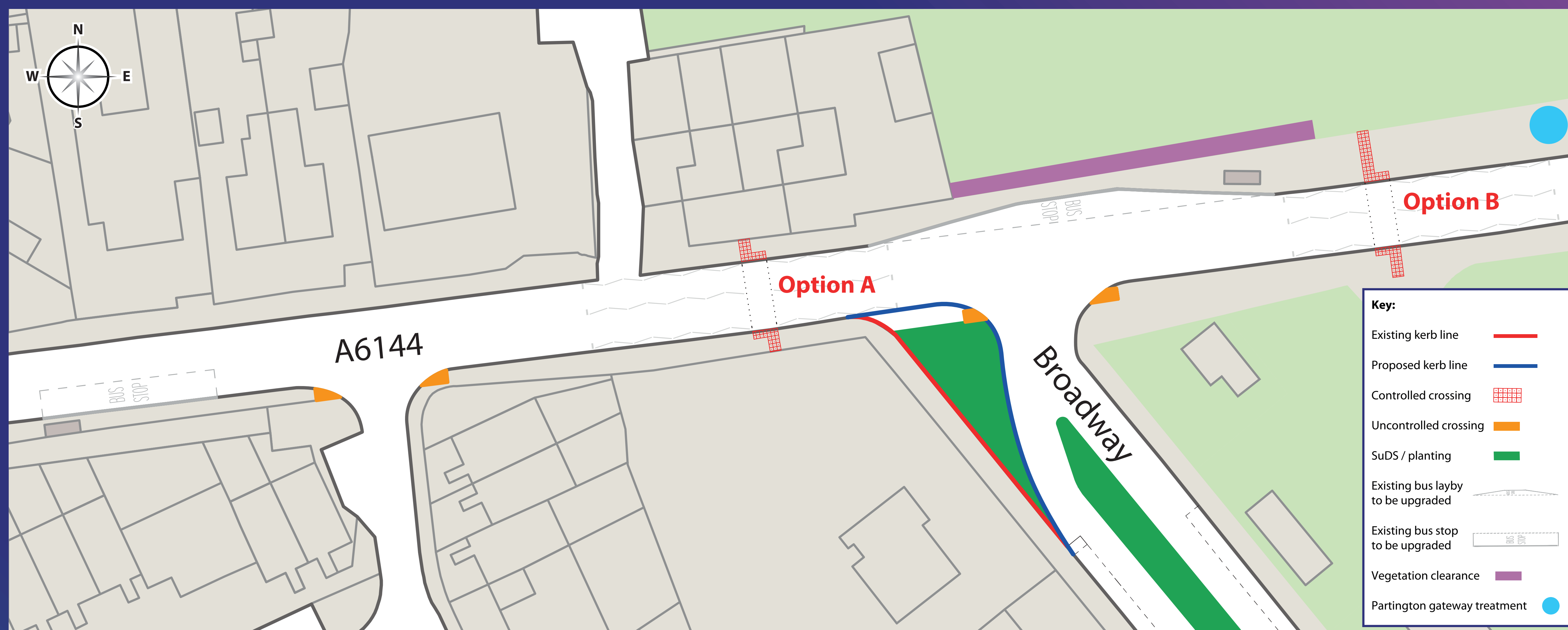


1. A6144 – Junction with Broadway



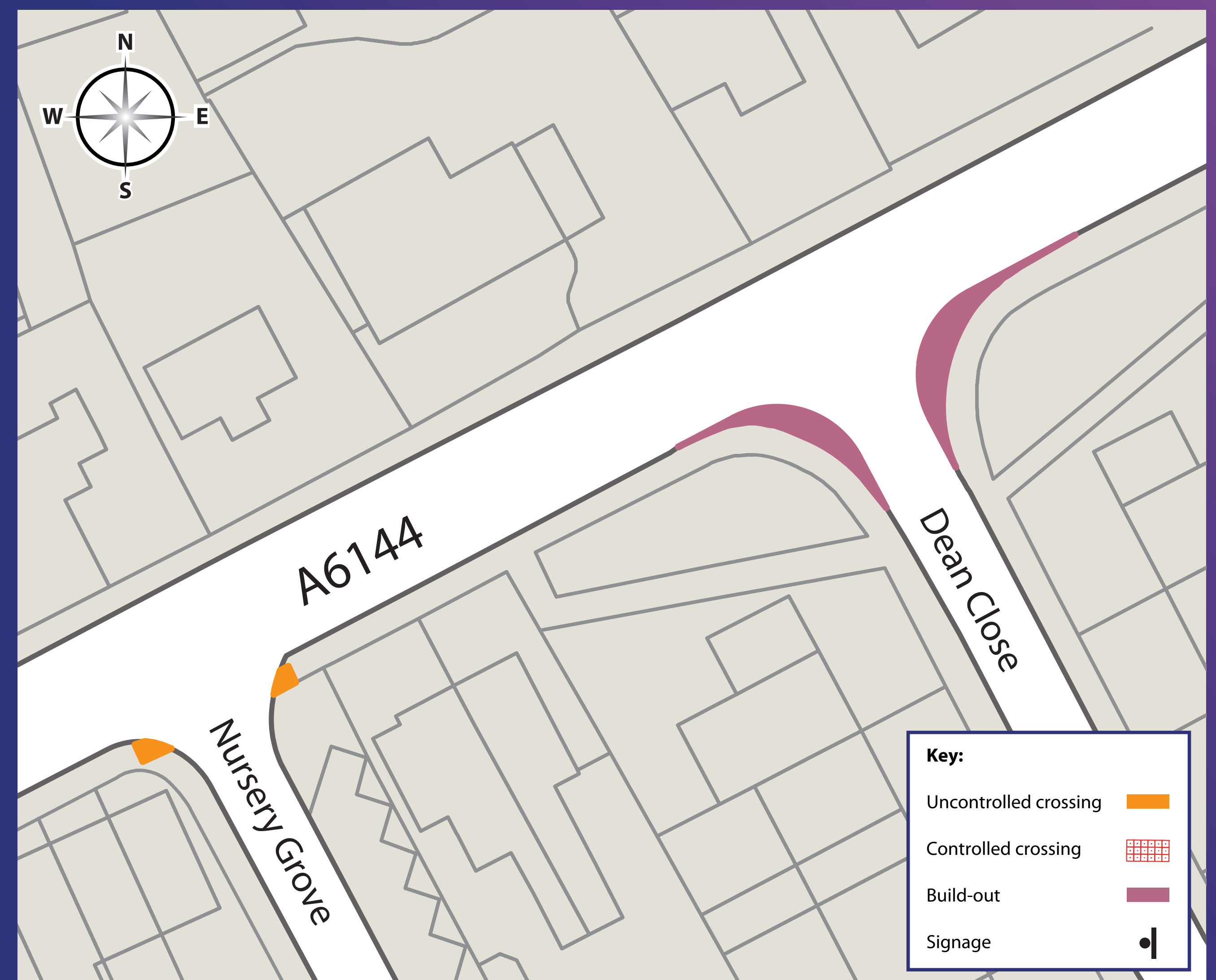
Issues:

- Crossing A6144 Manchester Road is difficult, which limits access to eastbound bus stop.
- Lack of a controlled pedestrian crossing at the junction of the A6144 and Broadway creates safety and accessibility concerns, particularly for those accessing the bus stop on the eastern side of the A6144.
- The pedestrian crossing is too long, which leaves pedestrians exposed for longer and allows higher vehicle turning speeds.
- The junction currently lacks features to support biodiversity, visual appeal, and surface water management.

Proposals:

- Introduce two potential options for a signal-controlled pedestrian crossing at the junction of the A6144 and Broadway to improve safety and accessibility for all users, including the elderly, children, and those with mobility difficulties.
- Modify the junction to reduce the pedestrian crossing distance from approximately 14 metres to 8.5 metres, encouraging slower vehicle speeds and creating a safer pedestrian environment.
- Incorporate wild planting and/or sustainable drainage systems (SuDS) within the build-out area to enhance local biodiversity, improve aesthetics, and manage surface water, reducing the risk of localised flooding.
- Overall, the proposals aim to create a safer, more accessible, and attractive environment for residents making everyday journeys, particularly when accessing public transport.

2. A6144 – Homestead Close, Dean Close & River Lane



Issues:

- Crossing the A6144 is difficult, which limits access to the public right of way (PROW) at the end of River Lane.
- Junctions at Homestead Close, Dean Close, and River Lane lack accessible crossing features such as dropped kerbs and tactile paving, impacting pedestrians with mobility or visual impairments.
- The wide junction at Dean Close encourages higher vehicle turning speeds, increasing risk for crossing pedestrians.
- River Lane is not clearly marked as a walking route, limiting awareness of this local access point and reducing its potential as a key pedestrian link.

Proposals:

- Install a new signalised crossing on the A6144 Manchester Road between Moss Lane and River Lane to provide access to the PROW at the end of River Lane.
- Install dropped kerbs and tactile paving at all three junctions to create safer, more inclusive crossing points for all users.
- Modify the junction at Dean Close to narrow the crossing width, encouraging slower vehicle movements, and increasing pedestrian safety.
- Introduce new signage near River Lane to promote it as a key walking route for residents and visitors.

3. A6144 – Moss Lane / Central Road



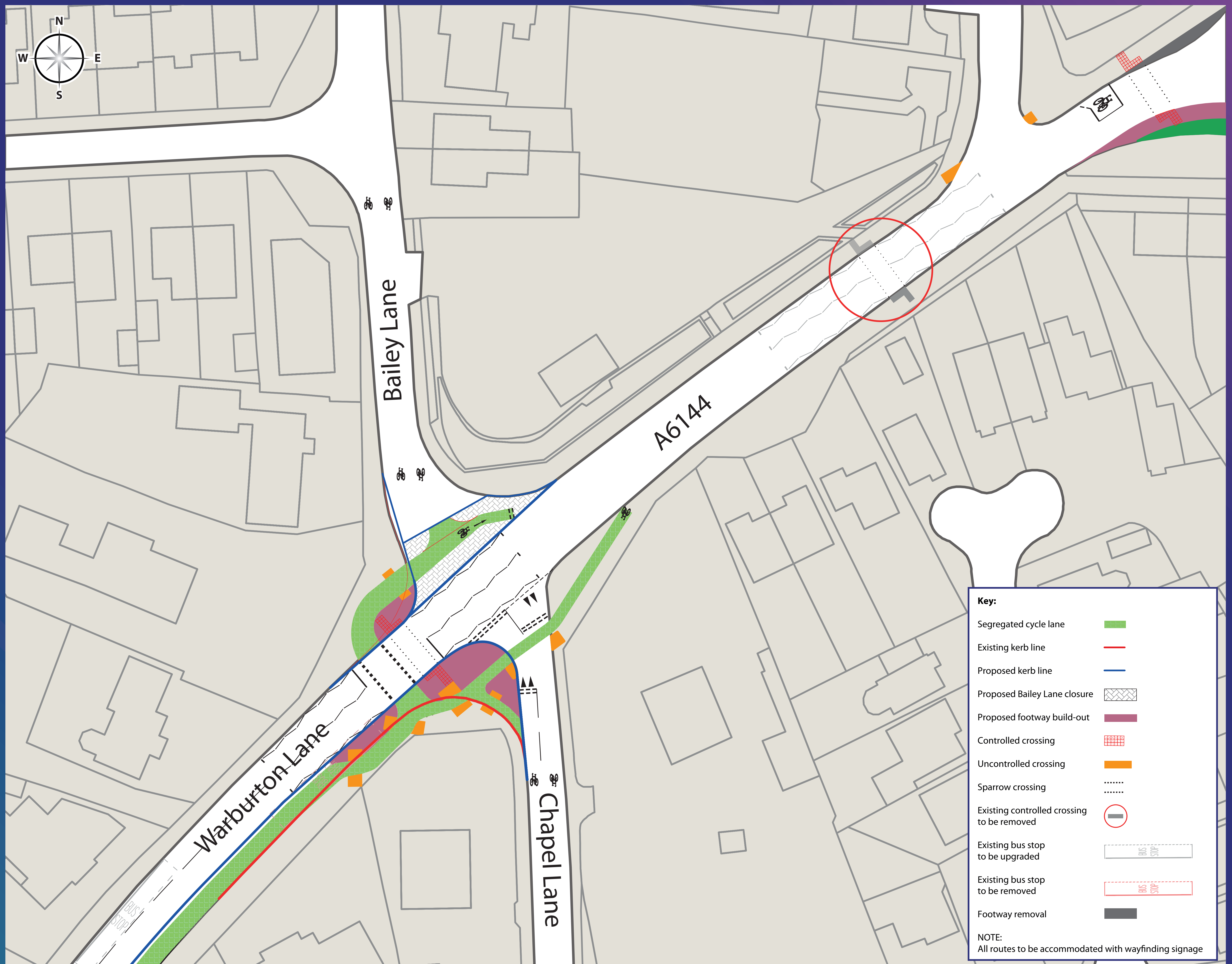
Issues:

- Existing pedestrian crossing at Moss Lane/Central Road is not well-aligned with preferred pedestrian routes, reducing safety and accessibility.
- The roundabout at the A6144 / Central Road junction limits safe crossing opportunities for pedestrians.

Proposals:

- Remove the existing pedestrian crossing at Moss Lane/Central Road to rationalise crossing points.
- Remove the roundabout at the A6144 / Central Road junction and replace it with segregated crossing facilities around a new fully signalised junction, to ensure the pedestrian crossings on all three arms enhance pedestrian safety and accessibility along the A6144.
- Modify the bus stop layby and introduce new central paving to enhance the public realm and improve aesthetics of the area.

4. A6144 – Bailey Lane / Chapel Lane



Issues:

- No existing segregated cycle facilities along the A6144, discouraging active travel and compromising cyclist safety, including children cycling to school.
- Lack of safe, formal crossing facilities for pedestrians and cyclists, especially when crossing west to east.
- Limited accessibility due to absence of dropped kerbs and tactile paving.

Proposals:

- Introduce Broadoak Cycle Route, a 2.5m-wide, two-way segregated cycle track with a 0.5m buffer (kerb or wand orcas) along the A6144 – From Bailey Lane to Oak Road, connecting to Broadoak High School.
- Install a sparrow crossing (a signalised crossing for both pedestrians and cyclists) to allow safe west-to-east crossing.
- Introduce dropped kerbs and tactile paving to improve accessibility and support inclusive travel.
- Close Bailey Lane at its junction with A6144.

5. A6144 – Junction with Wood Lane / junction with Hankinson Close



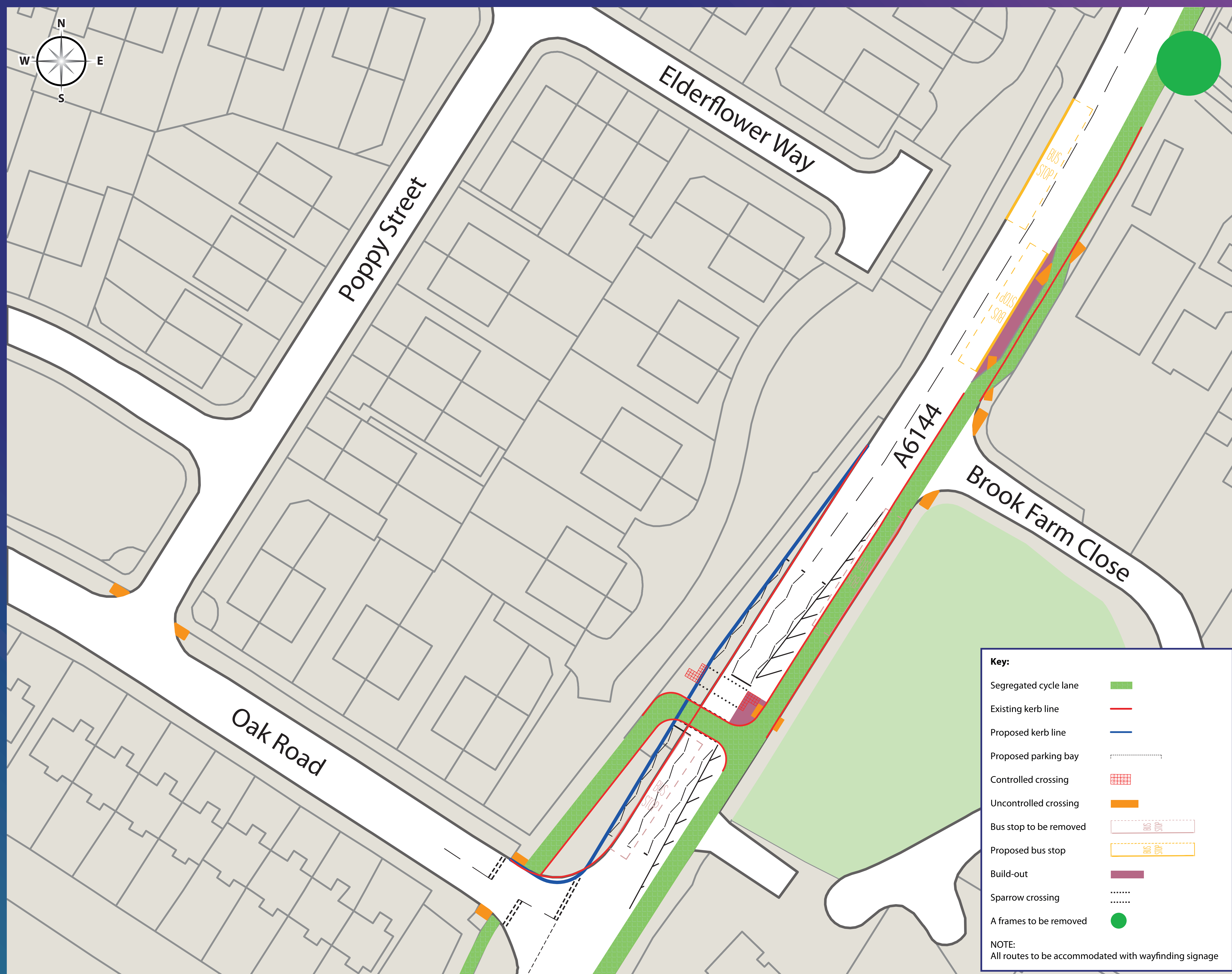
Issues:

- No existing segregated cycle facilities along the A6144, discouraging active travel and compromising cyclist safety, including children cycling to school.
- No existing dropped crossings or tactile paving between the junctions of Wood Lane and Hankinson Close, limiting accessibility for pedestrians, particularly those with mobility or visual impairments.
- Bus stop needs to be upgraded.

Proposals:

- Introduce Broadoak Cycle Route, a 2.5m wide, two-way segregated cycle track with a 0.5m buffer (kerb or wand orcas) along the A6144 – from Bailey Lane to Oak Road connecting to Broadoak High School.
- Extend the segregated cycle lane along the A6144 to provide a safe and consistent route for cyclists.
- Convert the existing grass verge into a formal footway to maintain pedestrian access alongside the new cycle infrastructure.
- Introduce marked parking bays on the eastern side of the A6144 to manage parking demand and improve safety and organisation.
- Install new dropped crossings with tactile paving where required to improve accessibility and inclusivity.
- Upgrade bus stop island with two-way cycle track. Improve bus stop with new kerbing, shelter seating and paving.

6. A6144 – Oak Road



Issues:

- No existing segregated cycle infrastructure along the A6144, discouraging active travel and compromising cyclist safety, including children cycling to school.
- No existing safe crossing point for pedestrians and cyclists on this stretch of the A6144, particularly for children travelling from the western side towards Broadoak High School.
- A cycle barrier (highlighted by the green circle) currently restricts access to the shared walking and cycling route leading to Chapel Lane.

Proposals:

- Install a sparrow crossing (a signalised crossing for both pedestrians and cyclists) to provide safe access to the two-way segregated cycle route and improve connections to Broadoak High School.
- Relocate bus stops to enhance accessibility and support safe, efficient public transport use.
- Remove the cycle barrier to improve accessibility and create a continuous, unobstructed walking and cycling link to Chapel Lane.

7. Broadway



Issues:

- Broadway is currently a 14-metre-wide road with no existing traffic calming measures, where vehicles sometimes travel above 40mph.
- The wide, open layout encourages unsafe driving behaviour, creating safety concerns for all road users, especially pedestrians and cyclists.
- Ongoing housing developments in the area are expected to increase vehicular demand, further intensifying pressure on the road network and exacerbating safety and environmental concerns.

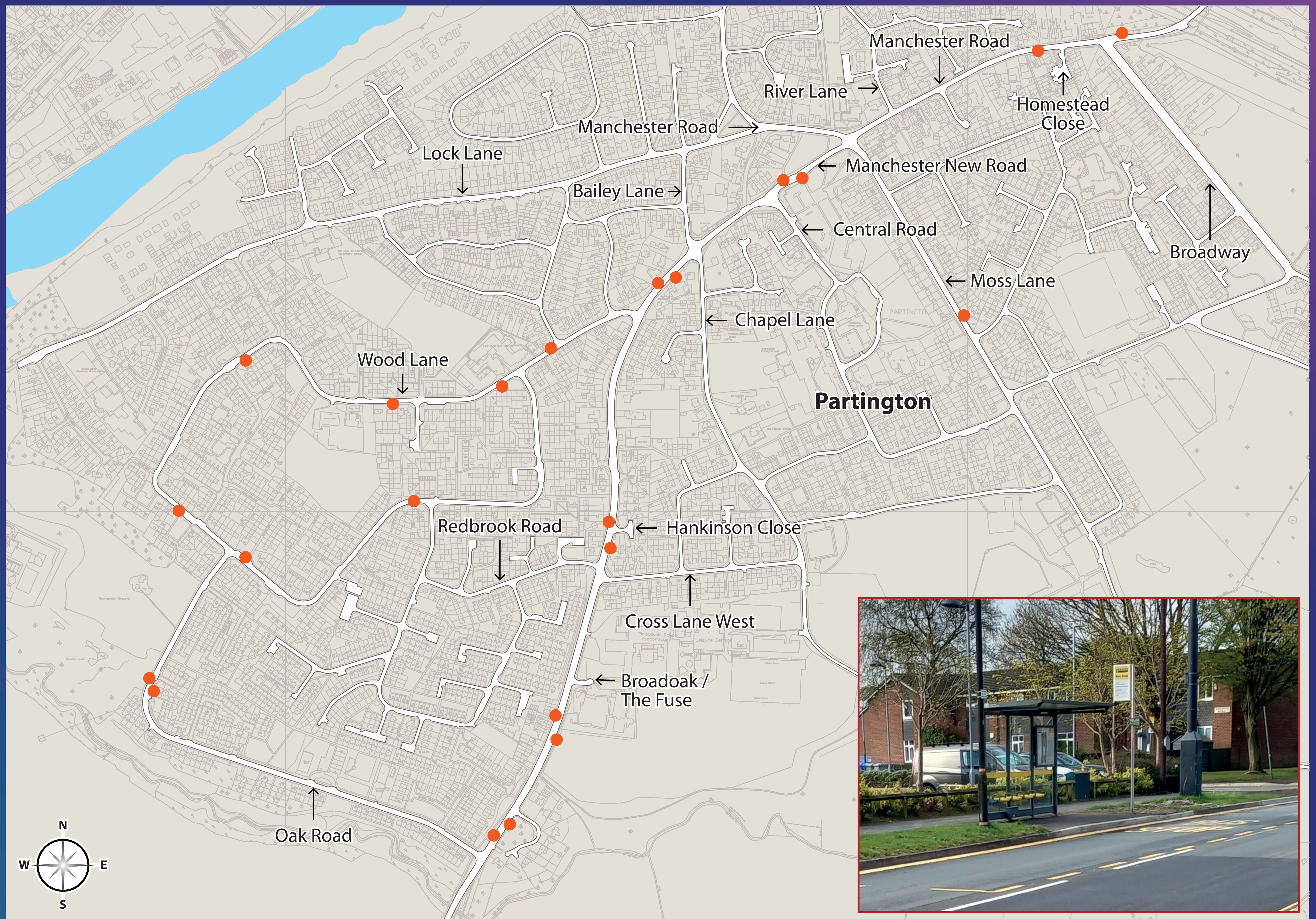
Proposals:

- Introduce formalised parking bays along Broadway to serve as traffic calming features, helping to manage vehicle speeds and increase road safety.
- Implement a 3.4m-wide sustainable drainage system (SuDS) combined with wild planting to visually narrow the carriageway, improving driver behaviour and road safety.

The inclusion of SuDS and planting will:

- Support surface water management and reduce local flood risk.
- Improve the street's visual appearance and contribute to placemaking (the planning, design and management of public spaces).
- Promote biodiversity by introducing habitat-friendly planting.
- Provide a more pleasant and safer environment for residents and future users, accommodating the anticipated increase in traffic from new housing developments.

8. All bus stops



Issues:

- Some existing bus stops in Partington do not meet current Transport for Greater Manchester (TfGM) accessibility and infrastructure standards.
- This may limit accessibility for users, particularly those with mobility difficulties, and reduce the overall quality and reliability of public transport facilities.

Proposals:

- All bus stops within Partington will be reviewed and upgraded where necessary to meet TfGM standards.
- Upgrades may include improved kerbing, accessibility features, new shelters, real-time information displays and clearway markings to enhance user experience and encourage public transport use.