





## **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 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 wider set of TROs was initially considered which covered the full extent of Bridge Lane on the southern side to provide support to the cycle lane. Observations of parking identified less issues with obstructions to the cycle lane between Bramhall Moor Lane and Headlands Road and so it was agreed with ward members that this section could remain unrestricted and that this could be reviewed should issues arise.

#### **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 26<sup>th</sup> February and 24<sup>th</sup> 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](http://www.stockport.gov.uk/haveyoursay) . This provided background to the scheme; information on the scheme proposals; scheme plans; and an online feedback form which asked respondents to indicate to what extent they agreed or disagreed with the 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](mailto: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
<b>Question 1: Provide bollards outside the shop at the Bramhall Green roundabout</b>							
No	67	26	19	7	16	2	137
%	49%	19%	14%	5%	12%	1%	100%
<b>Question 2: Provide double yellow lines on the northern side of Bridge Lane between Hillcrest Road and Bramhall Lane South</b>							
No	53	23	13	14	31	2	136
%	39%	17%	10%	10%	23%	1%	100%
<b>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</b>							
No	60	23	7	18	25	2	135
%	44%	17%	5%	13%	19%	1%	100%
<b>Question 4: Provide double yellow lines on the southern side of Bridge Lane between Headlands Road and Valley Road</b>							
No	55	18	10	20	30	2	135
%	42%	13%	7%	15%	22%	1%	100%
<b>Question 5: Provide double yellow lines at the junctions of Bridge Lane with Headlands Road and Walmer Drive</b>							
No	54	24	9	18	28	2	135
%	40%	18%	7%	13%	21%	1%	100%
<b>Question 6: Provide double yellow lines on all approaches to the Jacksons Lane / Bramhall Moor Lane / Laneside Drive / Bridge Lane roundabout</b>							
No	58	22	9	13	28	4	134
%	43%	16%	7%	10%	21%	3%	100%
<b>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</b>							
No	51	24	12	17	27	4	135
%	37%	18%	9%	13%	20%	3%	100%
<b>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</b>							
No	59	20	12	13	27	3	134
%	44%	15%	9%	10%	20%	2%	100%
<b>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</b>							
No	62	42	6	5	16	3	134
%	46%	31%	4%	4%	12%	2%	100%

Respondents	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Don't Know	Total Answered
<b>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</b>							
No	58	29	13	9	21	4	134
%	43%	22%	10%	7%	16%	3%	100%
<b>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</b>							
No	59	25	10	12	24	4	134
%	44%	19%	7%	9%	18%	3%	100%
<b>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</b>							
No	60	22	15	15	21	1	134
%	45%	16%	11%	11%	16%	1%	100%
<b>Question 13: Provide double yellow lines at the junction of Dean Lane / Bowerfield Avenue and Bowerfield Avenue / Charnwood Crescent</b>							
No	50	19	17	15	27	5	133
%	38%	14%	13%	11%	20%	4%	100%
<b>Question 14: Provide double yellow lines at the junction of Dean Lane / Rutland Road</b>							
No	52	21	14	18	24	4	133
%	39%	16%	11%	14%	18%	3%	100%
<b>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</b>							
No	47	17	15	22	25	7	133
%	35%	13%	11%	17%	19%	5%	100%
<b>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)</b>							
No	51	17	16	16	25	7	132
%	39%	13%	12%	12%	19%	5%	100%
<b>Question 17: Reduce the length of the clearway on Macclesfield Road and replace with double yellow lines and No Loading At Times Shown restrictions</b>							
No	43	20	25	12	25	8	133
%	32%	15%	19%	9%	19%	6%	100%
<b>Question 18: Implement a variable mandatory 20mph speed limit on Jacksons Lane to apply 8am – 9am and 2pm-4pm on weekdays</b>							
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 1 to 6 relate to measures that fall within the Bramhall North ward and therefore form the subject of this report to the Bramhall & Cheadle Hulme South Area Committee Report. Questions 6 to 18 fall within the Norbury & Woodsmoor ward and a separate report will be issued to the Stepping Hill 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 summary of the responses to each question and any proposed changes to the scheme is presented below.

*Question 1: Provide bollards outside the shop at the Bramhall Green roundabout to improve safety for pedestrians on the footway*

- 6.10. 93 (68%) respondents to this question strongly agreed or agreed with the statement, while 23 (17%) strongly disagreed or disagreed. 22 (15%) neither agreed nor disagreed or didn't know. Of those who disagreed with the provision of bollards, none of the respondents advised that they were responding on behalf of a business or organisation.
- 6.11. Interrogation of the comments received to the public consultation identified that five comments were submitted in relation to the proposed bollards at the Bramhall Green roundabout. Four of these comments were in support of the proposals. One respondent however considered the bollards to be insufficient to address the problems at the roundabout.
- 6.12. This measure was well supported, with almost half of respondents strongly agreeing with the proposals and 68% agreeing or strongly agreeing. The measures have been developed in line with the level of funding available, with a wider review of the operation of the roundabout outside of the scope of this project. On site observations have however identified that additional parking is taking place on the footway at the roundabout itself which is blocking the shared footway / cycleway in between the car park access and egress and so it is proposed to provide one additional bollard to address this behaviour and improve safety for users of the shared footway / cycleway.

*Question 2: Provide double yellow lines on the northern side of Bridge Lane between Hillcrest Road and Bramhall Lane South*

- 6.13. 76 (56%) respondents to this question strongly agreed or agreed with the statement, while 45 (33%) strongly disagreed or disagreed. 15 (11%) neither agreed nor disagreed or didn't know.



6.14. All four comments that were received to this question were in support of the proposals. Positive comments provided support for the double yellow lines at the junctions of Bridge Lane / Hillcrest Road as this will stop vehicles from parking on the verges. No changes have therefore been made to the proposals in response to the feedback received to this question.

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

6.15. 93 (61%) respondents to this question strongly agreed or agreed with the statement while 43 (32%) strongly disagreed or disagreed. 9 (7%) neither agreed nor disagreed or didn't know.

6.16. Four comments were submitted in relation to this question, all of which were supportive of the measures. No changes have therefore been made to the proposals.

Question 4: Provide double yellow lines on the southern side of Bridge Lane between Headlands Road and Valley Road

6.17. 73 (54%) respondents to this question strongly agreed or agreed with the statement, while 50 (37%) strongly disagreed or disagreed. 12 (9%) neither agreed nor disagreed or didn't know.

6.18. Two comments were submitted in relation to this question. Both respondents were concerned that the provision of double yellow lines along some sections of Bridge Lane and not others would lead to a concentration of parked cars along the sections which do not include restrictions. One of these respondents asked for the provision of double yellow lines along the section on the southern side of Bridge Lane between headlands Road and Wallbank.

6.19. Consideration was initially given to the provision of double yellow lines along the full extent of Bridge Lane on the southern side to provide support to the cycle lane. Observations of parking identified less issues with obstructions to the cycle lane between Bramhall Moor Lane and Headland Road and so it was agreed with ward members that this section could remain unrestricted and that this could be reviewed should issues arise.

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

Question 5: Provide double yellow lines at the junctions of Bridge Lane with Headlands Road and Walmer Drive

6.21. 78 (58%) respondents to this question strongly agreed or agreed with the statement, while 46 (34%) strongly disagreed or disagreed. 11 (8%) neither agreed nor disagreed or didn't know.

6.22. Interrogation of the comments received to the public consultation identified that one comment was submitted in relation to this question. The respondent did not support the provision of double yellow lines at these junctions, advising that the cycle lane is not well used, parking across the cycle lane is rare and that they were not aware of

any issues associated with the occasional parking that does occur in this area. One phone call was also received in relation to these proposals with the respondent supporting the restrictions and seeking clarity on whether they would apply to the grass verge.

- 6.23. The double yellow lines are proposed to protect the intervisibility between pedestrians, cyclists and drivers utilising the junction. One telephone call was received from a resident who raised concern about parking on the grass verges at the junction of Bridge Lane / Walmer Drive impacting visibility for vehicles exiting Walmer Drive onto Bridge Lane. The restrictions would apply to the back of footway and would prohibit the behaviour which is currently restricting visibility and therefore impacting safety at this junction.
- 6.24. No changes have been made to the proposals in response to the feedback received to this question.

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

- 6.25. 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.
- 6.26. 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.
- 6.27. 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.
- 6.28. 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>

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

### General Comments

- 6.30. The above summary shows that in general the measures were well supported. Some residents raised concerns about the need for the restrictions to apply to verges and it can be confirmed that they will.

## **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/5224/1200/121-Rev A to F/5224/1200/123-Rev A and the legal advertising of the Traffic Regulation Orders as shown in Drawings F/5224/1200/101 to F/5224/1200/103 and 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 Bramhall & Cheadle Hulme South Area Committee on 21 October 2021 (Item 5).

This report can be accessed here:

<https://democracy.stockport.gov.uk/ieListDocuments.aspx?CId=142&MId=27512&Ver=4>

Mayor's Cycling and Walking Challenge Fund – Bramhall Park to A6, submitted to Bramhall & Cheadle Hulme South Area Committee on 10 March 2022 (Item 11).

This report can be accessed here:

<https://democracy.stockport.gov.uk/ieListDocuments.aspx?CId=142&MId=27515&Ver=4>

Mayor's Cycling and Walking Challenge Fund – Bramhall Park to A6, submitted to Bramhall & Cheadle Hulme South Area Committee on 1 December 2022 (Item 9).

This report can be accessed here:

<https://democracy.stockport.gov.uk/ieListDocuments.aspx?CId=142&MId=28440&Ver=4>

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

## **Appendix A**

*Consultation Drawings (Appended Separately)*

Appendix A: Drawing No. F/5224/1200/120 to F/5224/1200/123

*Amended Drawings Following Consultation (Appended Separately) (for approval)*

Appendix A: Drawing No. F/5224/1200/120/Rev A to F/5224/1200/123/Rev A

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

Appended Separately.

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

**(This full schedule for the scheme as a whole covers the Bramhall North and Norbury & Woodsmoor wards. Approval is sought for the restrictions which fall within the Bramhall North ward as shown on 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.