV C – Sheet 10)

- Cyclists can either join the carriageway on Heaton Lane or follow the existing footway/cycleway on Heaton Lane to the Toucan crossings at the A6 / Heaton Lane junction to provide access to Mersey Square.

Of the 61 responses, 43% strongly agreed or agreed with the proposed improvements, 31% disagreed or strongly disagreed, and 26% neither agreed nor disagreed. Note that no amendments are proposed on Heaton Lane between Astley Street and Mersey Square.

- A segregated two-way cycleway is proposed from the roundabout along Heaton Lane (west) into Acorn Business Park where it becomes a shared-use footway/cycleway which links with a path along the River Mersey.

Of the 62 responses, 55% strongly agreed or agreed with the proposed improvements, 34% disagreed or strongly disagreed, and 11% neither agreed nor disagreed.

It is recommended that these measures be taken forward.

- A shared-use footway/cycleway is proposed for the southern footway from the Ambulance Station to the Pyramid Roundabout (M60 Junction 1).

Of the 62 responses, 42% strongly agreed or agreed with the proposed improvements, 42% disagreed or strongly disagreed, and 16% neither agreed nor disagreed.

It is recommended that these measures be taken forward as part of the Heaton Lane roundabout amended scheme.

- Sheet 10: Heaton Lane Roundabout - Amended Scheme

The proposed scheme for the Heaton Lane roundabout has been developed since consultation. Tiger crossings were originally proposed across the northern (Travis Brow), eastern (Great Egerton Street and Heaton Lane) arms of the roundabout. The amended proposal retains the proposed Tiger crossing on Heaton Lane (east) and adds another on the Heaton Lane (west) arm. It includes a segregated two-way cycleway over the south (King Street West) arm of the roundabout using a Sparrow crossing which replaces a current Toucan crossing. Accommodating this requires significant works to the roundabout including some works to change the kerb line to the roundabout island. The proposed cycleways then link to proposed shared use foot/cycleways along the western arm of Heaton Lane towards the Trans Pennine Trail, the eastern arm towards the A6 and Mersey Square and the southern arm over the Mersey bridge towards the existing Toucan crossing on King Street West.

It is recommended that these revised measures be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0010 REV C – Sheet 10)

### 6.3 **Part 3 – The Eastern Cycle Route**

#### 6.3.1 Sheet 11 (Viewport 11A): The Fallowfield Loop along Nesltrop Road North to Marbury Road.



- A quiet on-carriageway cycle route will be provided along Nelstrop Road North, Marbury Road, and Nelstrop Road and defined with advisory road surface markings.

Of the 73 responses, 34% strongly agreed or agreed with the proposed improvements, 51% disagreed or strongly disagreed, and 15% neither agreed nor disagreed.

Following consultation, the proposed advisory cycle road markings have been omitted throughout the scheme extents and the route will be signed with appropriate signage to help direct the active travel users.

It is recommended that these amended measures be taken forward

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0011 REV C – Sheet 11)

- Raised junction tables, with footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances, and to help reduce turning speed of vehicles will be provided at the junctions of:

- Marbury Road / Nelstrop Road North
- Nelstrop Road / Carnforth Road
- Broadstone Hall Road North / Appleton Road.

Of the 73 responses, 43% strongly agreed or agreed with the proposed improvements, 39% disagreed or strongly disagreed, and 18% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Other footway improvements which also include the reduction of corner kerb radii and footway widening to reduce the crossing distances at:

- Simon Freeman Close / Marbury Road
- Nelstrop Crescent / Nelstrop Road.

Of the 71 responses, 49% strongly agreed or agreed with the proposed improvements, 38% disagreed or strongly disagreed, and 13% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Following the consultation, the scheme has been amended and a widening of an existing path to provide a shared-use foot/cycleway has been proposed up to the boundary between Stockport and Manchester between Simon Freeman Close (Stockport) and Wilsthorpe Close (Manchester). This element will need to be subject to further local consultation prior to implementation.

It is recommended that this amended proposal be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0011 REV C – Sheet 11)

- Carnforth Road will be closed to motor traffic between Marbury Road and Broadstone Hall Road North. A two-way segregated cycleway is proposed on the closed section off-carriageway with drop bollards to allow emergency vehicle access, along with tree planting and grass verges.

Of the 74 responses, 37% strongly agreed or agreed with the proposed improvements, 51% disagreed or strongly disagreed, and 12% neither agreed nor disagreed.

- Following the consultation, the scheme to propose a closure to motor traffic between Marbury Road and Broadstone Hall Road North has been amended. The closure has been omitted and the amended scheme includes a junction table with uncontrolled crossings.

It is recommended the amended proposals be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0011 REV C – Sheet 11)

- Further traffic calming in the form of a road hump is also proposed for Carnforth Road.

Of the 72 responses, 44% strongly agreed or agreed with the proposed improvements, 44% disagreed or strongly disagreed, and 12% neither agreed nor disagreed.

Following consultation, the scheme has been amended. The traffic calming shown on the consultation drawing (No. F-5223-A6BR-CON-0011) has been omitted and replaced with a junction table at Carnforth Road and Broadstone Hall Road North.

It is recommended the amended proposal be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0011 REV C – Sheet 11)

- Additional Measures: Carnforth Road Traffic Calming

Following the consultation, additional traffic calming is proposed along Carnforth Road, from the north of the junction of Broadstone Hall Road North to Castlerigg Close. The additional traffic calming will need to be subject to further consultation

that could be carried out as part of the TRO advertising process with a report on any comments or objections brought back to the Area Committee in due course.

It is recommended the amended proposals be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F5223\A6BR\CON\0014 REV C – Sheet 14)

- A change of priority for traffic is proposed at the junction of Carnforth Road and Nelstrop Road

Of the 74 responses, 33% strongly agreed or agreed with the proposed improvements, 47% disagreed or strongly disagreed, and 20% neither agreed nor disagreed.

Following consultation, the scheme proposing a change in priority at the junction between Carnforth Road and Nelstrop Road has been amended. The proposed change in priority has been omitted and the existing priority has been retained as part of a raised junction.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0011 REV C – Sheet 11)

- The existing bus stop on Nelstrop Road is to be relocated further south to the junction with Nelstrop Crescent. Other existing bus stops are to be modified to current TfGM standards.

Of the 73 responses, 49% strongly agreed or agreed with the proposed improvements, 25% disagreed or strongly disagreed, and 26% neither agreed nor disagreed.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0011 REV C – Sheet 11)

### 6.3.2 Sheet 11 (Viewport 11B): Nelstrop Road – Downham Road.

- A quiet on-carriageway cycle route will be provided along Nelstrop Road and Downham Road and defined with advisory road markings.

Of the 68 responses, 43% strongly agreed or agreed with the proposed improvements, 46% disagreed or strongly disagreed, and 11% neither agreed nor disagreed.

Following consultation, the proposed advisory cycle road markings have been omitted throughout the scheme extents and the route will be signed with appropriate signage to help direct the active travel users.

It is recommended that the amended measures be taken forward

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0011 REV C – Sheet 11)

- A raised junction table, with footway improvements including the installation of uncontrolled crossings with tactile paving, a reduction of corner kerb radii, footway widening and a change in junction priority will be provided at the junctions on:
  - Nelstrop Road / Farm Close
  - Downham Road / at the junction with Hulme Road

Of the 68 responses, 50% strongly agreed or agreed with the proposed improvements, 38% disagreed or strongly disagreed, and 12% neither agreed nor disagreed.

Following consultation, the proposed scheme has been amended. The proposed raised junction table at Nelstrop Road / Farm Close has been omitted. The proposed raised junction table at Downham Road / Hulme Road has been retained.

It is recommended that the amended measures be taken forward

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0011 REV C – Sheet 11)

- Reduced kerb radii and pedestrian drop crossings with tactile paving are proposed at Christleton Avenue at the junction with Downham Road.

Of the 67 responses, 45% strongly agreed or agreed with the proposed improvements, 32% disagreed or strongly disagreed, and 23% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Vehicle dropped crossings to create a continuous footway are also proposed in several locations in place of kerbed access points.

Of the 66 responses, 38% strongly agreed or agreed with the proposed improvements, 32% disagreed or strongly disagreed, and 30% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

### 6.3.3 Sheet 12 (Viewport 12A): Downham Road – Manchester Road

- A quiet on-carriageway cycle route will be provided along Downham Road and part of Halesden Road and Bollington Road and defined with advisory road markings.

Of the 71 responses, 33% strongly agreed or agreed with the proposed improvements, 40% disagreed or strongly disagreed, and 27% neither agreed nor disagreed.

Following consultation, the proposed advisory cycle road markings have been omitted throughout the scheme extents and the route will be signed with appropriate signage to help direct the active travel users.

It is recommended that the amended measures be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0012 REV C – Sheet 12)

- Raised junction tables including uncontrolled crossing with tactile paving and kerb radius reduction are proposed at the junctions of:
  - Downham Road / Halesden Road
  - Downham Road / Bollington Road
  - and on Halesden Road and Orthes Grove at their junctions with Manchester Road.

Of the 71 responses, 51% strongly agreed or agreed with the proposed improvements, 35% disagreed or strongly disagreed, and 14% neither agreed nor disagreed.

Following consultation, further site investigation showed there was a culvert beneath the proposed traffic calming feature. This will be investigated further during design development.

It is recommended that these measures be taken forward as consulted over.

- A one-way segregated Contra-flow Cycleway along Ash Grove will be provided adjacent to Manchester Road Park in place of the current Highway verge.

Of the 70 responses, 39% strongly agreed or agreed with the proposed improvements, 45% disagreed or strongly disagreed, and 16% neither agreed nor disagreed.

Following the consultation, the scheme has been developed further to address the concerns raised. The existing boundary fence line to Manchester Park is to be relocated further back into the park by an offset distance of 3.5m (approximately), to the other side of the trees. This has enabled the proposed width of the one-way contra-flow cycleway along Ash Grove to be increased from 2m to 2.5m. All mature trees on the frontage will be retained.

It is recommended that these amended measures be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0012 REV C – Sheet 12)

- The existing footway on the northeastern side of Manchester Road, from Halesden Rd to Denby Lane will be upgraded to a shared use footway/cycleway including widening from Ash Grove to Denby Lane.

Of the 77 responses, 26% strongly agreed or agreed with the proposed improvements, 61% disagreed or strongly disagreed, and 13% neither agreed nor disagreed.

Following the consultation, the scheme was further developed and the proposed shared space footway/cycleway between Orthes Grove and Ash Grove has been omitted from the scheme.

It is recommended that these amended measures be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0012 REV C – Sheet 12)

- New Toucan Crossings with foot/cycleway connections are proposed on Manchester Road at Lambs Fold and at the junction with Denby Lane.

Of the 72 responses, 54% strongly agreed or agreed with the proposed improvements, 32% disagreed or strongly disagreed, and 14% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- The existing footway on the south-western side of Manchester Road at Lambs Fold will be upgraded to provide shared space at the proposed Toucan Crossing, and the existing footpath between Manchester Road and Brackley Road will be widened to provide a shared use path. This will involve adjustments to the car park at Lambs Fold, including tree removal and replacement planting, and moving of the boundary fence at 1-9 Lambs Fold. A vehicle-dropped crossing will be provided across Lambs Fold at Manchester Road to create a continuous footway.

Of the 71 responses, 38% strongly agreed or agreed with the proposed improvements, 40% disagreed or strongly disagreed, and 22% neither agreed nor disagreed.

The proposed Toucan crossing at Lambs Fold provides a link between the eastern cycle route and the A6 and it requires a shared space footway/cycleway at each end to provide a connection. This path improvement is essential to allow the construction of the Toucan crossing to proceed however we understand that it may

be causing local concern. We will liaise closely with the residents of Lambs Fold over the design of the proposals to ensure that local needs/concerns are met.

It is recommended to take the proposals forward as consulted over subject to local liaison over detail design.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0012 REV C – Sheet 12)

- Kerb radii reduction, an extension of the existing pedestrian refuge and a 2.3m width restriction are proposed for Denby Lane at its junction with Manchester Road.

Of the 73 responses, 48% strongly agreed or agreed with the proposed improvements, 34% disagreed or strongly disagreed, and 18% neither agreed nor disagreed.

Following the consultation, the scheme has been developed further. The amended proposal includes the addition of a raised junction table.

It is recommended that these amended measures be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0012 REV C – Sheet 12)

- A two-way segregated cycleway is proposed along the existing north-eastern footway on Manchester Road from Denby Lane connecting to a shared space footway/cycleways at new Toucan Crossings at the Manchester Road / Whitehill Steet junction.

Of the 71 responses, 32% strongly agreed or agreed with the proposed improvements, 58% disagreed or strongly disagreed, and 10% neither agreed nor disagreed.

The proposed cycle route offers a route between Heaton Chapel and Heaton Norris, and onwards to the Town Centre, without cyclists having to ride in A road traffic either on Manchester Road or the A6. A two-way segregated cycleway is proposed along the existing north-eastern footway on Manchester Road from Denby Lane connecting to a shared space footway/cycleways at new Toucan Crossings at the Manchester Road / Whitehill Steet junction. The route then crosses Manchester Rd via the proposed Toucan crossings and follows a proposed two-way segregated cycleway along the southwestern footway to connect with Lloyd Street. Following consultation an amendment was made to the layout such that the northern crossing on Manchester Road is now just for pedestrians, this is due to limited footway width on the southern side.

It is recommended to take these amended measures forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0012 REV C – Sheet 12)

- Existing bus stops to be modified to current TfGM standards.

Of the 69 responses, 63% strongly agreed or agreed with the proposed improvements, 17% disagreed or strongly disagreed, and 20% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

#### 6.3.4 Sheet 12 (Viewport 12B): Manchester Road / Lloyd Street.

- The existing pedestrian crossings at the Manchester Road / Whitehill Street West signalised junction will be upgraded to Toucan Crossings with shared space footway/cycleway connections.

Of the 69 responses, 39% strongly agreed or agreed with the proposed improvements, 42% disagreed or strongly disagreed, and 19% neither agreed nor disagreed.

The shared space facilities allow use by both cyclists and pedestrians to use the Toucan crossing together. The proposed Toucan crossings at the junction of Whitehill Street West and Manchester Road provide a connection to the segregated cycleway along Manchester Road.

Following consultation, the scheme for the signalised junction at Manchester Road with Whitehill Street West has been amended. The amended proposal includes upgrading the existing pedestrian crossings on the southern and eastern arms to Toucan crossings and retaining the existing pedestrian crossing on the northern arm.

It is recommended to take the amended proposals forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0012 REV C – Sheet 12)

- A two-way segregated cycleway is proposed along the existing southwestern footway on Manchester Road connecting the new Toucan Crossings at the Manchester Road / Whitehill Steet West junction with Lloyd Street.

Of the 69 responses, 29% strongly agreed or agreed with the proposed improvements, 59% disagreed or strongly disagreed, and 12% neither agreed nor disagreed.



The proposed cycle route offers an alternative option for cyclists who may wish not to use the A6 when travelling between Manchester and Stockport. As such, the alternative routes provide a north-south link. A two-way segregated cycleway is proposed along the existing north-eastern footway on Manchester Road from Denby Lane connecting to a shared space footway/cycleways at new Toucan Crossings at the Manchester Road / Whitehill Steet junction. The route then crosses Manchester Rd via the proposed Toucan crossings and follows a proposed two-way segregated cycleway along the southwestern footway to connect with Lloyd Street.

It is recommended that these measures be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0012 REV C – Sheet 12)

- Existing bus stop to be modified to current TfGM standards.

Of the 66 responses, 62% strongly agreed or agreed with the proposed improvements, 21% disagreed or strongly disagreed, and 17% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- A quiet on-carriageway cycle route defined with advisory surface markings will be provided along Lloyd Street.

Of the 66 responses, 32% strongly agreed or agreed with the proposed improvements, 41% disagreed or strongly disagreed, and 27% neither agreed nor disagreed.

Following consultation, the proposed advisory cycle road markings have been omitted throughout the scheme extents and the route will be signed with appropriate signage to help direct the active travel users.

It is recommended that these amended measures be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0012 REV C – Sheet 12)

- Footway improvements including the installation of an uncontrolled crossing with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances, and to help reduce the turning speed of vehicles are proposed at the junction with Colin Road.

Of the 68 responses, 43% strongly agreed or agreed with the proposed improvements, 34% disagreed or strongly disagreed, and 23% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

- Traffic calming road humps are proposed on Lloyd Street.

Of the 66 responses, 38% strongly agreed or agreed with the proposed improvements, 43% disagreed or strongly disagreed, and 19% neither agreed nor disagreed.

Traffic calming measures are proposed to help enforce the proposed 20MPH speed limits.

Following the consultation, the scheme has been amended and an additional raised junction table is proposed for the junction of Manchester Road with Lloyd Street. As such, the proposed speed hump outside No. 200 Lloyd Street has been omitted.

It is recommended that these amended measures be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0012 REV C – Sheet 12)

### 6.3.5 Sheet 13 (Viewport 13A): Baker Street – Belmont Way.

- A quiet on-carriageway cycle route defined with advisory surface markings will be provided from Lloyd Street along All Saints' Road, Grafton Street, and Bardsley Street, utilizing the one-way system where applicable and connecting to the existing Toucan Crossing on Belmont Way.

Of the 58 responses, 34% strongly agreed or agreed with the proposed improvements, 42% disagreed or strongly disagreed, and 24% neither agreed nor disagreed.

Following consultation, the proposed advisory cycle road markings have been omitted throughout the scheme extents and the route will be signed with appropriate signage to help direct the active travel users.

It is recommended that these amended measures be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0013 REV C – Sheet 13)

- A short section of the segregated contra-flow cycleway is proposed at the junction of Lloyd Street with All Saints' Road with contra-flow cycling permitted on Lloyd Street from All Saints Road to Colin Road (including appropriate signage and markings).

Of the 57 responses, 41% strongly agreed or agreed with the proposed improvements, 45% disagreed or strongly disagreed, and 14% neither agreed nor disagreed.

The cycleway will be minimal to allow cycle access from All Saints Road to Lloyd Street and will retain the current tree on the corner. Contra-flow cycling will be allowed and will be signed and marked but will not involve a marked cycle lane nor will it involve loss of parking provision.

Hence, it is recommended to take these measures forward as consulted over.

- The quiet on the carriageway cycle route continues along Belmont Street to Baker Street.

Of the 58 responses, 32% strongly agreed or agreed with the proposed improvements, 44% disagreed or strongly disagreed, and 24% neither agreed nor disagreed.

Following consultation, the proposed advisory cycle road markings have been omitted throughout the scheme extents and the route will be signed with appropriate signage to help direct the active travel users.

It is recommended that these amended measures be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0013 REV C – Sheet 13)

- Traffic calming road humps, are proposed on Lloyd Street, Grafton Street, Belmont Street, and Baker Street.

Of the 58 responses, 36% strongly agreed or agreed with the proposed improvements, 49% disagreed or strongly disagreed, and 15% neither agreed nor disagreed.

The speed survey results suggested that the 85th percentile speed in the area was 25.02mph. To aid the safety of Active travel users a 20mph speed limit was proposed on residential streets and to help enforce these limits traffic calming measures are proposed.

It is recommended that these measures are taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0013 REV C – Sheet 13)

- Footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii, and footway widening to

reduce the crossing distances, and to help reduce the turning speed of vehicles are proposed at the junctions of:

- Grafton Street / Burton Street
- Grafton Street / Meal Street
- Belmont Street / Baker Street.

Of the 58 responses, 47% strongly agreed or agreed with the proposed improvements, 34% disagreed or strongly disagreed, and 19% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

#### 6.3.6 Sheet 13 (Viewport 13B): Baker Street – Belmont Way.

- A quiet on-carriageway cycle route defined with advisory surface markings will be provided from Belmont Way to Lancashire Hill along Belmont Street, Baker Street, Short Street, and Mendip Close.

Of the 57 responses, 32% strongly agreed or agreed with the proposed improvements, 42% disagreed or strongly disagreed, and 26% neither agreed nor disagreed.

Following consultation, the proposed advisory cycle road markings have been omitted throughout the scheme extents and the route will be signed with appropriate signage to help direct the active travel users.

It is recommended that these amended measures be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0013 REV C – Sheet 13)

- A path improvement is proposed between Mendip Close and Quantock Close to create a widened segregated footway and cycleway.

Of the 57 responses, 38% strongly agreed or agreed with the proposed improvements, disagreed or 36% strongly disagreed, and 26% neither agreed nor disagreed. We will liaise with local residents during the detail design process to ensure that concerns that any they may have about this proposal are addressed.

It is recommended to take the measures forward as consulted over.

- Traffic calming road humps are proposed on Baker Street and Short Street.

Of the 56 responses, 38% strongly agreed or agreed with the proposed improvements, 46% disagreed or strongly disagreed, and 16% neither agreed nor disagreed.

The speed survey results suggested that the 85th percentile speed in the area was 25.02mph. To aid the safety of Active travel users a 20mph speed limit was proposed on residential streets and to enforce these limits the proposals for traffic calming measures are proposed.

It is recommended that these measures are taken forward.

- Footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii, and footway widening to reduce the crossing distances, and to help reduce the turning speed of vehicles are proposed at the junctions of:
  - Baker Street / Short Street
  - Short Street / Mendip Close
  - Love Lane / Quantock Close

Of the 57 responses, 44% strongly agreed or agreed with the proposed improvements, 35% disagreed or strongly disagreed, and 21% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

#### 6.3.7 Sheet 13 (Viewport 13C): Gordon Street - Lancashire Hill.

- A quiet on-carriageway cycle route defined with advisory surface markings will be provided from Gordon Street to Orphanage Street, which links to the existing cycleway on Lancashire Hill.

Of the 56 responses, 36% strongly agreed or agreed with the proposed improvements, 39% disagreed or strongly disagreed, and 25% neither agreed nor disagreed.

Following consultation, the proposed advisory cycle road markings have been omitted throughout the scheme extents and the route will be signed with appropriate signage to help direct the active travel users.

It is recommended that these amended measures be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0013 REV C – Sheet 13)

- The cycle route will follow the existing segregated cycleway on Lancashire Hill to Great Egerton Street.

Of the 56 responses, 40% strongly agreed or agreed with the proposed improvements, 34% disagreed or strongly disagreed, and 26% neither agreed nor disagreed. No physical changes to the current layout are proposed as part of this project as controlled pedestrian and cycle crossings and a predominantly segregated cycle route are already provided.

- The cycle route will cross Great Egerton Street on the existing Toucan crossing facility and use the existing ramp to access Tiviot Dale which connects to Prince's Street and Bridge Street.

Of the 56 responses, 40% strongly agreed or agreed with the proposed improvements, 32% disagreed or strongly disagreed, and 28% neither agreed nor disagreed. No physical changes to the current layout are proposed as part of this project as controlled pedestrian and cycle crossings and a predominantly segregated cycle route are already provided.

#### 6.3.8 Sheet 15 (Viewport 15A): Heaton Norris Park segregated and shared facilities.

- Following the consultation, the scheme has been amended and it includes the upgrade existing footpath to sections of segregated and shared facilities from Mandale House on the A6 into Heaton Norris Park. This will improve access from the eastern cycle route to the western end of the Town Centre and the A6. At the A6 the route will join existing cycle facilities over the M60 bridge and along the Travis Brow link. This element of the proposal will need to be subject to further local consultation as part of the design process.

It is recommended that these amended proposals be taken forward.

For revised drawings please see Appendix C: (Drawing Number: F-5223-A6BR-CON-0015 REV C – Sheet 15)

#### 6.4 **Part 4: 20mph Speed Limits**

Of the 126 responses, 71% strongly agreed or agreed with the proposed improvements, 26% disagreed or strongly disagreed, and 3% neither agreed nor disagreed.

It is recommended that these measures be taken forward as consulted over.

## 6.5 Additional Comments and Designers' Responses

<u>Comments</u>	<u>Designers Response</u>
Segregated cycle lane running down the A6.	<p>A number of respondents to the survey requested the provision of segregated cycle facilities along the length of the study area of the A6. These have not been provided for a number of reasons as set out below.</p> <p>1) The project is primarily aimed at the improvement of bus services and facilities on the A6. As such removal of the current bus lanes to provide segregated cycle facilities was not acceptable to the scheme sponsors.</p> <p>2) Between Crossley Road and Manchester Road the road corridor is approx. 20m wide. This is insufficient space to provide 2 x 3.25m bus lanes, 2 x 3.25m general traffic lanes, 2 x 2m footways 2 x 2m cycleways and 2 x 0.5m margin (total 22m)</p> <p>3) Between Manchester Road and Heaton Road the corridor is wider and between junctions might in some locations accommodate the above. However at busy junctions where a right turn lane is required, at bus stops and in locations where parking is allowed third-party land would need to be acquired to allow provision of the segregated cycleway. This is beyond the scope of the current project.</p> <p>4) A two-way cycle route was considered as this would save approx. 2m in corridor width however there are many side roads and busy access points where it would not be possible to in-set the cycle crossing which would consequently need to run along the kerb line of the A6. Two-way cycle use in such a layout, including limited intervisibility between drivers and cyclists at many access points, means that such an arrangement would be likely to be unsafe.</p> <p>5) At signal junctions provision could need to be made for 'cyclops' type arrangements. These have been investigated but in all cases would need land beyond the Highway boundary to provide them.</p> <p>6) For the above reasons the provision of segregated cycleways along the A6 is beyond the budget or timetable. Scheme development, approval, TRO and CPO processes would take the scheme well beyond the March 2027 deadline for completion and the budget would need to be increased to accommodate more changes to kerb lines, stats and land acquisition.</p>
Against Vehicle Drop Crossings, Dutch Kerbs preferred.	The layout and kerb types for vehicle drop crossing arrangements will be determined as part of detail design taking into account acceptable crossfall on footways, existing conditions and the need to maintain access to premises.

<p>Could Increase pollution and congestion.</p>	<p>Proposals aim to encourage more walking, cycling and use of public transport to help reduce car use, to reduce congestion and to lower pollution. The scheme includes junction improvements to benefit all road users. Traffic modelling and analysis have been undertaken at various locations and the results indicate the proposed junction improvements operate within capacity although some operational delays may increase due to the need for vehicles to wait during pedestrian stages where these are not currently present. It is not anticipated that the proposals will increase congestion and they should not have any significant impact on traffic flows.</p>
<p>Proposals prioritising cyclists over motorists.</p>	<p>Proposals aim to encourage more walking, cycling and use of public transport to help reduce car use, to reduce congestion and to lower pollution. In some instances, this will involve re-allocating road space currently used by motor vehicles to cyclists. Where this happens account will be taken of the needs of motor traffic, for example, to ensure that HGV's can still safely complete manoeuvres at junctions and that essential loading requirements are accounted for.</p>
<p>Request for 20mph on Mauldeth Road.</p>	<p>Mauldeth Road is beyond the scope of the project but the proposal for a 20MPH zone may be investigated in the future.</p>
<p>Request for 24hr Bus lane.</p>	<p>The hours of operation of the bus lanes are outside the scope of the consultation. Any alteration to the current restrictions would need to be considered for the whole route (Stockport and Manchester) at a GM level and would be subject to further consultation and legal process.</p>
<p>Against shared pedestrian/cyclist space.</p>	<p>Shared use paths provide off-carriageway facilities for pedestrians and cyclists. Where segregated cycle paths cannot be provided due to limited space, shared use facilities may be provided. The extents of such shared space are kept to the minimum needed to serve, for example, a Toucan crossing.</p>
<p>Bus lanes should not be extended.</p>	<p>Bus lane extensions will connect the existing bus lanes to help improve bus journeys:</p> <ul style="list-style-type: none"> <li>• To help increase the number of people travelling by bus and thus reducing the amount of car journeys and encouraging more active travel</li> <li>• To help improve bus journey times on the A6 between Manchester and Stockport</li> <li>• To help improve the reliability of buses on the A6 between Manchester and Stockport</li> <li>• To help improve connections with other modes of transport by improving the reliability and bus journey times</li> <li>• To help traffic flow</li> </ul>
<p>Proposals may decrease the safety of cyclists.</p>	<p>Existing cycle lanes on the A6 are signed as being Monday to Friday 7-10 am and 4-7 pm only and do not comply with guidance in LTN 1/20. Where these are removed they will be replaced by bus lanes which cyclists can use and which are designed to a width that will</p>



	<p>require the bus to leave the bus lane to overtake a cyclist.</p> <p>Proposals include significant investment in the improvement of quiet on-carriageway cycle routes in residential areas and the installation of a number of controlled crossings along busier routes.</p>
Against one-way on Buckingham Road.	Buckingham Rd One-Way has been omitted from the scheme
Proposals should incorporate more green spaces.	Much of the proposed cycle routes are along existing highways where space is limited. Where space allows, some additional greenspace has been provided. In addition, tree planting has been provided in several other locations. There are also a number of new benches located throughout the scheme extents.
A6 should be made more pedestrian / cycle-friendly.	<p>The available space along the A6 is limited. The proposals include footways, bus lanes, bus stops, traffic running lanes, right-turn lanes and parking bays. In some locations, the existing footways are to be widened and other footways will be within current standards. Where space and onward connections allow, more provision has been made for pedestrians and cyclists, including:</p> <ol style="list-style-type: none"> <li>1) Raised tables at junctions with side roads, including footway improvements and uncontrolled pedestrian crossings</li> <li>2) Puffin crossings for pedestrians</li> <li>3) Toucan crossings with shared use cycle/footways</li> <li>4) Segregated cycleways</li> <li>5) Wayfinding signage</li> </ol> <p>The proposals include two alternative cycling routes which use the existing network and are designed to provide a safer route by avoiding busy main roads where possible, whilst still trying to have a comparatively direct route. The proposed routes also provide connections to local schools, residential areas and other local amenities.</p>
The speed of vehicles needs to be reduced/controlled.	Several different measures are being proposed to help reduce the speed of vehicles and these include traffic calming such as speed humps, raised junction tables and the reduction of corner kerb radii. 20mph speed limits have also been proposed for many residential streets to reduce the speed of vehicles and improve safety for vulnerable road users. These speed limits are proposed to complement the existing and other approved 20mph speed limits within the scheme extents.
Cyclists may not use the proposed cycle routes.	The proposals include two alternative cycling routes which use the existing network and are designed to provide a safer route by avoiding busy main roads where possible, whilst still trying to have a comparatively direct route. The proposed routes also provide connections to local schools, residential areas and other local amenities. Cyclists can also use the A6.

All roads leading off the A6 should be one-way.	There are currently no proposals to introduce new one-way roads off the A6.
Against limiting access to Ellesmere Road North.	There are no proposals to limit access to Ellesmere Road North.
Signalised crossings need shorter waiting times for pedestrians.	Call times for crossings will be considered by the UTC during the detailed design stages.
Proposals are not ambitious enough.	Within the available budget and timescale for delivery, the scheme is very ambitious! It will provide new bus lanes, improved junctions, enhanced crossings and upgraded bus stops along the A6 corridor. This is in addition to eastern and western cycle routes connecting the Heatons and Reddish areas to the Town Centre, providing improved pedestrian facilities and off-carriageway and quiet on-carriageway cycling provision.
There are not enough cyclists to justify improvements.	The proposed cycle routes will use the existing network along with a combination of off-road paths and quiet roads which are already linked to the wider cycle network. The aim is to help encourage people to become more active and make fewer car journeys to reduce traffic congestion and air pollution and to help tackle climate change. Part of this is to make journeys on foot or by bike much easier and more attractive for residents. As a consequence, an increased number of cyclists is anticipated.
There are not enough improvements for cyclists.	Two cycling routes are being proposed to the east and west of the A6 connecting the Heatons and Reddish areas to the Town Centre. There are also improved cycling facilities at a number of junctions on the A6 corridor, providing connections to key locations to the east and west. These proposals include segregated cycleways, shared use facilities, quiet on-carriageway cycle routes and a variety of controlled crossings for cyclists.
Request for cyclops junctions.	Cyclops junctions cannot currently be delivered as part of the Bus Radial (A6 Corridor – Improving Journeys) scheme because either 3rd party land would be required at the junctions or the junctions would need to be re-designed with considerably reduced capacity. The budget and timetable for the project do not permit CPO of 3 <sup>rd</sup> party land and considerable reductions in junction capacity would be counter to the aim and ambition of the project to promote the A6 as a bus priority corridor that forms part of the GM Key Route Network of routes.
Against potential loss of parking.	GM Transport Policy places the needs of pedestrians and cyclists above the need to provide for the parking of private motor vehicles. Having said that we are conscious of the need to maintain parking where it can safely be accommodated without detriment to safety, operation and the needs of vulnerable road users. The scheme seeks to maintain that balance but in some locations, difficult decisions need to be made and some on-street parking provisions

	<p>will be removed. Where this occurs it will be minimised to that necessary to achieve the aims and objectives of the project.</p>
<p>Pavement parking needs to be stopped.</p>	<p>There are proposals to introduce bollards at some specific key locations throughout the scheme extents. However, If there are no physical measures preventing pavement parking and there are no parking restrictions in place (i.e. a double or single yellow line); then Stockport Council does not have the powers to enforce, irrespective of whether the vehicle is parked on or off the pavement. In this case, if the vehicles are considered to be parked in a dangerous position and causing safety issues for other road users this should be reported to the Police. This is then at the discretion of the Police to decide whether a vehicle is deemed to be parked in a dangerous position and causing an obstruction.</p>
<p>Glenfield Road Traffic signals are unnecessary.</p>	<p>Crossings can be provided at road junctions and busy crossing points to protect pedestrians and to help them cross the streets more easily and safely. There is already an existing pedestrian crossing on the A6 south of the junction, but this does not serve pedestrians crossing Warwick Rd or Glenfield Rd at the junction itself and it does not cater for cyclists. A survey has been carried out and the requirement for a signalised junction with shared pedestrian and cycling facilities has been assessed and the proposal is deemed suitable. The signals will also help vehicles accessing the A6 from the side roads.</p>
<p>Against the loss of trees.</p>	<p>The proposals require some trees to be removed, but this has been minimised as much as possible.</p> <p>The trees along the PROW 162S Bowerfold Lane – Higher Bury Street have been surveyed and assessed and the report indicates that 9 trees can be removed due to poor condition, and another to enable path construction. The trees to be removed are from an overgrown hedge that has not been maintained and the trees are showing signs of decay with potential structural problems and have low amenity value. The trees to be removed will be replaced with more suitable species along with a mature native hedge. The 9 trees to be removed from Leegate Road are poor quality, self-seeded trees which have established themselves on a mound which needs to be removed to enable the construction of a cycle path.</p>

Against cyclists being encouraged to use Leegate Road.	Leegate Road is currently accessible to cyclists and helps connect to the existing network. The proposed cycle routes will use the existing network along with a combination of off-road paths and quiet roads which are already linked to the wider cycle network. The aim is to help encourage people to become more active and make fewer car journeys to reduce traffic congestion and air pollution and to help tackle climate change. Part of this is to make it easier for residents to make journeys on foot or by bike much easier and more attractive.
Request for maintenance on Leegate Road.	Leegate Road is a private road. The proposals include improving the existing surface, subject to agreement with the landowners.
Against raised junction tables.	The scheme includes raised junction tables as a traffic calming measure to help reduce the speed of traffic and improve pedestrian crossings. Raised junction tables are proposed to benefit all road users, including cyclists and pedestrians.
Roads need to be made safer for cyclists.	The scheme includes two cycling routes as alternative options to the A6. These routes include traffic calming measures, 20mph speed limits, controlled crossings, shared use facilities and segregated cycleways.
Opening up the gateway between the adopted and unadopted parts of Leegate Road could allow access for motorcyclists.	Barriers to inhibit motorcycle use have not been proposed as they can prevent access for disability scooters.
The western cycle route should go through Heaton Moor Golf Course.	Heaton Moor Golf Club is privately owned, and any proposals are subject to agreement with the landowner. Although there is an existing PROW for pedestrians which crosses the course, we have previously consulted over upgrading this to allow cycle use but there were safety concerns associated with a cycle path on the same route.
Against cycle route along St James Road.	St. James Road is an adopted highway allowing use by all vehicles, horse riders, cyclists and pedestrians. The proposed cycle road markings are only advisory to suggest a route for cyclists and to advise other road users. They do not denote a formal cycleway or prohibit parking. The cycle markings can be omitted from the scheme.
Contra-flow cycle lane needs physical segregation.	Contraflow cycle lanes allow cyclists to ride both directions along one-way roads. A physical segregation may be provided at the entrance to the road and signage and road markings will be used to inform both drivers and cyclists. Where this is proposed there will also generally be proposals to introduce a 20mph speed limit.
Warning signage of cyclists required on Bridges.	A signage strategy will be implemented as the design is developed in more detail.

Against changing the priority of traffic on Broomfield Road / Warwick Road.	The proposed cycle route has been revised and the proposed change in priority has been omitted.
Concerns about the safety of the public in shared spaces.	Shared use paths provide off carriageway facilities for pedestrians and cyclists. Where segregated cycle paths cannot be provided due to limited space, shared use facilities are provided. Past schemes have proved safe in operation and future ones will be subject to Road Safety Audit and will be monitored in case any safety issues arise.
Against signalised junction on Heaton Road / Ashburn Road / Alexandra Road.	The scheme has been revised and the proposed crossing has been omitted and replaced with a priority junction, including a raised table and uncontrolled pedestrian dropped crossings.
Against Crossing on Heaton Moor Road / Peel Moat Road / Broomfield Road.	The proposed crossing on Heaton Moor Rd at the junction with Broomfield Rd is already approved and is not included in the scope of this scheme.
Request for no access to motor traffic on Warwick Road.	Closing off Warwick Road to motor traffic is not required to support this scheme although a 3.5 tonne weight limit is proposed to facilitate widening of the footways over the railway bridge. Any scheme to close Warwick Rd completely to traffic would require separate consultation / approval processes.
No need for a cycle route down Heaton Road as no one cycles that way.	Heaton Road is Public Highway and is currently used by cyclists. A section of Heaton Road forms part of a western cycle route to provide an alternative route to the A6 designed to provide a safer journey by avoiding busy main roads where possible, whilst still trying to have a comparatively direct route. The proposed route also provides connections to local schools, residential areas, and other local amenities.
Add double yellow lines near the greenspace at Heaton Road / Parsonage Road junction.	Parking restrictions (No Waiting At Any Time [NWAAT] / double yellow lines) were not included in the consultation. Any proposed parking restrictions will be subject to an additional consultation process at a later date. NWAAT Traffic Regulation Orders (TRO) at junctions will be considered.
Warwick Road bridge will become too narrow.	The proposals have been checked for vehicle manoeuvrability (vehicle tracking) and are also subject to a Road Safety Audit to check there is adequate space for vehicle movements in both directions. Further, weight restriction will restrict the types of vehicles permitted to use the bridge.

Speeding traffic needs to be controlled / slowed.	Several different measures are being proposed to help reduce the speed of vehicles and these include traffic calming such as speed humps, raised junction tables and the reduction of corner kerb radii. 20mph speed limits have also been proposed for many residential streets to reduce the speed of vehicles and improve safety for vulnerable road users. These speed limits are proposed to complement the existing and other approved 20mph speed limits within the scheme extents.
Priority at Parsonage Road junction with Heaton Road must be reverted to older layout.	The scheme has been revised to include a raised junction table to help reduce the speed of vehicles on the approach to the junction and make the need for vehicles exiting Parsonage Road to give way clearer.
Bus stop relocation at Heaton Road junction with Ashburn Road can cause blind spots for drivers driving on Parsonage Road and vice versa south to Heaton Road junction with Parsonage Road.	The scheme has been revised and the bus stop is to be retained in its existing location.
Warwick Road bridge must be made one way to allow footway improvements.	The proposals have been checked for vehicle manoeuvrability (vehicle tracking) and are also subject to a Road Safety Audit to check there is adequate space for vehicle movements in both directions. Further, weight restriction will restrict the types of vehicles permitted to use the bridge.
The western cycle route is indirect.	From the northern end of the route at the junction of Buckingham Road / Peel Moat Road the distance to Mersey Square is similar (2.9km) via the Western cycle route or via the A6. The objective of this and the eastern cycle route is not necessarily to provide a 'cycle bypass' to the A6 but to link residential areas to the Town Centre along the A6 corridor. This will provide attractive routes to those who would not consider cycling on the A6 or indeed other busy main roads. As a consequence, an increased number of cyclists is anticipated.
Concerns for the safety of cyclists.	The proposals will be subject to a road safety audit.
Cyclists should have priority on the roundabout.	On the consultation drawings, a segregated cycleway with Tiger crossings was proposed for the Heaton Lane roundabout. The revised drawing shows both Tiger crossings and Sparrow crossings. Cyclists and pedestrians have priority on Tiger crossings. At Sparrow crossings cyclist detection equipment can be used to detect and change signals for approaching cyclists.

<p>Against road closures and concerns with additional traffic on Broadstone Hall Road North.</p>	<p>The road closure on Carnforth Road has been omitted from the scheme.</p>
<p>The proposed route along Manchester Road is too complicated and does not have enough space for segregated cycling facilities.</p>	<p>The proposed cycle route offers an alternative option for cyclists who may wish not to use the A6 when travelling between Manchester and Stockport. As such, the alternative routes provide a north-south link. A two-way segregated cycleway is proposed along the existing north-eastern footway on Manchester Road from Denby Lane connecting to a shared space footway/cycleways at new Toucan Crossings at the Manchester Road / Whitehill Steet junction. The route then crosses Manchester Road via the proposed Toucan crossings and follows a proposed two-way segregated cycleway along the southwestern footway to connect with Lloyd Street. Thus, providing a safe off-carriageway route along Manchester Road.</p>
<p>The eastern cycle route is indirect.</p>	<p>From the northern end of the eastern cycle route at Nelstrop Rd to the southern end at Tiviot Dale, the route distance is approx. 3.3km. Between these two locations via the A6 the distance is similar. The proposed cycle routes offer alternative options for cyclists who may wish to avoid the A6 when travelling along the corridor. As such, the alternative routes provide a north-south link and connections to local schools, residential areas, and other local amenities.</p>
<p>Halesden Road &amp; Ash Grove footway should not be converted to a shared footway/cycleway.</p>	<p>Shared space facilities allow both cyclists and pedestrians to use the shared footways/cycleways and Toucan crossings. The proposed Toucan crossing at Lambs Fold provides a link between the eastern cycle route and the A6 and it requires a shared space footway/cycleway on either side to provide onward connections. This will require a short length of footway at the junction of Manchester Road / Halesden Rd to allow cycle use but for the most part, the footway on Halesden Rd will be for pedestrian use only. The proposed shared space footway/cycleway between Orthes Grove and Ash Grove has been omitted from the scheme. On Ash Grove, a new cycleway will be built on what is currently a verge, not a footway.</p>
<p>Against narrowing of Whitehill Street West at the junction with Manchester Road as this will make it difficult for HGVs turning at the junction heading towards the industrial estate.</p>	<p>The proposals have been checked for vehicle manoeuvrability (vehicle tracking) and are also subject to a Road Safety Audit to check there is adequate space for all vehicle movements at the junction.</p>

Concerns with potential loss of parking as this may reduce footfall for local businesses, impacting the viability of traders, particularly around the area of Heaton Chapel village centre.	Local businesses have been consulted separately and parking surveys have been undertaken with both comments and results providing essential feedback to inform further design changes, where feasible. Particularly around the A6 / Manchetser Road junction where there are two amended options providing parking/loading provision.
Believes that one-way systems are too confusing to be user-friendly.	All one-way proposals have now been omitted.

Further details of the overall consultation can be found in the attached consultation report (Appendix D).

## **7 Site Investigation**

A number of counts and surveys have been carried out as part of the design phase for the scheme. These are summarised below, further details of dates/locations can be made available upon request:

### **7.1 Traffic Counts**

Traffic counts were conducted in 64 locations placed strategically over the scheme extent. The traffic counts include the link count, turn count, and traffic volume analysis of traffic, pedestrian, and cycle movement which were used to support the Feasibility study.

### **7.2 Speed Surveys**

The speed surveys were conducted in 73 different locations throughout the scheme extents to help the design process. It identified locations where potential traffic calming measures could be considered.

### **7.3 Parking Surveys**

The parking surveys were carried out to analyse the use of existing parking in several different strategic locations around the scheme extents to help the development of the design.

### **7.4 Accident Statistics**

The accident statistics for the A6 and the parallel routes were analysed as part of the design process. The data from the last 10 years was acquired and analysed to help develop the design.

## **8 FINANCIAL IMPLICATIONS**



The scheme is to be funded from the CRSTS fund, subject to the approval of the business case by Transport for Greater Manchester

Please note that approval of any scheme or part of the scheme does not guarantee that sufficient finance will be available to implement it. Granting of funding will be subject to the submission of a business case to the CRSTS and approval of that business case.

It is likely that the scheme will be delivered in phases and possible that not all elements will be able to be delivered under the current CRSTS funding allocation. Under these circumstances, the priority will be to deliver first those elements of the scheme on the A6 which deliver bus priority and improved access to bus stops along with key elements of the cross and parallel cycle routes that overcome main road severances.

## **9 TIMESCALES**

If approved, and subject to funding, the first phases of the scheme are expected to be delivered in 2025. It is planned that this programme of works will be completed in 2027.

## **10 EQUALITIES/COMMUNITY IMPACT ASSESSMENT**

Equal Opportunities

- To provide a suitable and safer environment for pedestrians and other road users. The scheme contributes to the Council's vision statement "Promote equal life outcomes for all by tackling known inequalities across the borough of Stockport".

Sustainable Environment

- To develop and sustain a healthy, safe, and attractive local environment which contributes to Stockport. Stockport Council understands the responsibility it has to lead by example and help the broader community make a positive contribution to the local environment.

## **11 CONCLUSIONS AND RECOMMENDATIONS**

The Area Committee is asked to comment on this report and recommend that the Cabinet Member (Economy & Regeneration) approves the implementation of the recommendations contained in Section 6 of this report and summarised in the scheme element below:

**Element A:** (Refer to Sheet 1)

Works to the A6 from Crossley Road to Manchester Road including new bus lanes, a modified signal junction at Crossley Road, improvements to priority junctions and private access points, and improvements to bus stops.

**Element B:** (Refer to Sheet 2 Viewport 2A)

Amendments to the A6 / Manchester Road junction to include toucan crossing facilities, a segregated cycleway, planting and public art improvements and either:

Option 1A including a parking layby outside shops at 480-486 Wellington Road North or;

Option 2A including a loading only bay outside shops at 480-486 Wellington Road North and a controlled crossing of the A6 north of Manchester Road

**Element C:** (Refer to Sheet 2 Viewport 2B and Sheet 3)

Works to the A6 from Heaton Moor Road to Heaton Road including a new signal junction at Warwick Road / Glenfield Road including Toucan crossing facilities, a modified signal junction at Heaton Road including Toucan crossing facilities, an upgraded Toucan crossing at Brackley Road, improvements to priority junctions and private access points, amendments to footways and parking bays and improvements to bus stops.

**Element D:** (Refer to Sheet 8 and Sheet 12 Viewport 12A)

Creation of a cross-cycle route and pedestrian improvements from Derby Road to Halesden Road including footway widening on the Warwick Road WCML bridge, traffic calming measures, junction improvements, path widening at Lambs Fold, and installation of a Toucan crossing on Manchester Road between Halesden Road and Orthes Grove.

**Element E:** (Refer to Sheet 4, 5 and Sheet 6 Viewport 6A)

Improvements to the Heaton Cycle Route and pedestrian improvements between Leegate Road and Buckingham Road including a cycle cut through between the private and adopted sections of Leegate Road, traffic calming measures, junction improvements and segregation of pedestrian and cycle routes on the bridge over the West Coast Mainline.

**Element F:** (Refer to Sheet 5, Sheet 7, Sheet 8 Viewport 8A and Sheet 9 Viewport 9A)

Creation of a parallel cycle route and pedestrian improvements on the west side of the A6 between Buckingham Road and Bowerfold Lane including traffic calming measures, junction improvements, a permanent closure to traffic at the Derby Road / Heaton Road junction and a modified priority junction at Heaton Road / Alexandra Road / Ashburn Road.

**Element G:** (Refer to Sheet 6 Viewport 6B)

Upgrading of the current Puffin crossing on Heaton Moor Road at Heaton Chapel Station to a Toucan crossing with associated footway/cycleway connections to Tatton Road North and South.

**Element H:** (Refer to Sheet 9 Viewport 9B and Sheet 10)

Improvement to a cycle route from Bowerfold Lane to Heaton Lane including path widening between Bowerfold Lane and Higher Bury Street, amendments to the

layout on Higher and Bury Street to create cycle and improved crossing facilities, amendments to the George's Road / Travis Brow signal junction to segregate cycle facilities, upgrading of cycle routes and crossings on Travis Brow, installation of Tiger type crossings on the Heaton Lane arms and a Sparrow crossing on the King Street West arm of Heaton Lane Roundabout and path improvements from Junction 1 to Heaton Lane along the River Mersey.

**Element I:** (Refer to Sheet 10. Note: Part of these works are in the Central Stockport Area Committee area)

Installation of a segregated cycleway on the south side of Heaton Lane between Astley Street and the WCML viaduct and widening and redesignating the eastern footway on King Street West as a footway/cycleway between Heaton Lane Roundabout and Chestergate.

**Element J:** (Sheet 11 and Sheet 14)

Creation of a parallel cycle route and pedestrian improvements between Nelstrop Road North and Bollington Road including traffic calming works (including the full length of Carnforth Road) and junction improvements including a change to the junction priority at Downham Road / Hulme Road.

**Element K:** (Refer to Sheet 12 and Sheet 13 Viewport 13A)

Creation of an off-carriageway cycle route and pedestrian improvements between Ash Grove and All Saints Road including a new cycleway on Ash Grove, shared / segregated cycle facilities on Manchester Road, a new Toucan crossing at Denby Road, Toucan-type crossing facilities at the Manchester Road / Whitehill Road West junction, junction improvement at Lloyd Street / Manchester Road and contra-flow cycling on part of Lloyd Street.

**Element L:** (Refer to Sheet 13 and Sheet 15)

Creation of a parallel cycle route and pedestrian improvements between All Saints Road and Lancashire Hill including traffic calming, junction improvements and path widening from Mendip Close to Quantock Close and at Wilkinson Road in Heaton Norris Recreation Ground.

## **Background Papers**

Anyone wishing further information please contact Nick Whelan by email at [nick.whelan@stockport.gov.uk](mailto:nick.whelan@stockport.gov.uk)

## **Appendix A – Overview Drawing**

## **Appendix B – Consultation Drawings**

- Sheet 1: (Dwg No. F-5223-A6BR-CON-0001)
- Sheet 2 (Dwg. No. F-5223-A6BR-CON-0002)
- Sheet 3 (Dwg. No. F-5223-A6BR-CON-0003)
- Sheet 4 (Dwg. No. F-5223-A6BR-CON-0004)
- Sheet 5 (Dwg. No. F-5223-A6BR-CON-0005)
- Sheet 6 (Dwg. No. F-5223-A6BR-CON-0006)
- Sheet 7 (Dwg. No. F-5223-A6BR-CON-0007)
- Sheet 8 (Dwg. No. F-5223-A6BR-CON-0008)
- Sheet 9 (Dwg. No. F-5223-A6BR-CON-0009)
- Sheet 10 (Dwg. No. F-5223-A6BR-CON-0010)
- Sheet 11 (Dwg. No. F-5223-A6BR-CON-0011)
- Sheet 12 (Dwg. No. F-5223-A6BR-CON-0012)
- Sheet 13 (Dwg. No. F-5223-A6BR-CON-0013)

## **Appendix C – Revised Drawings**

- Sheet 1: (Dwg. No. F-5223-A6BR-CON-0001 REV C)
- Sheet 2 (Dwg. No. F-5223-A6BR-CON-0002 REV C)
- Sheet 3 (Dwg. No. F-5223-A6BR-CON-0003 REV C)
- Sheet 4 (Dwg. No. F-5223-A6BR-CON-0004 REV C)
- Sheet 5 (Dwg. No. F-5223-A6BR-CON-0005 REV C)
- Sheet 6 (Dwg. No. F-5223-A6BR-CON-0006 REV C)
- Sheet 7 (Dwg. No. F-5223-A6BR-CON-0007 REV C)
- Sheet 8 (Dwg. No. F-5223-A6BR-CON-0008 REV C)
- Sheet 9 (Dwg. No. F-5223-A6BR-CON-0009 REV C)
- Sheet 10 (Dwg. No. F-5223-A6BR-CON-0010 REV C)
- Sheet 11 (Dwg. No. F-5223-A6BR-CON-0011 REV C)
- Sheet 12 (Dwg. No. F-5223-A6BR-CON-0012 REV C)
- Sheet 13 (Dwg. No. F-5223-A6BR-CON-0013 REV C)
- Sheet 14 (Dwg. No. F-5223-A6BR-CON-0014 REV C)
- Sheet 15 (Dwg. No. F-5223-A6BR-CON-0015 REV C)

**Appendix D – 20mph Overview Drawing**

## **Appendix E – Options Report**



## **Appendix F – Consultation Report**

- F1: Consultation Publicity Leaflet
- F2: Consultation Area
- F3: Postcode Plots
- F4: Response summary tables
- F5: Letters received from community group