

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: City Region Sustainable Transport Settlements (CRSTS) – A560 Quality Bus Transit Scheme Area Committee Report

Report to: (a) Werneth Area Committee **Date:** Monday 29th July 2024
(**&**) Cabinet Member (Parks, Highways & Transport Services)

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

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

Forward Plan General Exception Special Urgency (Tick box)

Summary:

This report provides results of a consultation on the City Region Sustainable Travel Settlements (CRSTS) proposals to develop a Quality Bus Transit (QBT) corridor across the 330-bus route between Stockport and Ashton via Hyde and Dukinfield. This will see improvements to bus stops, junctions, crossings, and access to them. The proposals will help improve access to bus stops and aid users crossing this busy route.

Recommendation(s):

- Members are requested to consider the contents of the report and recommend that the Cabinet Member (Parks, Highways & Transport Services) approves the implementation of some or all of the Scheme elements listed below and the legal advertising of the Traffic Regulation Orders contained in Appendix B and subject to no objections being received within 21 days from the advertisement date the orders can be made.
- Members are requested to recommend that the Cabinet Member (Parks, Highways and Transport Services) approves the following scheme elements:

Scheme C – Stockport Road West Toucan Crossing Scheme including:

1. Replace the Pelican crossing between Elm Tree Rd & Osborne St with a Toucan crossing with associated footway / cycleways;
2. Relocate the eastbound bus stop on Stockport Rd West;
3. Provide a parking layby & bollards on Osborne Street;
4. Provide raised road surface at junction of Elm Tree Rd / Stockport Rd West;
5. Provide raised road surface at junction of Osborne St / Stockport Rd.

Scheme E – Stockport Road East / Redhouse Lane / George Lane Signal Junction Scheme including:

1. Provide an improved signal junction at the Stockport Rd East / George Lane / Redhouse Lane junction, including additional crossings and Toucan crossings;
2. Provide improved pedestrian & cycling links through green space between Hyde Road, George Lane and Oldham Drive.

- Members are requested to consider the public consultation responses for Scheme D proposals and make a recommendation to the Cabinet Member (Parks,

City Region Sustainable Transport Settlements Progress Report – A560 Quality Bus Transit Scheme

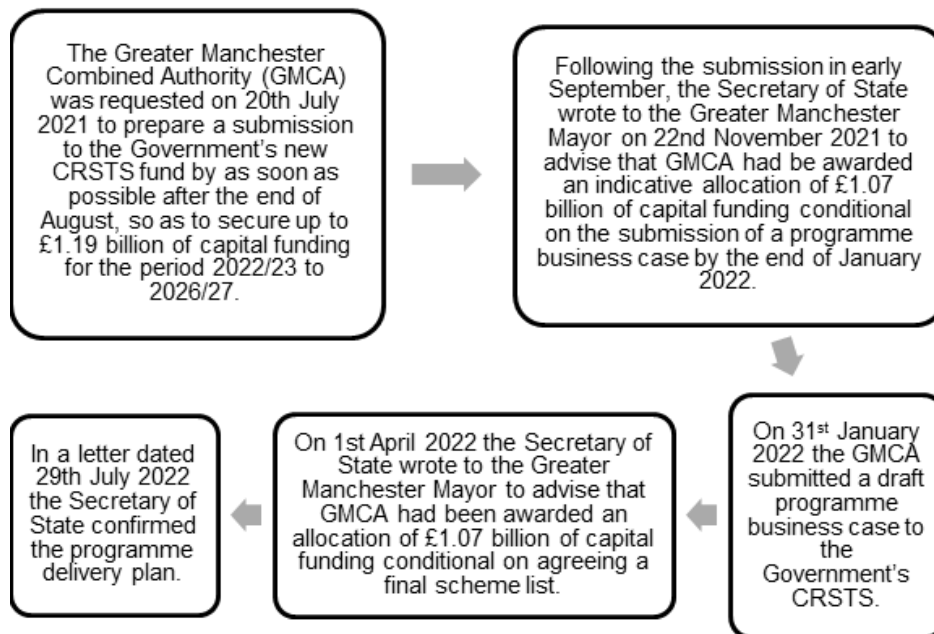
Report of the Corporate Director for Place Management & Regeneration

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 This report provides results of a consultation on the City Region Sustainable Travel Settlements (CRSTS) proposals to improve the whole of the 330-bus route between Stockport and Ashton via Hyde and Dukinfield, along the B6104 and A560 corridor. This will provide improvements to bus stops, junctions, crossings, and access, and help those walking, wheeling and cycling to cross the busy route. This report is concerned with measures proposed within the Werneth Area Committee area. Additional measures proposed on Carrington Road and Great Portwood St are dealt with in a separate report to Central Stockport Area Committee.
- 1.2 Members are requested to consider the contents of the report, noting the results of the recent consultation exercise which was undertaken with residents and businesses in Bredbury and Woodley and to recommend that the Cabinet Member (Parks, Highways & Transport Services) approves the proposed measures and the advertising of the associated TRO's.

2. BACKGROUND

- 2.1 The development of these proposals is being funded by the City Region Sustainable Transport Settlements (local transport authority allocations). The general objectives of CRSTS funded schemes include the following:
 - They should drive growth through infrastructure investment, level up services towards the standards of the best and promote modal shift from cars to public transport, walking and cycling.
 - They must reduce carbon and particulate emissions from transport, aligned with the UK's legal commitments.
 - They must further the objectives of the national bus and cycling strategies, including ambitious bus and cycling priority measures.
 - They should promote the use of active travel and public transport; not lead to overall increase in car use or car modal share, tackle traffic congestion and improve air quality.
- 2.2 Announced in the 2021 Spending Review, the government is investing billions of pounds in the transport networks of eight city regions across England from 2022 to 2027. This funding will be delivered through multi-year, consolidated transport settlements agreed with central government and based on plans put forward by city regions.



2.3 The QBT scheme aims to increase bus use and enhance conditions for users and is one of several schemes that are currently being developed by Stockport Metropolitan Borough Council officers using CRSTS funding. The scheme aims to improve access for local businesses and organisations and help residents get to amenities in their communities.

2.4 The scheme is split into five separate geographic areas along the bus route. Two schemes, A and B, are in the Brinnington and Central Ward, and three schemes, C, D and E, are in the Bredbury and Woodley Ward. The schemes within the Bredbury and Woodley Ward are listed below.

- Scheme C – Stockport Road West, and its junctions with Elm Tree Road and Osborne Street
- Scheme D – Stockport Road East, James Street and St Mark’s Street
- Scheme E - Stockport Road East / Redhouse Lane / George Lane junction

3. CONSULTATION PROPOSALS

3.1 The Council is working hard with Transport for Greater Manchester to reduce air pollution and tackle the climate emergency. Part of this approach includes making it easier for residents to choose public transport over driving, which decreases the emissions entering the atmosphere. Investment in public transport would also improve the quality of life for residents of Werneth and help boost the economy in the community.

3.2 We have drafted proposals in areas C, D and E and these include improvements to bus stops, new or enhanced crossings, footway widening, traffic calming, new active travel routes and links to existing ones.

3.3 Schemes C, D and E are described below and drawings can be found in Appendix A. Schemes A and B are reported on separately as they are not within the Bredbury and Woodley ward.

3.4 Scheme C

The following interventions, shown on drawing F_0712_C_301, are proposed:

- A new Toucan traffic light crossing would be provided on Stockport Road West to replace the existing Pelican crossing just west of its junction with Osborne Street. A Toucan crossing will allow both pedestrian and cyclist use and will connect Elm Tree Road to Osborne Street as a new active travel link. Stockport Council has wider ambitions to create a comprehensive walking and cycling network across the Borough and this would be a positive step towards achieving that goal.
- On Stockport Road West, it is proposed to retain the existing westbound bus stop in its current position, but the eastbound bus stop would be moved approximately 15m to the west as we are seeking to install a slightly wider footway in this location (which may accommodate a new bus shelter) and it will also place the stop a bit closer to the Toucan crossing.
- Raised road surfaces would be provided at the side road junctions of Stockport Road West and Osborne Street as well as Stockport Road West and Elm Tree Road to make it easier for pedestrians crossing the road. We are also proposing to install a new parking layby on Osborne Street and bollards to prevent vehicles parking on the footway.

3.5 Section D

The following interventions, shown on drawing F_0712_D_401, are proposed:

- A new Puffin crossing would be provided on Stockport Road East approximately 25m west of its junction with James Street, directly adjacent to the Public Footpath between properties 48 and 50 Stockport Road East. This crossing location would cater for bus stop access and walking routes in the area, with a significant amount of bus users utilising the pathway between Stockport Road East and Bredbury Industrial Estate.
- To create enough space for the crossing to be installed, approximately 100m of on-street parking on Stockport Road East would need to be removed. This would also support improved pedestrian access on the relatively narrow footway which currently can be partly obstructed by parked cars.
- The existing eastbound bus stop in this location would be retained in its current position, however pavement widening would be provided to accommodate an improved bus stop. The westbound bus stop, which is currently located opposite John Street, would be relocated approximately 120m to the west so it would be more conveniently located for the proposed crossing position.
- A pedestrian route to Stockport Road East along James Street would be improved with re-surfacing and changes to barrier control to improve access to the bus stop, especially for those with limited mobility.
- A path from St Marks Street to Redhouse Lane would be improved for pedestrians and cyclists.

3.6 Section E

The following interventions, shown on drawing F_0712_E_601, are proposed.

- An improved traffic light junction would be provided at the junction of Stockport Road East, George Lane and Redhouse Lane which would include Toucan crossings on all arms of the junction, allowing both cyclists and pedestrians to cross the road. This includes a crossing on the eastern side of the junction where there is currently none. The pavements at the junction would be widened to accommodate cycling and walking and new crossings

would be provided on the eastern side of the junction and outside the entrance to the church. The proposals would link into the 'CRSTS Bredbury to Woodley' scheme which will close the junction of Mill Street and Hyde Road to motor vehicle traffic and provide a cycling and walking link through to Bredbury Parkway.

- To accommodate the widened footways the existing westbound cycle lane on Hyde Road between the left turn lane and the ahead lane will need to be removed, however as existing it does not meet current design guidance.
- Traffic modelling indicates that the changes to the junction will not have a significant detrimental impact on its operation.
- It is proposed to provide cycling and walking links across the green space located to the southeast of this junction. The improved paths will link Stockport Road East, George Lane and Oldham Drive. The paths will be surfaced and lit. They will be designed to minimise any impact on the existing trees.

4. LEGAL POSITION/IMPLICATIONS

- 4.1 As the proposals have not yet been fully developed, the full legal implications for the scheme are yet to be determined. The proposals would require some changes to the highway layout / operation and subsequent changes to traffic regulation orders. Some small areas of land outside the existing Highway boundary (but under Council ownership) may be needed to implement some measures.
- 4.2 The Traffic Management Orders would be made under Section 1 of the Road Traffic Regulation Act 1984. The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft Order.

5. CONSIDERATION OF ALTERNATIVE SOLUTIONS

- 5.1 Alternatives have been considered for Schemes C, D & E as follows:

Scheme C: Provision of segregated cycle facilities and a Sparrow type crossing was considered however the road corridor width was insufficient to accommodate such a layout.

Scheme D: Provision of a crossing further to the west near 'The Crown' Public House was considered however such a location would not provide for users of the path from Bredbury Parkway or provide improved access to bus stops, a key objective of the project.

Scheme E: Provision of segregated cycle facilities and Sparrow type crossings was considered however footway widths are insufficient to accommodate such a layout. Reducing carriageway width and re-locating stop lines to accommodate such crossings was also considered however this would have had a significant detrimental impact on the operation of the junction likely to increase delays to buses on the corridor. This would run counter to the objective of improving the attractiveness of bus use on the A560 corridor.

6. CONSULTATION

- 6.1 The consultation was held between 26th February and 24th March 2024. This allowed adequate time for responses to be submitted using a variety of media. The main consultation audience was:
- Residents in the local area;
 - Those who may be affected by use the proposed infrastructure; and
 - Key local stakeholders including statutory consultees, business organisations and special interest groups.
- 6.2 The consultation has been undertaken with the purpose of informing stakeholders of the proposals and capturing their views. Specifically, the aims were to:
- Inform the public, local residents, businesses and interest groups and other stakeholders of the proposals;
 - Ensure that those with an interest in or who may be affected by the proposals have an opportunity to provide their comments and as such input to their development; and
 - Ensure that community engagement was fully accessible, informative, and relevant to the participants.
- 6.3 A public consultation drop in event took place on Thursday 14th March at Woodley Civil Hall which was well attended by local residents, business owners and interest groups. Both Stockport Council and Transport for Greater Manchester officers attended the event and were available to discuss the proposals with the general public. All attendees were advised to record consultation responses via the online response forms, however paper copies were provided to two residents who then posted their response (which is captured in the consultation results presented in this report and Appendix C).
- 6.4 The consultation has been undertaken during a period when the proposals are at a formative stage and has presented comprehensive information to allow those consulted to provide intelligent considerations and an informed response. Following the consultation, the Council will continue to work to ensure that information is communicated regarding the proposals. This will seek to raise the profile of the A560 Quality Bus Transit Scheme and engender a sense of community ownership.
- 6.5 A summary of the results is provided below for each scheme, expressed to the nearest percentage, however a full consultation report is provided in Appendix C.

Scheme C, Stockport Road West

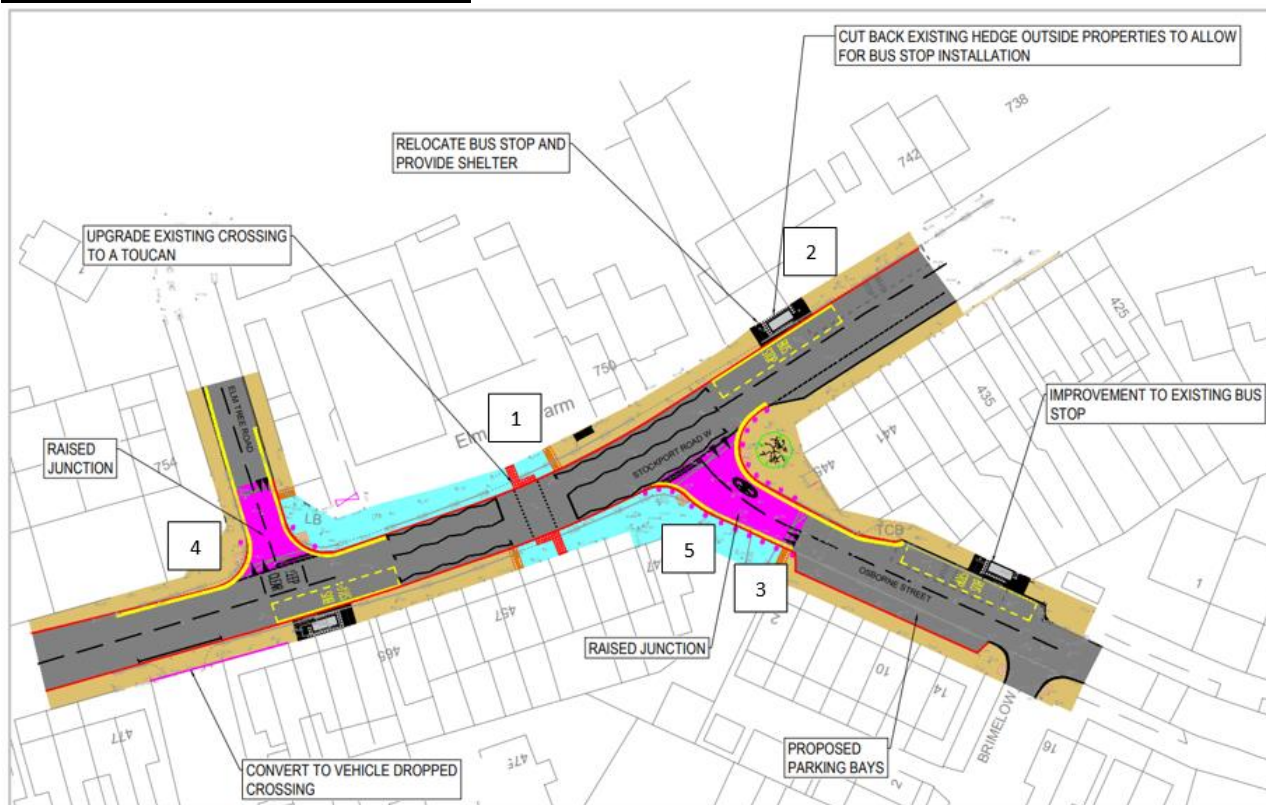


Figure 1: Scheme C

Proposal (refer to Figure 1)	Responses	Agreed / strongly agreed	Disagreed / Strongly disagreed	Didn't know / answer, or neither agreed / disagreed
1. Replace Pelican crossing between Elm Tree Rd & Osborne St with Toucan	70	51%	20%	29%
2. Relocate eastbound bus stop on Stockport Rd West	68	40%	20%	40%
3. Provide a parking layby & bollards on Osborne Street	69	64%	13%	23%
4. Provide raised road surface at junction of Elm Tree Rd / Stockport Rd West	68	38%	15%	47%
5. Provide raised road surface at junction of Osborne St / Stockport Rd West	64	39%	17%	44%

Scheme D, Stockport Road East

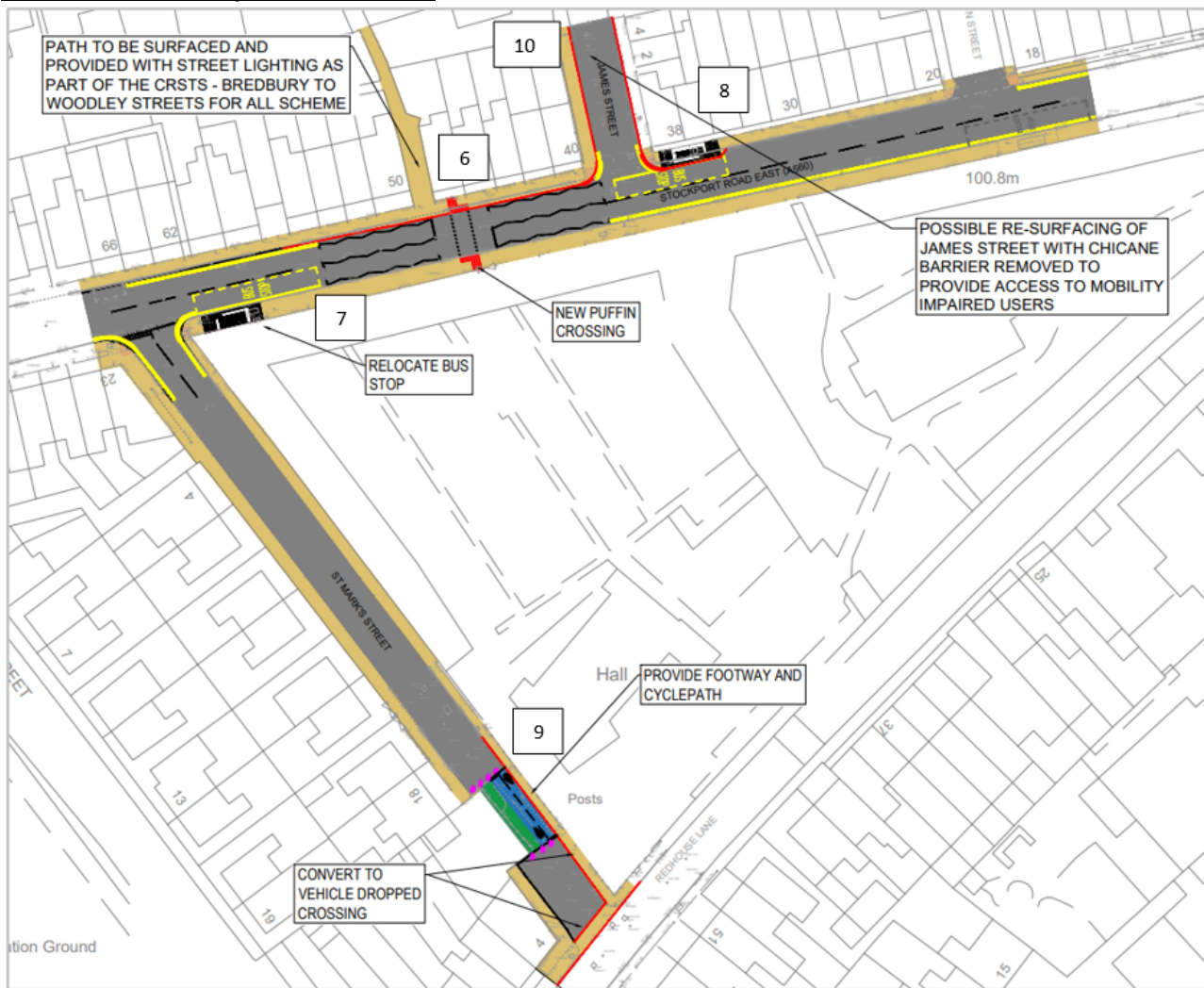


Figure 2: Scheme D

Proposal (refer to Figure 2)	Responses	Agreed / strongly agreed	Disagreed / Strongly disagreed	Didn't know / answer, or neither agreed / disagreed
6. Provide new Puffin crossing / waiting restrictions on Stockport Rd East	82	44%	39%	17%
7 Relocate westbound bus stop on Stockport Rd East	82	24%	34%	42%
8 Upgrade eastbound bus stop on Stockport Rd East	80	35%	25%	40%
9 Provide improved pedestrian & cycle link on St Mark's St	82	37%	24%	39%
10 Provide improved pedestrian link on James St	83	41%	20%	39%

Scheme E, Stockport Road East

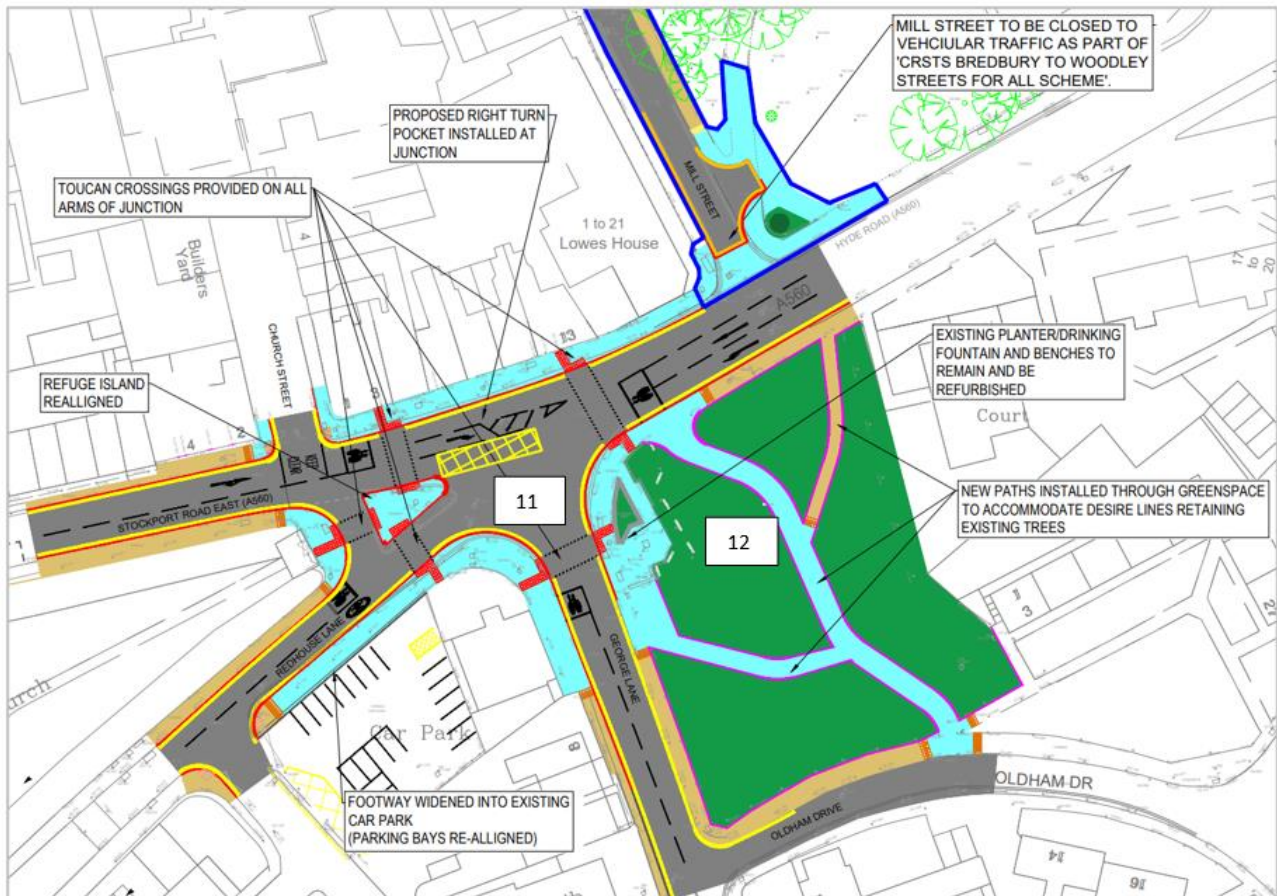


Figure 3: Scheme E

Proposal (refer to Figure 3)	Responses	Agreed / strongly agreed	Disagreed / Strongly disagreed	Didn't know / answer, or neither agreed / disagreed
11. Provide improved signal junction at Stockport Rd E / George La / Redhouse La, including Toucan crossings	85	55%	19%	26%
12. Provide improved pedestrian & cycling links through green space	84	50%	27%	23%

6.7 A secondary set of analysis was undertaken for the public consultation results, where only responses that were within 200m of the proposed interventions were assessed. This was undertaken to establish the opinion of those affected most by the proposals. The results are provided below and are also included in main consultation report in Appendix C.

Scheme C Postcode Analysis			
Intervention	Responses within 200m	Agreed / strongly agreed	Disagreed / Strongly disagreed
1. Replace Pelican crossing between Elm Tree Rd & Osborne St with Toucan	9	78%	22%
2. Relocate eastbound bus stop on Stockport Rd West	9	67%	33%
3. Provide a parking layby & bollards on Osborne Street	8	88%	13%
4. Provide raised road surface at junction of Elm Tree Rd / Stockport Rd West	7	71%	29%
5. Provide raised road surface at junction of Osborne St / Stockport Rd West	6	83%	17%

Scheme D Postcode Analysis			
Intervention	Responses within 200m	Agreed / strongly agreed	Disagreed / Strongly disagreed
6. Provide new Puffin crossing / waiting restrictions on Stockport Rd East	16	25%	75%
7. Relocate westbound bus stop on Stockport Rd East	15	20%	80%
8. Upgrade eastbound bus stop on Stockport Rd East	15	47%	53%
9. Provide improved pedestrian & cycle link on St Mark's St	16	44%	56%
10. Provide improved pedestrian link on James St	16	44%	56%

Scheme E Postcode Analysis			
Intervention	Responses within 200m	Agreed / strongly agreed	Disagreed / Strongly disagreed
11. Provide improved signal junction at Stockport Rd E / George La / Redhouse La, including Toucan crossings	15	60%	40%
12. Provide improved pedestrian & cycling links through green space	14	50%	50%

- 6.8 It is the Officer recommendation that all proposals on schemes C and E are taken forward. Area Committee Members are asked to consider the public consultation responses for Scheme D proposals and make a recommendation whether all, some or none of the proposed interventions are taken forward.

6.9 Some negative responses were received with regards to the proposals, and these are summarised in the tables below, together with a designer's response.

Scheme C: Upgrade existing Pelican crossing on Stockport Rd W to a Toucan (Intervention 1 on Figure 1)	
Comment Received	Designer's Response
<i>The current layout is already adequate.</i>	The current layout is only adequate for able bodied pedestrians. The proposed Toucan crossing, together with the widened footways, will enable cyclists to cross the road as well as pedestrians. On crossing detection will allow for crossing time to be extended less able pedestrians who cross more slowly.
<i>There should be segregation provided for cyclists.</i>	It is not possible to accommodate a segregated route within the width available. The footway is being widened to make it large enough for shared use, but a segregated route would require a width of approximately 6m on both sides to accommodate cycleways, turn radii, cycleway crossings and cycle call points, stop lines and waiting areas. As the total corridor width is approx. 15m this will not fit.
<i>Concerned about potential disruption caused by the construction of the proposals.</i>	If the scheme proceeds the Designers and Contractor will liaise with Stockport Council Streetworks over times of works and traffic management. These will be managed taking into consideration disruption to the travelling public, the overall duration of the works and impact on local residents / businesses.
<i>The proposals will contribute to increased pollution from vehicles.</i>	CRSTS-funded schemes promote the use of active travel and public transport, thereby decreasing car use and tackling traffic congestion in the area. Overall, the scheme will reduce carbon and particulate emissions from transport, in line with the UK's legal commitments.
<i>Traffic signals used by the council are not intelligent enough.</i>	The current signal equipment at the site is obsolete and SMBC (in partnership with TfGM) will be replacing it with the latest signalling equipment available. SCOOT (Split Cycle Offset Optimisation Technique) technology will be installed on the corridor where appropriate.
<i>It is currently dangerous or difficult to exit Osborne Street onto Stockport Road West.</i>	The carriageway is being narrowed from 10m to 8m, which will slow traffic on Stockport Road West. This will increase the safety of traffic exiting from Osborne Road. A raised table is also being installed at the junction which will make traffic waiting to exit Osborne Road more prominent, again increasing the safety.

Scheme C: Relocate eastbound bus stop on Stockport Rd West (Intervention 2 on Figure 1)	
Comment Received	Designer's Response
<i>The current layout is already adequate.</i>	A slightly wider footway can be accommodated in the new location, which may feature a bus shelter. In addition, it will be located slightly closer to the Toucan crossing.
<i>There should be segregation provided for cyclists.</i>	It is not possible to accommodate a segregated route within the width available. The footway is being widened to make it large enough for shared use, but a segregated route would require a width of approximately 6m on both sides to accommodate cycleways, turn radii, cycleway crossings and cycle call points, stop lines and waiting areas. As the total corridor width is approx. 15m this will not fit.
<i>Concerned about potential disruption caused by the construction of the proposals.</i>	If the scheme proceeds the Designers and Contractor will liaise with Stockport Council Streetworks over times of works and traffic management. These will be managed taking into consideration disruption to the travelling public, the overall duration of the works and impact on local residents / businesses.
<i>Proximity of proposed bus stop to the junction.</i>	There is space to turn right out of the junction and wait behind the bus stop when it is occupied. GMP have been consulted over the relationship of the junction with the bus stop and are satisfied with it.
<i>A layby should be constructed for the bus stop.</i>	There is insufficient width to accommodate a layby. In addition, recessed bus stops can make it difficult for the bus to re-enter the traffic stream. Keeping the bus stop on the carriageway will reduce delay for the passengers.
<i>The current layout is dangerous.</i>	The proposed interventions will improve road safety for all road users. Raised tables at side road junctions and kerb build outs on Stockport Road West will provide greater visibility for vehicle users turning on to the main road. The crossing upgrade will improve road safety for pedestrians and cyclists and the raised road surfaces at side roads will provide better crossing points for pedestrians.
<i>An engineer should visit the site between 8am and 9am.</i>	Traffic data has been gathered at the site, including between the hours of 8am and 9am to inform the design of the scheme. Site visits have been undertaken at different times of day to examine conditions.

Scheme C: provide a parking layby and bollards on Osborne Street to prevent vehicles from parking on the footway (Intervention 3 on Figure 1)	
Comment Received	Designer's Response
<i>Concerned about the loss of parking spaces.</i>	A 30m long parking layby is being created on the southwestern kerblines of Osborne Street. This will provide formal spaces for around 6 vehicles to park and eliminate the pavement parking. There is other

	on-street parking available nearby.
<i>The proposed bollards will take up usable footway space.</i>	The width of the proposed shared footway in the vicinity of the bollards exceeds the minimum width required in the design standards and is therefore adequate.
<i>Concerned about potential disruption caused by the construction of the proposals.</i>	If the scheme proceeds the Designers and Contractor will liaise with Stockport Council Streetworks over times of works and traffic management. These will be managed taking into consideration disruption to the travelling public, the overall duration of the works and impact on local residents / businesses.

Scheme C: provide a raised road surface (table) at the junction of Elm Tree Rd and Stockport Road West (Intervention 4 on Figure 1)

Comment Received	Designer's Response
<i>There is no benefit to the proposals; current layout is already adequate.</i>	The raised road surface will slow traffic turning into and out of the side road and provide a level surface for pedestrians to cross.
<i>Proposals would be disruptive due to reducing traffic speeds.</i>	It is an aim of the scheme to reduce traffic speeds in the vicinity to make it safer for pedestrians to cross the road to access the bus stops
<i>A continuous footway should be installed instead of a raised table.</i>	The raised table will make pedestrians more prominent and slow the traffic, increasing safety for all users. It should be noted that provision of a continuous footway requires installation of concrete or stone kerbing which would require vehicle access to the estate to be closed for several days during construction. This would not be safe or acceptable on a cul-de-sac estate.
<i>Speed restrictions of 20mph be implemented on Elm Tree Road.</i>	Elm Tree Road is already subject to a 20mph speed restriction
<i>Concerned about potential disruption caused by the construction of the proposals.</i>	If the scheme proceeds the Designers and Contractor will liaise with Stockport Council Streetworks over times of works and traffic management. These will be managed taking into consideration disruption to the travelling public, the overall duration of the works and impact on local residents / businesses.

Scheme C: provide a raised road surface (table) at the junction of Osborne St and Stockport Road West (Intervention 5 on Figure 1)

Comment Received	Designer's Response
<i>There is no benefit to the proposals current layout is already adequate.</i>	The raised table will slow traffic turning into and out of the side road and provide a level surface for pedestrians to cross.
<i>The raised table should be at the same level as the shared pavement to benefit cycling.</i>	The raised table will be constructed approx. 25mm lower than the footway to help with drainage. It will have ramps from footway to carriageway level. This means that cyclists can use the raised table to transfer easily between carriageway and footway

	levels. The foot / cycleway will be extended on the south side of Osborne St to link to Brimelow St to allow cycles accessing Brimelow St to do so without having to rejoin the carriageway on Osborne St.
<i>Concerned about potential disruption caused by the construction of the proposals.</i>	If the scheme proceeds the Designers and Contractor will liaise with Stockport Council Streetworks over times of works and traffic management. These will be managed taking into consideration disruption to the travelling public, the overall duration of the works and impact on local residents / businesses.

Scheme D: provide a new Puffin crossing and associated waiting restrictions on Stockport Road East (Intervention 6 on Figure 2)	
Comment Received	Designer's Response
<i>Concerned about the potential negative impact caused by the implementation of waiting restrictions.</i>	The scheme requires the removal of on-street parking in front of 12 houses, Nos. 40 – 64, to introduce the crossing and zig-zag markings needed for it to operate safely and to ensure forward visibility to the proposed traffic signal heads. Currently vehicles 'pavement park', causing problems for pedestrians and people with disabilities, impairing access to the bus stop. Removal of parking will therefore improve access for pedestrians.
<i>Concerned about the potential negative impact on property prices.</i>	Property prices are not a consideration in determining whether to recommend a Highway scheme. Under some circumstances there is provision under Part 1 of the Land Compensation Act 1973 to make a claim for compensation if it is considered that a Highway scheme has had a detrimental impact.
<i>It will have a negative impact on congestion.</i>	CRSTS-funded schemes promote the use of active travel and public transport, thereby decreasing car use and tackling traffic congestion in the area
<i>Concerned about noise and light pollution produced by the proposed traffic signals.</i>	The signals can be programmed so that they are not audible at night. The small amount of light emitted by the signals will not cause light pollution in an area that already has street lighting.
<i>One footway should be removed and an extra traffic lane be introduced.</i>	Footways are required on both sides of the road
<i>A crossing should be installed near to Bredbury Recreational Ground instead.</i>	The proposed crossing has been positioned to tie into the footpath between Nos. 48 & 50, which is being surfaced and lit under the Bredbury to Woodley Streets For All scheme
<i>All on-street parking should be removed for the entire length of Stockport Road East.</i>	On-street parking is allowed for residents to park outside their homes where it does not cause detriment to Highway operation and safety. For this scheme it is only proposed to be-removed in the vicinity of the new crossing, to provide adequate forward visibility of the crossing.

<i>The proposals do nothing to improve conditions for people cycling.</i>	It is not possible to provide cycle facilities in this location due to width constraints. The main aim of the scheme is to improve the quality of access to the bus route but additional cycle facilities are being implemented wherever possible
<i>Provide a restriction on the path to Bredbury Industrial Estate.</i>	Bollards will be installed at the entry points to the path to prevent vehicular access. The installation of barriers that prevent mobility impaired access would be in breach of SMBC policy.
<i>The crossing should be located outside The Crown Pub instead.</i>	The proposed crossing has been positioned to tie into the footpath between Nos. 48 & 50, which is being surfaced and lit under the Bredbury to Woodley Streets For All scheme

Scheme D: relocate the westbound bus stop on Stockport Road East (Intervention 7 on Figure 2)	
Comment Received	Designer's Response
<i>Concerned about the potential negative impact on parking.</i>	Parking tends to be on the northern kerbline outside the houses, rather than the southern kerbline. It is not anticipated that relocation of the bus stop will affect parking.
<i>Proposals would make it more difficult or unsafe to access or exit St Mark's Street.</i>	There are around 5 buses an hour on the 330 route and St Mark's Street is a cul-de-sac containing 8 houses. On the occasions where vehicles are waiting to exit St Mark's Street and a bus is waiting in the relocated clearway, the driver should wait for the bus to exit the stop for before leaving the junction. Vehicles turning left into St Mark's Street may have to wait behind a stationary bus on occasion.
<i>Concerned about the potential negative impact on congestion.</i>	CRSTS-funded schemes promote the use of active travel and public transport, thereby decreasing car use and tackling traffic congestion in the area. Buses already stop on the carriageway, therefore the relocated position should not increase congestion
<i>There would be no benefit or limited benefit to the proposals.</i>	The new bus stop position would be more conveniently located for the proposed Puffin crossing. This is of particular benefit to the significant amount of bus users who utilise the pathway between Stockport Road East and Bredbury Industrial Estate.
<i>Concerned about vandalism at the relocated bus stop.</i>	The relocated bus stop will be no more susceptible to vandalism than the existing bus stop.
<i>Concerned about the disruption caused by the construction of the proposals.</i>	If the scheme proceeds the Designers and Contractor will liaise with Stockport Council Streetworks over times of works and traffic management. These will be managed taking into consideration disruption to the travelling public, the overall duration of the works and impact on local residents / businesses.

Scheme D: upgrade the eastbound bus stop on Stockport Road East
--

(Intervention 8 on Figure 2)	
Comment Received	Designer's Response
<i>No benefit or limited benefit to the proposals.</i>	The alteration of the eastbound bus stop is very minor however the widened footway will improve the bus stop for bus users and pedestrians using the footway.
<i>Concerned about the potential negative impact on parking.</i>	Vehicles should not park at or near a bus stop (Highway Code Rule 243). The Clearway Marking proposed is the minimum considered essential for the safe and efficient operation of the bus stop.
<i>Concerned of potential disruption caused by the construction of the proposals.</i>	If the scheme proceeds the Designers and Contractor will liaise with Stockport Council Streetworks over times of works and traffic management. These will be managed taking into consideration disruption to the travelling public, the overall duration of the works and impact on local residents / businesses.
<i>Concerned about the potential negative impact on congestion.</i>	CRSTS-funded schemes promote the use of active travel and public transport, thereby decreasing car use and tackling traffic congestion in the area. Buses already stop on the carriageway, therefore the amendments should not increase congestion.
<i>Suggested the bus stop should be moved closer to George Lane or The Crown Pub.</i>	The bus stop will be conveniently located for the proposed Puffin crossing. This is of particular benefit to the significant amount of bus users who utilise the pathway between Stockport Road East and Bredbury Industrial Estate.
<i>Bus stop clearway should be recessed into a bus stop layby.</i>	There is insufficient width to accommodate a layby. In addition, recessed bus stops can make it difficult for the bus to re-enter the traffic stream. Keeping the bus stop on the carriageway will reduce delay for the passengers.
Scheme D: provide an improved pedestrian and cycle link on St Mark's Street (Intervention 9 on Figure 2)	
Comment Received	Designer's Response
<i>Concerned about mopeds or motorbikes using the route.</i>	Signage will be erected prohibiting the use of the route by powered two-wheelers. The route is being narrowed and more bollards installed, and it is not anticipated that it will attract any more mopeds and motorbikes than currently.
<i>No benefit or limited benefit to the proposals.</i>	Creating a formal footway and cycleway on the existing route will provide a link that is more coherent, safe, comfortable and attractive for pedestrians and cyclists. The new footway will link the existing footway on Redhouse Lane to St Mark's Street and the bus stops on Stockport Road East.
<i>The proposals are not ambitious enough.</i>	The proposals have been tailored to the available CRSTS funding
<i>St Mark's St should be opened up to ease traffic at lights.</i>	Widening the southern section of St Mark's Street to provide a carriageway all the way to Redhouse Lane would require acquisition of a private garden area to widen the road. This is beyond the scope of the

	QBT project.
<i>Impose waiting restrictions in front of bollards to prevent access to cycle lane being blocked.</i>	The cycle lane markings should prevent parking in the area, however activity will be monitored and waiting restrictions imposed at a later date if required.
<i>Concerned about the disruption caused by the construction of the proposals.</i>	If the scheme proceeds the Designers and Contractor will liaise with Stockport Council Streetworks over times of works and traffic management. These will be managed taking into consideration disruption to the travelling public, the overall duration of the works and impact on local residents / businesses.

Scheme D: provide an improved pedestrian link on James Street (Intervention 10 on Figure 2)	
Comment Received	Designer's Response
<i>Concerned about mopeds or motorbikes using the route.</i>	The chicane barrier only is being removed to improve access for pedestrians with mobility issues. The link will remain a pedestrian route only.
<i>No benefit or limited benefit to the proposals.</i>	Removal of the chicane barrier and construction of a formal footway will improve the link significantly for users with mobility issues
<i>James Street should be resurfaced.</i>	James Street could be resurfaced as part of the scheme if approved
<i>Construct a link to the path to Bredbury Industrial Estate.</i>	There is an approved scheme (CRSTS Bredbury to Woodley) which will see significant improvements made for both pedestrians and cyclists for the existing path between Bredbury and Woodley.
<i>There are existing issues with drainage.</i>	Resurfacing of James Street, if it goes ahead, will include improvement to the drainage of this short section of road.
<i>Concerned about the disruption caused by the construction of the proposals.</i>	If the scheme proceeds the Designers and Contractor will liaise with Stockport Council Streetworks over times of works and traffic management. These will be managed taking into consideration disruption to the travelling public, the overall duration of the works and impact on local residents / businesses.

Scheme E: provide an improved signal junction at Stockport Road East / George Lane / Redhouse Lane, including the provision of Toucan (walking and cycling) crossings on all arms of the junction. (Intervention 11 on Figure 3)	
Comment Received	Designer's Response
<i>Concerned about the potential negative impact on congestion.</i>	CRSTS-funded schemes promote the use of active travel and public transport, thereby decreasing car use and tackling traffic congestion in the area. Although crossings are being proposed on an additional two arms of the junction, the new crossings will exploit existing red phases and not create any significant additional delay. Cyclists will cross during the same phase as pedestrians. To improve efficiency of the junction, a right-turn pocket

	is being provided for drivers waiting to turn into George Lane from Stockport Road East. This means that eastbound traffic will be able travel straight on at the junction without being hampered by right-turners.
<i>No benefit or limited benefit to the proposals.</i>	Two new crossings will be provided at the traffic lights, on the east side across Hyde Road, and on the link between Redhouse Lane and Stockport Road East. This will establish new pedestrian links across the junction and mean that all arms have a signalised crossing. As the footways are being widened the crossings will become shorter, making it easier for pedestrians to cross the road. Significant benefits will be provided for cyclists through the introduction of shared footways and Toucan crossings on all arms of the junction.
<i>Concerned about the potential negative impact on CO₂ emissions caused by queuing traffic.</i>	CRSTS-funded schemes promote the use of active travel and public transport, thereby decreasing car use and tackling traffic congestion in the area. In turn this will reduce carbon and particulate emissions from transport.
<i>Concerned about the reduction of the size of the existing car park.</i>	The parking bays will be realigned to accommodate the widened footway. The existing car park aisle is greater than the required minimum and will be narrowed to make space for the realigned bays.
<i>There should be segregation between pedestrians and cyclists</i>	It is not possible to accommodate segregated cycle facilities within the confines of the junction.
<i>There should be more priority to traffic coming from the Mill Lane estate.</i>	Amendments to the Mill Lane / Hyde Road junction are outside the scope of this scheme.
<i>The proposals are not ambitious enough.</i>	The proposals have been tailored to the available CRSTS funding.
<i>The traffic signals at Travellers Call Pub are not intelligent enough.</i>	This junction is outside the scope of this scheme.
<i>Concerned about the disruption caused by the construction of the proposals.</i>	Construction hours would be limited to certain times of the day and week and the construction period kept to an absolute minimum.
<i>Comments made on a previously considered development to provide a through road for Mill Lane Estate.</i>	A separate through road from the Mill Lane estate to Bredbury Parkway is outside the scope of this project.

Scheme E: provide improved pedestrian and cycling links through the green space to link Hyde Road, George Lane and Oldham Drive (Intervention 12 on Figure 3)	
Comment Received	Designer's Response
<i>The space could be better utilised by providing seating or green space.</i>	The proposed links mostly replicate and formalise existing desire lines / informal paths across the green space. A large amount of green space will be retained, and the links have been designed to minimise any impact on the existing trees. Provision of a new bench within the green space will be

	considered as part of detail design of the scheme. Existing seating adjacent to George Lane is being refurbished as part of the project.
<i>Concerned about the potential negative impact on congestion.</i>	CRSTS-funded schemes promote the use of active travel and public transport, thereby decreasing car use and tackling traffic congestion in the area.
<i>No benefit or limited benefit to the proposals.</i>	The proposed links mostly replicate and formalise existing desire lines / informal paths across the green space. This will establish routes that are more coherent, safe, comfortable and attractive for pedestrians and cyclists to use.
<i>Would like to see a path South West to North East to aid walking from George Lane to Woodley Precinct.</i>	Whilst no direct path from George Lane to Woodley Precinct is being proposed as part of the scheme, the new crossing over the eastern arm of the junction, together with the widened footways, will significantly improve walking between the two areas.

6.10 In response to the public consultation, SMBC received a letter from cycling volunteer group 'Walk Ride Stockport'. This response was largely positive, but some comments and recommendations were provided. These have been reviewed and considered by the Feasibility and Client Team. A copy of Walk Ride Stockport's letter is included in the consultation report in Appendix C. Walk Ride Stockport's comments are summarised in the table below, together with a designer's response.

Scheme C	
Walk Ride Stockport's Comments	Designer's Response
<i>The raised tables are welcome, though more needs to be done to reduce vehicle turning speeds and reinforce pedestrian priority at these side roads.</i>	The carriageway is being narrowed from 10m to 8m, which will slow traffic on this part of Stockport Road West, including at the turns into and out of the side roads. Introduction of raised tables across the mouths of the side roads will further slow the traffic, improving safety for both pedestrians and cyclists. The radii on the Elm Tree Road junction have been designed at the recommended 6m to reinforce lower speeds for turning but cannot be tightened further because the swept path of a refuse vehicle needs to be accommodated. At the Osborne Street bellmouth, which is a skew junction, the south-western kerblines is being tightened and built out to reduce the speed of turning traffic. It is not possible to tighten the northern kerblines because the swept path of a refuse vehicle needs to be accommodated. As well as the road narrowing and use of tight radii where possible, recent changes to the highway code emphasise that traffic should give way to pedestrians crossing or waiting to cross Elm Tree Road and Osborne Street. This also applies to drivers wanting to turn into

	the side roads; the people crossing have priority and the traffic should give way.
<i>Turning right into Osborne St when cycling is difficult and unpleasant for most riders, due to hostile traffic conditions on Stockport Road West. This scheme enables a safer turn, though it is rather clunky, with potential conflicts at both raised tables.</i>	The new Toucan crossing and shared footways will provide a safe means of turning right onto Osborne Street as the shared facility can be entered from the dropped kerb outside No. 752 as well as from the side roads via the raised tables. This means that cyclists will not have to wait to turn right in the centre of Stockport Road West. Raised tables are a widely used and accepted means of assisting cycling between the carriageway and a shared facility. As well as assisting with the level change and promoting visibility of the cyclists, the raised tables reduce vehicle speeds of turning traffic, further improving the safety of the cyclists.
<i>Connections: Elm Tree Road links to a small, isolated estate. The Bee Active Map shows no connection to the existing or proposed wider active travel network here?</i>	The estate contains over 200 dwellings so is not small. Although not shown on the Bee Active Map, there is an aspiration to provide future connections through the estate. The crossing will provide a link to this.
Scheme D	
Walk Ride Stockport's Comments	Designer's Response
<i>The existing cycle link on St. Mark's St is most useful when cycling from Bredbury Industrial Estate to Redhouse Lane to access the wider cycle network towards Lower Bredbury and beyond. Most riders will use the shorter footpath route around the Rec to Stockport Rd rather than the longer indirect route via Mill Lane and Scheme E. The new crossing will improve this unauthorised Appendix E option. It is disappointing that the scheme does not provide a legal cycling connection along this desire line.</i>	A crossing has not been proposed in line with the St Mark's Street to Bredbury Industrial Estate path because it is too narrow to create a formal shared route. A pinchpoint between Nos. 48 and 50 Stockport Road East measures around 2m, which falls significantly short of the minimum required for a shared facility. Instead, the route promoted by the scheme provides a compliant shared use footway in the vicinity of the signalised junction near Mill Street.
<i>Note: When cycling towards Stockport, Redhouse Lane is an essential alternative to the diabolical section of Stockport Road East & West near Morrisons and Bents Lane. A signalised junction across Lower Bents Lane is badly needed!</i>	The aim of the scheme is to improve the 330-bus route. As Lower Bents Lane is not on the 330-bus route it is outside of the scope of this project. This aspiration is however noted for future bids.

Scheme E	
Walk Ride Stockport's Comments	Designer's Response
<i>This is very compromised. Improved crossings including cycling are welcome, with the usual reservations about shared space solutions.</i>	It is not possible to accommodate segregated cycle facilities due to constrained space at this junction.

<i>It is not clear where kerbs are dropped to access the shared paths to use the crossings.</i>	Dropped kerbs will be indicated on the detailed design drawings between the carriageway and shared paths.
<i>Closure of the end of Mill St is welcome, though access to the Mill Lane cycle path seems to involve an excessive amount of tarmac.</i>	The access to the Mill Lane cycle path has been designed to ensure direct, safe, and comfortable access for cyclists. The alignment of the path complies with the geometric design requirements of LTN 1/20.
<i>The new cycle paths across the green on the corner of George Lane and Hyde Road give little benefit, due to the location of the crossing. They sever a pleasant green space and do not follow the existing diagonal pedestrian desire lines. Instead, extending the shared path along George Lane to Oldham Drive would be a minor detour for cycling and combined with light touch diagonal footpaths along current desire lines, this would be a better, more attractive solution.</i>	Within the green space there are already informal paths along the desire lines, and these are being surfaced as part of the scheme. An additional route is being provided to connect these to the proposed Toucan crossing on the eastern arm of the junction. The new path will have a similar arrangement to the existing Mill Lane path on the northern side of the A560, which cuts across the green space on the corner of Mill Street and Hyde Road. It will provide a direct, safe and comfortable route for cyclists and pedestrians travelling between Oldham Drive and the Mill Lane shops and beyond. It should be noted that widening on the George Lane frontage would have a bigger impact on trees than the scheme proposed.
<i>Providing a raised table across Church St would improve the scheme for active travel.</i>	A raised table across Church Street is unnecessary as it is a dead end, and the traffic flows are extremely low.
<i>Connections: Proposing a new cycle path link, across the green, into Oldham Drive is peculiar, since this is not part of the wider network. The proposed CRSTS link from Copage Drive across the Hyde Road Toucan into Woodley precinct is a more useful route from the Oldham Drive estate.</i>	The scheme proposes to formalise existing, unsurfaced paths along the desire lines across the green. The desire lines are evident on the ground. Only one new link is proposed, and this is to connect the desire lines to the proposed Toucan crossing on the eastern arm of the junction. This will improve access to the A560 and its bus stops from the surrounding residential area.

7. FINANCIAL IMPLICATIONS

7.1 The scheme cost estimates are to be determined. A costing exercise will be undertaken when the scheme is more developed in design. Please note that approval of any scheme or part of scheme does not guarantee that sufficient finance will be available to implement it. Granting of funding will be subject to submission (and approval) of a business case to the CRSTS approvals board.

8. TIMESCALES

8.1 If approved, a business case for the scheme is due to be submitted this financial year with elements of delivery commencing in 2025.

9. EQUALITIES/COMMUNITY IMPACT ASSESSMENT

9.1 Equal Opportunities

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

9.2 Sustainable Environment

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

10. CONCLUSIONS AND RECOMMENDATIONS

10.1 Members are requested to consider the contents of the report and recommend that the Cabinet Member (Parks, Highways & Transport Services) approves the implementation of some or all of the Scheme elements listed below and the legal advertising of the Traffic Regulation Orders contained in Appendix B and subject to no objections being received within 21 days from the advertisement date the orders can be made.

10.2 Members are requested to recommend that the Cabinet Member (Parks, Highways and Transport Services) approves the following scheme elements:

- Scheme C – Stockport Road West Toucan Crossing Scheme including:
 1. Replace the Pelican crossing between Elm Tree Rd & Osborne St with a Toucan crossing with associated footway / cycleways;
 2. Relocate the eastbound bus stop on Stockport Rd West;
 3. Provide a parking layby & bollards on Osborne Street;
 4. Provide raised road surface at junction of Elm Tree Rd / Stockport Rd West;
 5. Provide raised road surface at junction of Osborne St / Stockport Rd.
- Scheme E – Stockport Road East / Redhouse Lane / George Lane Signal Junction Scheme including:
 1. Provide an improved signal junction at the Stockport Rd East / George Lane / Redhouse Lane junction, including additional crossings and Toucan crossings;
 2. Provide improved pedestrian & cycling links through green space between Hyde Road, George Lane and Oldham Drive.

10.3 Members are requested to consider the public consultation responses for Scheme D proposals and make a recommendation to the Cabinet Member (Parks, Highways and Transport Services) whether all, some or none of the proposed interventions are taken forward including:

1. Provide a new Puffin crossing / waiting restrictions on Stockport Rd East
2. Relocate the westbound bus stop on Stockport Rd East
3. Upgrade the eastbound bus stop on Stockport Rd East
4. Provide an improved pedestrian & cycle link on St Mark's St
5. Provide an improved pedestrian link on James St

Background Papers

Anyone wishing further information please contact Nick Whelan by email on nick.whelan@stockport.gov.uk

Appendix A – Drawings

- F_0712_C_101 Scheme C Stockport Road West
- F_0712_D_401 Scheme D Stockport Road East
- F_0712_E_501 Scheme E Stockport Road West

Appendix B – Schedule of Traffic Regulation Orders

A560 QBT – Scheme C – Stockport Road West

Proposed No Waiting At Any Time

Stockport Road West (A560), (North side): From a point 15 metres north-east of its intersection with the projected eastern kerb line of Elm Tree Road in a south-westerly direction for a distance of 42 metres.

Stockport Road West (A560), (South West side): From a point 61 metres south-west of its intersection with the projected eastern kerb line of Elm Tree Street in a south- westerly direction for a distance of 27 metres.

Stockport Road West (A560), (South East side): From its intersection with the projected north-eastern kerb line of Osbourne Street in a north easterly direction for a distance of 13 metres.

Osbourne Street, (North East side): From its intersection with the projected south-eastern kerb line of Stockport Road West (A560) in a south-easterly direction for a distance of 35 metres.

Osbourne Street, (South West side): From its intersection with the projected south-eastern kerb line of Stockport Road West (A560) in a south-easterly direction for a distance of 21 metres.

Elm Tree Road, (East side): From its intersection with the projected north-western kerb line of Stockport Road West (A560) in a north-westerly direction for a distance of 20 metres.

Elm Tree Road, (East side): From a point 35 metres north of its intersection with the projected north-western kerb line of Stockport Road West (A560) in a north-easterly direction for a distance of 30 metres.

Elm Tree Road, (West side): From its intersection with the projected north-western kerb line of Stockport Road West (A560) in a north-westerly direction for a distance of 39 metres.

Revocation of Existing Restrictions

No Waiting At Any Time

Stockport Road West (A560), (North side): From a point 15 metres north-east of its intersection with the projected eastern kerb line of Elm Tree Road in a south-westerly direction for a distance of 41 metres.

Stockport Road West (A560), (South side): From a point 10 metres south-west of the Unadopted Road between properties No.475-477 Stockport Road West to a point 10 metres north-east of the intersection of the eastern kerb line of the Unadopted Road between properties No.475-477.

Osbourne Street, (North East side): From its intersection with the projected north-eastern kerb line of Stockport Road West in a south-easterly direction for a distance of 24 metres.

Elm Tree Road, (East side): From its intersection with the projected north-western kerb line of Stockport Road West in a north-westerly direction for a distance of 20 metres.

Elm Tree Road, (East side): From a point 35 metres north of its intersection with the projected north-western kerb line of Stockport Road West in a north-easterly direction for a distance of 30 metres.

Elm Tree Road, (West side): From its intersection with the projected north-western kerb line of Stockport Road West in a north-westerly direction for a distance of 39 metres.

Establishment of Traffic Calming Features

Junction Plateau/Table – 75mm High

Elm Tree Road: From its intersection with the northwestern kerb line of Stockport Road West (A560), for the entire width of the carriageway in a north-westerly direction for a distance of 13.5 metres.

Osborne Street: From its intersection with the south-eastern kerb line of Stockport Road West (A560), for the entire width of the carriageway in a south-easterly direction for 20 metres.

A560 QBT – Scheme D – Stockport Road West

Proposals

Proposed No Waiting At Any Time

Stockport Road West (A560), (North side): From a point 44 metres south-west of its intersection with the projected western kerb line of James Street in a south-westerly direction for a distance of 30 metres.

James Street, (Both sides): From its intersection with the projected north-eastern kerb line of Stockport Road West (A560) in a north-westerly direction for 5 metres.

St Marks Street, (Both sides): From its intersection with the projected south-western kerb line of Stockport Road West, (A560) in a south-easterly direction for a distance of 10 metres.

Revocations

No Waiting At Any Time

St Marks Street, (Both sides): From its intersection with the projected south-western kerb line of Stockport Road West, (A560) in a south-easterly direction for a distance of 10 metres

Establishment of Pedestrian Crossing

Puffin Crossing

Stockport Road West, (A560): Crossing centred 22 metres south-west off the projected western kerb line of James Street.

A560 QBT – Scheme E – Stockport Road East

Proposed No Waiting At Any Time

Stockport Road East (A560), (North side): From its intersection with the projected eastern kerb line of John Street to a point 79 metres north-east of its intersection with projected eastern kerb line of Church Street.

Stockport Road East / West (A560), (South side): From its intersection with the projected north-western kerb line of Redhouse Lane in a south-westerly direction to a point 5 metres south west from its intersection with the projected north-western kerb line of St Marks Street.

Stockport Road East (A560), (South East side): From its intersection with the projected north-eastern kerb line of George Street in a north-easterly direction for a distance of 50 metres.

Redhouse Lane, (North West side): From its intersection with the projected southern kerb line of Stockport Road East (A560) in a south-westerly direction for a distance of 39 metres.

Redhouse Lane, (South East side): From its intersection with the projected Western kerb line of George Lane in a south-westerly direction for a distance of 63 metres.

George Lane, (West side): From its intersection with the projected south-eastern kerb line of Redhouse Lane in a south-easterly direction for a distance of 64 metres.

George Lane, (East side): From its intersection with the projected south-eastern kerb line of Stockport Road East (A560), in a south-easterly direction to its intersection with the projected north-western kerb line of Oldham Drive.

Church Street, (Both sides): From its intersection with the projected northern kerb line of Stockport Road East (A560), in a north-westerly direction for a distance of 5 metres.

Mill Street, (South West side): From its intersection with the projected southern kerb line of Rodney Drive for its full length.

Mill Street, (North East side and turning head): From a point 70 metres south-west and then south-east from its intersection with the Mill Lane, in a south-easterly, southerly, south- westerly and westerly direction for a total distance of 27 metres.

Proposed No Loading Monday to Saturday 8-9.30am & 4.30-6pm

Stockport Road East (A560), (North side): From its intersection with the eastern kerb line of John Street to a point 79 metres north-east from the eastern kerb line of Church Street.

Stockport Road East / West (A560), (South side): From its intersection with the projected north-western kerb line of Redhouse Lane in a south-westerly direction to a point 5 metres south west from its intersection with the projected north-western kerb line of St Marks Street.

Stockport Road East (A560), (South East side): From its intersection with the projected north-eastern kerb line of George Street in a north-easterly direction for a distance of 50 metres.

Revocations of Existing Restrictions

Revocations of No Waiting Monday – Saturday 8am – 7pm and No Loading Monday to Saturday 8-9.30am & 4.30-6pm

Stockport Road East (A560), (North side): From its intersection with the eastern kerb line of John Street to a point 79 metres north-east of the eastern kerb line of Church Street.

Stockport Road East (A560), (South side): From its intersection with the projected north-western kerb line of Redhouse Lane in a south-westerly direction for a distance of 52 metres.

Stockport Road East (A560), (South East side): From its intersection with the projected north-eastern kerb line of George Street in a north-easterly direction for a distance of 50 metres.

Revocation of No Waiting At Any Time

Redhouse Lane, (North West side): From its intersection with the projected south-western kerb line of Stockport Road East (A560), in a south-westerly direction for a distance of 39 metres.

Redhouse Lane, (South East side): From its intersection with the projected north-western kerb line of George Lane in a south-westerly direction for a distance of 63 metres.

George Lane, (West side): From its intersection with the projected south-eastern kerb line of Redhouse Lane in a south-easterly direction for a distance of 51 metres.

George Lane, (East side): From its intersection with the projected south-eastern kerb line of Stockport Road East (A560), in a south-easterly direction to its intersection with the north-western kerb line of Oldham Drive.

Mill Street, (East and West side): From its intersection with the projected south-eastern kerb line of Rodney Drive in a south-easterly direction to include the turning head continuing north-west for a distance of 20 metres.

Stockport Road East (A560) (South side): From a point 10 metres north east from its intersection with the projected north eastern kerbline of St Marks Street to a point 5 metres south east from its intersection from the projected south western kerbline of St Marks Street.

Appendix C – Consultation Report