

Integrated Transport Block – A6 to Bramhall Park – Highway Measures

Consultation Summary Report (Dated: July 2024)

1.0. INTRODUCTION

Purpose of Report

- 1.1. The purpose of this report is to present the findings from a public consultation which took place from 26th February to 24th March 2024, on a number of highway measures along the A5143 Corridor between Macclesfield Road (to the east) and Bramhall Lane South (to the west) proposed to support the recently implemented cycle route between the A6 and Bramhall Park.

Background

- 1.2. A cycleway and associated Traffic Regulation Orders (TROs), between Bramhall Park and the A6, was recommended for approval in January 2020. 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.
- 1.3. 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 at designated crossing points along the side roads. Vehicles have also been observed parking on the Macclesfield Road footway.
- 1.4. This report presents the consultation methodology applied by the Council and the response to the proposals. The purpose of the consultation was specifically to inform the public, local residents, businesses, and interest groups of the proposals and capture their feedback.

2.0. SUMMARY OF PROPOSALS

- 2.1. The proposals that were subject to the public consultation include the following measures, as shown on Drawings Numbers F/5224/1200/115 to F/5224/1200/130 and F/5224/1200/140 to F/5224/1200/144 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).

3.0. METHODOLOGY

Aims and Objectives

- 3.1. The consultation has been undertaken with the purpose of informing stakeholders of the proposals and capturing their views.
- 3.2. Specifically, the aims were to:
 - Inform the public, local residents, businesses, 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.

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.
- 3.3. Following the consultation, the Council will continue to work to ensure that information is communicated with regards to the proposals. This will seek to engender a sense of community ownership.

- 3.4. It is anticipated that the community will have further opportunity to provide formal comments as part of the associated Traffic Regulation Order process should the scheme be approved.

Timescales and Audience

- 3.5. The consultation was held between 26th February to 24th March 2024. This allowed adequate time for responses to be submitted using a variety of media.
- 3.6. The main consultation audience was:
- Residents and businesses in the local area;
 - Those who may be affected by or use the proposed infrastructure; and
 - Key local stakeholders including statutory consultees, business organisations and special interest groups.

Consultation Support

- 3.7. A telephone helpline (0161 217 6043) and email address (stockportwalkcycle@stockport.gov.uk) was active throughout the consultation period to respond to scheme/consultation queries.

Awareness Raising & Methods of Consultation

- 3.8. A range of consultation awareness-raising public information materials were produced and distributed including:
- Letters
The letters at **Appendix B** were delivered to affected properties along the route with information about the schemes and directing residents and businesses to the consultation web pages to view the proposals in full.
 - Large Yellow Notices
Nine notices were installed along the route.
 - Web Page
A consultation web page was set up at www.stockport.gov.uk/consultations to provide full details of the proposals, including drawings and text descriptions, and an online response form.
 - Response Form
The online response form sought feedback on the extent to which the respondent agreed or disagreed with specific elements of the proposals and invited general comments. Paper copies of the online consultation were available upon request.
 - Stakeholder Engagement
Engagement with stakeholder groups has been an important method of awareness raising and gathering feedback on the developing proposals. In particular, the project team has sought the views of the general public, local residents, businesses and a variety of interest groups / forums and other stakeholders in the area.
- 3.9. Emails were sent to key stakeholders, including local interest and community groups and forums to provide an introduction to the proposals and direct to the consultation web pages.
- 3.10. Stakeholders were encouraged to make it known if they were responding on behalf / as a member of a particular interest group, forum, business, or organisation.

4.0. APPROACH TO ANALYSIS

- 4.1. A comprehensive log of responses has been collated to record all comments in a single database.
- 4.2. The online response form sought feedback on the extent to which the respondent agreed or disagreed with different elements of the proposals, which was split into multiple sections. This has been used to determine the overall level of support for the specific elements of the proposals referred herein.
- 4.3. The analysis undertaken also determines respondents' opinions in relation to where they live. The responses have been plotted by postcode to demonstrate this for each question, these are included at **Appendix C**.
- 4.4. Given the level of detail of some of the comments received, this report presents an overview of the feedback. The comments log will be used by the project team to enable consideration of the greater detail contained therein.
- 4.5. An exercise has been undertaken to check for significant duplication of online response form completions. All responses have been accepted.
- 4.6. Emails received after the closing date are not included in this report but will continue to be considered by the project team in the development of the proposals.

5.0. CONSULTATION RESPONSES

- 5.1. A total of 142 online response forms were completed. Several e-mails were received to the walkcycle@stockport.gov.uk email address. Two phone calls were logged. No paper response forms were received.
- 5.2. The online survey asked respondents to what extent they agreed / disagreed with the proposed highway measures. The measures were split out over 18 questions. Respondents were then provided with the opportunity to provide comment on the proposals.
- 5.3. An overall summary table of the responses received is provided below. This is then followed by a more detailed analysis of the responses to each question and the comments received. This includes analysis of postcode plots. It is noted that 38% of respondents did not provide a full valid post code or lived more than 1km outside of the Stockport boundary. The information provides a useful indication of how support for the measures varies geographically but should be viewed with a degree of caution as all analysis of postcode data presented within this report is based on this limited dataset.

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
%	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%

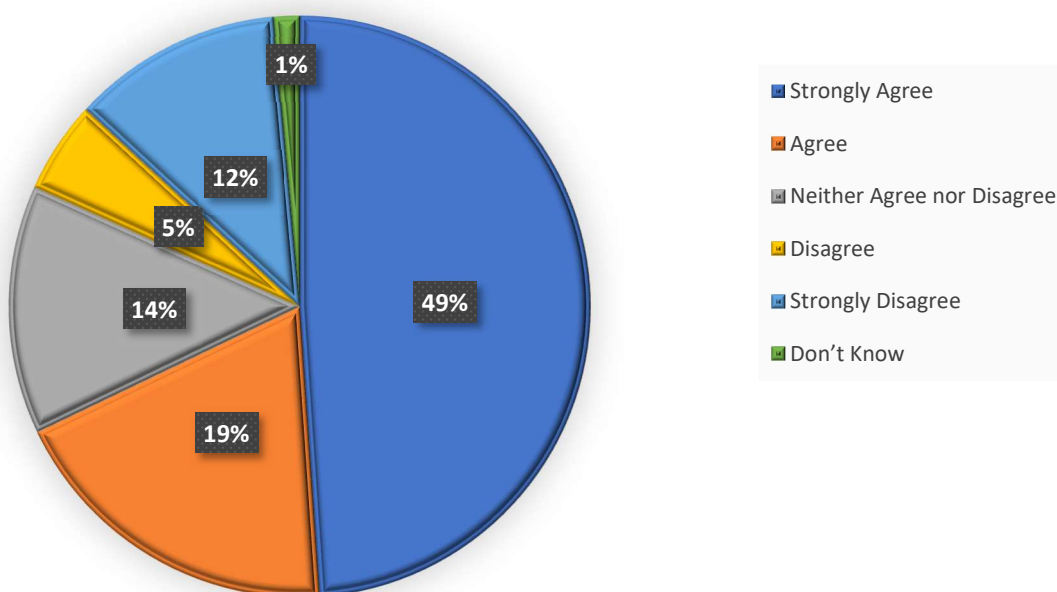
Respondents	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Don't Know	Total Answered
Question 10: Provide double yellow lines on the northern side of Jacksons Lane between the footpath connecting to Denbeigh Close and the egress for the Hazel Grove High School car park, with 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							
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%

- 5.4. Overall analysis shows that the majority of respondents support the overall aims of the proposed measures. A greater number of respondents strongly agreed / agreed with all of the measures than strongly disagreed / disagreed, with support for the measures exceeding 50% for sixteen of the eighteen measures consulted upon.

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

- 5.5. Figure 1 presents a summary of the responses to this question. It shows that 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.

Figure 1: Provide bollards outside the shop at Bramhall Green roundabout.



- 5.6. 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.
- 5.7. The responses have been plotted by postcode to demonstrate respondents' opinion in relation to where they live; this is presented at Appendix C Drawing CQ1. This shows that there is general support for the proposal from respondents living within the residential areas to the north and south of the A5143 corridor. There is a slight concentration of respondents strongly disagreeing with the proposals within the residential areas to the north and south of Bridge Lane in relatively close proximity to the proposed bollards.
- 5.8. 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.

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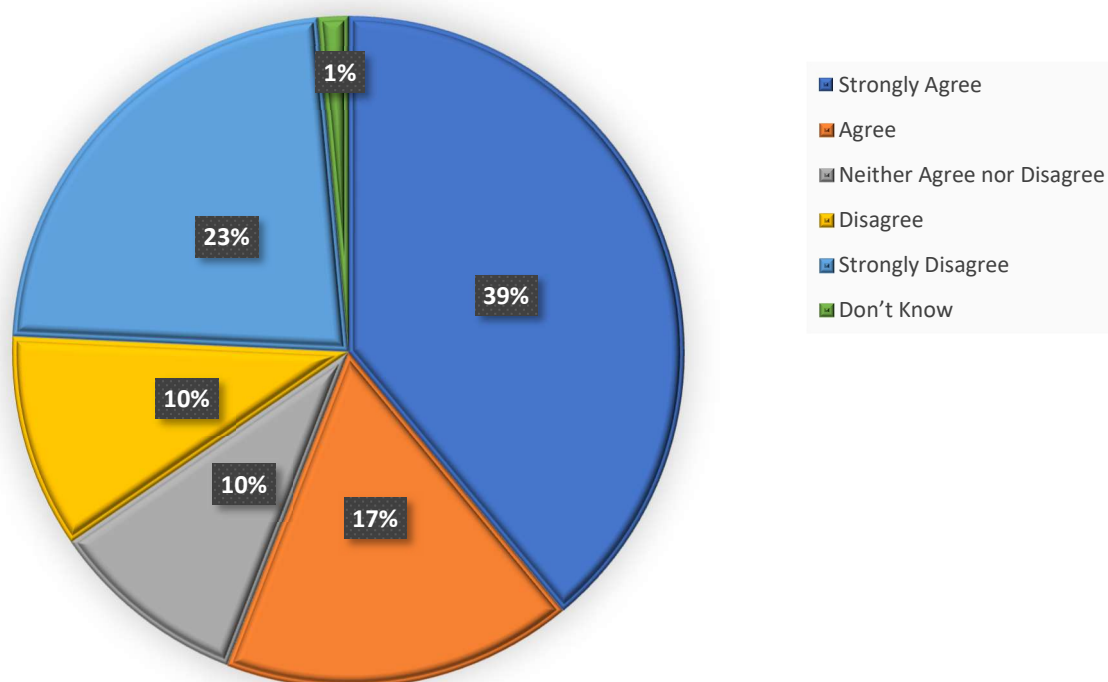
- 5.9. This measure was well supported, with almost half of respondents strongly agreeing with the proposals and 68% agreeing or strongly agreeing. The measures have been developed in line with the level of funding available, with a wider review of the operation of the roundabout outside of the scope 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

5.10. Figure 2 presents a summary of the responses to this question. It shows that 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.

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



5.11. The postcode plot for this question (Appendix C, Drawing Number CQ2) shows that whilst there is general support for the proposals from respondents living in Bramhall and Hazel Grove, opposition to the measure exceeded support within the areas closest to the proposed restrictions. There is also another cluster of respondents who disagreed with the measure within the residential area to the north of Dean Lane and west of Macclesfield Road.

5.12. Interrogation of the comments received to the public consultation identified that four comments were submitted in relation to this question. All four of these comments 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 verges.

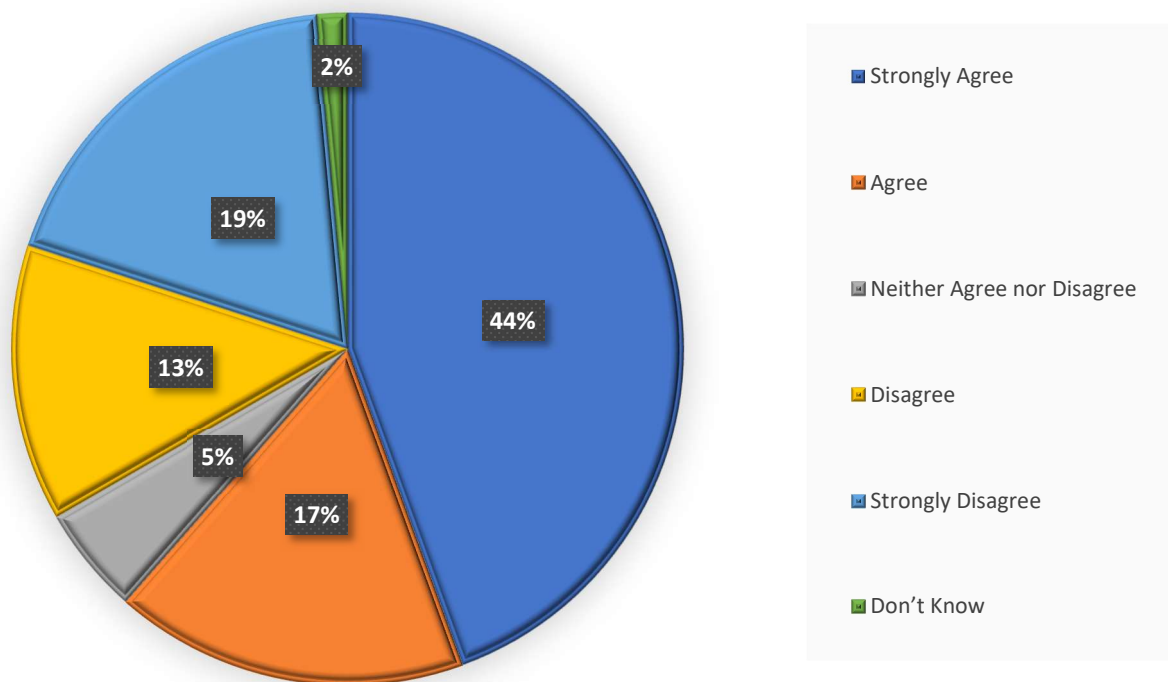
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5.13. No changes have been made to the proposals in response to the feedback received to this question.

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

5.14. Figure 3 presents a summary of the responses to this question. It shows that 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.

Figure 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



5.15. The postcode plot for this question (Appendix C, Drawing Number CQ3) identifies a similar trend to Question 2. Whilst there is general support for the proposals from respondents living in Bramhall and Hazel Grove, opposition to the measure exceeded support within the areas closest to the proposed restrictions. There is also another cluster of respondents who disagreed with the measure within the residential areas around the Jacksons Lane / Dorchester Road junction and to the north of Dean Lane and west of Macclesfield Road.

5.16. Interrogation of the comments received to the public consultation identified that four comments were submitted in relation to this question. All four of these comments were in support of the proposals, these comments were generally suggesting that double yellow lines in this area would stop unnecessary parking on grass verges.

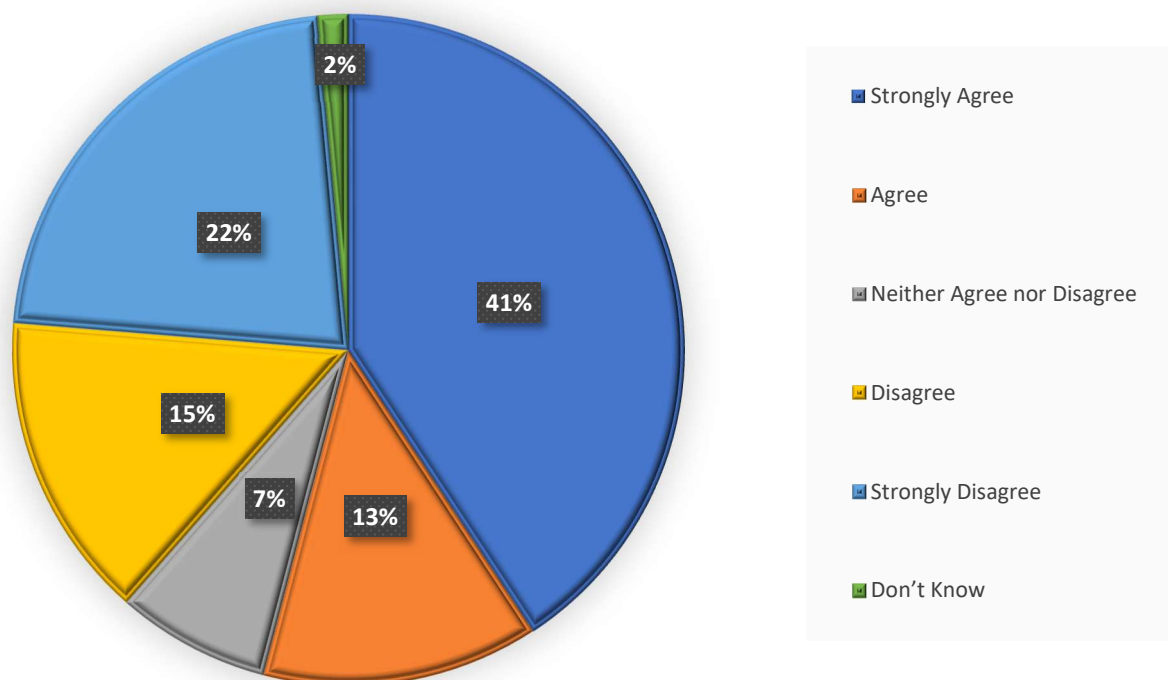
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5.17. No changes have been made to the proposals in response to the feedback received to this question.

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

5.18. Figure 4 presents a summary of the responses to this question. It shows that 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.

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



5.19. The postcode plot for this question (Appendix C, Drawing Number CQ4) shows that three of the four respondents living closest to the scheme proposals strongly disagreed with the proposed restriction. There was again a cluster of respondents who strongly disagreed with the proposals living towards the eastern end of the A5143 corridor with respondents from the Jacksons Lane / Dorchester Road junction area also disagreeing with the proposals.

5.20. Interrogation of the comments received to the public consultation identified that 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.

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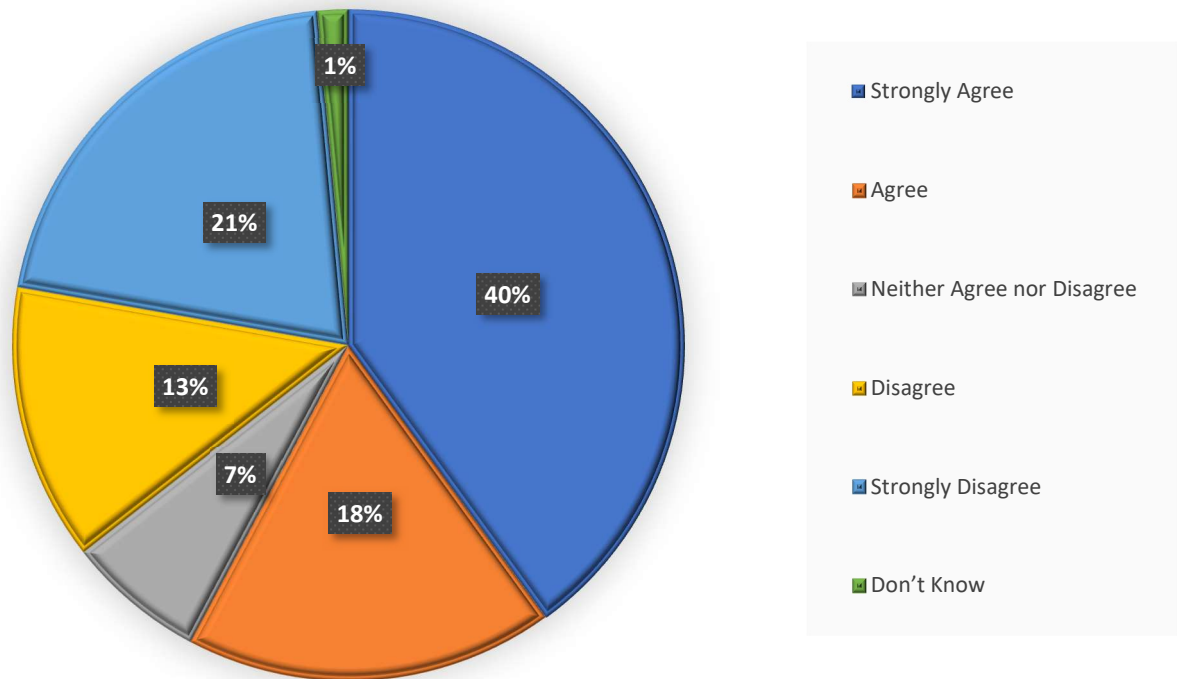
5.21. Consideration was initially given to the provision of double yellow lines along the full extent of Bridge Lane on the southern side to provide support to the cycle lane. Observations of parking identified less issues with obstructions to the cycle lane between Bramhall Moor Lane and Headland Road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

5.22. 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

5.23. Figure 5 presents a summary of the responses to this question. It shows that 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.

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



5.24. The postcode plot for this question (Appendix C, Drawing Number CQ5) shows that whilst there is broad support for the proposed parking restrictions from residents living in Bramhall and Hazel Grove, all three of the respondents who live closest to the proposed measure strongly disagree with its implementation. There is again another cluster of respondents who disagreed with the measure within the residential areas around the Jacksons Lane / Dorchester Road junction and to the north of Dean Lane and west of Macclesfield Road.

5.25. 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.

5.26. One phone call was received in relation to these proposals with the respondent supporting the restrictions and seeking clarity on whether they would apply to the grass verge.

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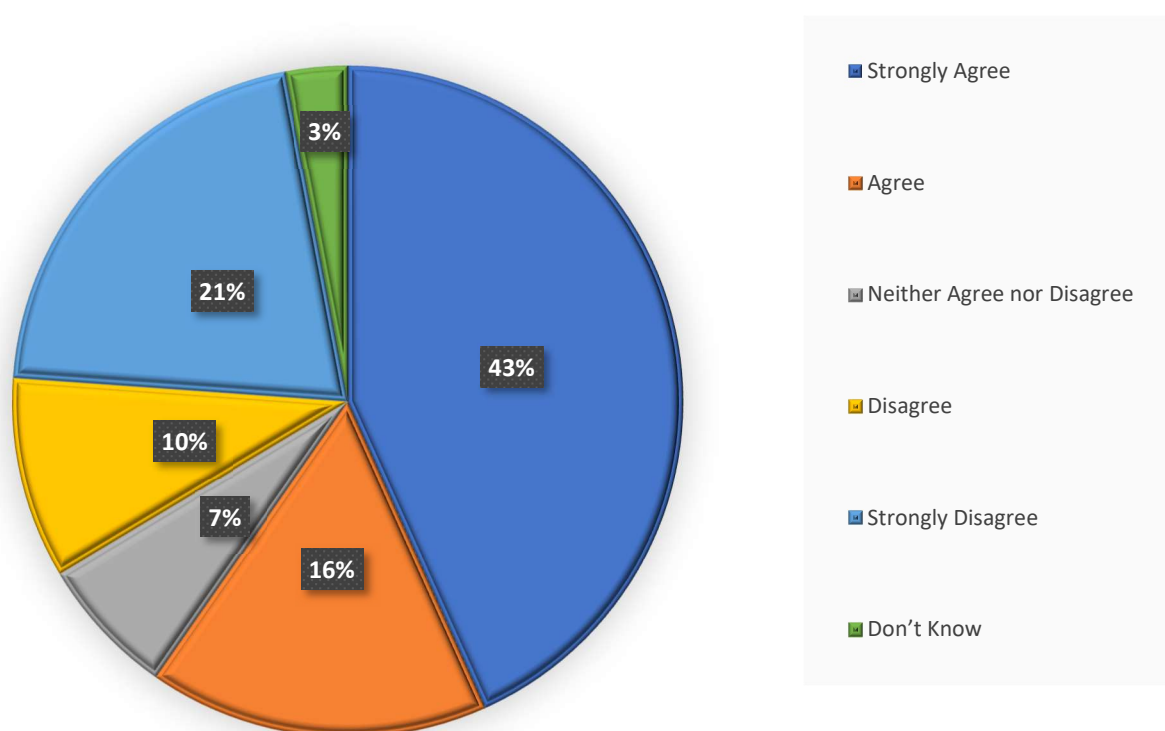
5.27. The double yellow lines are proposed to protect the intervisibility between pedestrians, cyclists and drivers utilising the junction. As described within section [5.89.] one telephone call was received from a resident who raised concern about parking on the grass verges at the junction of Bridge 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.

5.28. 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.

5.29. Figure 6 presents a summary of the responses to this question. It shows that 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.

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



5.30. The postcode plot for this question (Appendix C, Drawing Number CQ6) shows that there is broad support from respondents from Bramhall and Hazel Grove and that support for the measures outweighs opposition within the immediate locality of the proposals. There is again a cluster of respondents who disagreed with the measure within the residential areas around the Jacksons Lane / Dorchester Road junction and to the north of Dean Lane west of Macclesfield Road, and also from the south-western end of the corridor.

5.31. Interrogation of the comments received to the public consultation identified that there were three comments which directly related to this question. Two respondents were opposed to the proposals raising concerns regarding double yellow lines being put outside their properties as this would reduce the available on-street car parking provision and cause difficulties with receiving deliveries and obstruction caused by the cycle lane. Another respondent advised that they had raised concern about issues with parking on the grass verge along Bridge Lane to ward members. Whilst they were generally supportive of the provision of double yellow lines, they were concerned that the proposals could lead to an increase in parking on the grass verges.

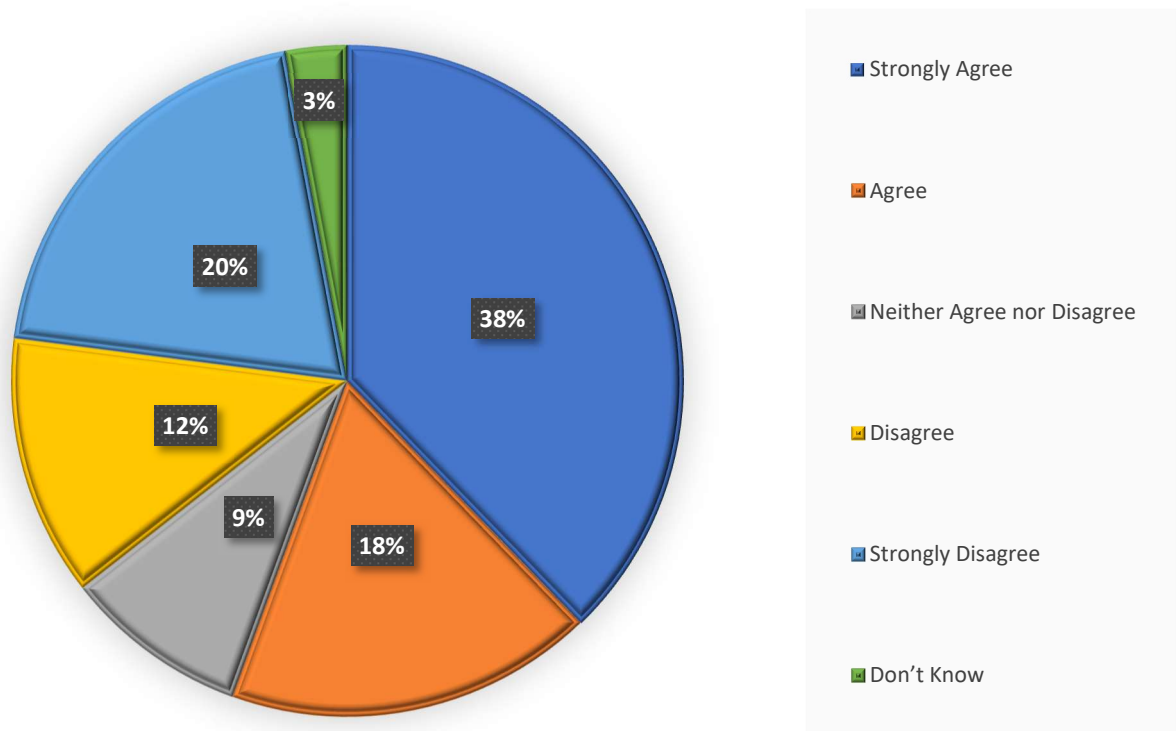
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- 5.32. All of the properties within the area of the proposed parking restrictions have off-street car parking facilities. The parking restrictions proposed within this area are No Waiting at Any Time restrictions which prohibit parking to the back 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.
- 5.33. 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 at a specific location when required and can be accessed at the following webpage:
<https://www.stockport.gov.uk/start/request-a-parking-dispensation>
- 5.34. 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

- 5.35. Figure 7 presents a summary of the responses to this question. It shows that 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.

Figure 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



- 5.36. The postcode plot for this question (Appendix C, Drawing Number CQ7) shows that there is broad support from respondents from Bramhall and Hazel Grove and that support for the measures outweighs opposition within the immediate locality of the proposals. There is again a cluster of respondents who disagreed with the measure within the residential areas around the Jacksons Lane / Dorchester Road junction and to the north of Dean Lane west of Macclesfield Road, and also from the south-western end of the corridor.
- 5.37. 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.

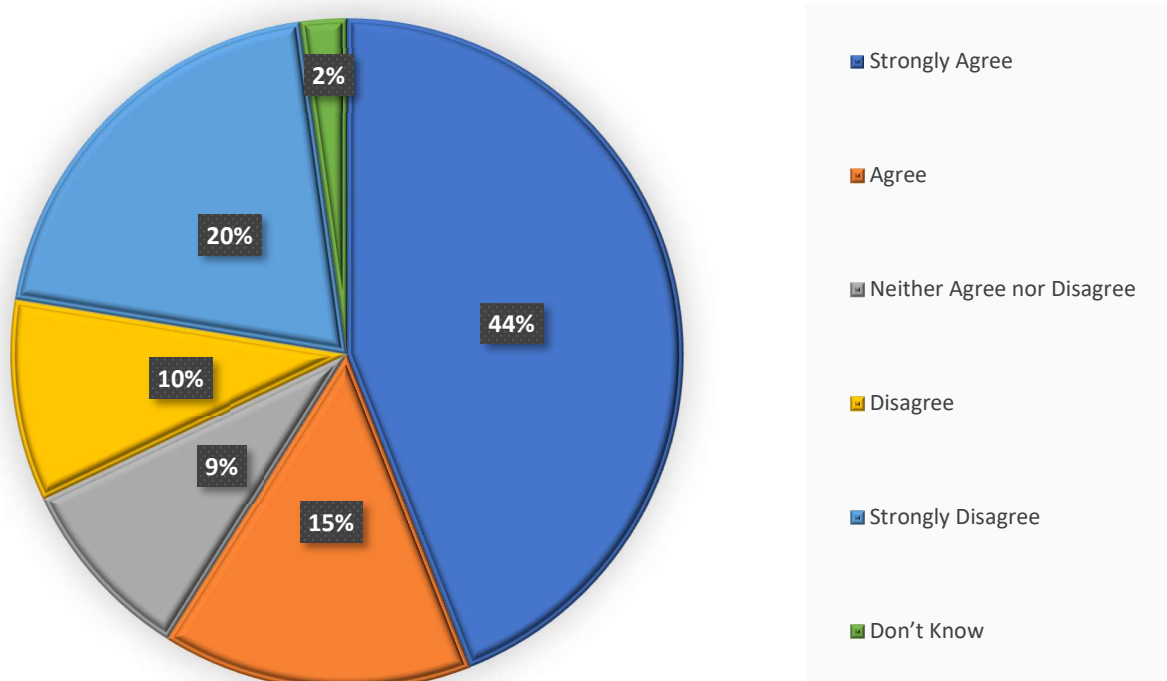
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- 5.38. No changes have been made to the proposals in response to the feedback received to this question.

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.

- 5.39. Figure 8 presents a summary of the responses to this question. It shows that 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.

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



- 5.40. The postcode plot for this question (Appendix C, Drawing Number CQ8) shows that whilst there is broad support for the proposed parking restrictions from residents living in Bramhall and Hazel Grove, 4 of the 5 respondents who live closest to the proposed measure disagree/strongly disagree with its implementation. There is again a cluster of respondents within the residential areas around the Jacksons Lane / Dorchester Road junction, to the north of Dean Lane west of Macclesfield Road, and also from the south-western end of the corridor who disagreed with the proposals.
- 5.41. In relation to this question, 4 comments were received. 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.

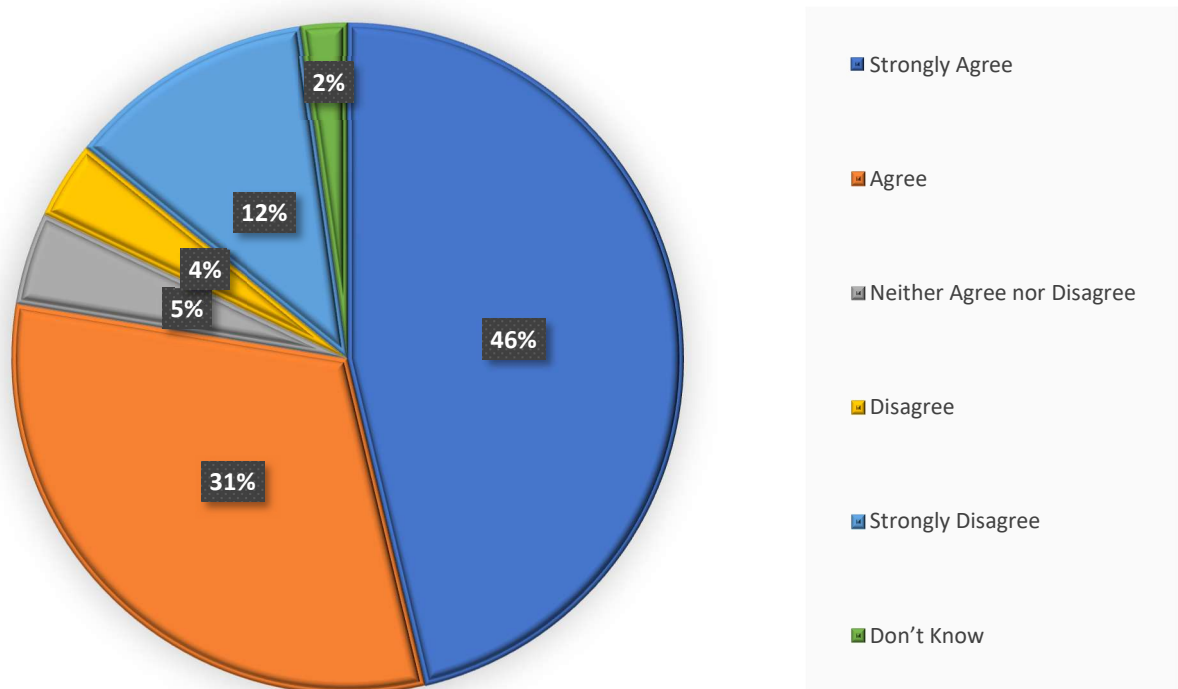
Highways & Transportation Response

- 5.42. 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.
- 5.43. 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.

- 5.44. Figure 9 presents a summary of the responses to this question. It shows that 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.

Figure 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.



- 5.45. The postcode plot for this question (Appendix C, Drawing Number CQ9) shows that whilst there is broad support for the proposed parking restrictions from residents living in Bramhall and Hazel Grove, there is a split in the level of support from respondents living closest to the proposals where opposition exceeds support.
- 5.46. In relation to this question only one comment was made which was in support of the proposals for the school clear way and double yellow lines along this section, they believe that this will stop cars blocking up the road when dropping/picking up their children from the school to allow better traffic flow.

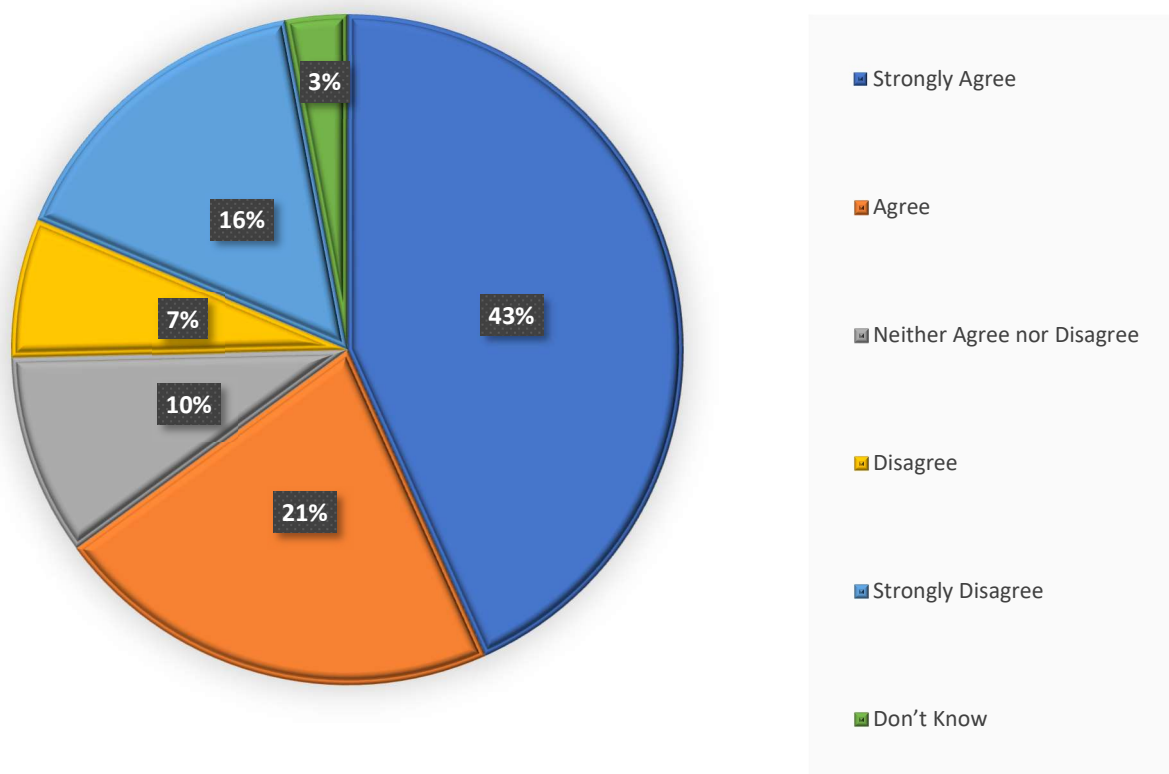
Highways & Transportation Response

- 5.47. These measures received the greatest level of support within the public consultation with over three-quarters of respondents agreeing or strongly agreeing with the proposals and the only comment received in relation to the measures being one of support. No changes have therefore been made to the proposals in response to the feedback received to this question.

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

5.48. Figure 10 presents a summary of the responses to this question. It shows that 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.

Figure 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



5.49. The postcode plot for this question (Appendix C, Drawing Number CQ10) shows that whilst there is broad support for the proposed parking restrictions from residents living in Bramhall and Hazel Grove, the level of support is slightly less within the immediate vicinity of the proposals where two respondents disagreed / strongly disagreed compared with three who agreed / strongly agreed. There is again a cluster of respondents within the residential areas around the Jacksons Lane / Dorchester Road junction who disagreed with the proposals.

5.50. In relation to this question two comments were made in support of the proposals for double yellow lines along this section as they consider that double yellow lines across this section will stop people from parking who are dropping off children to the school which will stop a lot of congestion around the area.

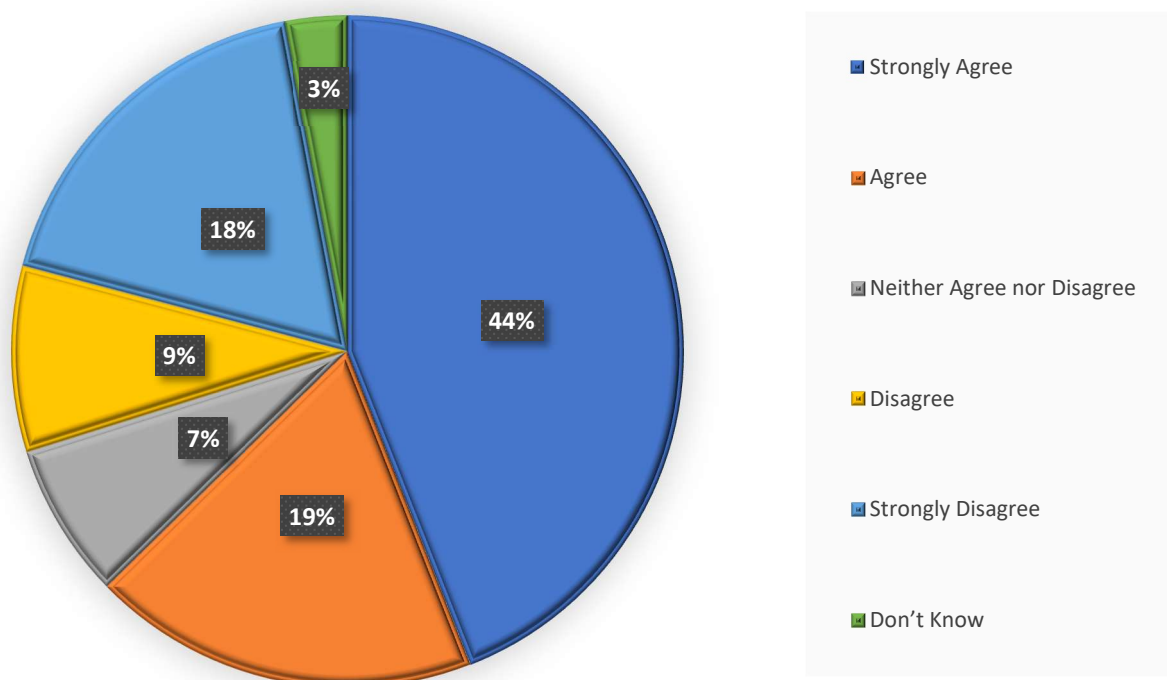
Highways & Transportation Response

5.51. In light of the strong level of support for the measures shown within the consultation feedback no changes have been made to the proposals.

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

5.52. Figure 11 presents a summary of the responses to this question. It shows that 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.

Figure 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



5.53. The postcode plot for this question (Appendix C, Drawing Number CQ11) shows that whilst there is broad support for the proposed parking restrictions from residents living in Bramhall and Hazel Grove, there is again a cluster of respondents within the residential areas around the Jacksons Lane / Dorchester Road junction, to the north of Dean Lane west of Macclesfield Road, and also from the south-western end of the corridor who disagreed with the proposals.

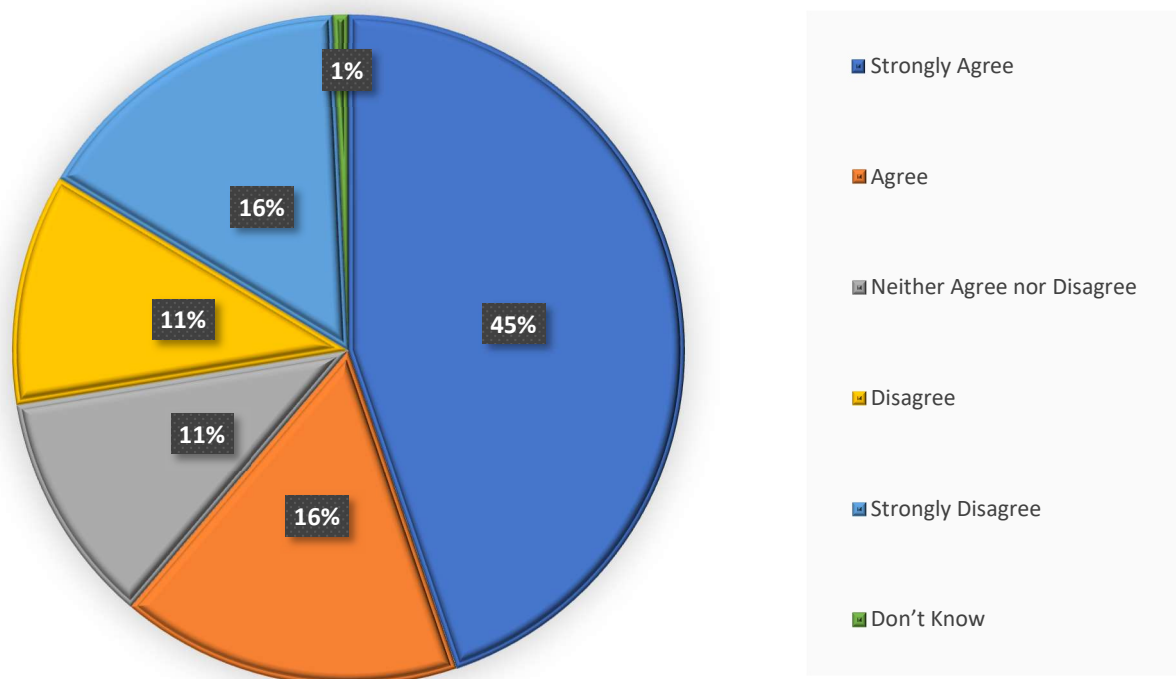
5.54. One respondent submitted a response which specifically related to this question, with two respondents also providing e-mail feedback and one respondent following up with a phone call; as summarised within Section 5.89. The respondents raised concern about the interaction between motorists exiting 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.

Highways & Transportation Response

- 5.55. The proposed measures were well supported by respondents to the public consultation and so are proposed to be retained within the proposals.
- 5.56. 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

Figure 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



- 5.57. Figure 12 presents a summary of the responses to this question. It shows that 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.
- 5.58. The postcode plot for this question (Appendix C, Drawing Number CQ12) shows that whilst there is broad support for the proposed parking restrictions from residents living in Bramhall and Hazel Grove. Support also outweighed opposition within the respondents living closest to the proposed measures.
- 5.59. 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.

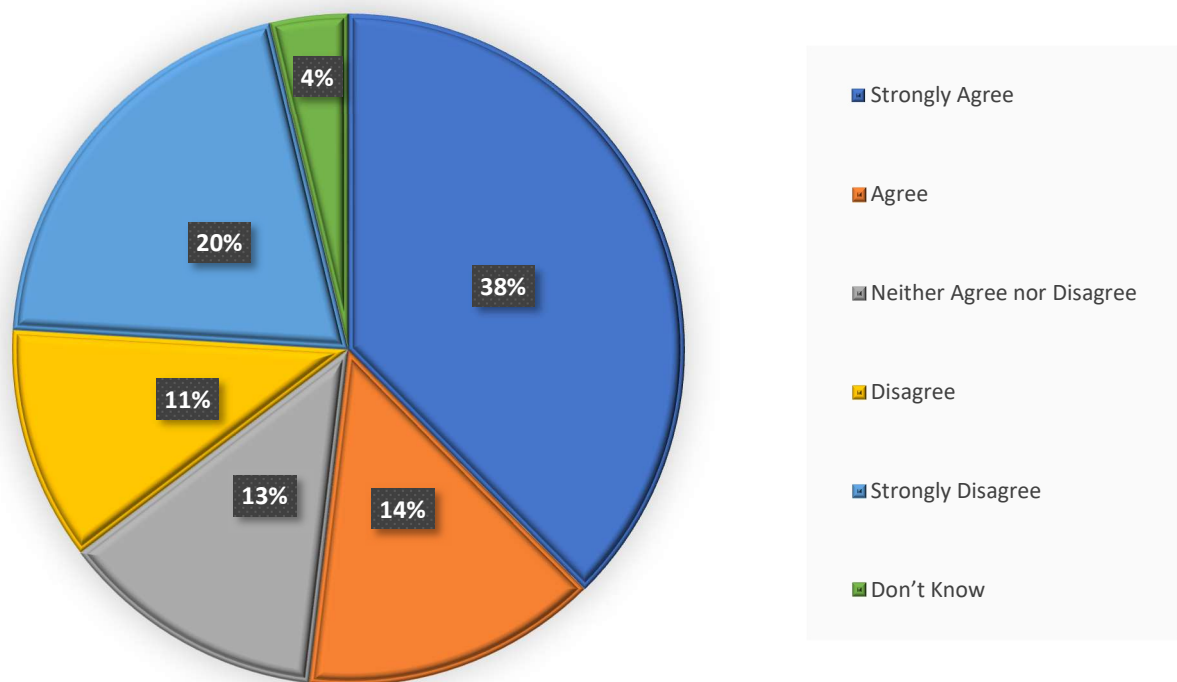
Highways & Transportation Response

- 5.60. The point about enforcement is acknowledged and additional enforcement visits will be requested following introduction of the measures should they be approved.
- 5.61. No changes have been made to the proposals in response to the feedback received to this question.

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

- 5.62. Figure 13 presents a summary of the responses to this question. It shows that 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.

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



- 5.63. The postcode plot for this question (Appendix C, Drawing Number CQ13) does not identify any clear pattern in the responses to this question. There is a mix of support and opposition across the respondents from Bramhall and Hazel Grove and a split in view from those living closest to the proposals. There is however a cluster of respondents living towards the eastern end of the corridor who oppose the restrictions.
- 5.64. 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.

5.65. As described in Section 5.87 an 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.

Highways & Transportation Response

5.66. 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.

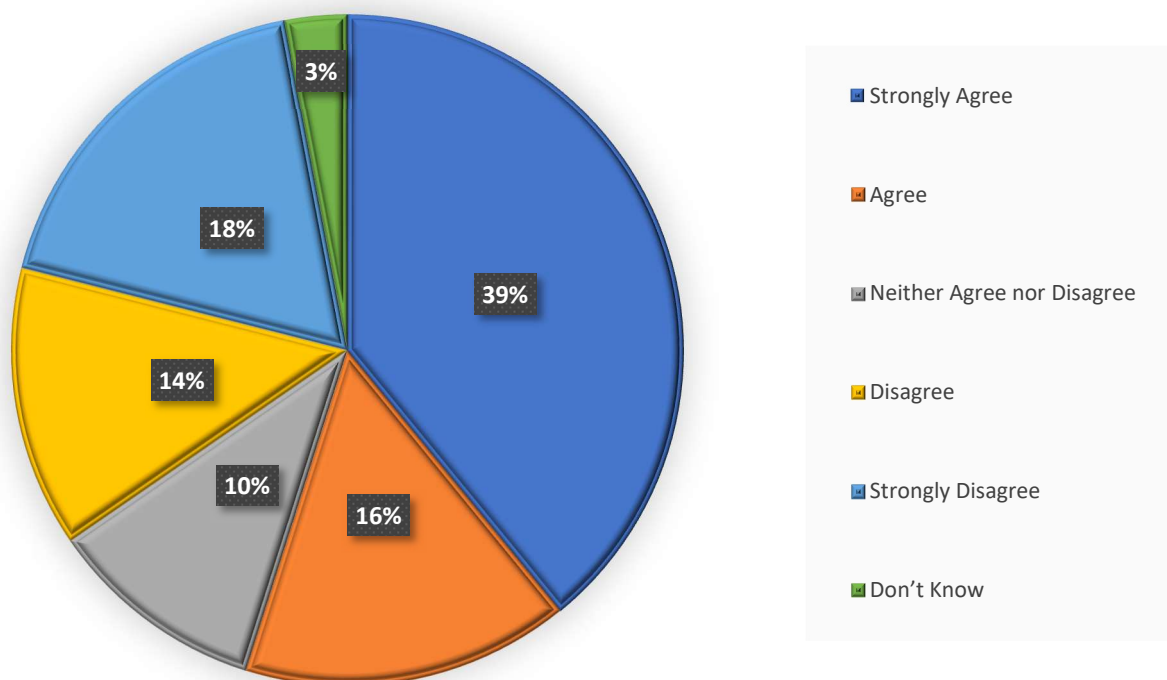
5.67. On site observations undertaken by Highways & Transportation officers have identified evidence of vehicles driving over and parking on the grass verge adjacent to the Dean Lane / Bowerfield Road junction which would restrict visibility. The proposed restrictions would protect the intervisibility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

5.68. The proposed No Waiting At Any Time restrictions are proposed to be extended by 11m in response to the consultation feedback received.

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

5.69. Figure 14 presents a summary of the responses to this question. It shows that 63 (55%) 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.

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



- 5.70. The postcode plot for this question (Appendix C, Drawing Number CQ14) shows that whilst support for the proposed parking restrictions outweighs opposition from residents living in Bramhall and Hazel Grove, there is a split in opinion across the community and there is again a cluster of respondents within the residential areas around the Jacksons Lane / Dorchester Road junction and to the north of Dean Lane west of Macclesfield Road who disagreed with the proposal.
- 5.71. Interrogation of the comments received to the public consultation identified that there was one comment made in relation to this question with the respondent opposed to the proposals as they will 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.

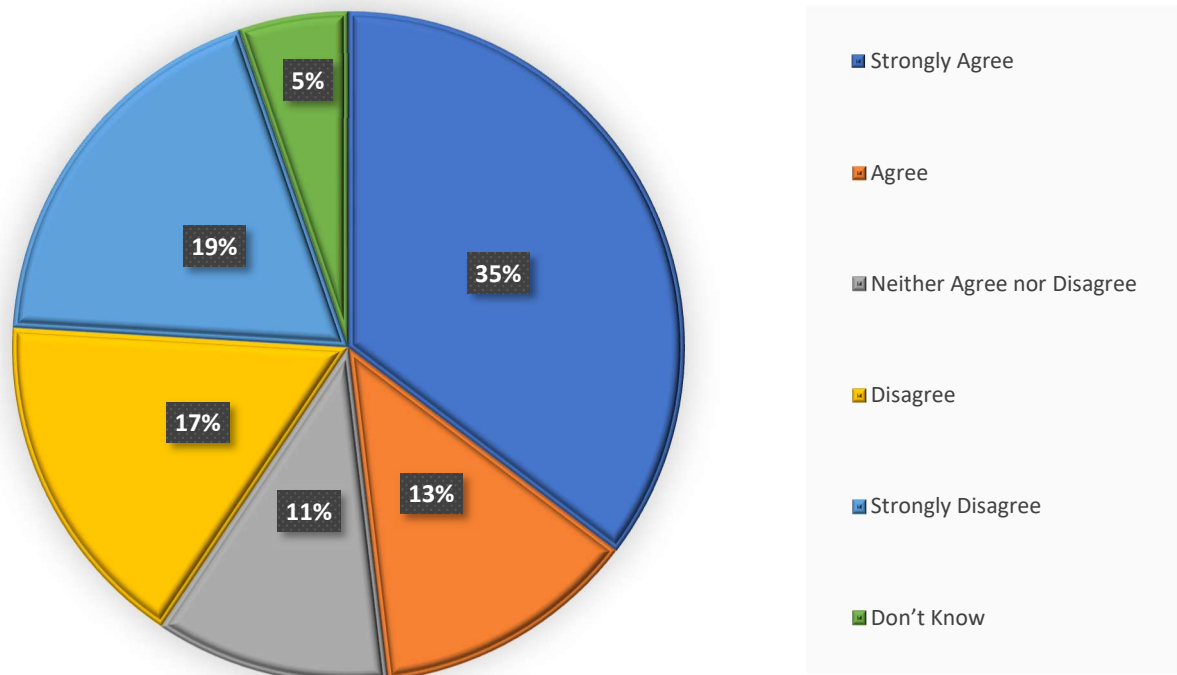
Highways & Transportation Response

- 5.72. 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.
- 5.73. No changes have been made to the proposals in response to the feedback received to this question.

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

- 5.74. Figure 15 presents a summary of the responses to this question. It shows that 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.

Figure 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



- 5.75. The postcode plot for this question (Appendix C, Drawing Number CQ15) shows a split of residents who live in the proximity of the measures agreeing and disagreeing with the proposed restrictions proposal with 6 residents who live closest to the proposals agree/strongly agree and 4 which disagree. There is again a cluster of respondents strongly disagreeing from the residential area to the north of Dean Lane west of Macclesfield Road and disagreeing from the areas around the Jacksons Lane / Dorchester Road junction.
- 5.76. In relation to this question there was only one comment made in support of the proposals for double yellow lines along this section.

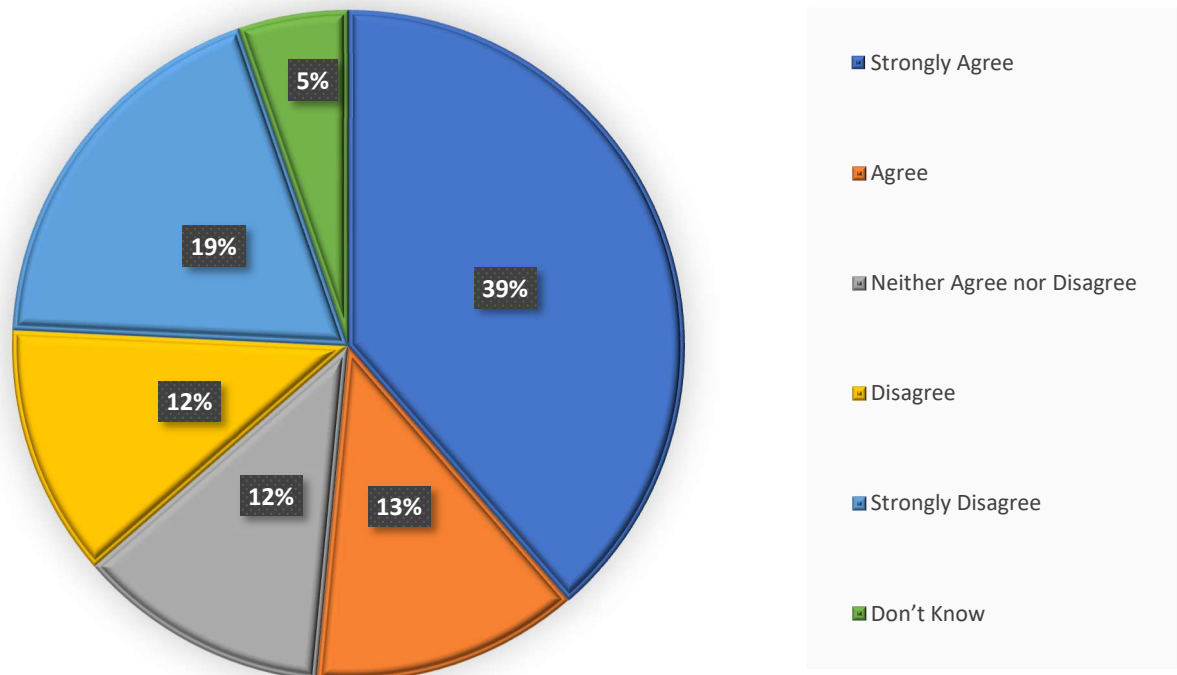
Highways & Transportation Response

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

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)

- 5.78. Figure 16 presents a summary of the responses to this question. It shows that 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.

Figure 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)



5.79. The postcode plot for this question (Appendix C, Drawing Number CQ16) shows a split in opinion across the community and within those in closest proximity to the measures. There is a cluster of support from an area towards the western end of the corridor and a cluster of opposition to the measures within the area to the north of Dean Lane, though this pattern of opposition is evident in the responses to many of the questions.

5.80. In relation to this question there were no comments which were directly focused on this specific proposal.

Highways & Transportation Response

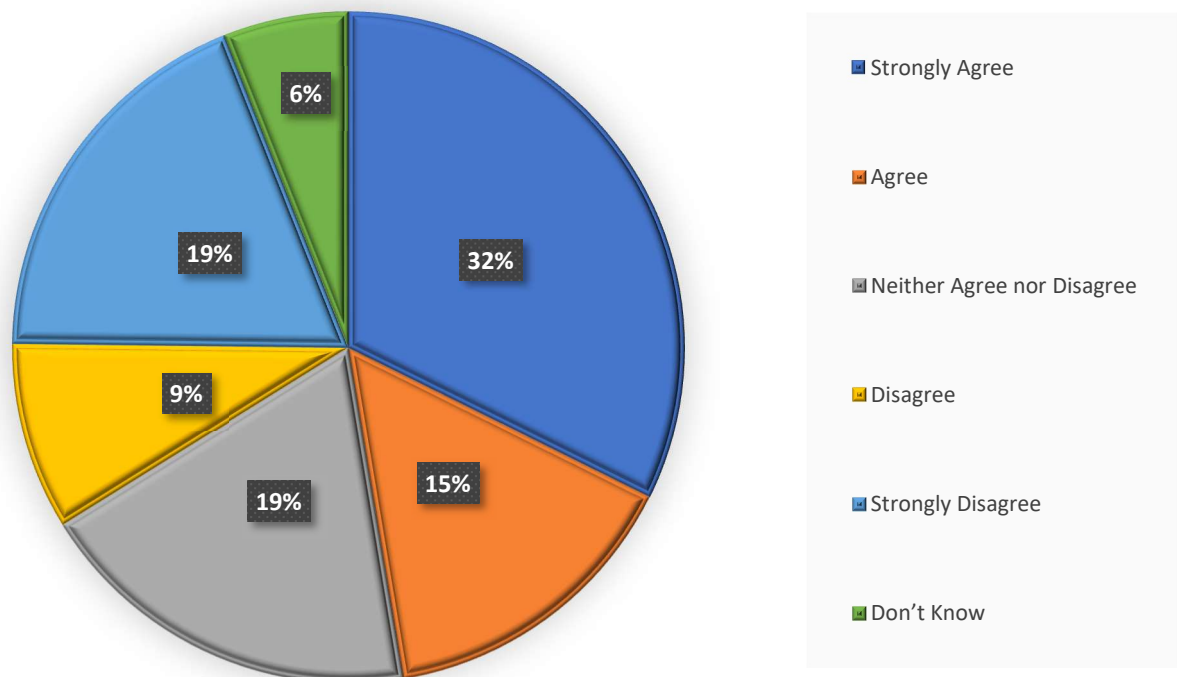
5.81. This measure was well supported with 39% of respondents strongly agreeing (and a further 13% agreeing) to the proposals.

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

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

5.83. Figure 17 presents a summary of the responses to this question. It shows that 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.

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



- 5.84. The postcode plot for this question (Appendix C, Drawing Number CQ17) shows a cluster of opposition to the proposed measure from respondents within the residential areas to the eastern end of the A5143 corridor. It also shows a greater level of respondents who neither agreed nor disagreed or didn't know; these respondents were spread across the response area and account for over a quarter of the responses to this question.
- 5.85. Interrogation of the comments received to the public consultation identified that there were three comments which made direct reference to this proposal. One advised that they did not fully understand the restrictions of a clearway, one agreed that something needed to be done here as they often observe a car or van parked up in this area and the final respondent considered that the proposals would have a negative impact on them, and they would not like to see further signage installed in this area.
- 5.86. As set out in Section [xx], there were also two e-mails received in relation to this question. Both respondents strongly objected to the proposals. Both 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.

Highways & Transportation Response

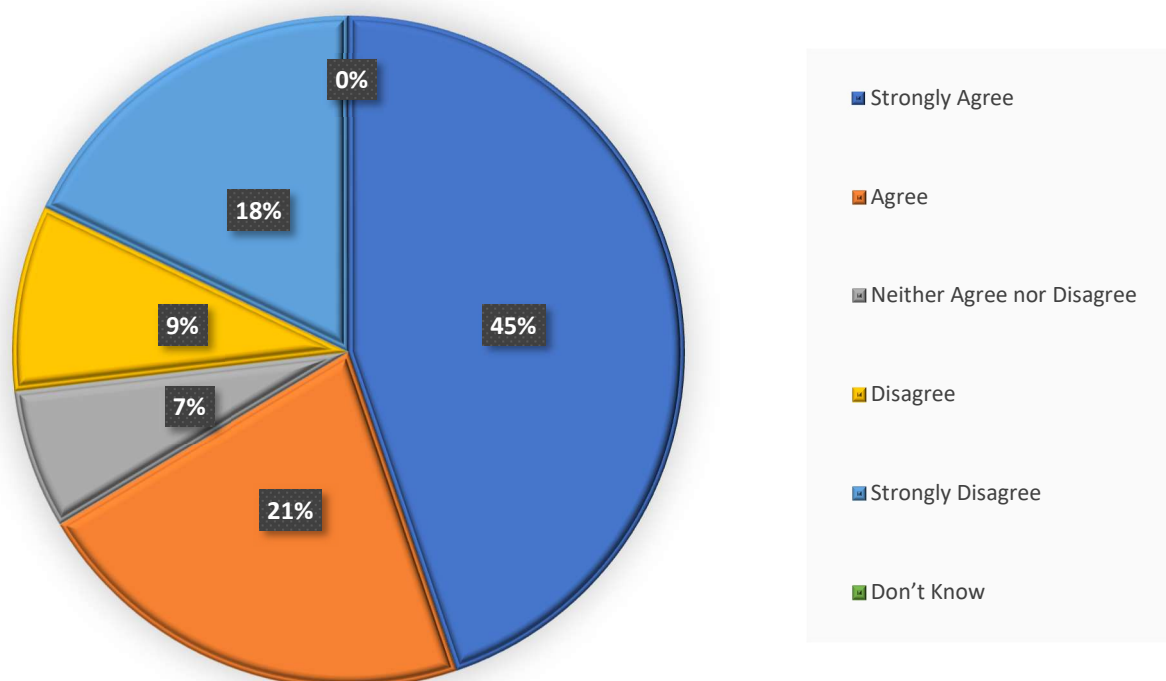
- 5.87. Rule 218 of the Highway Code prohibits parking partially or wholly on the pavement unless signs permit it. Parking on the footway can obstruct and inconvenience pedestrians and in particular people in wheelchairs, the visually impaired and people with prams or pushchairs.

- 5.88. 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.
- 5.89. 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.

- 5.90. Figure 18 presents a summary of the responses to this question. It shows that 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.

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



- 5.91. The postcode plot for this question (Appendix C, Drawing Number CQ18) shows broad support for the proposals across the consultation area. Of the eight respondents closest to the measure there is a 50:50 split of support and opposition.
- 5.92. Interrogation of the comments received to the public consultation identified that majority of comments was submitted in relation to this question. 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.

Highways & Transportation Response

- 5.93. This proposal was well supported with two-thirds of respondents supporting the variable speed limit; just under half of respondents strongly agreed.
- 5.94. 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 would be asked to enforce it using mobile enforcement.
- 5.95. No changes have been made to the proposals in response to the feedback received to this question.

General Comments

- 5.96. At the end of the survey respondents were invited to provide comments in the proposals. 94 respondents provided comments and key themes raised included:

Table 2: Summary of Key Themes

Comment	Number of Comments
Existing cycle way not being used by cyclists	27
Vehicles obstructing existing cycle way	25
Parking restrictions on Bridge Lane to Bramhall Green Roundabout (Negative)	24
Quality of the cycle lane (Negative)	23
Not enough parking	22
Unnecessary expense	12
Fiveways junction	11
Request for additional measures	8
Parking restrictions Bridge Lane to Bramhall Green Roundabout (Positive)	7
How will this be enforced	6
Roundabout bollards	6
Queried enforcement or requested speed cameras	5

- 5.97. A review of the comments provided by respondents has identified that many respondents do not consider that the existing cycle lane is well used, with 27 respondents making this observation. Monitoring of the scheme is being undertaken and an initial update on the usage of the cycle lane was provided within the 'Bramhall Park to A6 Hazel Grove Cycle Route Update Report' that was submitted to the Communities & Transport Scrutiny Committee on the 15th January 2024. This identified that 231 cycle trips were made along the route on an average weekday in July 2023, with a further 29 trips made on carriageway. When compared with the pre-scheme counts this represented a notable increase in cycling along the corridor.
- 5.98. 25 respondents stated how vehicles are often obstructing the cycleway. The proposed parking restrictions would apply to the back of footway and would enable enforcement against this behaviour.
- 5.99. 24 respondents raised concern about the parking restrictions proposed between Bridge Lane and Bramhall Green roundabout. These restrictions were generally well supported within the public consultation and are proposed to be taken forwards. Should the proposals be approved the restrictions would need to be formally advertised and further consideration would be given to any objections raised.
- 5.100. 23 respondents made reference to the quality of the existing cycle lane, particularly at the eastern end. Every effort has been made by the Design and Construction teams to provide a smooth facility along the route with reasonable comfort at suitable and expected speeds, whilst using differing surfaces and overcoming a number of engineering challenges. The interface with tree roots, driveways and associated dropped kerbs has been carefully considered, balancing the provision of a smooth ride against other engineering considerations including drainage and the protection (and segregation) of the cycle track from the carriageway. It is recognised, in particular, along Dean Lane that protecting this green corridor has resulted in a slight compromise in the ride comfort. Highways and Transportation officers are in discussion with TfGM to discuss any resolutions to this complex issue.
- 5.101. 22 respondents have expressed how they feel there is an issue in the area concerning a lack of available parking. The main restrictions proposed are along the A5143 corridor, and on Macclesfield Road, both of which are strategic distributor roads. Off-street car parking is available at the properties along these sections and 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.
- 5.102. 12 respondents consider that the proposed scheme is an unnecessary expense and/or the funding would be better spent elsewhere. Officer observations and reports from local residents following implementation of the cycle scheme, have identified 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 at designated crossing points along the side roads. It is therefore considered that there is justification for the proposed measures to be implemented to address these concerns.
- 5.103. 11 respondents made reference to the operation of the Fiveways Junction (Dean Lane / Macclesfield Road). Officers have been in liaison with TfGM regarding changes to the signal timings at this junction. It is proposed to provide a right-turn filter from Dean Lane and removal of the existing right-turn filter from Macclesfield Road (southbound approach). The proposed changes have been subject to a Stage 1 Road Safety Audit which did not identify any issues.

- 5.104. 8 respondents have requested additional measures be put in place (additional to what is proposed). The scheme has been developed to align with the funding available and additional measures cannot be accommodated within the scope of this project.
- 5.105. 7 respondents have mentioned the parking restrictions proposed between Bridge Lane and Bramhall Green roundabout in a positive light.
- 5.106. 6 respondents have raised concern about how the proposed measures will be enforced, with a further 5 requesting speed cameras. This point is acknowledged and additional enforcement visits will be requested following introduction of the measures should they be approved. As stated in section 5.94 above fixed speed cameras cannot currently be provided along the corridor. Should monitoring indicate significant breaches of the speed limit a request would be made to GMP for mobile enforcement.
- 5.107. 6 respondents have requested bollards to be implemented at the roundabout. These are to be retained within the revised proposals.

STAKEHOLDER RESPONSES

- 5.108. Stakeholder comments were reported in the following 12 Emails which were received. Out of these two responses were in favour of the proposals whereas four disagreed with the proposals and the rest were neutral.
- 5.109. Key Themes from Email Enquiries have identified similar themes to those which were raised within the online consultation and have been addressed within the sections above.
- 5.110. The themes identified are summarised below:
- Request additional Traffic Regulation Orders- 2 Responses.
 - The Dean Lane / Macclesfield Road junction Needs Improving- 2 Responses.
 - There is an issue with speeding (cars)- 1 Response.
 - Conflict between pedestrians and cyclists -1 Response.
 - Support Variable 20mph near School -1 Response.
 - Macclesfield Road Pavement Parking – 2 Responses.
 - Oppose Double Yellow Lines-1 Response.

Calls and Letters

- 5.111. No letters or paper copies of the response form were received.
- 5.112. Two calls were received, both of which were also responded to via e-mail. One respondent was concerned about parking on the grass verge and confirmation was provided that double yellow lines apply to the back of footway and would therefore apply to the grass verges. The other respondent was concerned about the conflict between cyclists using the sections of shared footway/cycleway and motorists exiting driveways. This could be addressed by the provision of additional warning signage and footway markings.
- 5.113. Any other calls that were received were directed to the consultation webpage.
- 5.114. One call was received to request a paper copy of the survey, which was subsequently provided, but no response was received.

6.0. SUMMARY

- 6.1. A full and inclusive consultation has been undertaken with the specific purpose of informing stakeholders, the public, local businesses, and interest groups of the ITB 2 A6 to Bramhall Park Highway Measures and capturing their comments.
- 6.2. Given the level of detail of some of the comments received, this report presents an overview of the feedback. A comprehensive comments log is used by the project team to enable consideration of the greater detail contained therein.
- 6.3. In summary, the TRO proposals received an overall positive response. Whilst some opposition was received to the proposals these were outweighed by support. There were some complaints received about the existing cycle way causing most of the issues around that area.
- 6.4. The following changes are proposed in response to the feedback received:
 - 11m extension of the proposed No Waiting At Any Time restrictions on Dean Lane at the junction with Bowerfield Avenue;
 - Provision of corduroy paving at the eastern end of the shared footway/cycleway to highlight the start of the shared space;
 - Provision of additional signage to warn cyclists of the concealed driveways along the sections of shared space; and
 - Amendment to the signal timings at the Dean Lane / Macclesfield Road junction to improve the efficiency of the junction.

Appendix A

Consultation Drawings (Appended Separately)

Appendix A: Drawing No. F/5224/1200/115

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

Amended Drawings Following Consultation (Appended Separately)

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

Appendix B: Letter Sent to Residents



Services to Place
Stopford House
Stockport,
SK1 3XE

E-mail: walkcycle@stockport.gov.uk

Date: 21/02/2024

Our ref: ITB/5224/TROs

Dear Owner/Occupier,

Integrated Transport Block – A6 to Bramhall Park, Stockport

We have drafted highway proposals for the A5143 Corridor between Macclesfield Road (to the east) and Bramhall Lane South (to the west) to support the recently implemented cycle route between the A6 and Bramhall Park. Work will be funded from the City Regional Sustainable Transport Settlement (CRSTS) Integrated Transport Block (ITB) grant which has been allocated to fund small scale improvements including road safety and the promotion of sustainable modes of travel.

During post-implementation monitoring of the scheme, it has been noted that vehicles are 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 at designated crossing points along the side roads.

A number of parking restrictions are being proposed in order to prevent parking on the cycleway and to keep junctions clear of parked vehicles in order to protect intervisibility between drivers, cyclists and pedestrians, and improve road safety.

The proposals include the introduction of the following restrictions:

- 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.

Additionally, it has been observed that vehicles are parking on Macclesfield Road, within the area covered by the existing clearway which starts at 111/113 Macclesfield Road, to the south of Ashbourne Road. These restrictions prohibit stopping at any time and are currently enforceable by the police. The clearway will 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.

A number of near misses have been observed between vehicles and pedestrians outside the shop at the Bramhall Green roundabout, which is proposed to be addressed by the provision of five additional bollards. This would protect the footway outside the shop whilst still retaining access to the car park.

We 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. We are therefore also proposing to implement a variable mandatory 20mph speed limit outside the 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).

More Information and Have Your Say

We would like to hear your views on the proposals, and specifically to what extent you agree or disagree with them.

Full details of the proposals (including drawings) can be viewed online. We are inviting feedback from all residents, businesses, and other stakeholders by 24th March 2024 at www.stockport.gov.uk/consultations.

Your feedback is valued, and we welcome your involvement in the process. We regret that we will be unable to reply to all individuals, but we will collate, analyse, and consider all responses received and the feedback will be used as part of the decision-making process prior to the implementation of any scheme.

There is a separate consultation being undertaken concurrently regarding the introduction of a 20mph speed limit on ~~Wensley~~ Drive, Malton Drive, Elton Drive, Hartington Drive, ~~Longnor~~ Road, Bradwell Road, Ripley Close, Matlock Drive, Sheldon Road, Sudbury Road, Belvoir Avenue and ~~Winsfield~~ Road. This is proposed to help encourage walking and cycling and will complement the A6 to Bramhall Park cycle route. This consultation can also be viewed online at www.stockport.gov.uk/consultations.

If you would like a paper copy of the information and/or response forms, or to discuss any of the above, please contact the team by phone on 0161 217 6043, email at walkcycle@stockport.gov.uk or by post at Services to Place, Stopford House, Stockport, SK1 3XE.

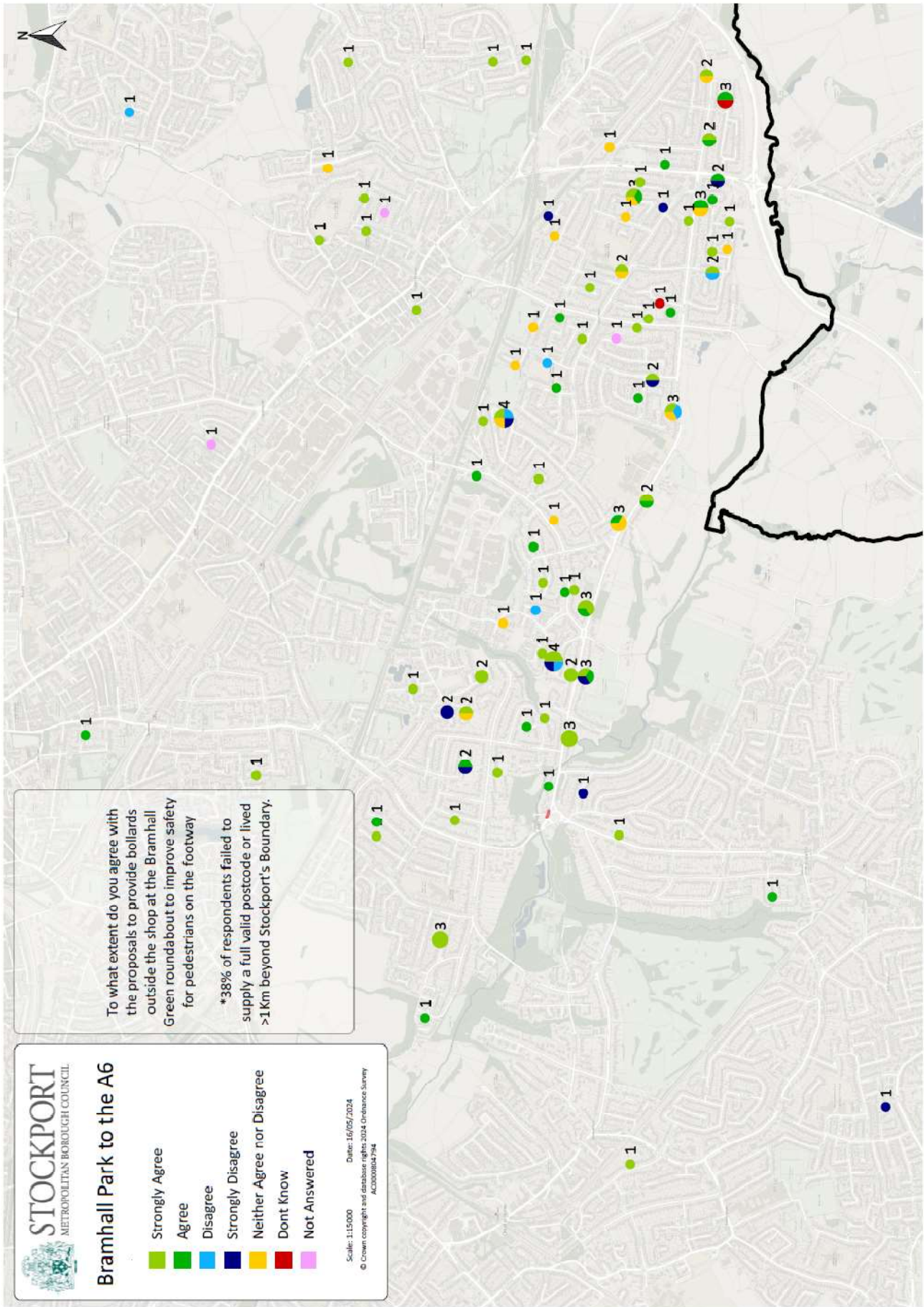
Yours sincerely,

Nick Whelan
Feasibility & Client Team Manager
Highways & Transportation
Stockport Council

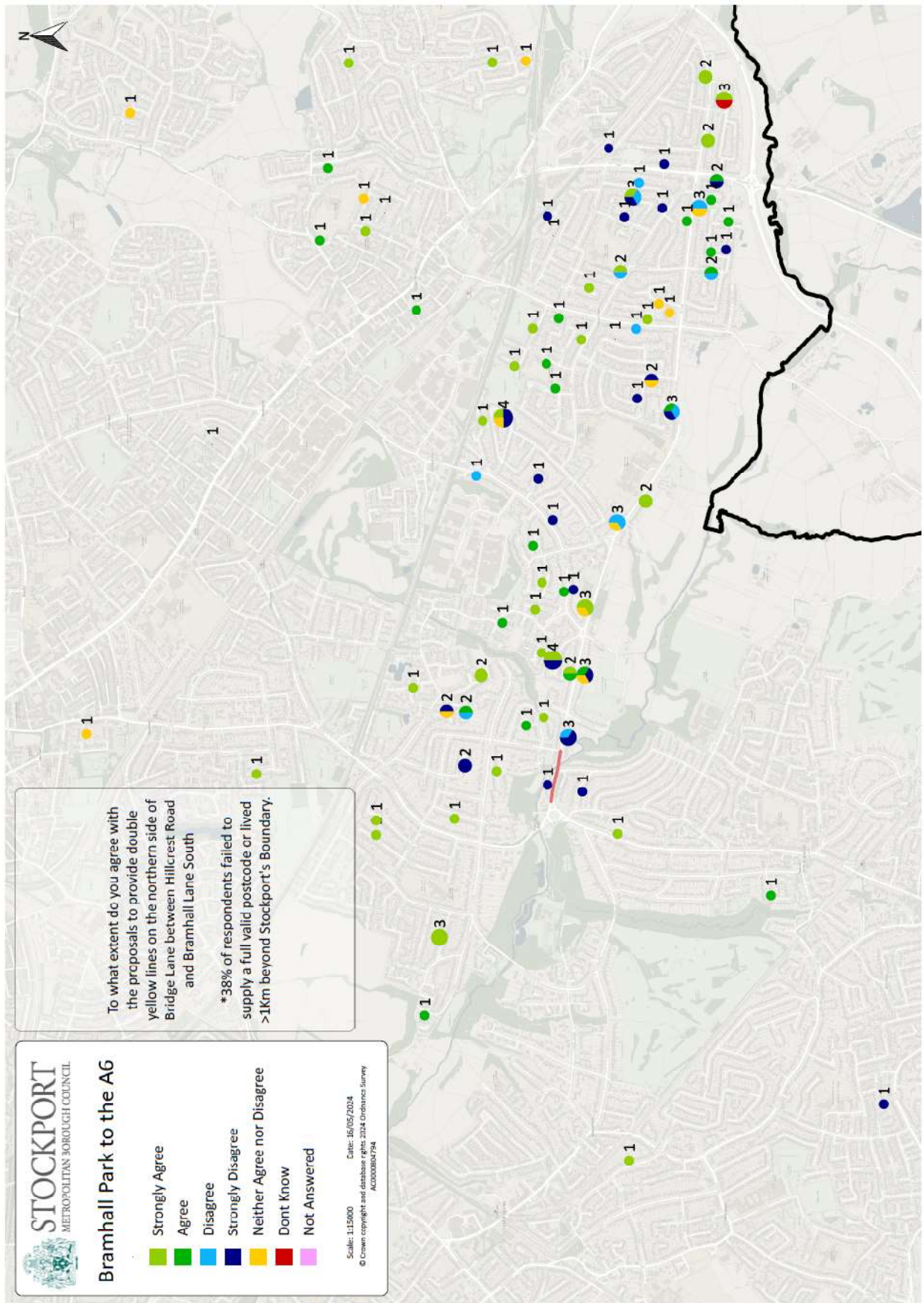
Appendix C: Postcode Plots

Postcode Plot	Question	
CQ1	1	Provide bollards outside the shop at the Bramhall Green roundabout
CQ2	2	Provide double yellow lines on the northern side of Bridge Lane between Hillcrest Road and Bramhall Lane South
CQ3	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
CQ4	4	Provide double yellow lines on the southern side of Bridge Lane between Headlands Road and Valley Road
CQ5	5	Provide double yellow lines at the junctions of Bridge Lane with Headlands Road and Walmer Drive
CQ6	6	Provide double yellow lines on all approaches to the Jacksons Lane / Bramhall Moor Lane / Laneside Drive / Bridge Lane roundabout
CQ7	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
CQ8	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.
CQ9	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
CQ10	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
CQ11	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
CQ12	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
CQ13	13	Provide double yellow lines at the junction of Dean Lane / Bowerfield Avenue and Bowerfield Avenue / Charnwood Crescent
CQ14	14	Provide double yellow lines at the junction of Dean Lane / Rutland Road
CQ15	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
CQ16	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)
CQ17	17	Reduce the length of the clearway on Macclesfield Road and replace with double yellow lines and No Loading At Times Shown restrictions
CQ18	18	Implement a variable mandatory 20mph speed limit on Jacksons Lane to apply 8am – 9am and 2pm-4pm on weekdays.

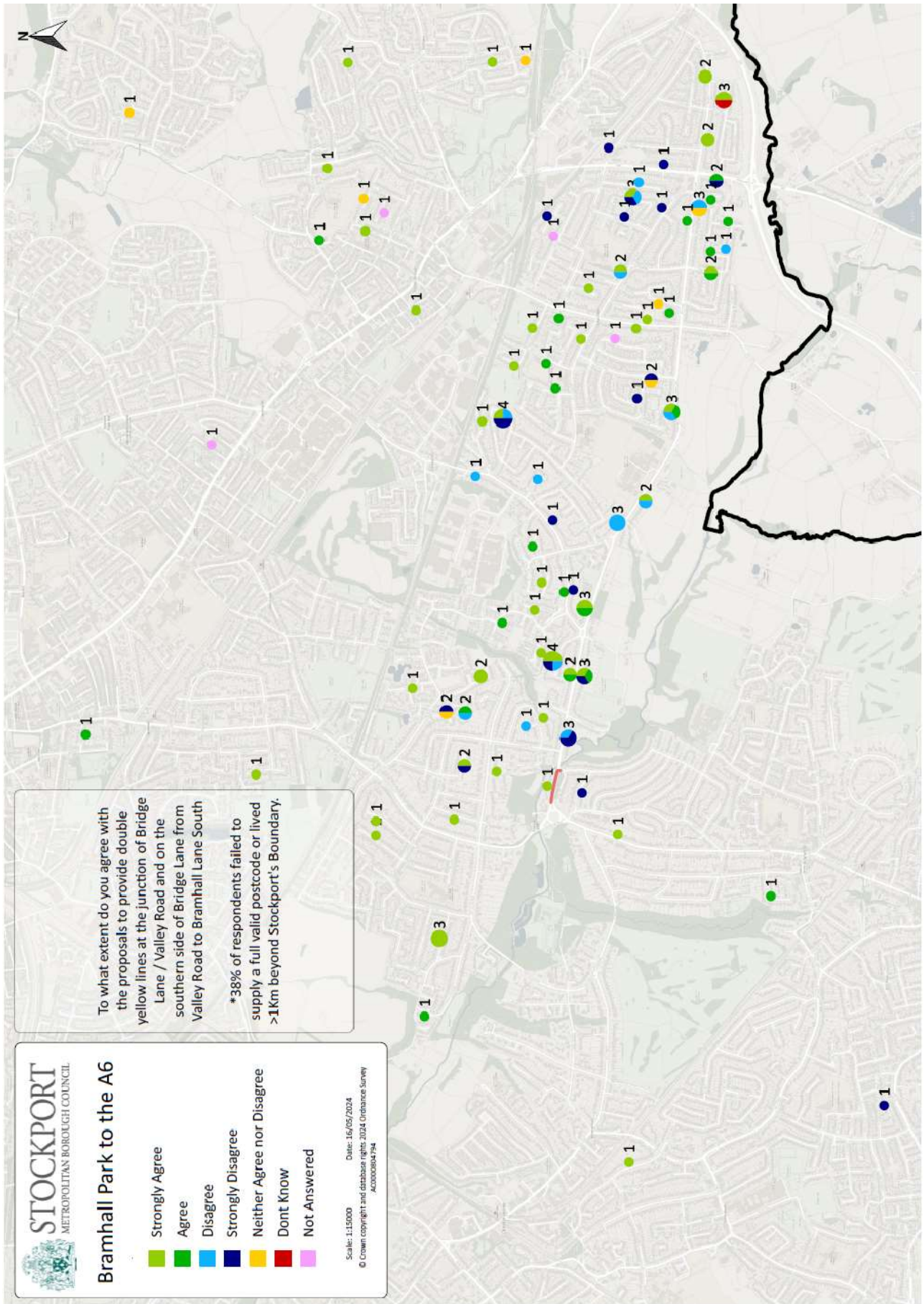
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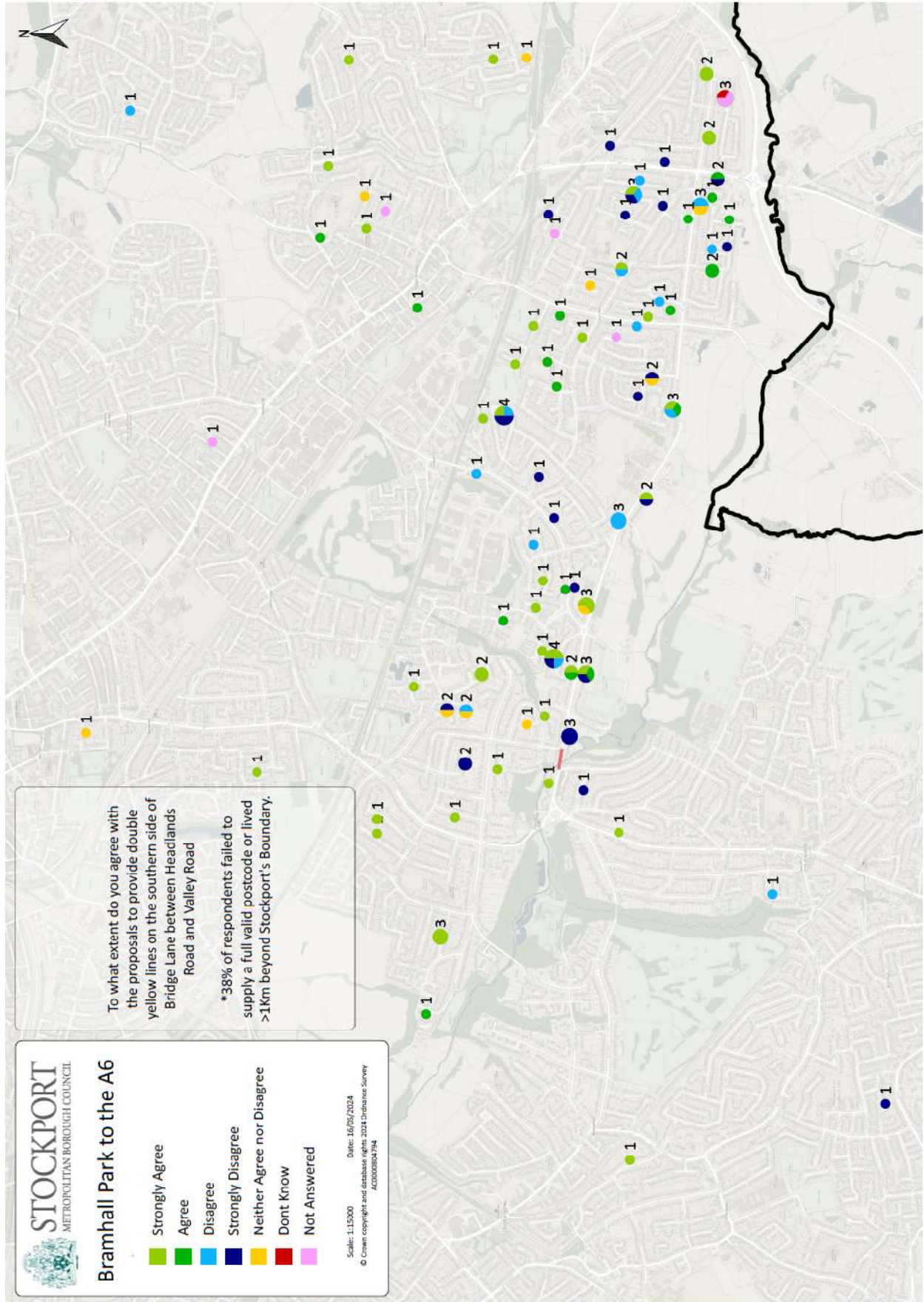
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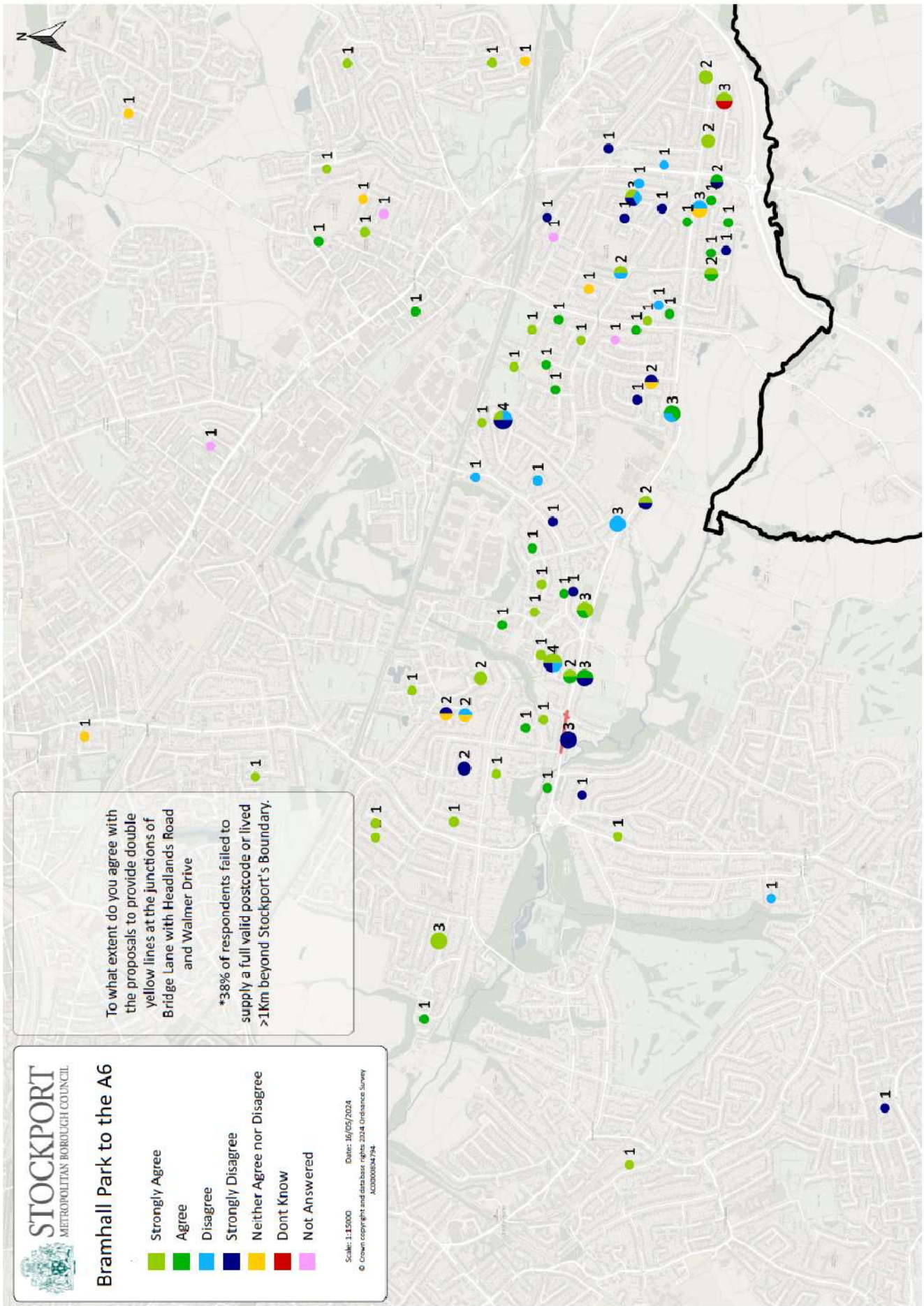
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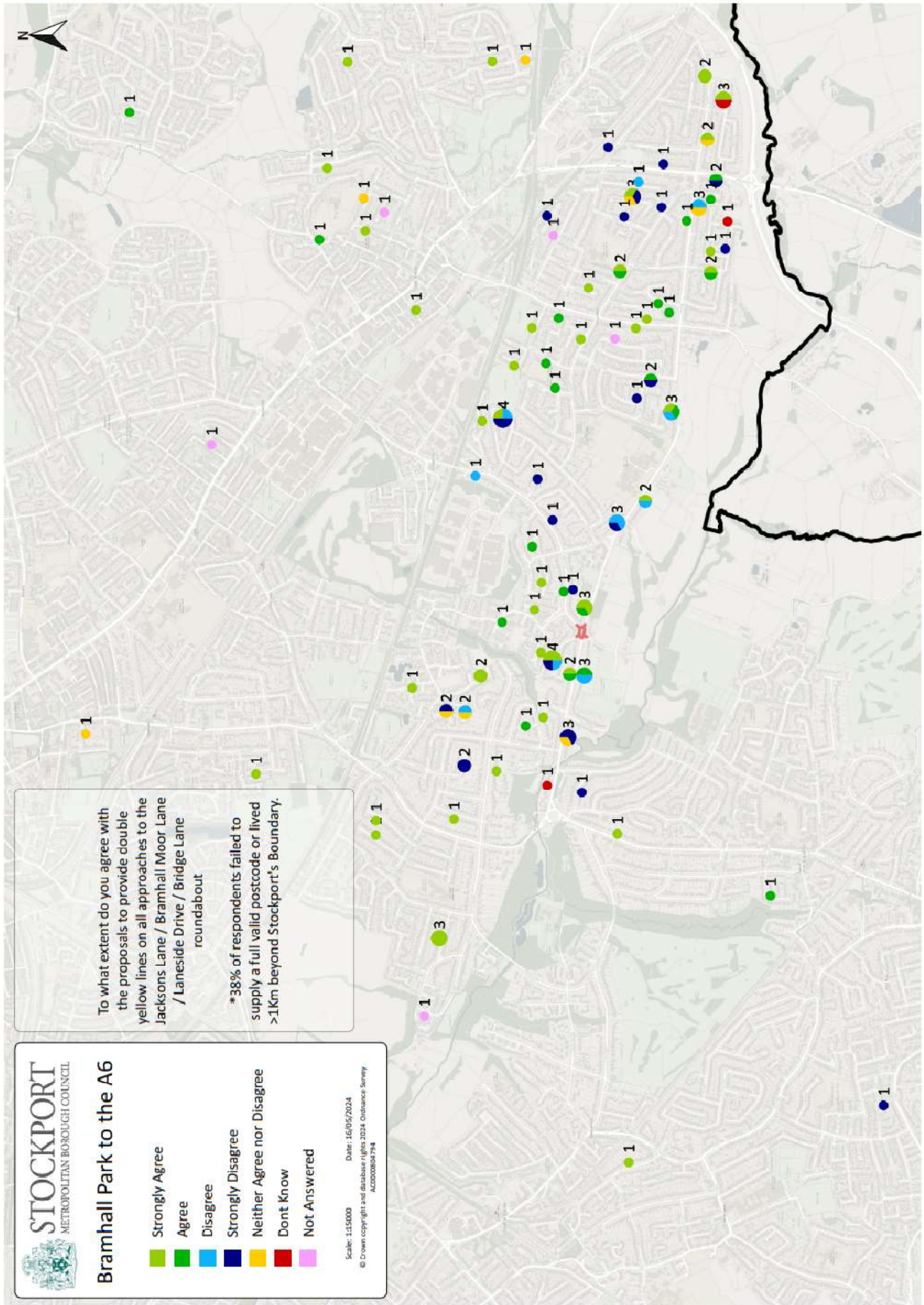
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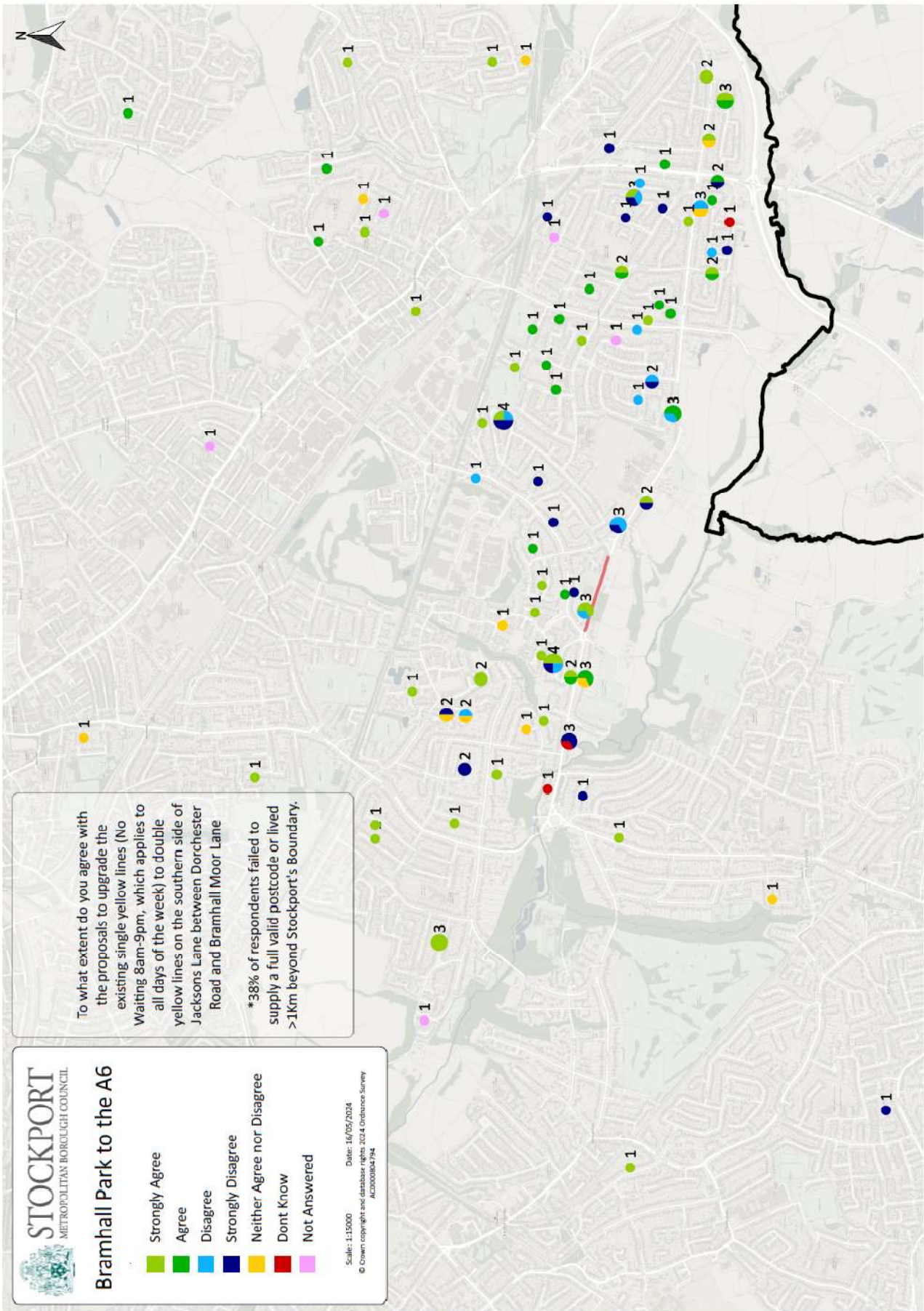
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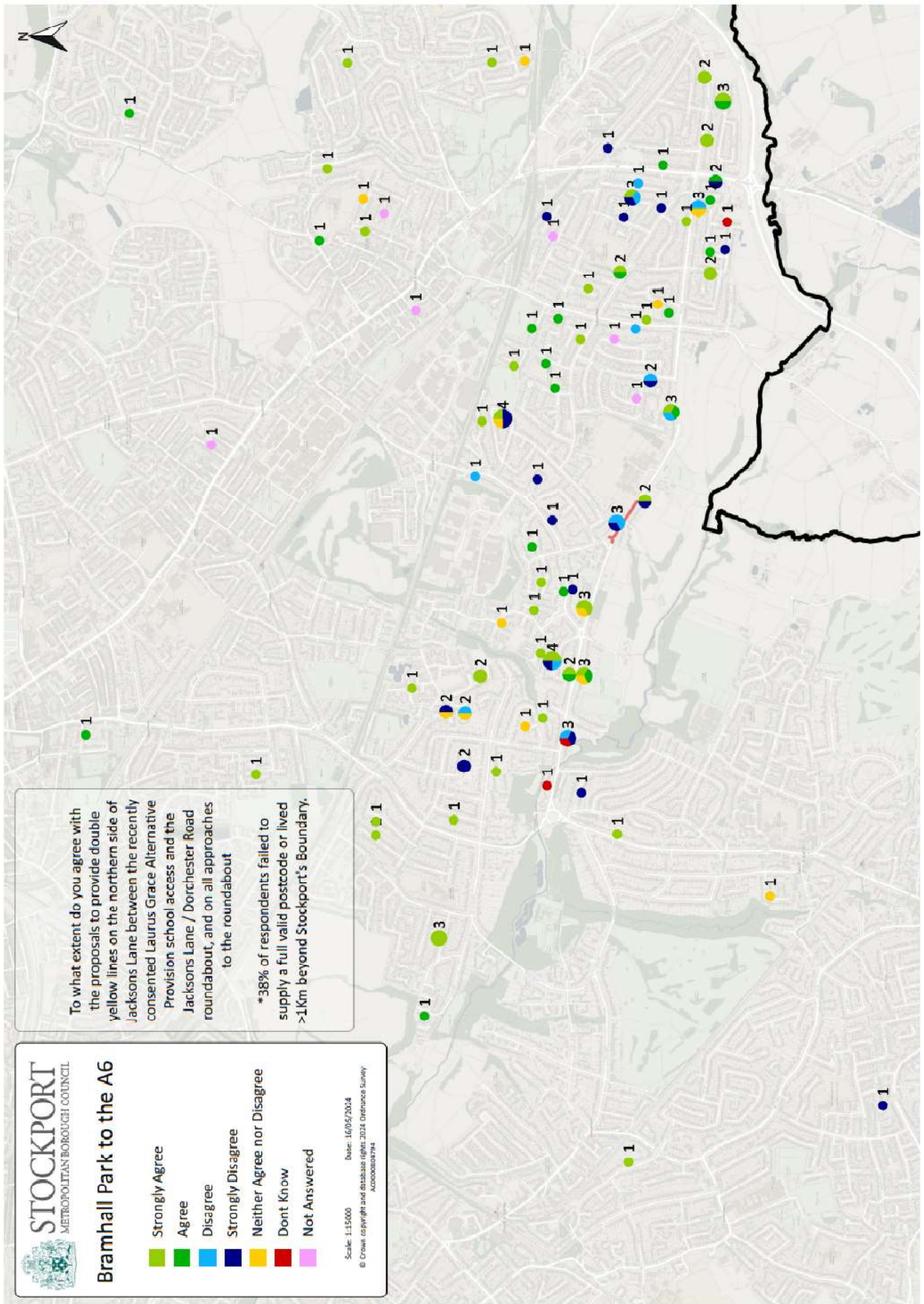
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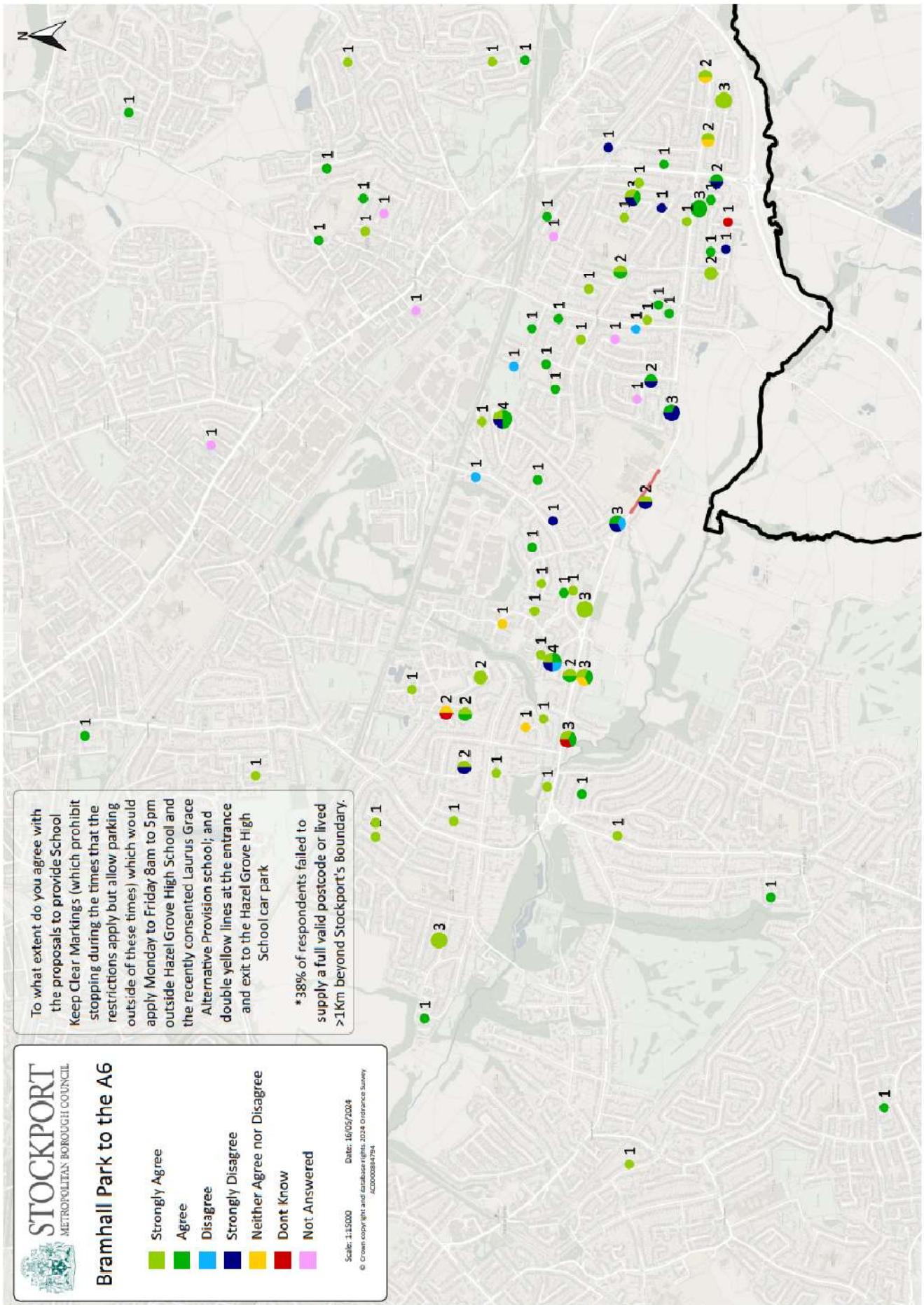
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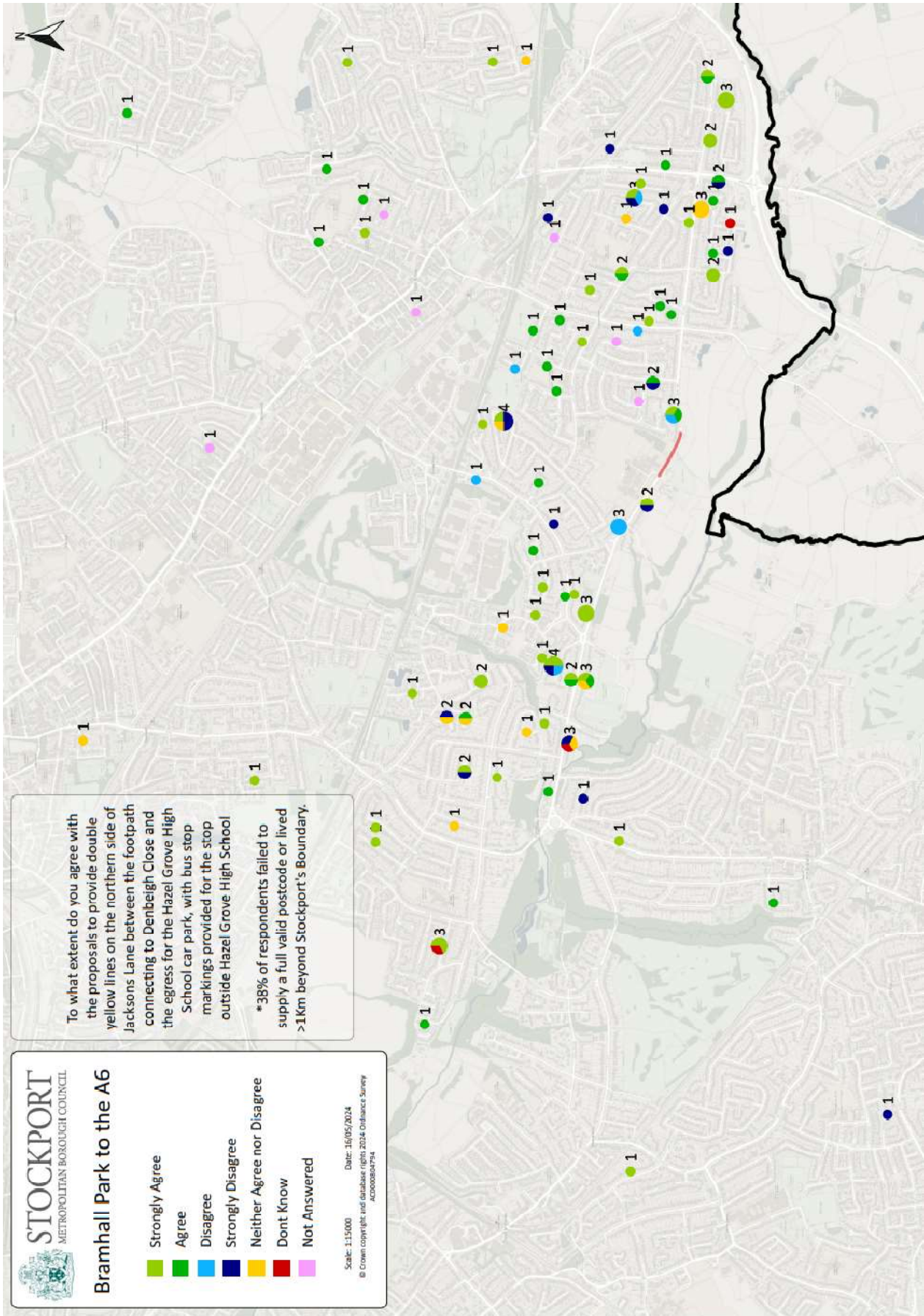
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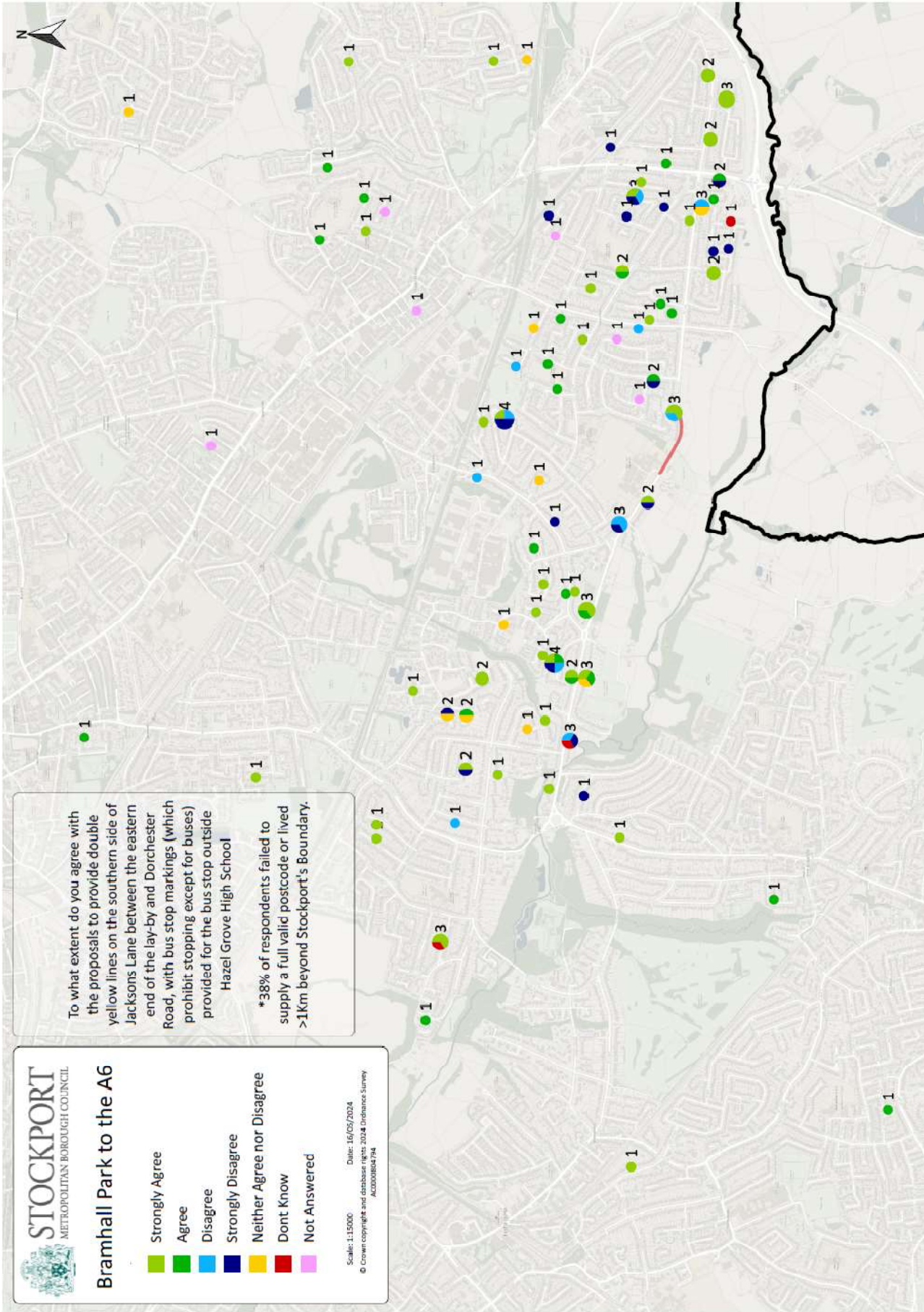
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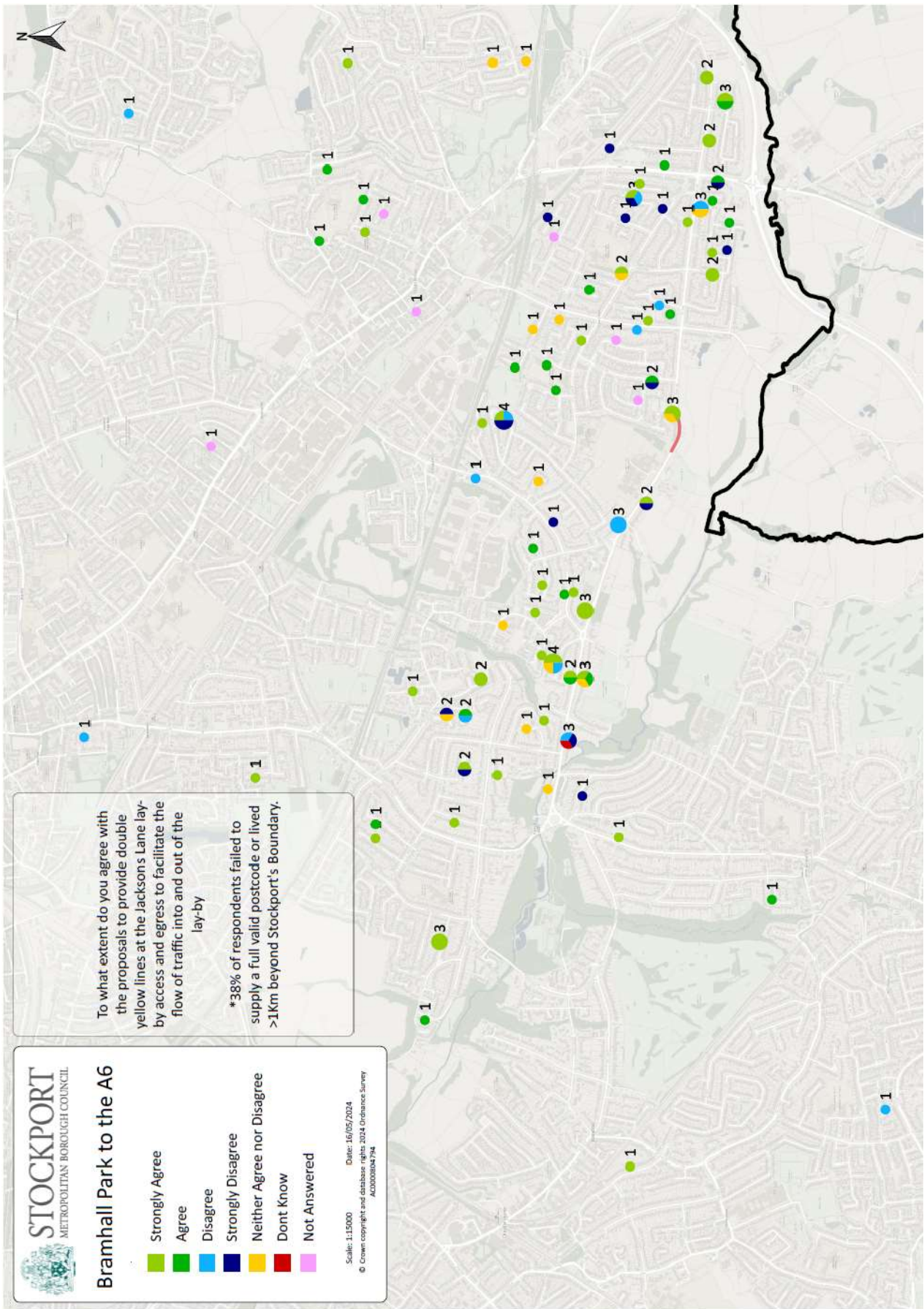
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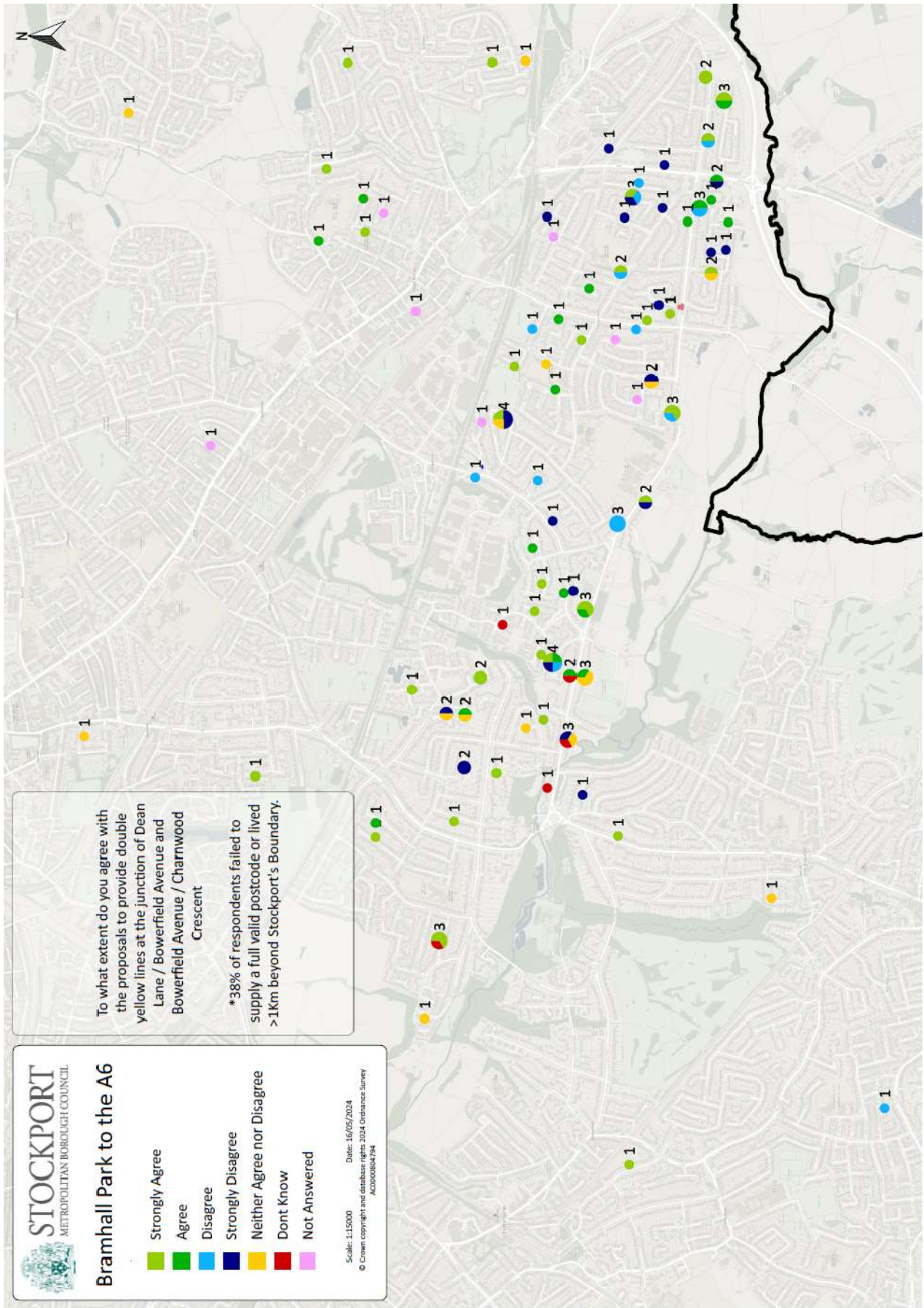
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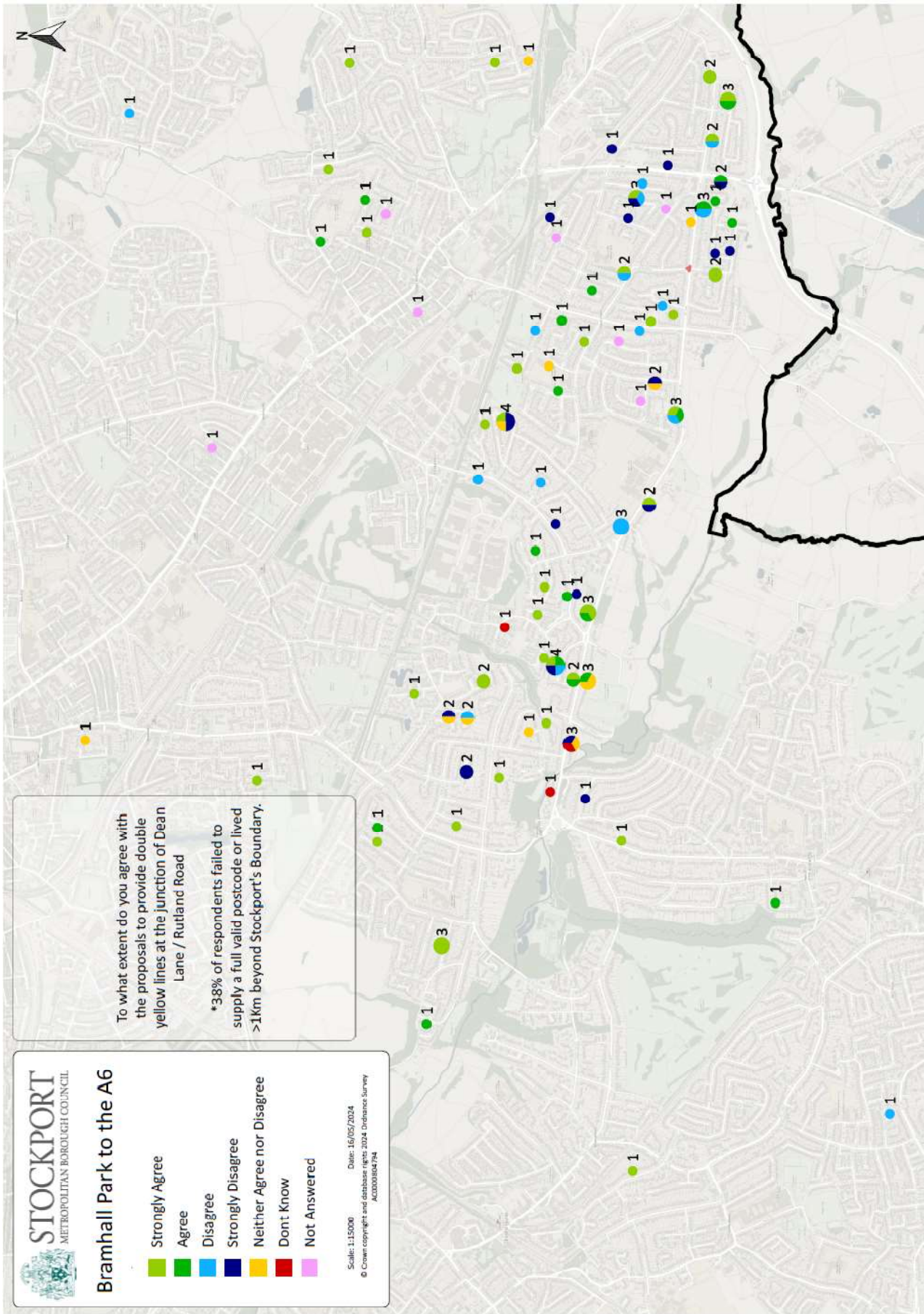
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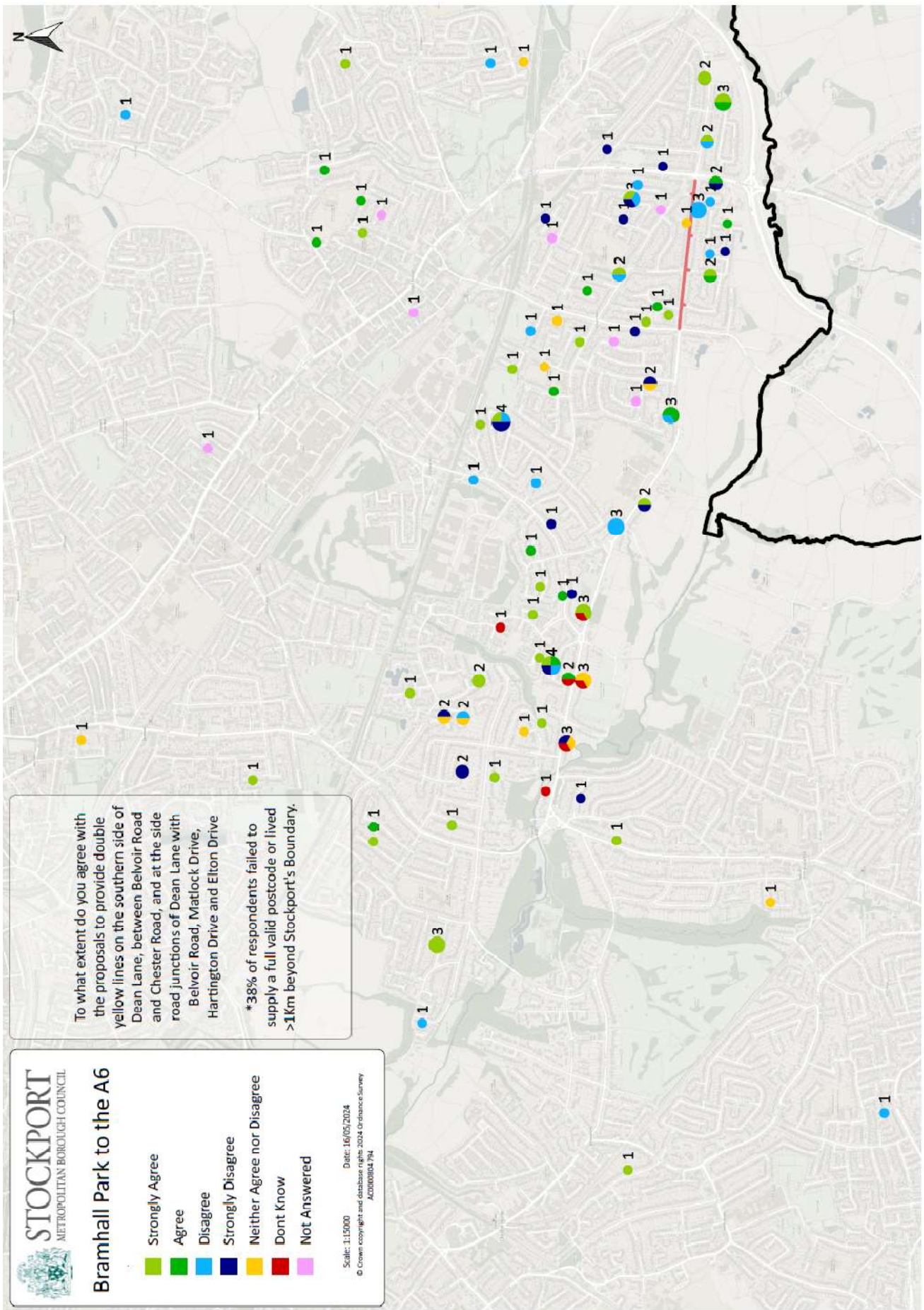
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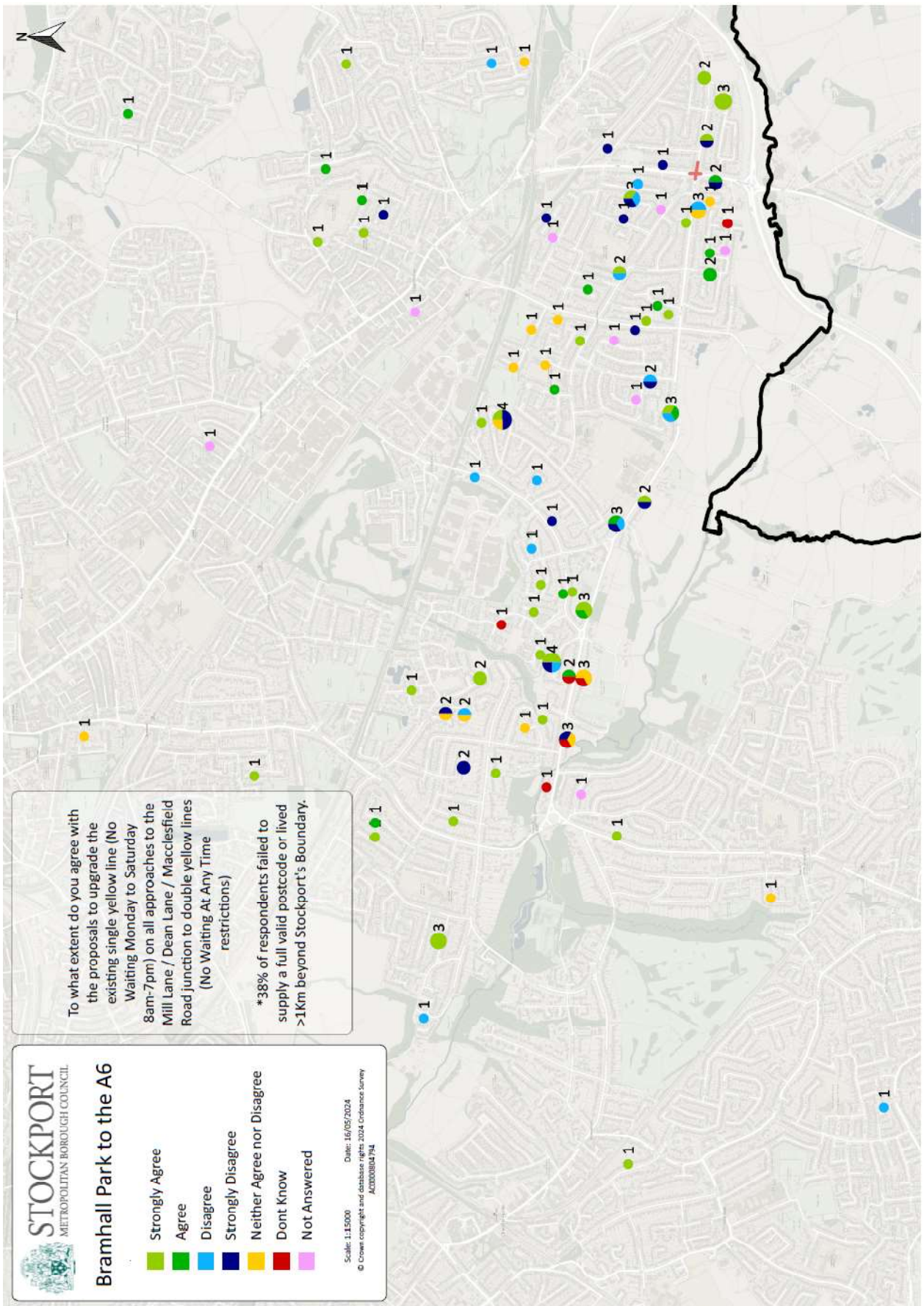
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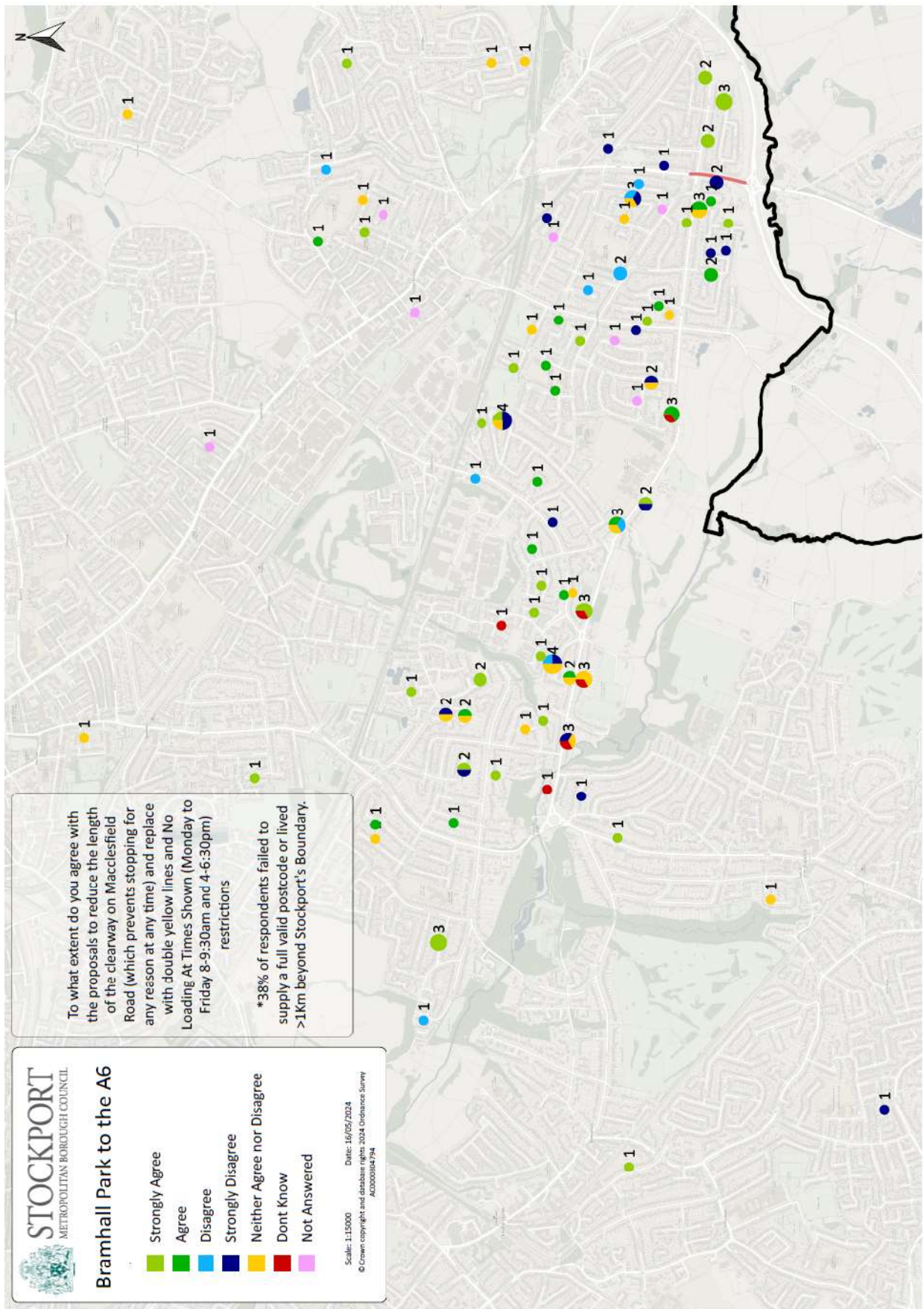
Question 15



Question 16



Question 17



Question 18

