

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Integrated Transport Block – A6 to Bramhall Park

Report to: (a) Stepping Hill Area Committee **Date: Tuesday, 30 July 2024**
Cabinet Member (Parks, Highways and Transport Services)

Report of: (b) Director of Place Management

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

Forward Plan General Exception Special Urgency (Tick box)

Summary: This report has been prepared to report the findings of a consultation exercise along the A5143 Corridor funded by the CRSTS Integrated Transport Block. It also seeks a recommendation to the Cabinet Member (Parks, Highways and Transport Services) to approve the proposed corduroy paving; and Traffic Regulation Orders (TROs) and associated signage.

Recommendation(s): The Area Committee is asked to consider this report and provide a recommendation to the Cabinet Member (Parks, Highways and Transport Services) to approve the proposed measures. The Area Committee is also asked to provide a recommendation to approve the legal advertising of the associated TROs.

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

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

There are none.

Contact person for accessing **Officer: Nick Whelan**
background papers and discussing the report email nick.whelan@stockport.gov.uk

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

Certification (if applicable)

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

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

Integrated Transport Block – A6 to Bramhall Park

Report of the Director of Place Management

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 Members are requested to consider the contents of the report, noting the results of the recent consultation exercise which was undertaken with residents and to provide a recommendation to the Cabinet Member (Parks, Highways and Transport Services) on whether to approve the proposed measures.

2. BACKGROUND

- 2.1. A Committee Report, detailing proposals for a cycleway and associated Traffic Regulation Orders (TROs), between Bramhall Park and the A6, was recommended for approval by the Stepping Hill Area Committee and Bramhall and Cheadle Hulme South Area Committee in January 2020.
- 2.2. The cycleway scheme has since been implemented and some road safety issues have been identified which now need to be addressed through the implementation of further TROs.
- 2.3. Following post-implementation monitoring of the scheme, it has been noted that vehicles are routinely being parked on the cycleway, creating an obstruction and road safety issue for cyclists and other road users. Furthermore, on-street parking at the side road junctions has the potential to obstruct movement and hinder visibility for cyclists and other road users at designated crossing points along the side roads. Vehicles have also been observed parking on the Macclesfield Road footway.
- 2.4. A number of parking restrictions are being proposed in order to prevent parking on the footway and / or cycleway and to keep junctions clear of parked vehicles in order to protect intervisibility between drivers, cyclists and pedestrians, and improve road safety.
- 2.5. The Section 106 Agreement associated with the planning permission granted for the extension to the Hazel Grove High School 6th Form (Planning Application re: D/C 083274) included a provision for implementation of parking restrictions on Jacksons Lane.
- 2.6. The Transport Assessment which supported the planning application for an Alternative Provision School on the western parcel of the existing Hazel Grove High School site noted that some on-street parking takes place on Jacksons Lane in the vicinity of the school at school start / finish times, which affects highway safety. It was noted that any overspill parking that results from the scheme could increase this. In addition, the issue of on-street parking affecting visibility at the site accesses was raised in the Stage 1 Road Safety Audit that was produced for the scheme. As such, the planning approval was subject to a Section 106 Agreement which included provision for additional parking restrictions to support the development. These restrictions have been included within the proposed scheme. Provisional information

indicates that construction for the school will begin in Autumn 2024 with a target opening date of summer/autumn 2025.

- 2.7. Officers have also been made aware of concern regarding the speed of vehicles along Jacksons Lane in proximity to Hazel Grove High School at school start and finish times. Jacksons Lane (A5143) is a strategic distributor road which is not considered suitable for a full-time 20mph limit. DfT Guidance does however set out powers for local authorities to introduce 20mph speed limits that apply only at certain times of day if they are supported by variable message signs. Should a variable mandatory 20mph speed limit be approved, this would be the first of its kind in Stockport, though others are provided elsewhere in England.
- 2.8. The Area Committee should be mindful that unless otherwise authorised, the only right the general public has over the highway is a right of passage along it. The Authority has both a duty of care to ensure the safety of the travelling public and a duty under the Traffic Management Act 2004 to secure and facilitate the expeditious movement of traffic.

3. PROPOSALS

- 3.1. The proposals that were subject to the public consultation include the following measures, as shown on Drawings Numbers F/5224/1200/115 and F/5224/1200/120 to F/5224/1200/130 in **Appendix A**:
 - Upgrade of the existing single yellow line (No Waiting Monday to Saturday 8am-7pm) on all approaches to the Mill Lane / Dean Lane / Macclesfield Road junction to double yellow lines (No Waiting At Any Time restrictions).
 - Double yellow lines on the southern side of Dean Lane, between Belvoir Road and Chester Road, and at the side road junctions along this stretch.
 - Double yellow lines at the junction of Dean Lane / Rutland Road.
 - Double yellow lines at the junction of Dean Lane / Bowerfield Avenue and Bowerfield Avenue / Charnwood Crescent.
 - Double yellow lines at the Jacksons Lane lay-by access and egress to facilitate the flow of traffic into and out of the lay-by.
 - Double yellow lines on the northern side of Jacksons Lane between the footpath connecting to Denbeigh Close and the egress for the Hazel Grove High School car park.
 - Double yellow lines on the southern side of Jacksons Lane between the eastern end of the lay-by and Dorchester Road, with bus stop markings (which prohibit stopping except for buses) provided for the bus stop outside Hazel Grove High School.
 - School Keep Clear Markings (which prohibit stopping during the times that the restrictions apply but allow parking outside of these times) which would apply Monday to Friday 8am to 5pm and bus stop markings between the Hazel Grove High School car park access and egress.
 - Double yellow lines on the northern side of Jacksons Lane at the Hazel Grove High School car park access.
 - School Keep Clear Markings which would apply Monday to Friday 8am to 5pm on the northern side of Jacksons Lane outside of the recently consented Laurus Grace Alternative Provision school, which will be located within the western parcel of the existing Hazel Grove High School site.
 - Double yellow lines on the northern side of Jacksons Lane between the Alternative Provision school access and the existing pedestrian and cycle

crossing adjacent to the Jacksons Lane / Dorchester Road roundabout. This is proposed to support the shared pedestrian / cycleway which will be provided as part of the Laurus Grace Alternative Provision school development.

- Double yellow lines on all approaches to the Jacksons Lane / Dorchester Road roundabout.
- Upgrade of the existing single yellow lines (No Waiting 8am-9pm, which applies to all days of the week) to double yellow lines on the southern side of Jacksons Lane between Dorchester Road and Bramhall Moor Lane.
- Double yellow lines on all approaches to the Jacksons Lane / Bramhall Moor Lane / Laneside Drive / Bridge Lane roundabout.
- Double yellow lines at the junctions of Bridge Lane with Walmer Drive and Headlands Road.
- Double yellow lines on the southern side of Bridge Lane between Headlands Road and Bramhall Lane South.
- Double yellow lines at the junction of Bridge Lane / Valley Road.
- Double yellow lines on the northern side of Bridge Lane between Headlands Road and Bramhall Lane South.
- Amendment to the existing clearway on Macclesfield Road, which is currently enforced by the police. The clearway is proposed to be relocated further south with the section up to the A555 / Macclesfield Road junction replaced with double yellow lines (No Waiting at Any Time restrictions) and No Loading at Times Shown (Monday to Friday 8-9:30am and 4-6:30pm) on both sides of the road which would be enforceable by the Council
- Variable mandatory 20mph speed limit outside Hazel Grove High School (between the Jacksons Lane lay-by and Dorchester Road). The 20mph speed limit is proposed to apply on weekdays to coincide with pupils arriving at the school (8am-9am) and departing (2pm-4pm)

4. LEGAL POSITION/IMPLICATIONS

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

5. CONSIDERATION OF ALTERNATIVE SOLUTIONS

- 5.1. A prior report in November 2022 considered waiting restrictions including junction protection markings however following the Committee representations were received for additional measures. It was therefore considered prudent to undertake a public consultation on measures before advertising them.

6. CONSULTATION

- 6.1. The Local Ward Councillors have been consulted and no adverse comments were received.
- 6.2. A public consultation was held over a four-week period between 26th February and 24th March. Over 400 letters were delivered to affected frontages along the route. 9

yellow 'Have Your Say' signs were also installed on lighting columns along the route to raise awareness within the wider community.

- 6.3. An online consultation was set up for the project on the following webpage: www.stockport.gov.uk/haveyoursay . This provided background to the scheme; information on the scheme proposals; scheme plans; and an online feedback form which asked respondents to indicate to what extent they agreed or disagreed with the introduction of a 20mph speed limit zone. Respondents were also provided the opportunity to include open ended comments on the proposal. Paper copies of the response form were also available upon request.
- 6.4. A dedicated email address (stockportwalkcycle@stockport.gov.uk) was active throughout the consultation period to respond to scheme/consultation queries and take associated comments.
- 6.5. There was a good level of engagement from the community in relation to the public consultation with 142 responses to the online survey. The responses to the online survey are summarised in the table below.

Table 1: Summary of online survey feedback

Respondents	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Don't Know	Total Answered
Question 1: Provide bollards outside the shop at the Bramhall Green roundabout							
No	67	26	19	7	16	2	137
%	49%	19%	14%	5%	12%	1%	100%
Question 2: Provide double yellow lines on the northern side of Bridge Lane between Hillcrest Road and Bramhall Lane South							
No	53	23	13	14	31	2	136
%	39%	17%	10%	10%	23%	1%	100%
Question 3: Provide double yellow lines at the junction of Bridge Lane / Valley Road and on the southern side of Bridge Lane from Valley Road to Bramhall Lane South							
No	60	23	7	18	25	2	135
%	44%	17%	5%	13%	19%	1%	100%
Question 4: Provide double yellow lines on the southern side of Bridge Lane between Headlands Road and Valley Road							
No	55	18	10	20	30	2	135
%	42%	13%	7%	15%	22%	1%	100%
Question 5: Provide double yellow lines at the junctions of Bridge Lane with Headlands Road and Walmer Drive							
No	54	24	9	18	28	2	135
%	40%	18%	7%	13%	21%	1%	100%
Question 6: Provide double yellow lines on all approaches to the Jacksons Lane / Bramhall Moor Lane / Laneside Drive / Bridge Lane roundabout							
No	58	22	9	13	28	4	134

Respondents	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Don't Know	Total Answered
%	43%	16%	7%	10%	21%	3%	100%
Question 7: Proposals to upgrade the existing single yellow lines (No Waiting 8am-9pm, which applies to all days of the week) to double yellow lines on the southern side of Jacksons Lane between Dorchester Road and Bramhall Moor Lane							
No	51	24	12	17	27	4	135
%	37%	18%	9%	13%	20%	3%	100%
Question 8: Provide double yellow lines on the northern side of Jacksons Lane between the recently consented Laurus Grace Alternative Provision school access and the Jacksons Lane / Dorchester Road roundabout, and on all approaches to the roundabout							
No	59	20	12	13	27	3	134
%	44%	15%	9%	10%	20%	2%	100%
Question 9: Provide School Keep Clear Markings which would apply Monday to Friday 8am to 5pm outside Hazel Grove High School and the recently consented Laurus Grace Alternative Provision school; and double yellow lines at the entrance and exit to the Hazel Grove High School car park							
No	62	42	6	5	16	3	134
%	46%	31%	4%	4%	12%	2%	100%
Question 10: Provide double yellow lines on the northern side of Jacksons Lane between the footpath connecting to Denbeigh Close and the egress for the Hazel Grove High School car park, with bus stop markings provided for the stop outside Hazel Grove High School							
No	58	29	13	9	21	4	134
%	43%	22%	10%	7%	16%	3%	100%
Question 11: Provide double yellow lines on the southern side of Jacksons Lane between the eastern end of the lay-by and Dorchester Road, with bus stop markings provided for the bus stop outside Hazel Grove High School							
No	59	25	10	12	24	4	134
%	44%	19%	7%	9%	18%	3%	100%
Question 12: Provide double yellow lines at the Jacksons Lane lay-by access and egress to facilitate the flow of traffic into and out of the lay-by							
No	60	22	15	15	21	1	134
%	45%	16%	11%	11%	16%	1%	100%
Question 13: Provide double yellow lines at the junction of Dean Lane / Bowerfield Avenue and Bowerfield Avenue / Charnwood Crescent							
No	50	19	17	15	27	5	133
%	38%	14%	13%	11%	20%	4%	100%
Question 14: Provide double yellow lines at the junction of Dean Lane / Rutland Road							
No	52	21	14	18	24	4	133
%	39%	16%	11%	14%	18%	3%	100%
Question 15: Provide double yellow lines on the southern side of Dean Lane, between Belvoir Road and Chester Road, and at the side road junctions of Dean Lane with Belvoir Road, Matlock Drive, Hartington Drive and Elton Drive							

Respondents	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Don't Know	Total Answered
No	47	17	15	22	25	7	133
%	35%	13%	11%	17%	19%	5%	100%
Question 16: Upgrade the existing single yellow line (No Waiting Monday to Saturday 8am-7pm) on all approaches to the Mill Lane / Dean Lane / Macclesfield Road junction to double yellow lines (No Waiting At Any Time restrictions)							
No	51	17	16	16	25	7	132
%	39%	13%	12%	12%	19%	5%	100%
Question 17: Reduce the length of the clearway on Macclesfield Road and replace with double yellow lines and No Loading At Times Shown restrictions							
No	43	20	25	12	25	8	133
%	32%	15%	19%	9%	19%	6%	100%
Question 18: Implement a variable mandatory 20mph speed limit on Jacksons Lane to apply 8am – 9am and 2pm-4pm on weekdays							
No	60	29	9	12	24	0	134
%	45%	22%	7%	9%	18%	0%	100%

6.6. A detailed analysis of the consultation feedback, including a SMBC Highways & Transportation response to the feedback received, is included within the 'Integrated Transport Block – A6 to Bramhall Park – Highway Measures Consultation Report (Dated: July 2024)' report provided within **Appendix B** of this report.

6.7. Questions 6 to 18 relate to measures that fall within the Norbury & Woodsmoor ward and therefore form the subject of this report to the Stepping Hill Area Committee. Questions 1 to 5 fall within the Bramhall North ward and a separate report will be issued to the Bramhall and Cheadle Hulme South Area Committee to seek a recommendation on these measures.

Consultation Feedback Summary

6.8. The responses to the public consultation were broadly positive with all measures receiving a greater level of support than opposition within the consultation feedback. 'Strongly Agree' was also the response selected by the greatest number of respondents for every question.

6.9. A brief summary of the responses to each question and any proposed changes to the scheme is presented below.

Question 6: Provide double yellow lines on all approaches to the Jacksons Lane / Bramhall Moor Lane / Laneside Drive / Bridge Lane roundabout.

6.10. 80 (59%) respondents to this question strongly agreed or agreed with the statement, while 41 (31%) strongly disagreed or disagreed. 13 (10%) neither agreed nor disagreed or didn't know.

- 6.11. Interrogation of the comments submitted identified that two respondents were concerned about the impact on on-street car parking availability and could lead to difficulties receiving deliveries.
- 6.12. All of the properties within the area of the proposed parking restrictions have off-street car parking facilities. The parking restrictions proposed within this area are No Waiting at Any Time restrictions which prohibit parking to the back of footway (and therefore apply to the grass verges) but do not prohibit loading and so delivery vehicles would continue to be allowed to stop and unload.
- 6.13. There is also an online form that can be completed to request a dispensation to park in a restricted area (e.g. to get permission to park on yellow lines). Whilst this service does not provide for general visitors, it could be used to allow tradespeople to park when required at a specific location and can be accessed at the following webpage:
- <https://www.stockport.gov.uk/start/request-a-parking-dispensation>
- 6.14. No changes have been made to the proposals in response to the feedback received to this question.

Question 7: Proposals to upgrade the existing single yellow lines (No Waiting 8am-9pm, which applies to all days of the week) to double yellow lines on the southern side of Jacksons Lane between Dorchester Road and Bramhall Moor Lane

- 6.15. 75 (56%) respondents to this question strongly agreed or agreed with the statement, while 44 (32%) strongly disagreed or disagreed. 16 (12%) neither agreed nor disagreed or didn't know.
- 6.16. Interrogation of the comments received to the public consultation identified that only one comment was made in relation to this question with the resident being in favour of double yellow lines to stop people parking and blocking the existing cycle lane. No changes were made to the proposals in response to the feedback received.

Question 8: Provide double yellow lines on the northern side of Jacksons Lane between the recently consented Laurus Grace Alternative Provision school access and the Jacksons Lane / Dorchester Road roundabout, and on all approaches to the roundabout.

- 6.17. 79 (59%) respondents to this question strongly agreed or agreed with the statement, while 40 (30%) strongly disagreed or disagreed. 15 (11%) neither agreed nor disagreed or didn't know.
- 6.18. 4 comments were received in relation to this question. 75% were in support of the proposals for double yellow lines along this section. Only one comment raised concern as they believe that even though the proposals will allow the cycle lane to be unobstructed it will not make cyclists use the cycle lane and congest the road.
- 6.19. The cycle lane was introduced to provide a facility which is segregated from the main vehicular traffic along the corridor in order to make journeys easier and more attractive for all users and make active travel a more attractive choice. A key aim of the scheme was to encourage people to cycle who would not have previously as cycling on the carriageway was too off-putting for them. Confident and experienced

cyclists may choose to continue riding on the carriageway as they do elsewhere on the highway network.

- 6.20. No changes have been made to the proposals in response to the feedback received to this question.

Question 9: Provide School Keep Clear Markings which would apply Monday to Friday 8am to 5pm outside Hazel Grove High School and the recently consented Laurus Grace Alternative Provision school; and double yellow lines at the entrance and exit to the Hazel Grove High School car park

- 6.21. These proposals received the greatest level of support with 104 (77%) respondents to this question strongly agreed or agreed with the statement, while 21 (16%) strongly disagreed or disagreed. 9 (7%) neither agreed nor disagreed or didn't know.
- 6.22. Only one comment was made which was in support of the proposals for the school clear way and double yellow lines along this section and so no changes have been made to the proposals in response to the feedback received.

Question 10: Provide double yellow lines on the northern side of Jacksons Lane between the footpath connecting to Denbeigh Close and the egress for the Hazel Grove High School car park, with bus stop markings provided for the stop outside Hazel Grove High School

- 6.23. 87 (64%) respondents to this question strongly agreed or agreed with the statement, while 30 (23%) strongly disagreed or disagreed. 17 (13%) either agreed nor disagreed or didn't know.
- 6.24. Interrogation of the comments submitted identified that two comments were made in support of the proposals for double yellow lines along this section. In light of the strong support for the measures no changes are proposed in response to the feedback received.

Question 11: Provide double yellow lines on the southern side of Jacksons Lane between the eastern end of the lay-by and Dorchester Road, with bus stop markings provided for the bus stop outside Hazel Grove High School

- 6.25. 84 (63%) respondents to this question strongly agreed or agreed with the statement, while 36 (27%) strongly disagreed or disagreed. 14 (10%) neither agreed nor disagreed or didn't know.
- 6.26. Two respondents provided e-mail feedback on the proposals along this section and one respondent also followed up with a call. The respondents raised concern about the interaction between motorists exiting the driveways along this section and cyclists travelling close to the hedge within the shared space which has led to recent near misses. They have requested a review of the signage within this area directing cyclists to the northern side of the shared space. One of these respondents expressed support for the proposed parking restrictions to prevent parking on the footway along the section of shared space.
- 6.27. The proposed parking restrictions were well supported by respondents to the public consultation and so are proposed to be retained within the proposals.

6.28. With regards to the existing cycleway this section has been implemented as shared pedestrian / cycleway as there was insufficient width available to provide a segregated facility. A review of the on-site provision has highlighted that the corduroy hazard warning paving should have been provided to the west of the lay-by in order to highlight the start of the shared space. It is proposed that this be provided as part of the revised scheme. It is also proposed to provide additional signage and line markings on the shared footway / cycleway to raise awareness of the concealed driveways in order to improve safety.

Question 12: Provide double yellow lines at the Jacksons Lane lay-by access and egress to facilitate the flow of traffic into and out of the lay-by

6.29. 82 (60%) respondents to this question strongly agreed or agreed with the statement, while 36 (27%) strongly disagreed or disagreed. 16 (14%) neither agreed nor disagreed or didn't know.

6.30. In relation to this question only one comment was made which stated that cyclists will still use the road instead of the cycle lane which restricts traffic flow. The respondent observed that a lot of pupils are driven to school with vehicles waiting in the lay-by and on Arundel Avenue which become congested at school times. They also consider that there is little point in introducing restrictions if they are not enforced.

6.31. The point about enforcement is acknowledged and additional enforcement visits will be requested following introduction of the measures should they be approved.

Question 13: Provide double yellow lines at the junction of Dean Lane / Bowerfield Avenue and Bowerfield Avenue / Charnwood Crescent

6.32. 69 (53%) respondents to this question strongly agreed or agreed with the statement, while 43 (33%) strongly disagreed or disagreed. 22 (15%) neither agreed nor disagreed or didn't know.

6.33. Interrogation of the comments received to the public consultation identified that two comments were made in relation to this question. One resident was in favour of double yellow lines whilst the other was concerned that the restrictions would prevent residents from parking outside their properties. One email response was also received to request that the proposed No Waiting At Any Time restrictions be extended on the northern side of Dean Lane, to the east of Bowerfield Avenue.

6.34. A request for the provision of No Waiting at Any Time restrictions at the junction of Bowerfield Avenue / Charnwood Crescent has been received separate to this consultation from a resident living in proximity to the junction.

6.35. On site observations undertaken by Highways & Transportation officers have identified evidence of vehicles driving over and parking on the grass verge adjacent to the Dean Lane / Bowerfield Road junction which would restrict visibility. The proposed restrictions would protect the intervisibility between pedestrians and motorists whilst also ensuring vehicles can negotiate the junctions safely.

6.36. The proposed No Waiting At Any Time restrictions are proposed to be extended by 11m (as shown on Drawing Number F/5224/1200/128 REV-A) in response to the consultation feedback received.

Question 14: *Provide double yellow lines at the junction of Dean Lane / Rutland Road*

- 6.37. 63 (55%) of respondents to this question strongly agreed or agreed with the statement, while 42 (32%) strongly disagreed or disagreed. 18 (13%) neither agreed nor disagreed or didn't know.
- 6.38. One comment was received in response to these measures with the respondent opposed to the proposals as they would prevent residents from parking outside their properties. The respondent comments that Rutland Road is already within a 20mph zone and considers that the nature of the junction already provides good visibility for all users.
- 6.39. The proposed restrictions would protect the intervisibility between pedestrians and motorists whilst also ensuring vehicles can negotiate the junctions safely. It would also reinforce Rule 243 of the Highway Code which prohibits parking within 10m of a junction and so no changes are proposed to the measures in response to the feedback received.

Question 15: *Provide double yellow lines on the southern side of Dean Lane, between Belvoir Road and Chester Road, and at the side road junctions of Dean Lane with Belvoir Road, Matlock Drive, Hartington Drive and Elton Drive*

- 6.40. 64 (48%) respondents to this question strongly agreed or agreed with the statement, while 47 (36%) strongly disagreed or disagreed. 22 (16%) neither agreed nor disagreed or didn't know.
- 6.41. There was only one comments received in relation to these proposals which was one of support and so no changes have been made to the proposals.

Question 16: *Upgrade the existing single yellow line (No Waiting Monday to Saturday 8am-7pm) on all approaches to the Mill Lane / Dean Lane / Macclesfield Road junction to double yellow lines (No Waiting at Any Time restrictions)*

- 6.42. 68 (52%) respondents to this question strongly agreed or agreed with the statement, while 41 (31%) strongly disagreed or disagreed. 23 (17%) neither agreed nor disagreed or didn't know.
- 6.43. No comments were received that directly related to this question and in light of the support for the measures the proposals remain unchanged.

Question 17: *Reduce the length of the clearway on Macclesfield Road and replace with double yellow lines and No Loading At Times Shown restrictions*

- 6.44. 63 (47%) respondents to this question strongly agreed or agreed with the statement, while 37 (29%) strongly disagreed or disagreed. 33 (25%) neither agreed nor disagreed or didn't know.
- 6.45. Whilst one respondent considered that something needs to be done along this section due to frequent footway parking within the area, one comment and two e-mails were received in opposition to the proposed change. Two of the respondents advised that they had previously requested on-street car parking provision on the

eastern side of Macclesfield Road and understood that whilst this had not been provided they would be able to continue parking at the back of the wide footway due to limited off-street car parking availability.

6.46. Rule 218 of the Highway Code prohibits parking partially or wholly on the pavement unless signs permit it. Parking on the footway can obstruct and inconvenience pedestrians and in particular people in wheelchairs, the visually impaired and people with prams or pushchairs. The proposed restrictions would not prohibit vehicles from pulling off the carriageway and utilising the footway to then reverse onto the driveway if there is insufficient space within the property to turn vehicles around.

6.47. No changes have been made to the proposals in response to the feedback received to this question.

Question 18: Implement a variable mandatory 20mph speed limit on Jacksons Lane to apply 8am – 9am and 2pm-4pm on weekdays

6.48. The speed of vehicles travelling along Jacksons Lane at school start and finish times has been a concern that has been raised to Highways & Transportation officers over many years. A speed survey which was undertaken during school term time in February to March 2024 has identified that 85th percentile speeds in the vicinity of the school exceed 30mph during these times. The school start and finish times do vary by day as follows: 8.30am to 3.20pm on Monday, Tuesday and Thursdays, 8.30am to 2.25pm on Wednesdays and 8.30am to 2.35pm on Fridays. The 85th percentile speeds averaged over the weekdays surveyed are summarised in the following table.

Table 2: 85th percentile weekday speeds on Jacksons Lane in February to March 2024

Time	Weekday 85 th %ile Speeds (mph)		
	Northbound	Southbound	Average
08:00-09:00	33.1	33.9	33.4
14:00-15:00	34.4	35.6	35.0
15:00-16:00	34.1	34.7	34.3

6.49. 89 (66%) of respondents to this question strongly agreed or agreed with the statement, while 36 (27%) strongly disagreed or disagreed. 9 (7%) neither agreed nor disagreed or didn't know.

6.50. Twelve comments were received in relation to this question; of these seven were in support and five were opposed to the variable speed limit. Eight respondents either did not think the speed limit would be adhered to or raised concern about enforcement of the speed limit. Three respondents advised that the speed limit was needed, whilst conversely one respondent considered it to be a 'ridiculous idea'. One respondent who supported the proposals requested that the extent of the variable 20mph speed limit be extended to further improve safety for pupils.

6.51. This proposal was well supported with two-thirds of respondents supporting the variable speed limit and just under half of respondents strongly agreeing.

6.52. In respect of enforcement Jacksons Lane does not meet the requirements of the Safer Roads Greater Manchester Partnership, which is a group established between the 10 Greater Manchester local authorities, TfGM and Greater Manchester Police,

for the provision of fixed speed cameras and so this measure cannot be considered in this location. In the event of monitoring indicating significant breaches of the variable 20mph speed limit GMP will be asked to enforce it using mobile enforcement.

General Comments

- 6.53. The consultation exercise has indicated widespread support for the proposed measures which it is proposed to take forward. Some additional issues relating to the operation of the cycle facility have been raised and these will be investigated and dealt with separately.
- 6.54. 11 raised comments regarding the operation of the Dean Lane / Macclesfield Road junction.
- 6.55. Highways & Transportation officers have been liaising with TfGM regarding potential amendments to the signal timings in order to improve the operation of the junction. It is proposed to provide a right-turn filter arrow from the Dean Lane arm of the junction. TfGM has undertaken traffic modelling of the junction and has also recommended the removal of the right turn filter arrow from the Macclesfield Road (southbound) arm of the junction. This reflects the change in travel patterns on the network since the opening of the A555 which has led to a reduction in traffic making this movement. A Stage 1 Road Safety Audit has been undertaken to assess the impact of this additional change which has not identified any issues. It is therefore proposed that both of these changes be implemented utilising the ITB funding.

7. FINANCIAL IMPLICATIONS

- 7.1. The scheme will be funded from the Government's City Region Sustainable Transport Settlement (CRSTS) Integrated Transport Block fund.

8. TIMESCALES

- 8.1. Should the proposals be approved, the scheme will need to be formally advertised for objection. Should these be received it will need to be reported back to the Area Committee / Cabinet Member. Subject to consideration of these objections it should be ready for implementation in early 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. The Area Committee is asked to recommend approval of the proposed measures as shown in Drawings F/5224/1200/115, F/5224/1200/123 to F/5224/1200/130 along with the amendment to the signal arrangements at the Dean Lane / Macclesfield Road junction and the legal advertising of the Traffic Regulation Orders contained in **Appendix C** to the Cabinet Member (Parks, Highways and Transport Services). Subject to no objections being received within 21 days from the advertisement date the orders can be made.

Background Papers

Mayor's Cycling and Walking Challenge Fund – Bramhall Park to A6, submitted to Stepping Hill Area Committee on 29th November 2022 (Item 8). This report can be accessed here:

<https://democracy.stockport.gov.uk/ieListDocuments.aspx?CId=136&MId=28423&Ver=4>

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

Appendix A

Consultation Drawings (Appended Separately)

Appendix A: Drawing No. F/5224/1200/115 (also for approval)

Appendix A: Drawing No. F/5224/1200/120 to F/5224/1200/130

Amended Drawings Following Consultation (Appended Separately)

Appendix A: Drawing No. F/5224/1200/123/Rev A to F/5224/1200/130/Rev A (for approval)

**Appendix B - Integrated Transport Block – A6 to Bramhall Park – Highway Measures
Consultation Report (Dated July 2024)**

Appendix C – Schedule of Traffic Regulation Orders

(This full schedule for the scheme as a whole covers the Norbury & Woodsmoor and Bramhall North wards. A recommendation is sought for the TROs within the Norbury & Woodsmoor ward as shown on TRO drawings F/5224/1200/101 to F/5224/1200/103)

Proposed No Waiting ‘At Any Time’

Bridge Lane (North side): From a point 10 metres south-east of its intersection with the projected south-eastern kerb line of Hillcrest Road in a north-westerly direction for a distance of 256 metres.

Bridge Lane (South side): From a point 35 metres south-east of its intersection with the north-eastern kerb line of Headlands Road in a north-westerly direction to a point 150 metres north-west of its intersection with the projected north-western kerb line of Valley Road.

Valley Road (Both sides): From its intersection with the projected south-western kerb line of Bridge Lane in a south-easterly direction for a distance of 30 metres.

Headlands Road (Both sides); From its intersection with the projected southern kerb line of Bridge Lane in a south-westerly direction for a distance of 26 metres.

Bridge Lane (North side): From a point 9 metres north-west of its intersection with the south-western kerb line of Walmer Drive to a point 24.5 metres south-east of its intersection with the projected south-eastern kerb line of Walmer Drive.

Walmer Drive (Both sides): From its intersection with the projected northern kerb line of Bridge Lane in a north-easterly direction for a distance of 10 metres.

Laneside Drive (West side): From its intersection with the projected northern kerb line of Bridge Lane in a north-westerly direction for a distance of 20 metres.

Laneside Drive (East side): From its intersection with the projected northern kerb line of Bramhall Moor Road in a north-westerly direction for a distance of 34 metres.

Bramhall Moor Road (North side): From its intersection with the projected south-eastern kerb line of Laneside Drive in a north-easterly direction for a distance of 50 metres.

Bramhall Moor Road (South side): From its intersection with the projected northern kerb line of Jackson Lane in a north-easterly direction for a distance of 49 metres.

Jacksons Lane/Bridge Lane (South side): From its intersection with the projected north-eastern kerb line of Wallbank Road to a point 156 metres south-west from its intersection with the projected western kerb line of Arundel Avenue

Jacksons Lane (North side): From its intersection with the projected south-eastern kerb line of Bramhall Moor Road in a south-easterly direction for a distance of 25 metres.

Wallbank Road (Both sides): From its intersection with the projected south-western kerb line of Bridge Lane in a south-westerly direction for a distance of 27 metres.

Jacksons Lane (North side): From its intersection with the south-western kerb line of Dorchester Road in a south-westerly direction for a distance of 29 metres.

Jacksons Lane (North side): From its intersection with the south-eastern kerb line of Dorchester Road in a south-easterly direction for a distance of 134.5 metres.

Dorchester Road (West side); From its intersection with the northern kerb line of Jacksons Lane in a north-easterly direction for a distance of 5 metres.

Dorchester Road (East side); From its intersection with the northern kerb line of Jacksons Lane in a northerly direction for a distance of 10 metres.

Jacksons Lane (North side): From a point adjacent to the western building line of 72 Jacksons Lane in a north-westerly direction for a distance of 235 metres.

Jacksons Lane layby (Opposite 60 to 80) (West Access) (Both sides); From its intersection with the projected south-western kerb line of Jacksons Lane in a south and south-east direction for a distance of 22 metres.

Jacksons Lane layby (Opposite 60 to 80) (East Access) (West side): From its intersection with the projected southern kerb line of Jacksons Lane in a south-westerly direction for a distance of 23.5 metres.

Jacksons Lane layby (Opposite 60 to 80) (East Access) (East side): From its intersection with the projected southern- kerb line of Jacksons Lane in a south-westerly direction for a distance of 29 metres.

Jacksons Lane (North side); From a point 10 metres west of its intersection with the projected south-western kerb line of Arundel Avenue to a point 5 metres east of the projected south-eastern kerb line of Arundel Avenue.

Jacksons Lane (Both sides): From its intersection with the projected western kerb line of Chester Road in a westerly direction for 49 metres.

Dean Lane (South side): From its intersection with the projected eastern kerb line of Chester Road in a south-easterly direction to its intersection with the projected western kerb line of Macclesfield Road.

Dean Lane (North side): From its intersection with the projected eastern kerb line of Chester Road to a point 44 metres east of its intersection with the south-eastern kerb line of Bowerfield Avenue.

Dean Lane (North side): From its intersection with the projected south-eastern kerb line of Rutland Road in a south-easterly direction for a distance of 11 metres.

Bowerfield Avenue (West side): From its intersection with the projected northern kerb line of Dean Lane in a north-easterly direction for a distance of 20 metres.

Bowerfield Avenue (East side): From its intersection with the projected northern kerb line of Dean Lane in a north-easterly direction for a distance of 15 metres.

Charnwood Crescent (Both sides): From its intersection with the projected western kerb line of Bowerfield Avenue in a north-westerly direction for a distance of 10 metres.

Elton Drive (Both sides): From its intersection with the projected southern kerb line of Dean Lane in a south-westerly direction for a distance of 26 metres.

Rutland Road (Both sides): From its intersection with the projected northern kerb line of Dean Lane in a north-westerly direction for a distance of 10 metres.

Hartington Drive (Both sides): From its intersection with the projected southern kerb line of Dean Lane in a south-westerly direction for a distance of 27 metres.

Matlock Drive (Both sides): From its intersection with the projected southern kerb line of Dean Lane in a south-westerly direction for a distance of 27 metres.

Belvoir Avenue (Both sides): From its intersection with the projected southern kerb line of Dean Lane in a south-westerly direction for a distance of 27 metres.

Dean Lane (North side): From a point 12 metres west of its intersection with the south-western kerb line of Cavendish Road in a south-easterly direction to a point 11 metres east of its intersection with the south-eastern kerb line of Cavendish Road.

Dean Lane (North side): From its intersection with the projected western kerb line of Macclesfield Road in a westerly direction for a distance of 27 metres.

Cavendish Road (East side): From its intersection with the projected northern kerb line of Dean Lane in a northerly direction for a distance of 5 metres.

Macclesfield Road (Both sides): From its intersection with the projected northern kerb line of Dean Lane in a northerly direction for a distance of 29 metres.

Macclesfield Road (Both sides): From its intersection with projected southern kerb line of Dean Lane in a southerly direction for a distance of 206 metres.

Mill Lane (North side): From its intersection with the projected eastern kerb line of Macclesfield Road in a south-easterly direction for a distance of 12 metres.

Mill Lane (North side): From a point 32 metres south-east of its intersection with the projected eastern kerb line of Macclesfield Road in a south-easterly direction for a distance of 23 metres.

Mill Lane (South side): From its intersection with the projected eastern kerb line of Macclesfield Road in a south-easterly direction for a distance of 55 metres.

Proposed No Loading Monday to Friday 8-9.30am & 4.30-6.30pm

Jacksons Lane (North side); From a point 42 metres south-east of its intersection with the south-eastern kerb line of Dorchester Road in a south-easterly direction for a distance of 92.5 metres.

Dean Lane (North side): From its intersection with the projected south-eastern kerb line of Cavendish Road in a south-easterly direction for a distance of 12 metres.

Dean Lane (North side): From its intersection with the projected western kerb line of Macclesfield Road in a westerly direction for a distance of 27 metres.

Cavendish Road (East side): From its intersection with the projected northern kerb line of Dean Lane in a north-easterly direction for a distance of 5 metres.

Dean Lane (South side): From its intersection with the projected western kerb line of Macclesfield Road in a north-westerly direction to its intersection with the north-eastern kerb line of Belvoir Avenue.

Macclesfield Road (Both sides): From its intersection with the projected northern kerb line of Dean Lane in a northerly direction for a distance of 29 metres.

Macclesfield Road (Both sides): From its intersection with projected southern kerb line of Dean Lane in a southerly direction for a distance of 206 metres.

Mill Lane (North side): From its intersection with the projected eastern kerb line of Macclesfield Road in a south-easterly direction for a distance of 12 metres.

Mill Lane (North side): From a point 32 metres south-east of its intersection with the projected eastern kerb line of Macclesfield Road in a south-easterly direction for a distance of 23 metres.

Mill Lane (South side): From its intersection with the projected eastern kerb line of Macclesfield Road in a south-easterly direction for a distance of 55 metres.

Proposed School Keep Clear Marking – Clearway – Mon to Friday 8am to 5pm

Jacksons Lane (North side): From a point 134.5 metres south-east of its intersection with the projected southeastern kerb line of Dorchester Road in a south-easterly direction for a distance of 75.22 metres.

Jacksons Lane (North side): From a point 273 metres south-east of its intersection with the projected south-eastern kerb line of Dorchester Road in a south-easterly direction for a distance of 94.98 metres.

Proposed Limited Waiting Mon-Sat, 8am-6pm - 60 mins No Return within 60 mins

Mill Lane (North side): From a point 12 metres south-east from its intersection with the projected eastern kerb line of Macclesfield Road in a south-easterly direction for a distance of 20 metres.

Revocations

Revoke No Waiting 8am to 9pm

Jacksons Lane (Both sides): From a point 10 metres east from the projected eastern kerb line of Bramhall Moor Road in a south-easterly direction for a distance of 351 metres.

Revoke No Waiting At Any Time

Bridge Lane (North side): From a point 10 metres south-east of its intersection with the projected eastern kerb line of Hillcrest Road in a north-westerly direction for a distance of 10 metres.

Jacksons Lane (North side): From a point 10 metres west from its intersection with the projected south-western kerb line of Arundel Avenue to a point 5 metres east of the projected south-eastern kerb line of Arundel Avenue.

Jacksons Lane (Both sides): From its intersection with the western kerb line of Chester Road in a westerly direction for a distance of 50 metres.

Dean Lane (North side): From its intersection with the south-western kerb line of Cavendish Road in a north-westerly direction for a distance of 12 metres.

Dean Lane (Both sides): From its intersection with the eastern kerb line of Chester Road in an easterly direction for a distance of 52 metres.

Revoke No Waiting and No Loading Mon-Sat 8am-7pm

Dean Lane (North side): From its intersection with the south-eastern kerb line of Cavendish Road to its intersection with the western kerb line of Macclesfield Road.

Dean Lane (South side): From its intersection with the north-eastern kerb line of Belvoir Avenue to its intersection with the western kerb line of Macclesfield Road.

Revoke No Waiting Mon-Sat 8am-7pm and No Loading Mon-Fri 8-9.30am and 4.30-6.30pm

Macclesfield Road (Both sides): From its intersection with the projected northern kerb line of Dean Lane in a northerly direction for a distance of 29 metres.

Macclesfield Road (Both sides) From its intersection with the projected southern kerb line of Dean Lane in a southerly direction to a point 26 metres south from its intersection with the projected southern kerb line of Ashbourne Road.

Mill Lane (North side): From its intersection with the projected eastern kerb line of Macclesfield Road in a south-easterly direction for a distance of 12 metres.

Mill Lane (North side): From a point 32 metres east of its intersection with the projected eastern kerb line of Macclesfield Road in a south-easterly direction for a distance of 23 metres.

Mill Lane (South side): From its intersection with the projected eastern kerb line of Macclesfield Road in a south-easterly direction for a distance of 55 metres.

Revoke Limited Waiting Mon-Sat 8am-6pm – 60 mins No Return within 60 mins

Mill Lane (North side): From a point 12 metres east of its intersection with the projected eastern kerb line of Macclesfield Road in a south-easterly direction for a distance of 20 metres.

Moving Traffic Regulation Orders (TRO)

Proposed Variable 20mph Speed Limit operational Monday to Friday 8-9am & 2pm-4pm (When Signs Operate)

Jacksons Lane (Including Layby); From a point 83.5 metres south east from its intersection with the projected eastern kerblines of Dorchester Road to a point 82 metres north east from the projected western building line of 72 Jacksons Lane.

Revoke 24 Hour Clearway

Macclesfield Road: From a point 26 metres south of its intersection with the projected southern kerb line of Ashbourne Road to a point 206 metres south from its intersection with the projected southern kerb line of Dean Lane.