

Appendix 7 - Schedule of Priority Mitigation Measures

Highways and Transport Committee

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Priority Mitigations

A parking report for each town was published for the duration of the statutory consultation period. A displacement assessment was presented as an appendix to each report, which set out the potential need for mitigations in each town using a Red, Amber, Green (RAG) system.

Areas assessed as 'red' represented mitigation measures that were likely to be required and if so, should be prioritised. Those assessed as 'amber' were less likely to be required but would still be subject to monitoring from the council.

Proposed measures are intended to mitigate the long-term parking displacement impact of the proposals once driver behaviours have normalised.

This appendix sets out the monitoring process that the council will commit to undertaking, as well as the reasons for the proposed priority mitigation measures (i.e. those areas that were assessed as red). Areas assessed as amber are provided in Appendix 1.

Crewe, Congleton, Macclesfield and Sandbach are the only towns where priority mitigation measures were proposed.

Monitoring Process

All areas highlighted in each parking report will be surveyed by council officers prior to the implementation of the proposals. If the proposals are implemented, the council will undertake monitoring of these areas to determine whether mitigation measures are still required, for a six-month period.

Monitoring will comprise officers counting the number of vehicles parked in these areas on different days of the week and at different times of day.

Observations made after implementation would be compared with those taken before implementation to determine if the proposals have adversely impacted these areas.

Where impacts are identified, actions to implement the mitigation measures would be prioritised. **All mitigation measures will be subject to their own statutory consultation.**

The measures outlined for each town were based on technical assessments of the likelihood of displaced parking plus local knowledge of parking activity. The main purpose of the monitoring process is to validate these assessments and substantiate a statement of reasons for making additional Traffic Regulation Orders. There are expected to be instances where a mitigation measure identified in the preliminary analyses is revised as a result of further monitoring and consultation, prior to confirmation of a preferred solution.

Crewe

Table 1 presents the initial proposal for priority mitigation measures in Crewe.

Table 1: Initial proposal for priority mitigation measures in Crewe

Road name	Mitigation measure (initial proposal)	Need for the measure
Thomas Street	<ul style="list-style-type: none"> Time limited parking bays (duration to be confirmed). West side between Sheppard Close and Thomas Street Car Park entrance. 	<ul style="list-style-type: none"> Currently, vehicles park on Thomas Street instead of within the car park to access the football club, Cumberland Arena and town centre. Encourage better use of the car park for longer stays, without permanently restricting the on-street parking space along Thomas Road.
Brierley Street	<ul style="list-style-type: none"> Prohibition of waiting Mon-Fri 8.30am - 4.30pm (single yellow line). East side from its junction with North Stafford Street to its junction with Wallis Street (School Keep Clear to be retained). Residents parking bays. 	<ul style="list-style-type: none"> Existing parking along both sides of Brierley Street significantly narrows the carriageway. Prohibiting waiting between 8.30am and 4.30pm Monday to Friday will help improve safety around the school. The proposal also enables residents to continue parking along the western side of the street.
Wallis Street	<ul style="list-style-type: none"> Prohibition of waiting at all times (double yellow lines). South side from its junction with Mirion Street for its entire length. 	<ul style="list-style-type: none"> Existing parking along both sides of Wallis Street significantly narrows the carriageway. Implementing double yellow lines on the southern side of the street will help improve safety around the school.

Congleton

Table 2 presents the initial proposal for priority mitigation measures in Congleton.

Table 2: Initial proposal for priority mitigation measures in Congleton

Road name	Mitigation measure (initial proposal)	Need for the measure
North Street	<ul style="list-style-type: none"> Prohibition of waiting at all times (double yellow lines), both sides from its junction with Antrobus Street for a distance of 25 metres in a northerly direction. Residents parking zone. 	<ul style="list-style-type: none"> Assessment has highlighted that North Street could come under more pressure from displaced vehicles. Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic. Double yellow lines are proposed at the Antrobus Street/ North Street junction to restrict parking close to the junction.
River Street	<ul style="list-style-type: none"> Prohibition of waiting at all times (double yellow lines). Both side from its junction with Antrobus Street for a distance of 16 metres in a northerly direction. Residents parking zone. 	<ul style="list-style-type: none"> Assessment has highlighted that River Street could come under more pressure from displaced vehicles. Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic. Double yellow lines are proposed at the Antrobus Street/ River Street junction to restrict parking close to the junction.
South Street	<ul style="list-style-type: none"> Residents parking zone. 	<ul style="list-style-type: none"> Assessment has highlighted that South Street could come under more pressure from displaced vehicles. Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic.
Holford Street	<ul style="list-style-type: none"> Residents parking zone. 	<ul style="list-style-type: none"> Assessment has highlighted that Holford Street could come under more pressure from displaced vehicles. Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic.
Antrobus Street	<ul style="list-style-type: none"> Prohibition of waiting at all times (double yellow lines). Parking restriction (junction protection) to be introduced on junction with North Street and River Street 10 metres each way. 	<ul style="list-style-type: none"> Assessment has highlighted that Antrobus Street could come under more pressure from displaced vehicles. Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic. Double yellow lines are proposed at the Antrobus Street/ North Street and Antrobus

Road name	Mitigation measure (initial proposal)	Need for the measure
	<ul style="list-style-type: none"> Residents parking bays. 	Street/ River Street junctions to restrict parking close to the junction.

Macclesfield

Table 3 presents the initial proposal for priority mitigation measures in Macclesfield.

Table 3: Initial proposal for priority mitigation measures in Macclesfield

Road name	Mitigation measure (initial proposal)	Need for measure
Bridge Street (south of Church Street West)	<ul style="list-style-type: none"> Residents parking bays. 	<ul style="list-style-type: none"> Assessment has highlighted the potential for displaced vehicles from Churchill Way, Grosvenor multi-storey car park (MSCP) and Exchange Street car parks, particularly for shorter stays where tariffs are proposed to increase. Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic.
Bridge Street (north of Church Street West)	<ul style="list-style-type: none"> Residents parking bays. 	<ul style="list-style-type: none"> Assessment has highlighted the potential for displaced vehicles from Churchill Way, Grosvenor MSCP and Exchange Street car parks, particularly for shorter stays where tariffs are proposed to increase. Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic.
Bridge Street (south of Great King Street)	<ul style="list-style-type: none"> Residents parking bays. 	<ul style="list-style-type: none"> Assessment has highlighted the potential for displaced vehicles from Churchill Way and Exchange Street car parks, particularly for shorter stays where tariffs are proposed to increase. Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic.
Church Street West	<ul style="list-style-type: none"> Residents parking bays. 	<ul style="list-style-type: none"> Assessment has highlighted the potential for displaced vehicles from Churchill Way, Grosvenor MSCP and Exchange Street car parks, particularly for shorter stays where tariffs are proposed to increase.

Road name	Mitigation measure (initial proposal)	Need for measure
		<ul style="list-style-type: none"> Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic.
Charlotte Street West	<ul style="list-style-type: none"> Residents parking bays. 	<ul style="list-style-type: none"> Assessment has highlighted the potential for displaced vehicles from Churchill Way, Grosvenor MSCP and Exchange Street car parks, particularly for shorter stays where tariffs are proposed to increase. Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic.
George Street (north of Pickford Street)	<ul style="list-style-type: none"> Residents parking bays. 	<ul style="list-style-type: none"> Assessment has highlighted the potential for displaced vehicles from Pickford Street and Sunderland Street car parks, particularly for shorter stays where tariffs are proposed to increase. Potential for some displacement from Old Library, Park Green and Parsonage Street car parks where long stay parking is proposed to be removed. Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic.
George Street (between Pickford Street and Brook Street)	<ul style="list-style-type: none"> Monday to Saturday, 8am to 6pm: 30 mins, no return within 1 hour (shared bay with residents parking) 	<ul style="list-style-type: none"> Assessment has highlighted the potential for displaced vehicles from Pickford Street and Sunderland Street car parks, particularly for shorter stays where tariffs are proposed to increase. Potential for some displacement from Old Library, Park Green and Parsonage Street car parks where long stay parking is proposed to be removed. A shared bay with residents parking is proposed on this section of George Street to facilitate access to the church and businesses and also ensure residents can park near to their homes.
Pickford Street (East)	<ul style="list-style-type: none"> Residents parking bays. 	<ul style="list-style-type: none"> Assessment has highlighted the potential for displaced vehicles from Pickford Street and Sunderland Street

Road name	Mitigation measure (initial proposal)	Need for measure
of George Street)		<p>car parks, particularly for shorter stays where tariffs are proposed to increase.</p> <ul style="list-style-type: none"> • Potential for some displacement from Old Library, Park Green and Parsonage Street car parks where long stay parking is proposed to be removed. • Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic.
Waterloo Street West	<ul style="list-style-type: none"> • Monday to Saturday, 8am to 6pm: 1 hour, no return within 1 hour (shared bay with residents parking) 	<ul style="list-style-type: none"> • Assessment has highlighted the potential for displaced vehicles from Churchill Way car park particularly for shorter stays where tariffs are proposed to increase. • A shared bay with residents parking is proposed on this section of George Street to facilitate access to the church and also ensure residents can park near to their homes.
Water Street	<ul style="list-style-type: none"> • Residents parking bays. 	<ul style="list-style-type: none"> • Assessment has highlighted the potential for displaced vehicles from Churchill Way car park particularly for shorter stays where tariffs are proposed to increase. • Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic.

Sandbach

Table 4 presents the initial proposal for priority mitigation measures in Sandbach.

Table 4: Initial proposal for priority mitigation measures in Sandbach

Road name	Mitigation measure (initial proposal)	Need for measure
Chapel Street	<ul style="list-style-type: none"> Residents parking bays. 	<ul style="list-style-type: none"> Assessment has highlighted that Chapel Street could come under more pressure from displaced vehicles. Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic.
Welles Street (north of Cross Street)	<ul style="list-style-type: none"> Residents parking bays. 	<ul style="list-style-type: none"> Assessment has highlighted that the proposals may further reduce the availability of parking on Scotch Common and Little Common car parks. Welles Street is likely to become more desirable for parking. Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic.
Green Street (south of Cross Street)	<ul style="list-style-type: none"> Limited parking bays. Existing bays to change to: Mon-Sat 8am to 6pm. 1 hour. No return within 2 hours. 	<ul style="list-style-type: none"> Assessment has highlighted that the proposals may further reduce the availability of parking on Scotch Common and Little Common car parks. Green Street is likely to become more desirable for parking. Amending the periods of operation to 8am to 6pm, Monday to Saturday would align with the proposed charging periods in off-street car parks. Limited waiting bays can be enforced over the same period as off-street car parks to better manage on-street parking and encourage more turnover.
Green Street (north of Cross Street)	<ul style="list-style-type: none"> Residents parking bays. 	<ul style="list-style-type: none"> Assessment has highlighted that the proposals may further reduce the availability of parking on Scotch

Road name	Mitigation measure (initial proposal)	Need for measure
		<p>Common and Little Common car parks.</p> <ul style="list-style-type: none"> Green Street is likely to become more desirable for parking. Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic.
Congleton Road	<ul style="list-style-type: none"> Limited parking bays. Existing bays to change to: Mon-Sat 8am to 6pm. 1 hour. No return within 2 hours. 	<ul style="list-style-type: none"> Assessment has highlighted that the proposals may further reduce the availability of parking on Scotch Common and Little Common car parks. The existing limited waiting bays on Congleton Road between Green Street and Commons Mill are likely to become more desirable for parking. Although limited waiting bays are provided, there is no time restriction, which means the council cannot enforce a maximum length of stay. Therefore, restrictions are proposed to be implemented in line with other streets to encourage turnover and better manage on-street parking.
Cross Street	<ul style="list-style-type: none"> Replace single yellow line with double yellow lines. Both sides for whole length. 	<ul style="list-style-type: none"> Parked vehicles narrow the carriageway to one effective traffic lane. This means that vehicles turning into/ out of Cross Street have to position themselves in the middle of the road, which could cause a collision. Assessment has highlighted that the proposals may further reduce the availability of parking on Scotch Common and Little Common car parks and put greater pressure on Cross Street.
Crown Bank	<ul style="list-style-type: none"> Double yellow lines between Hawk Street and Well Bank. 	<ul style="list-style-type: none"> There are no waiting restrictions along Crown Bank. The proposals would encourage more people to park by the kerbside to avoid paying for parking.

Road name	Mitigation measure (initial proposal)	Need for measure
		<ul style="list-style-type: none"> Introducing double yellow lines will restrict parking along Crown Bank, making it easier to access/ egress parking spaces and also provide a wider carriageway for emergency vehicles to travel through.
Hawk Street	<ul style="list-style-type: none"> Double yellow lines between Crown Bank and Well Bank. 	<ul style="list-style-type: none"> There are no waiting restrictions along Hawk Street. The proposals would encourage more people to park by the kerbside to avoid paying for parking. Introducing double yellow lines will restrict parking along Hawk Street, making it easier to access/ egress parking spaces and also provide a wider carriageway for emergency vehicles to travel through.
Well Bank	<ul style="list-style-type: none"> Double yellow lines for its whole length. 	<ul style="list-style-type: none"> Well Bank is partially restricted by double yellow lines. The proposals would encourage more people to park by the kerbside, where it is unrestricted, to avoid paying for parking. Introducing double yellow lines will restrict parking along Hawk Street, making it easier to access/ egress parking spaces and also provide a wider carriageway for emergency vehicles to travel through.

Appendix 1 – amber mitigations

This appendix presents the mitigations that were assessed as amber on a town-by-town basis. These areas will be subject to monitoring by the council as set out in the Monitoring Process section.

Alderley Edge

Table 5 presents the initial proposal for amber mitigation measures in Alderley Edge. Eaton Drive and Redesmere Drive (on the Lakes and Eaton Drive estates) have been added to the list of potential mitigations following representations made during statutory consultation.

Table 5: Initial proposal for amber mitigation measures in Alderley Edge

Road name	Mitigation measure (initial proposal)	Need for measure
Ryleys Lane	Prohibition of waiting at all times (double yellow lines) south side from its junction with Redesmere Drive for a distance of 110 metres in a westerly direction.	<ul style="list-style-type: none"> Assessment has highlighted that Ryleys Lane could come under more pressure from displaced vehicles avoiding proposed parking charges at Ryleys Lane car park.
Church Lane	Prohibition of waiting Mon-Fri 8am – 6pm (single yellow line). South side from its junction with Ryleys Lane for a distance of 85 metres in a westerly direction.	<ul style="list-style-type: none"> Assessment has highlighted that Church Lane could come under more pressure from displaced vehicles avoiding proposed parking charges at Ryleys Lane car park.
Eaton Drive	To be confirmed, added to the monitoring list following a review of representations made during statutory consultation.	<ul style="list-style-type: none"> Concerns raised via representations that displaced traffic from Ryleys Lane car park will increase pressure on this street.
Redesmere Drive	To be confirmed, added to the monitoring list following a review of representations made during statutory consultation.	<ul style="list-style-type: none"> Concerns raised via representations that displaced traffic from Ryleys Lane car park will increase pressure on this street.

Alsager

Table 6 presents the initial proposal for amber mitigation measures in Alsager. Ashmore's Lane and Fields Road have been added to the list of potential mitigations following representations made during statutory consultation.

Table 6: Initial proposal for amber mitigation measures in Alsager

Road name	Mitigation measure (initial proposal)	Need for measure
Church Road	Double yellow lines. East side - from its junction with Crewe Road to its junction with Lodge Road.	<ul style="list-style-type: none"> Assessment has highlighted that Church Road could come under more pressure from displaced vehicles avoiding proposed parking charges at Fairview car park.
Station Road	Double yellow lines. Both sides - from its junction with Cross Street to its junction with Brookhouse Road.	<ul style="list-style-type: none"> Assessment has highlighted that Station Road could come under more pressure from displaced vehicles avoiding proposed parking charges at Station Road and/ or Well Lane car parks.
Cross Street	<p>Single yellow lines. Mon-Fri 8.30am - 4.30pm. East side - whole length (keep double yellow lines).</p> <p>Residents parking bays.</p>	<ul style="list-style-type: none"> Assessment has highlighted that Station Road could come under more pressure from displaced vehicles avoiding proposed parking charges at Station Road and/ or Well Lane car parks. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Well Lane	Double yellow lines. East side - from its junction with Station Road for a distance of 20 metres in a southerly direction. West side whole length up to school keep clear.	<ul style="list-style-type: none"> Assessment has highlighted that Station Road could come under more pressure from displaced vehicles avoiding proposed parking charges at Station Road and/ or Well Lane car parks.
The Avenue	Double yellow lines. Both sides - from its junction with Sandbach Road North for a distance of 30 metres in a south westerly direction.	<ul style="list-style-type: none"> Assessment has highlighted that Church Road could come under more pressure from displaced vehicles avoiding proposed parking charges at Fairview car park.
Wesley Avenue / Shady Grove	<p>One way - direction to be determined after consultation.</p> <p>Residents parking bays.</p>	<ul style="list-style-type: none"> Assessment has highlighted that Church Road could come under more pressure from displaced vehicles avoiding proposed parking charges at Fairview car park.

Road name	Mitigation measure (initial proposal)	Need for measure
		<ul style="list-style-type: none"> Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Oak Avenue	Double yellow lines. Both sides - from its junction with Birch Avenue for a distance of 10 metres in a westerly direction.	<ul style="list-style-type: none"> Assessment has highlighted that Church Road could come under more pressure from displaced vehicles avoiding proposed parking charges at Fanny's Croft car park.
Ashmore's Lane	To be confirmed, added to the monitoring list following a review of representations made during statutory consultation.	<ul style="list-style-type: none"> Concerns raised via representations that displaced traffic from Fairview car park will increase pressure on this street.
Fields Road	To be confirmed, added to the monitoring list following a review of representations made during statutory consultation.	<ul style="list-style-type: none"> Concerns raised via representations that displaced traffic from Fairview car park will increase pressure on this street.

Audlem

Table 7 presents the initial proposal for amber mitigation measures in Audlem.

Table 7: Initial proposal for amber mitigation measures in Audlem

Road name	Mitigation measure (initial proposal)	Need for measure
Windmill Drive	Single yellow lines. Mon-Fri 8.30am - 4.30pm. Both sides - from Whitchurch Road to Chapel Close.	<ul style="list-style-type: none"> Assessment has highlighted that Windmill Drive could come under more pressure from displaced vehicles avoiding proposed parking charges at Cheshire Street car park.
Tollgate Drive	Double yellow lines. Both sides - from Whitchurch Road for a distance of 30 metres in a northerly direction.	<ul style="list-style-type: none"> Assessment has highlighted that Tollgate Drive could come under more pressure from displaced vehicles avoiding proposed parking charges at Cheshire Street car park.

Bollington

Table 8 presents the initial proposal for amber mitigation measures in Bollington.

Table 8: Initial proposal for amber mitigation measures in Bollington

Road name	Mitigation measure (initial proposal)	Need for measure
High Street	Double yellow lines. East side - from its junction with Water Street to its junction with Fern Bank Rise. Residents parking bays.	<ul style="list-style-type: none"> Assessment has highlighted that High Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Pool Bank car park. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Water Street	Double yellow lines. North side - between High Street and John Street. Residents parking bays.	<ul style="list-style-type: none"> Assessment has highlighted that High Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Pool Bank car park. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Park Street	Residents parking bays.	<ul style="list-style-type: none"> Assessment has highlighted that High Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Pool Bank car park. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Oldham Street	Residents parking bays.	<ul style="list-style-type: none"> Assessment has highlighted that High Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Pool Bank car park. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Market Place	Residents parking bays.	<ul style="list-style-type: none"> Assessment has highlighted that High Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Pool Bank car park.

Road name	Mitigation measure (initial proposal)	Need for measure
		<ul style="list-style-type: none"> Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Church Street	<p>Double yellow lines. West side - from Palmerston Street to Vine Street.</p> <p>Residents parking bays.</p>	<ul style="list-style-type: none"> Assessment has highlighted that High Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Pool Bank car park. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Hamson Drive	Double yellow lines. West side - from Palmerston Street for a distance of 58 metres in a north-westerly direction.	<ul style="list-style-type: none"> Assessment has highlighted that High Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Pool Bank car park.

Congleton

There are no amber mitigation measures proposed for Congleton.

Crewe

Table 9 presents the initial proposal for amber mitigation measures in Crewe.

Table 9: Initial proposal for amber mitigation measures in Crewe

Road name	Mitigation measure (initial proposal)	Need for measure
Sheppard Close	Prohibition of waiting at all times (double yellow lines). North side for the entire length. Residents parking bays.	<ul style="list-style-type: none"> Assessment has highlighted that Sheppard Close could come under more pressure from displaced vehicles avoiding proposed parking charges at Thomas Street car park and the proposal to restrict parking on Thomas Street. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Mirion Street	Prohibition of waiting Mon-Fri 8.30am - 4.30pm (single yellow line). West side from its junction with Wallis Street for a distance of 44 metres north to its junction with Earle Street. Residents parking bays.	<ul style="list-style-type: none"> Assessment has highlighted that Mirion Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Thomas Street car park. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Greystone Park	Prohibition of waiting at all times (double yellow lines). Both sides from its junction with Earle Street for a distance of 10 metres in a northerly direction.	<ul style="list-style-type: none"> Assessment has highlighted that Greystone Park could come under more pressure from displaced vehicles avoiding proposed parking charges at Thomas Street car park.

Disley

Table 10 presents the initial proposal for amber mitigation measures in Disley.

Table 10: Initial proposal for amber mitigation measures in Disley

Road name	Mitigation measure (initial proposal)	Need for measure
Dane Bank Drive	Double yellow lines. Both sides - from Buxton Old Road for a distance of 61 metres in a north-easterly direction.	<ul style="list-style-type: none"> Assessment has highlighted that Dane Bank Avenue could come under more pressure from displaced vehicles avoiding proposed parking charges at Community Centre car park.
Jacksons Edge Road	<p>Double yellow lines. South side - from Lower Lea to Homestand Road.</p> <p>Single yellow lines. Mon-Fri 8.30am - 4.30pm. Both sides - from Homestand Road for a distance of 81 metres in a north-westerly direction.</p>	<ul style="list-style-type: none"> Assessment has highlighted that Jacksons Edge Road could come under more pressure from displaced vehicles avoiding proposed parking charges at Community Centre car park.

Handforth

Table 11 presents the initial proposal for amber mitigation measures in Handforth.

Table 11: Initial proposal for amber mitigation measures in Handforth

Road name	Mitigation measure (initial proposal)	Need for measure
Sagars Road	Double yellow lines. South side - from Wilmslow Road to The Link.	<ul style="list-style-type: none"> Assessment has highlighted that Sagars Road could come under more pressure from displaced vehicles avoiding proposed parking charges at School Road, Wilmslow Road and Handforth Library car parks.
School Road	Single yellow lines. Mon-Fri 8.30am - 4.30pm. Both sides - whole length.	<ul style="list-style-type: none"> Assessment has highlighted that School Road could come under more pressure from displaced vehicles avoiding proposed parking charges at School Road car park.
Meriton Road	Double yellow lines. Both sides - from Wilmslow Road for a distance of 33 metres in a westerly direction.	<ul style="list-style-type: none"> Assessment has highlighted that Greystone Park could come under more pressure from displaced

Road name	Mitigation measure (initial proposal)	Need for measure
		vehicles avoiding proposed parking charges at School Road car park.

Haslington

Table 12 presents the initial proposal for amber mitigation measures in Haslington.

Table 12: Initial proposal for amber mitigation measures in Haslington

Road name	Mitigation measure (initial proposal)	Need for measure
St Matthews Close	Double yellow lines. Both sides - from Waterloo Road for a distance of 50 metres in a north-easterly direction.	<ul style="list-style-type: none"> Assessment has highlighted that St Matthews Close could come under more pressure from displaced vehicles avoiding proposed parking charges at Waterloo Road car park.

Holmes Chapel

Table 13 presents the initial proposal for amber mitigation measures in Holmes Chapel.

Table 13: Initial proposal for amber mitigation measures in Holmes Chapel

Road name	Mitigation measure (initial proposal)	Need for measure
Sutton Oaks (London Road layby opposite health centre)	<p>Double yellow lines - limited parking bay Monday to Saturday, 8am to 6pm. 1 hour. No return within 2 hours.</p> <p>Double yellow lines - both sides whole length up to proposed parking bays.</p>	<ul style="list-style-type: none"> Assessment has highlighted that Sutton Oaks could come under more pressure from displaced vehicles avoiding proposed parking charges at London Road and Parkway car parks.
Alumbrook Avenue	Double yellow lines. Both sides - from Sandiford Road for a distance of 23 metres in a westerly direction.	<ul style="list-style-type: none"> Assessment has highlighted that Alumbrook Avenue could come under more pressure from displaced vehicles avoiding proposed parking charges at London Road car parks.

Knutsford

Table 14 presents the initial proposal for amber mitigation measures in Knutsford.

Table 14: Initial proposal for amber mitigation measures in Knutsford

Road name	Mitigation measure (initial proposal)	Need for measure
Queen Street / George Street	Prohibition of waiting at all times (double yellow lines). Alternated parking restrictions to avoid parking on both sides of the road. Residents parking bays.	<ul style="list-style-type: none"> Assessment has highlighted that Queen Street and George Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Tatton Street car park and/ or on-street parking restrictions. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.

Macclesfield

Table 15 presents the initial proposal for amber mitigation measures in Macclesfield.

Table 15: Initial proposal for amber mitigation measures in Macclesfield

Road name	Mitigation measure (initial proposal)	Need for measure
Athey Street	Prohibition of waiting at all times (double yellow lines). South side from its junction with Lyon Street 10 metres each way.	<ul style="list-style-type: none"> Assessment has highlighted that Athey Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Churchill Way car park particularly for short stays.
Lyon Street	Residents parking zone	<ul style="list-style-type: none"> Assessment has highlighted that Lyon Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Churchill Way car park particularly for short stays. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Whiston Street	Prohibition of waiting at all times (double yellow lines). North side from its junction with Bond Street for a distance of 10 metres in a	<ul style="list-style-type: none"> Assessment has highlighted that Whiston Street could come under more pressure from displaced vehicles avoiding proposed parking

Road name	Mitigation measure (initial proposal)	Need for measure
	westerly direction. North side from its junction with Lyon Street for a distance of 10 metres in an easterly direction.	charges at Churchill Way car park particularly for short stays.
Bond Street	Residents parking bays	<ul style="list-style-type: none"> Assessment has highlighted that Bond Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Churchill Way car park particularly for short stays. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Henderson Street	Extend existing prohibition of waiting Mon-Sat 8am-6pm (single yellow line) for a distance of 30 metres in a westerly direction.	<ul style="list-style-type: none"> Assessment has highlighted that Henderson Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Churchill Way car park particularly for short stays.
Newton Street	Residents parking bays	<ul style="list-style-type: none"> Assessment has highlighted that Henderson Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Churchill Way car park particularly for short stays. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Station Street	Prohibition of waiting at all times (double yellow lines). West side from its junction with Hibel Road for a distance of 80 metres in a northerly direction.	<ul style="list-style-type: none"> Assessment has highlighted that Station Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Hibel Road car park and/or Jordangate MSCP.
Brock Street	Prohibition of waiting at all times (double yellow lines). Junction protection (10 metres) with Pearle Street (south & north). Residents parking bays.	<ul style="list-style-type: none"> Assessment has highlighted that Brock Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Hibel Road car park and/or Jordangate MSCP. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.

Road name	Mitigation measure (initial proposal)	Need for measure
Pearle Street	Prohibition of waiting at all times (double yellow lines). Junction protection (10 metres) with Brock Street (east & west). Residents parking bays	<ul style="list-style-type: none"> Assessment has highlighted that Pearle Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Hibel Road car park and/or Jordangate MSCP. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Pownall Street	Prohibition of waiting at all times (double yellow lines). East side from its junction with Pearle Street for a distance of 10 metres in a south-easterly direction. Residents parking bays.	<ul style="list-style-type: none"> Assessment has highlighted that Pownall Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Hibel Road car park and/or Jordangate MSCP. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Coare Street	Prohibition of waiting at all times (double yellow lines). Junction protection (10 metres) with Brock Street (north and south). Residents parking bays.	<ul style="list-style-type: none"> Assessment has highlighted that Coare Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Hibel Road car park and/or Jordangate MSCP. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.

Middlewich

Table 16 presents the initial proposal for amber mitigation measures in Middlewich.

Table 16: Initial proposal for amber mitigation measures in Middlewich

Road name	Mitigation measure (initial proposal)	Need for measure
West Street	Residents parking bays.	<ul style="list-style-type: none"> Assessment has highlighted that West Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Southway car park. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Beech Street	Residents parking bays.	<ul style="list-style-type: none"> Assessment has highlighted that Beech Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Southway and Civic Way car parks. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
King Edward Street	Single yellow line. Mon-Fri 8.30am - 4.30pm. South side - from St Ann's Road for a distance of 93 metres in an easterly direction.	<ul style="list-style-type: none"> Assessment has highlighted that King Edward Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Southway and Civic Way car parks, particularly during the school run.

Nantwich

Table 17 presents the initial proposal for amber mitigation measures in Nantwich. Station View has been added to the list of potential mitigations following representations made during statutory consultation.

Table 17: Initial proposal for amber mitigation measures in Nantwich

Road name	Mitigation measure (initial proposal)	Need for measure
The Blankney	Prohibition of waiting at all times (double yellow lines). Both side from its junction with Waterlode for a	<ul style="list-style-type: none"> Assessment has highlighted that The Blankney could come under more pressure from displaced

Road name	Mitigation measure (initial proposal)	Need for measure
	distance of 25 metres in a southerly direction.	vehicles avoiding proposed parking charges at Love Lane car park.
Shrewbridge Crescent	Prohibition of waiting Mon-Fri 8.30am - 4.30pm (single yellow line). East side from bend for its whole length	<ul style="list-style-type: none"> Assessment has highlighted that Shrewbridge Crescent could come under more pressure from displaced vehicles avoiding proposed parking charges at Love Lane car park.
Shrewbridge Road	Prohibition of waiting at all times (double yellow lines). 30 metres each way from railway crossing.	<ul style="list-style-type: none"> Assessment has highlighted that Shrewbridge Road could come under more pressure from displaced vehicles avoiding proposed parking charges at Love Lane car park.
The Beeches	Prohibition of waiting at all times (double yellow lines). North side from its junction with Churches Court for a distance of 55 metres in an easterly direction.	<ul style="list-style-type: none"> Assessment has highlighted that The Beeches could come under more pressure from displaced vehicles avoiding proposed parking charges at Love Lane car park.
Volunteer Fields	Prohibition of waiting at all times (double yellow lines). East side from a distance of 60 metres of its junction of Beam Street to a distance of 50 metres in a northerly direction. Junction protection (10 metres each way) at its junction with Volunteer Avenue, Bowyer Avenue and Cowfields.	<ul style="list-style-type: none"> Assessment has highlighted that Volunteer Fields could come under more pressure from displaced vehicles avoiding proposed parking charges at Civic Hall and Dysart Buildings car park.
Station View	To be confirmed, added to the monitoring list following a review of representations made during statutory consultation.	<ul style="list-style-type: none"> Concerns raised via representations that displaced traffic from Love Lane car park will increase pressure on this street.

Poynton

Table 18 presents the initial proposal for amber mitigation measures in Poynton.

Table 18: Initial proposal for amber mitigation measures in Poynton

Road name	Mitigation measure (initial proposal)	Need for measure
Parklands Way	Double yellow lines. Both sides - from a distance of 10 metres west of its junction with School Lane for a distance of 52 metres in an easterly direction.	<ul style="list-style-type: none"> Assessment has highlighted that Parklands Way could come under more pressure from displaced vehicles avoiding proposed parking charges at Civic Hall car park.
School Lane	Double yellow lines. Both sides - from its junction with Parklands Way for a distance of 10 metres in a northerly direction.	<ul style="list-style-type: none"> Assessment has highlighted that School Lane could come under more pressure from displaced vehicles avoiding proposed parking charges at Civic Hall car park.
Clumber Road	Double yellow lines. East side - from its junction with Park Lane for a distance of 30 metres in a south-westerly direction.	<ul style="list-style-type: none"> Assessment has highlighted that Clumber Road could come under more pressure from displaced vehicles avoiding proposed parking charges at Civic Hall car park.

Prestbury

Table 19 presents the initial proposal for amber mitigation measures in Alsager. Badger Road, Bridge Green and Scott Road have been added to the list of potential mitigations following representations made during statutory consultation.

Table 19: Initial proposal for amber mitigation measures in Prestbury

Road name	Mitigation measure (initial proposal)	Need for measure
Bollin Grove	Double yellow lines. Both sides - from Pearl Street to Bollin Mews.	<ul style="list-style-type: none"> Assessment has highlighted that Bollin Grove could come under more pressure from displaced vehicles avoiding proposed parking charges at Springfields car park, particularly during the school run.
Badger Road	To be confirmed, added to the monitoring list following a review of representations made during statutory consultation.	<ul style="list-style-type: none"> Assessment has highlighted that Bollin Grove could come under more pressure from displaced vehicles avoiding proposed parking charges at Springfields car park, particularly during the school run.
Bridge Green	To be confirmed, added to the monitoring list following	<ul style="list-style-type: none"> Assessment has highlighted that Bollin Grove could come under more

Road name	Mitigation measure (initial proposal)	Need for measure
	a review of representations made during statutory consultation.	pressure from displaced vehicles avoiding proposed parking charges at Springfields car park, particularly during the school run.
Scott Road	To be confirmed, added to the monitoring list following a review of representations made during statutory consultation.	<ul style="list-style-type: none"> Assessment has highlighted that Bollin Grove could come under more pressure from displaced vehicles avoiding proposed parking charges at Springfields car park, particularly during the school run.

Sandbach

Table 20 presents the initial proposal for amber mitigation measures in Sandbach.

Table 20: Initial proposal for amber mitigation measures in Sandbach

Road name	Mitigation measure (initial proposal)	Need for measure
Old Middlewich Road	Limited parking bays. Existing bays to change to: Mon-Sat 8am to 6pm. 1 hour. No return within 2 hours.	<ul style="list-style-type: none"> Assessment has highlighted that Old Middlewich Road could come under more pressure from displaced vehicles avoiding proposed parking charges at Chapel Street, Westfields and Brookhouse Road car parks and/ or on-street parking restrictions.
Platt Avenue	Single yellow lines. Mon-Fri 8.30am - 4.30pm. Both sides - from a distance of 12 metres north of its junction with Middlewich Road for a distance of 46 metres in a northerly direction.	<ul style="list-style-type: none"> Assessment has highlighted that Platt Avenue could come under more pressure from displaced vehicles avoiding proposed parking charges at Chapel Street and Westfields car parks, particularly during the school run.
Bold Street	Limited parking bays. Existing bays to change to: Mon-Sat 8am to 6pm. 1 hour. No return within 2 hours.	<ul style="list-style-type: none"> Assessment has highlighted that Bold Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Chapel Street, Westfields and Brookhouse Road car parks and/ or on-street parking restrictions.
High Street	Replace single yellow line with double yellow lines from George's Walk to Hightown.	<ul style="list-style-type: none"> Assessment has highlighted that High Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Brookhouse Road, Crown Bank, Hawk Street and Well Bank car parks and/ or on-street parking restrictions.

Shavington

There are no mitigation measures (red or amber) proposed for Shavington.

Wilmslow

Table 21 presents the initial proposal for amber mitigation measures in Wilmslow. The roads with a '(Y)' were included as mitigation measures in the current Wilmslow Parking Strategy.

Table 21: Initial proposal for amber mitigation measures in Wilmslow

Road name	Mitigation measure (initial proposal)	Need for measure
Old Road (Y)	Residents parking zone. (Traffic Regulation Order for no motor vehicles except for access, and double yellow lines, already in place)	<ul style="list-style-type: none"> Assessment has highlighted that Old Road could come under more pressure from displaced vehicles avoiding proposals for The Carrs car park. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
River Street (Y)	Residents parking zone	<ul style="list-style-type: none"> Assessment has highlighted that Old Road could come under more pressure from displaced vehicles avoiding proposals for The Carrs car park. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Hawthorn Walk	Road with double yellow lines on one side and residents parking on the other	<ul style="list-style-type: none"> Assessment has highlighted that Hawthorn Walk could come under more pressure from displaced vehicles avoiding proposals for Spring Street MSCP.
Davehall Avenue and Gable Avenue	Prohibition of waiting at all times (double yellow lines). Junction protection 10 metres each way at the junction of Davehall Road and Gable Avenue.	<ul style="list-style-type: none"> Assessment has highlighted that Davehall Avenue and Gable Avenue could come under more pressure from displaced vehicles avoiding proposals for Spring Street MSCP.
Park Road	Prohibition of waiting at all times (double yellow lines). Junction protection 10 metres each way at the junction with Altrincham Road.	<ul style="list-style-type: none"> Assessment has highlighted that Park Road could come under more pressure from displaced vehicles avoiding proposals for Spring Street MSCP.
Buckingham Road (Y)	Prohibition of waiting at all times (double yellow lines). Introduction of parking restrictions at the junction	<ul style="list-style-type: none"> Assessment has highlighted that Buckingham Road could come under more pressure from

Road name	Mitigation measure (initial proposal)	Need for measure
	with Westward Road (20 metres each way).	displaced vehicles avoiding proposals for Spring Street MSCP.
Bourne Street (Y)	Prohibition of waiting at all times (double yellow lines). West side from its junction with Altrincham Road to Westward Road. Limited parking bay (Mon-Sat 9am to 5pm 2 hrs within 1 hr). East side from its junction with Altrincham Road to Westward Road.	<ul style="list-style-type: none"> Assessment has highlighted that Bourne Street could come under more pressure from displaced vehicles avoiding proposals for Spring Street MSCP.
Alma Lane (Y)	Prohibition of waiting at all times (double yellow lines). Parking restriction from Simpson Street to Beech Lane/Lindfield Estate.	<ul style="list-style-type: none"> Assessment has highlighted that Alma Lane could come under more pressure from displaced vehicles avoiding proposals for Spring Street MSCP.