

**APPENDIX E:
CRSTS A6 BUS RADIALS PROJECT**

OPTIONS REPORT

Scheme Location	Type of feature	Options considered	Reasons features are not taken forward (Omitted)	Feature to be retained (as drawn), a revised or new proposal taken forward	Compliance with LTN 1/20 (Y/N)	Feature revised on drawing since consultation (Y/N)
GENERAL (ON MULTIPLE SHEETS)						
A6: Lloyd Rd - Belmont Bridge / route	Bus Lane	Introduction of new bus lanes		<p>1) A6 Southbound carriageway, from approximately 90m south of Crossley Rd to Highbury Road.</p> <p>Consultation results: Generally - Against proposal Postcode plot: Against proposal locally (3:2)</p> <p>2) A6 Southbound carriageway, from Highbury Road to Manchester Rd.</p> <p>Consultation results: Generally - Against proposal Postcode plot: Against proposal locally (3:2)</p>	Yes- Lane width = 3.25m	
A6: Lloyd Rd - Belmont Bridge / route	Bus Lane (Hours of operation)	7am – 7pm bus lane time restrictions	The hours of operation of the bus lanes are outside the scope of the consultation. Alteration to bus lane times would need to be considered for the whole route (Stockport and Manchester), which will be a complex and time-consuming issue.	Proposal to continue with existing times (7-10 – 4-7)	N/A	N <i>(Proposal with existing times was included on the consultation drawings)</i>
A6: Manchester Road - Heaton Road	Segregated Cycleway	2m unidirectional protected cycleways	<p>A6.</p> <p>2) Where required, Insufficient space to provide 4 x 3.25m running lanes, 2.5m right turn pockets, 2 x 2m footways, Parking bays where required, 2.0m cycle lanes with 0.5m buffer.</p> <p>3) Numerous side roads and busy vehicular access points make it difficult to run a two-way segregated cycleway on either side of the road due to safety concerns. Hence, uni-directional facilities needed.</p> <p>4) Land acquisition would be required to provide set-back cycle crossings at side road junctions. Geometry / space does not allow set-back crossings on most side roads. Hence, uni-directional facilities needed.</p> <p>5) Land acquisition would be required to widen the A6 to accommodate bus stops and junctions where right turning lanes are required. There is a requirement for right turn lanes at busy priority junctions and signal junctions.</p> <p>6) Almost all parking bays would need to be removed from the corridor to accommodate a segregated cycleway.</p> <p>7) The provision of segregated cycleways along the A6 is beyond the current budget and programme.</p> <p>8) The current cycle usage on the A6 is around 2% of current road traffic.</p>	Alternative cycle routes which runs parallel to the A6.	See below	N/A <i>(A proposal for a segregated cycleway was not included on the consultation drawings)</i>
Scheme wide / multiple locations	Quiet on-carriageway cycle route	Quiet on-carriageway cycle route on Parallel/Cross routes		Quiet on-carriageway cycle route	Y	N
Scheme wide / multiple locations	Vehicular dropped crossings	Vehicular dropped crossings		Vehicular dropped crossings	N/A	N
Scheme wide / multiple locations	Raised junction tables	Raised junction tables (included in consultation)		Raised junction tables	Y	Y
Scheme wide / multiple locations	Footway improvements	Installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances		Footway improvements	Y	N
Scheme wide / multiple locations	Bus stops	Existing bus stops to be modified to current TfGM standards		Subject to further design development and consultation with TfGM	Y	N
Scheme wide / multiple locations	20 MPH	20 MPH		20 MPH	N/A	N

A6 / Lloyd Rd / Crossley Rd	Junction / crossing	A6 / Lloyd Rd / Crossley Rd: Reconfigure whole junction, incl: 1) A6 (North of Lloyd Rd): Upgrade existing pedestrian crossing to a Toucan crossing. 2) Lloyd Road / A6: Upgrade existing pedestrian crossing to a Toucan crossing. 3) Crossley Rd / A6: Upgrade existing pedestrian crossing to a Toucan crossing. 4) A6 (South of Crossey Rd): Upgrade existing pedestrian crossing to a Toucan crossing. (This option was not Included in consultation)	Lloyd Road and the junction with the A6 is within the MCC boundary. MCC requested this measure not be included in the consultation. To accommodate the Toucan crossings it would be necessary to provide an all red pedestrian / cycle stage. Traffic modelling by GMUTC indicated that the junctions would operate considerably over capacity adding to delays to traffic, including for buses, on the A6.		N/A	N/A
A6 / Crossley Rd	Signalised junction	Improvements to existing signalised junction at Crossley Rd (Included in consultation)		Improvements to existing signalised junction at Crossley Road to bring pedestrian crossings up to current standards, including replacement of signal equipment.		
A6/ Lloyd Road	Signalised Junction	Signal upgrade (Equipment only) to maintain compatibility with Crossley Road.		Not in consultation as no change to layout.		
A6: Lloyd Rd - Crossley Rd (Eastern side / MacDonalds & KFC)	Shared cycleway / footway	A shared use cycle facility on the east side of the A6.	1) No onward connection into Manchester along the A6. 2) Traffic modelling by GMUTC (See above Re: No Toucan crossings) 3) Restricted space would not allow a segregated cycleway and would require land aquisition.		N/A	N/A
Lloyd Rd (MCC)	Two-way segregated cycleway	A two-way segregated cycle facility on the south side of Lloyd Rd	There are currently no proposals to develop connections into Manchester.		N/A	N/A
A6: Lloyd Rd - Crossley Rd (Western side / Shop frontages)	Bollards	Bollards to front of adopted footway (road kerb) to prevent on footway parking		Bollards to back of adopted footway	N/A	
A6: Crossley Rd (Black Brook Bridge) - Roxton Rd	Segregated cycleway	Segregated cycleway	Segregated cycleway omitted: 1) No onward connection into Manchester along the A6. 2) Traffic modelling of Weybrook Rd junction by GMUTC (see below) 3) Loss of Highway Trees		N/A	N/A
A6 / Weybrook Rd	Junction / crossing	1) Set back crossing 2) Give way 3) Signalised junction 4) To retain existing layout	1) Restricted visibility and space would not allow for a set-back crossing for the segregated cycleway across the junction 2) A give-way was considered at TfGM (DRP) but discounted as it did not give priority for cycles over side road traffic. 3) Signals were proposed with cycles crossing the side road on a sparrow-type crossing. Traffic modelling by GMUTC indicated that the junction would operate considerably over capacity adding to delays to traffic, including buses, on the A6.	To retain existing layout	Y	N/A
A6 (near Weybrook Rd)	Existing Toucan crossing	Existing crossing to be retained		Existing crossing to be retained	Y	N/A
A6 / Highbury Rd	Junction / crossing	Set back crossing	Segregated cycleway omitted: • No onward connection into Manchester along the A6. • Traffic modelling by GMUTC	Retain existing layout	Y	N/A
A6 / Roxton Rd	Junction / crossing	Set back crossing	Segregated cycleway omitted: • No onward connection into Manchester along the A6. • Traffic modelling by GMUTC	Retain existing layout	Y	N/A
A6 (Milwain Dr - Alford Rd)	Existing Toucan crossing	Existing crossing to be retained		Existing crossing to be retained		
A6 / Buckingham Rd	Junction / one-way	One-way operation	A proposed one way could support the school street but this does not contribute to the aims and objectives of the A6 Radial Project. Consultation results: Generally - Against proposal Postcode plot: Against proposal locally (6:2)	Two-way operation retained	N/A	Y

A6 / Manchester Rd (Option 1)	Junction / crossing	1) The junction of Manchester Rd /A6 realigned 2) New signals north of the junction for SB traffic 3) Upgrade crossings to Toucan 4) Removal of existing parking bays and relocated 5) A shared foot / cycleway for pedestrian and cyclists using the new Toucan crossings.	Not taken forward as drawn for consultation The shared use foot / cycleway connections to the proposed Toucan crossings at Manchester Rd junction are strongly opposed. Opposition to the Toucan crossings on the A6. The loss of parking in this location was also opposed.	See Option 3 below		Y - see below
A6 / Manchester Rd (Option 2)	Junction / crossing	1) The junction of Manchester Rd /A6 realigned 2) New signals north of the junction for SB traffic 3) Upgrade existing crossings to Toucans. 4) A Puffin crossing to be provided across the A6 north of the junction. 5) Removal of existing parking bays 6) A one-way segregated cycleway along the shop frontage on Manchester Road. 7) A shared footway/cycleway for pedestrians and cyclists using the new Toucan crossings.	Option 2 has been revised (see Option 5 below)		Y	Y - see below
A6 / Manchester Rd (Option 3 - Amended Proposal following consultation)	Shared / segregated / toucan crossings	Option 1 (Revised): Add segregated cycleway	Option 3 has been revised (see Option 6 below)		Y	Y
A6 / Manchester Rd (Option 4 - Amended Proposal following consultation)	Upgrade of signalised junction with Puffin crossings on all arms	Option 2 (Revised): 1) Change the Toucan crossings to Puffin crossings 2) Removed shared and segregated cycling facilities 3) Retain existing parking bays	Option did not include adequate cycling facilities			
A6 / Manchester Rd (Option 5 - Amended Proposal following consultation)	Shared / segregated / Toucan & Puffin crossings	Option 2 (Revised): • Realign one-way segregated cycleway • Retain proposed Puffin crossing on northern arm • Proposed loading bay (no parking bays)		Shared / segregated / Toucan & Puffin crossings / Loading bays	Y	
A6 / Manchester Rd (Option 6 - Amended Proposal following consultation)	Shared / segregated / toucan crossings	Option 3 (Revised): • Realign a one-way segregated cycleway		Shared / segregated / toucan crossings/ Lay by	Y	
A6 / Manchester Rd	Sparrow crossing with segregated facility	Sparrow crossing with segregated facility	Proposal would interfere with vehicular access to adjacent properties		N/A	N/A
A6 / Ellesmere Rd N	Junction / one-way	One-way / two-way	One-way omitted prior to consultation as benefit to the aims and objectives of the A6 Radial Project is marginal. A proposal for a one-way was not included in the consultation.		N/A	N/A
A6 (Victoria Gr - Brackley Rd)	Carriageway width reduction (Footway widening)	1) Carriageway width reduction (Footway widening) 2) Retain existing parking		The north-eastern footway (SB carriageway) will be widened to 2m width behind the parking bays at Nos. 300-314 Wellington Road North.	Y	N
A6 (near Brackley Rd)	Existing Puffin crossing	Existing Puffin crossing to be removed and a new Toucan crossing is to be located closer to the junction with Brackley Road, with a shared footway / cycleway on both sides of the A6. Segregation of the crossing as a 'sparrow' type crossing was considered but footway widths on the A6 would not permit enough space for the segregated cycleway connections.		Existing Puffin crossing to be removed and a new Toucan crossing is to be located closer to the junction with Brackley Road, with a shared footway / cycleway on both sides of the A6. Proposal revised with extension of shared foot/cycleway added.	Y	Y
A6 / Brackley Rd	Junction / one-way	One-way was considered	One-way omitted prior to consultation as benefit to the aims and objectives of the A6 Radial Project is marginal.		N/A	N/A
SHEET 3						
A6: Brackley Rd - Denby Ln	Carriageway width reduction (Footway widening)	• SB carriageway width reduction (NE Footway widening) • Retain existing parking		• Carriageway width reduction (Footway widening) • Existing parking retained	Y	N

A6: Denby Ln - Harvey Cl	Carriageway widening	SB carriageway widening (NE Footway width reduction) to accommodate standard-width bus lanes and other traffic lanes		Carriageway widening	Y	N
A6: Brantwood Rd - Warwick Ct	Carriageway widening	NB carriageway widening to accommodate standard-width bus lanes and other traffic lanes		Carriageway widening	Y	N
A6 / Warwick Rd / Glenfield Rd	Signalised Junction / crossings	<p>Option 1: (Not consulted on) Upgrade existing Puffin crossing to Toucan with shared facilities to Warwick Rd and Glenfield Rd</p> <p>Option 2: (Not consulted on) Signalised junction with pedestrian facilities on all 4 arms, with NB RT approach lane</p> <p>Option 3: (Included in consultation) As Option 2 (Signalised junction) but with NB RT approach lane omitted to accommodate equipment</p> <p>Option 4: (Amended scheme following consultation) Upgrade proposed Puffin crossings (Option 2) to Toucan.</p> <p>Option 5: (Amended scheme following consultation) One way 1500mm segregated cycle lane and 2000mm footway on both sides.</p> <p>Option 6: (Amended scheme following consultation) Right turn in 2 stages</p> <p>Option 7: Cyclops</p>	<p>Omit: Option 1 - signalised junction was preferred</p> <p>Option 2 - omitted to accommodate equipment</p> <p>Option 5 - Short sections of segregated facility without link to continue route and would require separate signage.</p> <p>Option 6 - Do not assist cyclists following A6</p> <p>Option 7 (Unable to deliver Cyclops as part of CRSTS 1. 3rd party land is required on 3 corners of the junction and bus stop bypass. Increased timescales and budget required to deliver this option, including CPO)</p>	Option 3	Y	Y
A6: Whitefield - Heaton Rd	Carriageway widening	Carriageway widening		Carriageway widening	Y	N
A6 / Heaton Rd	Junction / crossings	<p>Option 1: (Not consulted on) Two-way access into Castlewood Apartments opposite Heaton Rd (not consulted on)</p> <p>Option 2: (Included in consultation) <ul style="list-style-type: none"> Relocation of the existing pedestrian crossing on the northern arm of signalised junction of A6 / Heaton Rd, further south towards the junction. New pedestrian crossing facility across the exit from Castlewood Apartments </p> <p>Option 3: (Amended scheme following consultation) <ul style="list-style-type: none"> Upgrade proposed ped crossings to Toucan. Shared use footway </p>	<p>Omit: Option 1 - Option 2 preferred</p>	Option 3		
A6: Heaton Rd - Sparthfield Rd	Carriageway width reduction (Footway widening)	<ul style="list-style-type: none"> Carriageway width reduction Retain existing parking bays 		<ul style="list-style-type: none"> Carriageway width reduction Retain existing parking bays 	Y	N
SHEET 4						
Leegate Rd	Unadopted road	<ul style="list-style-type: none"> Improvements to the surface to the footway and carriageway along the unadopted section Consideration given to possible traffic calming measures. Street lighting to be reviewed and improved to current standards as necessary A two-way segregated cycle path is to be provided through the existing road closure 		<ul style="list-style-type: none"> Improvements to the surface to the footway and carriageway along the unadopted section Consideration given to possible traffic calming measures. Street lighting to be reviewed and improved to current standards as necessary A two-way segregated cycle path is to be provided through the existing road closure 	Y	N
SHEET 5						
SHEET 6						
Buckingham Rd (St Thomas' School)	Traffic calming	Road hump		<p>Road hump</p> <p>Speed Survey Result: Low speed</p> <p>Consultation Result: Feature supported</p>	Y	N
Buckingham Rd / Chandos Rd	Junction / one-way	One-way	<p>A proposed one way could support the school street but this does not contribute to the aims and objectives of the A6 Radial Project.</p> <p>Consultation results: Against proposal</p>		N/A	Y
Buckingham Rd - Chandos Rd	Contraflow cycle lane	Contraflow cycle lane	<p>Proposed one-way to be omitted</p> <p>Consultation results: Against proposal</p>		N/A	Y
Buckingham Rd (footbridge)	A segregated two-way cycleway and footway	A segregated two-way cycleway and footway		A segregated two-way cycleway and footway	Y	N

Heaton Moor Rd / Heaton Chapel Station	Toucan crossing Shared use footway / cycleway	Toucan crossing Shared use footway / cycleway (Heaton Moor Road: Tatton Rd S - Egerton Rd S)	Raised at consultation to improve access to station.	Was not considered originally as part of the A6BR scheme, but to be added.	Y	Y
SHEET 7						
Peel Moat Road	Traffic calming	Road hump		Road hump Speed Survey Result: Medium speed (85th %tile speed: 24.85) Consultation Result: Feature supported	Y	N
Warwick Rd	Traffic calming	Road hump	Route changed		N/A	Y
Warwick Rd / Broomfield	Change in priority	Change in priority	Consultation results: Against proposal Route changed. The change in priority has been omitted.		N/A	Y

SHEET 8						
Warwick Rd	Traffic calming			Speed Survey Result: Low speed (85th %tile speed: 23.38) The traffic calming is to be retained. Consultation results: Generally - Against proposal Postcode plot: Support proposal locally (7:3)		
Warwick Rd Railway Bridge	Carriageway width reduction / footway widening	Carriageway width reduction / footway widening		Carriageway width reduction / footway widening	N/A	N
Warwick Rd (A6 - Tatton Rd S / Heaton Rd)	Weight restriction	Weight restriction to support narrowed carriageway		Weight restriction	N/A	N
Derby Road - Heaton Road	Road closure	<ul style="list-style-type: none"> Road closure to traffic Two-way segregated cycle path 		Road closure to be retained. Consultation results: Generally - Against proposal Postcode plot: Support proposal locally (6:4)	Y	N
Parsonage Rd / Heaton Road	Junction table With existing priority	Junction table (Not consulted on. Amended scheme following consultation)		Junction table With existing priority		
Heaton Rd / Alexandra Rd / Ashburn Rd	<p>Signalised junction</p> <p>Mini roundabout</p> <p>Raised priority junction with Toucan crossing</p> <p>Raised priority junction with a Tiger crossing inc segregated cycleways</p>	<p>Option 1: (included in consultation) Signalised junction</p> <p>Option 2: (Not included in consultation) Mini roundabout</p> <p>Option 3: (Amended scheme following consultation) Raised priority junction with Toucan crossing</p> <p>Option 4: (Amended scheme following consultation) Raised priority junction with a Tiger crossing inc segregated cycleways</p> <p>Option 5: (Amended scheme following consultation) Priority junction, with raised table and uncontrolled dropped crossings with tactiles</p>	<p>OPT 1: Traffic count data suggested a signal junction could potentially be considered, but the consultation results show the proposal was not supported.</p> <p>Consultation results: Against proposal (generally and locally)</p> <p>OPT 2: First alternative is a mini roundabout. 3rd party land is required</p>	Option 5: Priority junction, with raised table and uncontrolled dropped crossings with tactiles		

SHEET 9						
Ashburn Road	Traffic calming	Road humps (permanent and in addition to junction tables). Replacing the existing bolt down cushions		Speed Survey Result: Medium speed (85th %tile speed: 25.68) Consultation results: Generally - Proposal supported		
Ashburn Rd / Bowerfold	Change in priority	Change in priority	<p>Consultation results: Generally - Against proposal Postcode plot - Support proposal locally (2:1)</p> <p>The change of priority at Ashburn Rd / Bowerfold Ln is not critical to the scheme and can be omitted.</p> <p>To be omitted</p>		N/A	Y

Bowerfold Ln - Higher Bury St (PROW 162S - bridleway)	Segregated two-way cycleway / Widen path (incl. remove hedge)	Option 1: Segregated two-way cycleway and footway Option 2: Shared use path	At Bowerfold Lane the path widening has low support but also low opposition. If consultation results reflect concern over loss of trees / hedge, then a reduced scheme using the existing path within the current fencelines could be preferred Risks involved include significant tree removal landownership / occupancy issues. Consultation results (Option 1): Generally - Against proposal (51:23) Postcode plot - Support proposal locally (1)	OPT1: Segregated two-way cycleway and footway. Subject to satisfactory resolution of land issues.	Y	N
Higher Bury St	Shared use footway/cycleway	Shared use footway/cycleway along the eastern side		Shared use footway/cycleway Consultation results: In favour	Y	N
Lower Bury St j/w Rooth St	Shared use footway/cycleway	Footway widening on the eastern side to provide a footway / cycleway		Shared use footway/cycleway	Y	N
Lower Bury St (Link to George's Rd)	Segregated two-way cycleway / footway	Segregated two-way cycleway / footway		Segregated two-way cycleway / footway	Y	Y

SHEET 10

Travis Brow / George's Rd	Junction / crossing	Sparrow Crossing (to replace existing Toucan)		Sparrow Crossing	Y	N
Travis Brow: Georges Rd - Heaton Ln RAB	Segregated 2-way cycleway / footway	Segregated 2-way cycleway / footway		Segregated 2-way cycleway / footway Consultation results: Proposal supported	Y	N
Travis Brow (Ambulance Station)	Crossing	Sparrow Crossing (to replace existing Toucan)		Sparrow Crossing	Y	N
Travis Brow / Hope St	Junction / crossing	Crossing for segregated cycleway at Hope St: Option 1: Tiger Crossing Option 2: Give Way	Option 1: Tiger Crossing is not suitable for access road for emergency vehicles or for possible bus depot proposals.	Option 2: Give Way	Y	N
Travis Brow: Pyramid RAB - Hope St	Shared use foot/cycleway	Shared use foot/cycleway		Shared use foot/cycleway	Y	N
Heaton Lane RAB / Consultation scheme (Omit)	Segregated cycleway / crossings	<ul style="list-style-type: none"> Segregated cycleway Retaining wall Tiger crossings on two lane entries to the roundabout (Travis Brow, Great Egerton Street) 	Needs works to the embankment next to the M60 incl possible retaining wall (expensive and possible delay getting agreement from National Highways) Tiger crossings on busy two lane entries to the roundabout disruptive to build, could increase delays and are close to exceeding ATE recommended flow for a Zebra / Tiger type crossing. Works do not connect to the TPT route along Heaton Lane towards the riverside path. Extensive works are required outside The Crown pub.		N/A	Y
Heaton Lane RAB (Amended Proposal)	Segregated cycleway / crossings Shared use foot/cycleway	<ul style="list-style-type: none"> Segregated cycleway Sparrow and Tiger crossings. Changes to Heaton Lane roundabout Shared use foot/cycleway 		Segregated cycleway over the south (King Street West) and west (Heaton Lane) arms of the roundabout using Sparrow and Tiger crossings. Extends the improvements towards Junction 1. Widen and re-surfacing the existing shared use path from 2.5m to 3m. Changes to Heaton Lane roundabout	Y	Y
Heaton Lane [west] (Acorn Business Park)	Segregated 2-way cycleway / footway Shared use path	Segregated 2-way cycleway / footway Shared use path		Segregated 2-way cycleway / footway Shared use path to TPT	Y	Y

SHEET 11

Carnforth Rd	Option 1: Road closure to traffic Option 2: Junction table	Option 1: (Included in consultation) Road closure /segregated cycle facility Option 2: (Amended scheme following consultation. Not included in consultation) Junction table / uncontrolled crossing with island	High opposition to the closure of Carnforth Road. Option 1 is not essential to the route and can be omitted with an alternative traffic calming measure introduced instead (Option 2). Consultation results (Option 1): Generally - Against proposal (51:37) Postcode plot - Proposal not supported locally (6:0 against)	OPT 2: Junction table / uncontrolled crossings (without island)	N/A	Y
Carnforth Rd / Broadstone Hall Rd N / Nelstrop Rd	Traffic calming (included in consultation)	Road humps (in addition to junction tables)	Road humps not required with junction tables (as per OPT 2))		N/A	Y
Carnforth Rd / North of Broadstone Hall Rd N - Castlerigg Cl	Traffic calming (Amended scheme, not included in consultation)	Road humps and junction tables		Road humps and junction tables		

Carnforth Rd / Nelstrop Rd	Change in priority	Change in priority	The Carnforth Rd / Nelstrop Rd priority change is to be omitted. Consultation results: Generally - Against proposal (47:33) Postcode plot - Proposal not supported locally (6:0 against)		N/A	Y
Simon Freeman Close (SMBC / MCC boundary)	Shared use footway / cycleway	Shared use footway / cycleway		To be discussed further (Re: Agreement with MCC and subject to further consultation)	N/A	N/A

SHEET 12

Manchester Road: Halesden Rd - Denby Ln	Shared use footway / cycleway	Shared use footway / cycleway (Included in consultation)	Consultation results: Generally - Proposal not supported (61:26) Locally - 4:4 (split)			
Manchester Road: Halesden Rd - Orthes Gr Orthes Grove - Ash Grove Ash Grove - Deby Ln	Shared use footway / cycleway	Shared use footway / cycleway: Section 1: Halesden Rd - Orthes G Section 2 : Orthes Grove to Ash Grove Section 3: Ash Grove - Deby Ln (Amended Scheme)	Section 2 Orthes Grove to Ash Grove dropped following consultation	Shared use footway / cycleway: Section 1: Halesden Rd - Orthes Gr Section 2: Ash Grove - Deby Ln		
Ash Grove	A one-way segregated Contra-flow Cycleway	Segregated Contra-flow Cycleway (one way) (Included in consultation)	Consultation results: Generally - Proposal not supported (45:39) Locally - 3:2 (against)	Segregated Contra-flow Cycleway (one way) widened by relocation of fence.		
Manchester Road Park	A two-way segregated Cycleway	Segregated cycleway (two-way) through the park, with ramp. (Amended scheme following consultation. Not included in consultation)	Ash Grove option preferred			
Manchester Rd: Orthes Grove - Manchester Road Park	A two-way segregated Cycleway removing on street parking	(Amended scheme following consultation. Not included in consultation)	Shared use footway preferred (to retain parking) as residents do not have off-street provision			
Manchester Rd (Lambs Fold & Denby Lane)	Toucan Crossing	Toucan Crossing		Consultation results: Generally - Proposal supported Locally - 9:1 (in favour)		
Lambs Fold - Brackley Rd	Shared use footway / cycleway	Shared use footway / cycleway	Consultation results: Generally - Proposal not supported (40:38) Locally - in favour (5:3)	Shared use footway / cycleway		
Manchester Rd / Denby Lane	Junction (width & weight restriction)	Width & weight restriction		Width & weight restriction added following Cllr briefing Consultation results: Generally - Proposal supported (40:38) Locally - 5:3 (in favour)	N/A	N
Manchester Rd / Denby Lane	Raised junction table	Raised junction table (Amended scheme following consultation. Not included in consultation)		Raised junction table		
Manchester Rd: Denby Lane - Whitehill St W	Segregated cycleway	Segregated cycleway	Consultation results: Generally - Proposal not supported (58:32) Locally - in favour (3:0)	Segregated cycleway		
Manchester Rd / Whitehill St W	Signalised junction	Option 1: (included in consultation) Upgrade ped crossing to Toucans with shared facilities Option 2:	Consultation results (Option 1): Generally - Proposal not supported (42:39) Locally - in favour (5:0)	Option 2 due to lack of space on the Southern footway on the Bridge.		
Manchester Rd: Whitehill St W - Lloyd St	Segregated cycleway		Consultation results: Generally - Proposal not supported Locally - 2:0 (in favour)	Segregated cycleway		
Manchester Rd / Lloyd St	Raised junction table	Raised junction table (additional option, not considered originally) (Amended scheme following consultation. Not included in consultation)		Raised junction table		
Lloyd St	Traffic calming	Traffic calming	Speed Survey Results: Medium speed (85th %tile speed: 25.02) Consultation results: Generally - Proposal not supported Locally - 2:0 (in favour) Supported by ward members	Traffic calming	N/A	Y

SHEET 13

Lloyd St / Belmont St / Baker St / Grafton St	Traffic calming	Road humps		Consultation results: Generally - Proposal not supported overall Locally - In favour (2:0)		
Baker St and Short St	Traffic calming	Road humps		Consultation results: Generally - Proposal not supported overall Locally - No response		
Lloyd St / All Saints Rd	Segregated cycle path Contraflow cycle lane	Segregated cycle path Contraflow cycle lane (on one-way)		Consultation results: Generally - Proposal not supported overall Locally - In favour (2:0)		
Mendip Cl - Quantock Cl	Segregated cycle path	Segregated cycle path		Consultation results: Generally - Proposal supported	Y	N
SHEET 15						
Heaton Norris Park	Shared / Segregated cycleway	Shared / Segregated cycleway		Shared / Segregated cycleway (Subject to further Consultation)	Y	Y
OTHER (NO SHEET)						
A6 / Heaton Lane	Junction / crossing upgrade to sparrow	Links western cycle route to Mersey Square	Was considered originally but omitted and not included in consultation as existing Toucan crossing in place.			
Crossley Rd (to Cringle Park)	Cycle route	Cycleway connection via Crossley Road to Cringle Park	Any redesign to accommodate a cycleway beneath the railway bridge would be a complex, expensive and time-consuming undertaking <ul style="list-style-type: none"> • The carriageway is split on two levels with a varying over-head clearance • Both footways are at different levels and vary in width • Space required for on street parking for houses where there no alternative provision • Drainage problems and flooding issues. • Currently, there are no proposals for onward connection into Manchester 			