

Mayor's Cycling and Walking Challenge Fund – Consultation Report

1. Introduction

- 1.1. Between 7th October and 8th November 2019, Stockport Council consulted on walking and cycling proposals across Stockport which have been submitted for funding from the Mayor's Cycling and Walking Challenge Fund (MCF).
- 1.2. Chris Boardman, Greater Manchester's Cycling and Walking Commissioner, has unveiled an innovative new plan to create a city-region-wide cycling and walking network that includes Stockport. The Bee Network will consist of more than 1,800 miles of routes and will be the largest joined-up system of walking and cycling infrastructure in the UK.
- 1.3. In support of this ambition, the Mayor of Greater Manchester has allocated £160 Million to the MCF. This has been made possible thanks to the national government's Transforming Cities Fund, which is investing in public and sustainable transport to improve productivity and spread prosperity.
- 1.4. This report presents the consultation methodology applied by the Council and the response to their MCF proposals.
- 1.5. The purpose of the consultation was specifically to inform the public, local businesses and interest groups of the proposals that form the MCF schemes and capture their comments. A full and inclusive consultation has been undertaken which has involved the public and other stakeholders.

2. Scheme Summaries

- 2.1. The consultation proposals were presented as eight distinct schemes and are summarised below. The consultation drawings for each of the eight schemes can be viewed at <https://www.stockport.gov.uk/new-schemes>.
- 2.2. The **Heatons Cycle Link** is a package of proposed measures to create a route of quiet streets and off-road paths between the Manchester Cycleway (Fallowfield Loop) and the Trans Pennine trail. It includes residential streets, off road paths and new crossings to navigate busy roads.
- 2.3. The proposed **Heaton Norris Park Bridge** is a landmark cycling and walking route across the M60 and A560 Great Egerton Street, linking Heaton Norris Park with Stockport's town centre. The new bridge would replace the existing concrete footbridge over the M60. To the north, the bridge would connect to cycle routes through Heaton Norris Park into Heaton Norris. Improved walking and cycling routes through Heaton Norris to the north would connect to the wider area.
- 2.4. The **Lower Bredbury to Brinnington** scheme proposes a walking, cycling and horse riding (Bridleway) route linking Stockport Road West in Bredbury and the Trans Pennine Trail in Brinnington. It proposes to upgrade existing footpaths from Brindale Road to Welkin Road to allow use by cyclists, equestrians and pedestrians, and a new path alongside Welkin Road to Stockport Road West.
- 2.5. The **Offerton to Stockport** scheme proposals include a new and improved, continuous high standard pedestrian and cycle link between Offerton and Stockport town centre that avoids

busy roads. The proposals link the existing and new residential areas with the town centre and local facilities with the aim of reducing car dependency, increasing walking and cycling and encouraging more active neighbourhoods.

- 2.6. The **Hazel Grove Links** scheme is a package of proposed measures to link communities and enhance walking and cycling use on off-road routes around Hazel Grove, particularly in Torkington Park and to improve access to Hazel Grove Station. A number of 'Filter Points' are proposed to allow pedestrians and cyclists to continue along a street but prevents motor vehicles from travelling all the way through.
- 2.7. The proposed **Bramhall Park to A6** scheme is an approximately 4km long cycle link between Bramhall Park and Simpson's Corner in Hazel Grove. It is part of the 'Stockport East – West Cycle Route' that would eventually extend from High Lane to Gatley. It is also proposed to link residential areas in Hazel Grove and Bramhall with Hazel Grove Leisure Centre, Bramhall High School, Bramhall Park and Hazel Grove High School. A spur is also proposed to link to the A555 at Macclesfield Road.
- 2.8. The **A555 Community Links** scheme proposes four new links between the existing multi-user path along the A555 and residential areas, schools, retail and employment areas in Bramhall, Heald Green and Cheadle Hulme. The proposals include the conversion of existing Public Rights of Ways to bridleways, the creation of new bridleways, segregated cycle paths along roads, conversion of a signal junction to a roundabout and the provision of a new controlled crossing at locations where routes for pedestrians and cyclists cross busy roads.
- 2.9. The **Cheadle Hulme Crossing Package** proposes four signal controlled parallel crossings on busy roads in Cheadle and Cheadle Hulme so the wider walking and cycling network can be easily accessed by the local community. Parallel signal crossings are intended to allow cyclists to cross roads at the same time but separate to pedestrians. All crossings would be accessed by segregated cycleways and footways / paths that would be widened.

3. Methodology

Aims and Objectives

- 3.1. The consultation has been undertaken with the purpose of informing the local communities and stakeholders of the proposals and capturing their views.
- 3.2. Specifically, the aims were to:
 - inform the local communities and 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 the development of the schemes;
 - ensure that community engagement activities were fully accessible, informative and relevant to the participants; and
 - undertake a robust consultation to support scheme business cases.

- 3.3. The consultation has been undertaken during a period when the proposals are at a formative stage, and has presented comprehensive information about the proposals to allow those consulted to provide intelligent considerations and an informed response.
- 3.4. Following the consultation, the Council will continue to work to ensure that information is communicated with regards to the development of the proposals. The communications will seek to raise the profile of the projects and engender a sense of community ownership.

Timescales and Audience

- 3.5. The consultation was held over a five-week period between 7th October and 8th November 2019. 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 areas; and
 - key local stakeholders including statutory consultees, business organisations, special interest groups and politicians.

Consultation Support

- 3.7. A dedicated telephone helpline (0161 474 2299, 9am-5pm Monday-Friday) and email address (walkcycle@stockport.gov.uk) was active throughout the consultation period to respond to scheme/consultation queries and take associated comments.

Awareness Raising

- 3.8. A range of awareness-raising public information materials was produced and distributed including:
- yellow road signs in proximity to the proposals, signposting to the Consultation web pages;
 - posters on lamp columns and in public buildings in proximity to the proposals, signposting to the Consultation web pages and drop-in events. The poster is included at **Annex i**
 - social media updates from the Council accounts, linking to the Consultation web pages; and
 - a press release at the start of the consultation.
- 3.9. Full information packs were provided to local libraries, including posters and content from the Consultation web pages (including drawings) in hard copy format.

Methods of Consultation

- 3.10. The following provides a summary of the main methods of consultation applied:
- **Letters and Leaflets**
 - Leaflets were sent to approximately 30,000 properties across Stockport, targeting locations in proximity to the proposals. The main purpose of the leaflet, included at **Annex ii**, was to provide an introduction to the MCF schemes and direct residents and businesses to the Consultation web pages and drop-in events.

- To further encourage involvement in the consultation the leaflet was accompanied by a letter to approximately 8,000 of these properties where residents or businesses were in closer proximity to the proposals or it was considered that they may be more directly impacted.
- The area of distributions included residential and business properties, are summarised below and shown at **Annex iii**. Note some of the leaflet distribution areas comprised multiple schemes, such as an area of 16,050 properties targeting properties regarding the Heatons Cycle Link, Heaton Norris Park Bridge, Lower Bredbury to Brinnington and Offerton to Stockport schemes.

Scheme	No. Properties	
	Leaflet	Letter
Heatons Cycle Link	16,050	1,258
Heaton Norris Park Bridge		2,311
Lower Bredbury to Brinnington		54
Offerton to Stockport		754
Hazel Grove Links	9,513	688
Bramhall Park to A6		2,145
A555 Community Links	2,768	736
Cheadle Hulme Crossing Package	3,049	301
<i>Total</i>	<i>31,380</i>	<i>8,247</i>

- In recognition of the delay in delivery of the letters and leaflets due to technical difficulties at the start of the consultation out of the Council's control, the consultation was extended by one week to 8th November.
- **Web Pages**
 - MCF project Consultation web pages were set up at www.stockport.gov.uk/haveyoursay to provide full details of the proposals (including drawings), the drop-in events, telephone helpline and email address, and an online response form.
- **Response Form**
 - The online response form sought feedback on the schemes overall and specific elements of each scheme. Respondents were asked to provide their level of support from Strongly Agree to Strongly Disagree, and were also able to leave comments in open text boxes. Respondents were able to pick and choose which schemes they wanted to respond to.
 - Hard copy response forms were available by request.

- Responses could also be provided by email.

- **Drop-In Events**

- Eleven drop-in events were held during the consultation period, as below, primarily to provide residents and businesses the opportunity to find out more about the proposals and discuss them with the Council's project team.
- The venues were selected to be in close proximity to anyone who may have an interest in or be affected by the proposals. The sessions were during the day and evening to enable as many people as possible to participate in the consultation.
 - Thurs 10th Oct – Ladybridge Club, 2pm-5pm
 - Fri 11th Oct – Heaton Norris Community Club, 2pm-8pm
 - Mon 14th Oct – Brinnington First, 2pm-5pm
 - Tues 15th Oct – Hazel Grove Civic Hall, 2pm-8pm
 - Weds 16th Oct – Woodbank Community Centre, 2pm-8pm
 - Fri 18th Oct – Bramhall Village Club, 2pm-8pm
 - Thurs 24th Oct – 2nd Bramhall Scout Hut, 2pm-8pm
 - Tues 29th Oct – The Heatons Centre, 3pm-8pm
 - Weds 30th Oct – Merseyway, formerly Grainger Games, 2pm-8pm
 - Thurs 31st Oct – Fingerpost Pub, Offerton, 2pm-8pm
 - Mon 4th Nov – Ladybridge Club, 2pm-8pm
- In recognition of the delay in delivery of the letters and leaflets, an additional drop-in event was held at Ladybridge Club on Monday 4th November with specific invites issued locally.
- Slips were provided at the drop-in events to direct potential respondents to the Consultation web pages and support contact details.

- **Stakeholder Engagement**

- Engagement with stakeholder groups has been an important method of gathering feedback on the developing proposals. Through a combination of written correspondence and meetings, the project team has sought the views of residents, interest groups and local businesses in the town centre area.
- Emails were sent to the key stakeholders identified for each scheme to provide an introduction to the proposals and direct to the Consultation web pages and drop-in events.
- As part of the consultation the Council arranged the following meetings with stakeholders:
 - Local Councillor briefings;
 - Transport for Greater Manchester – Urban Traffic Control and MCF Design Panels;
 - Workshops with local WalkRide groups, Stockport Walking and Cycling Forum, Stockport Local Access Forum, Stockport Public Rights of Way Forum, Living Streets, Stockport Disability Forum and Love Heatons community group;

- Meeting with Walthew House, an independent charity in Stockport that provides practical and emotional support to people who are Blind, Visually Impaired, Deaf, Hard of Hearing or who have Dual Sensory Loss.
- Affected landowners have been formally consulted directly as a distinct exercise.

4. Approach to Analysis

- 4.1. A comprehensive log of responses has been collated to record all comments in a single database. Online response forms were automatically entered into a database, these were supplemented by a manual data entry exercise for responses received by other means.
- 4.2. The response form sought feedback on the schemes overall and specific elements of each scheme. The form responses have been used to determine the overall level of support for each scheme and specific elements. The analysis undertaken also determines respondents' opinions in relation to where they live.
- 4.3. An exercise has been undertaken to remove apparent duplicate responses based on respondents' IP address and content, while recognising and accepting multiple responses from a single household (IP).
- 4.4. Comments received by the various channels were assigned as either being general to MCF proposals, general to each of the eight individual schemes or specific to an element of a scheme. For context, this assignment was done alongside the respondent-identified 'level of support' where applicable.
- 4.5. 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.

5. Response Volume and Source

Number and Geographic Distribution of Responses

- 5.1. The volume of overall responses received is summarised below:
 - Online response forms: 651
 - Hard copy response forms: 17
 - Emails: 254
 - Phone Calls: 56
- 5.2. The number of responses to each specific question across the different schemes is provided in the associated Annexes to this report. Similarly, respondents' opinions on elements of each scheme in relation to where they live is provided in the Annexes to this report.

Exhibitions

- 5.3. The number of attendees at each drop-in event is summarised below:
 - Thurs 10th Oct, Ladybridge Club: 14
 - Fri 11th Oct, Heaton Norris Community Club: 5
 - Mon 14th Oct, Brinnington First: 0
 - Tues 15th Oct, Hazel Grove Civic Hall: 57
 - Weds 16th Oct, Woodbank Community Centre: 20

- Fri 18th Oct, Bramhall Village Club: 60
- Thurs 24th Oct, 2nd Bramhall Scout Hut: 40
- Tues 29th Oct, The Heatons Centre: 64
- Weds 30th Oct, Merseyway, formerly Grainger Games: 27
- Thurs 31st Oct, Fingerpost Pub, Offerton: 59
- Mon 4th Nov, Ladybridge Club: 20

5.4. Notably, the above is based on how many attendees signed in at each event; it is recognised that this may not include all those that were in attendance.

Socio-Demographic Characteristics of Respondents

5.5. Respondents were asked what type of transport they use most often for different types of journey. The response is illustrated by **Figures 5.1-5.7**.

Figure 5.1 – Journeys to/from Work

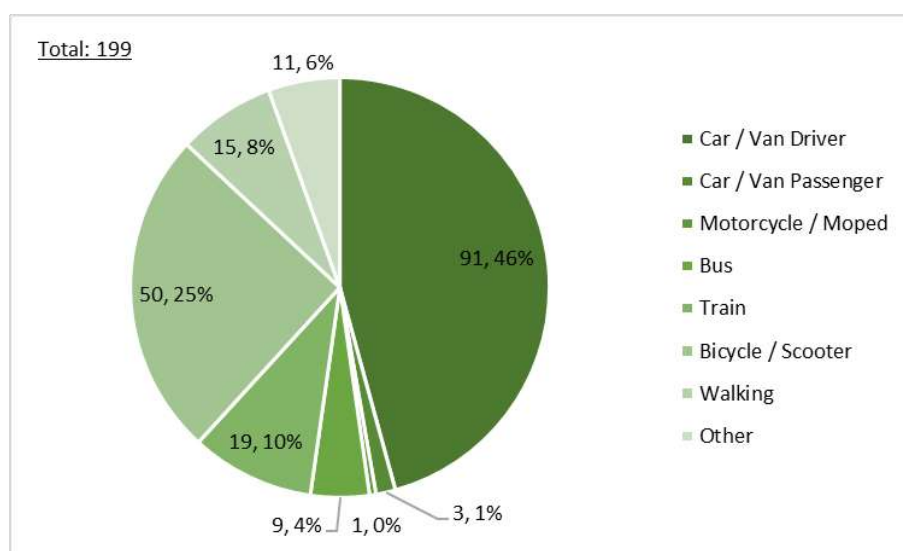


Figure 5.2 – Journeys to/from Education

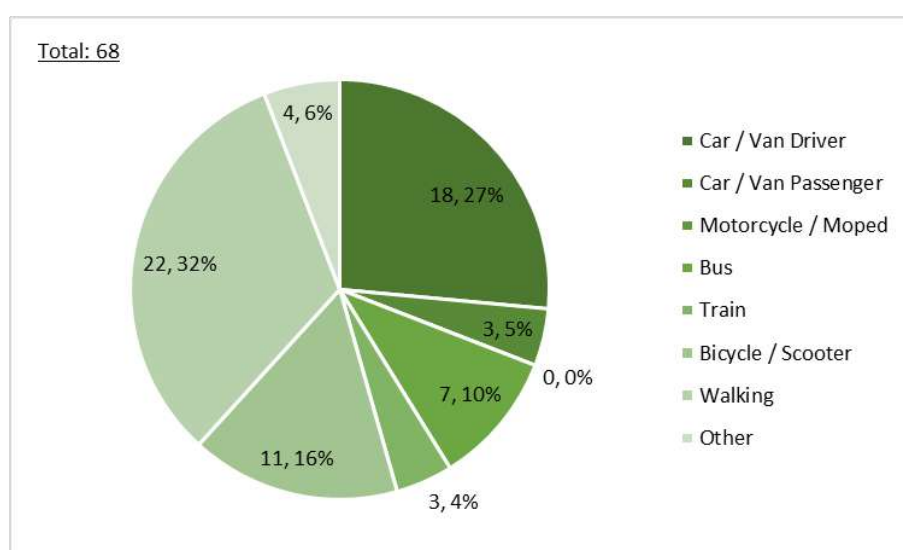


Figure 5.3 – Journeys to/from Food Shopping

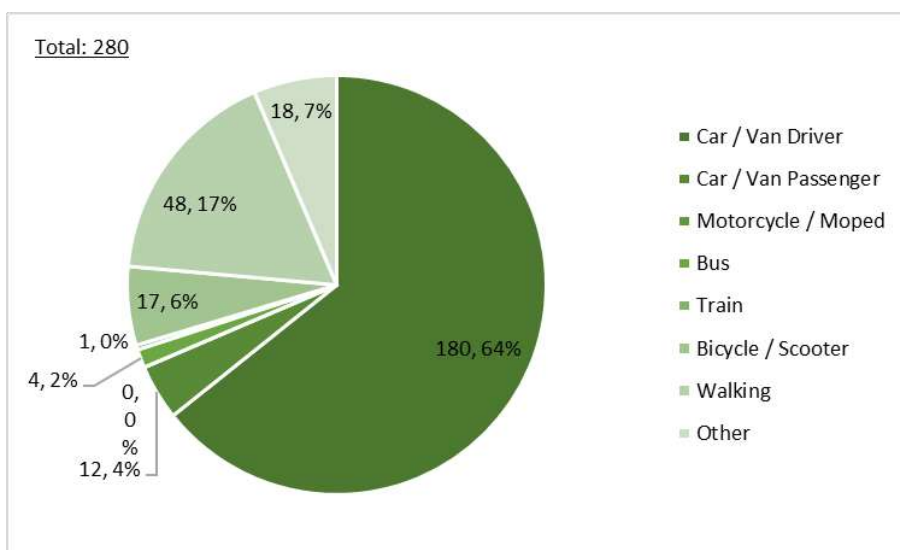


Figure 5.4 – Journeys to/from Non-Food Shopping

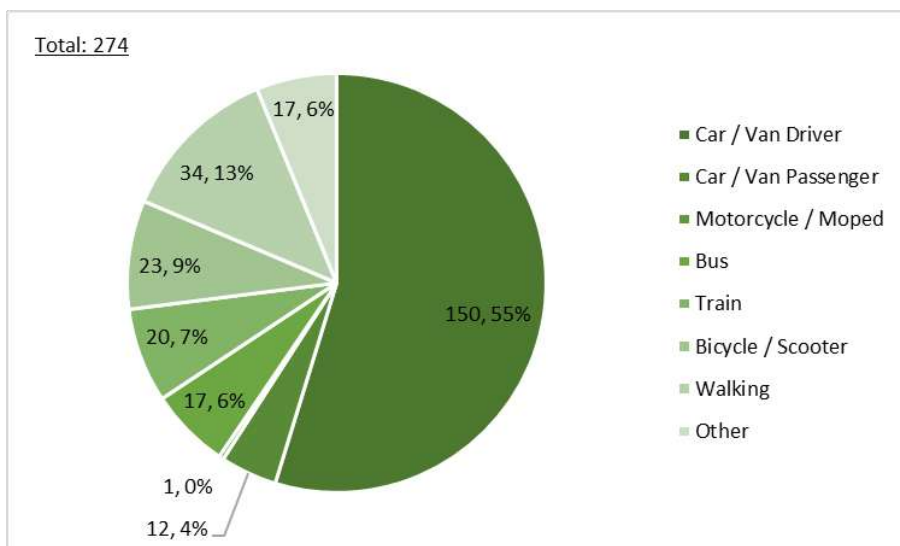


Figure 5.5 – Journeys to/from Leisure / Fitness

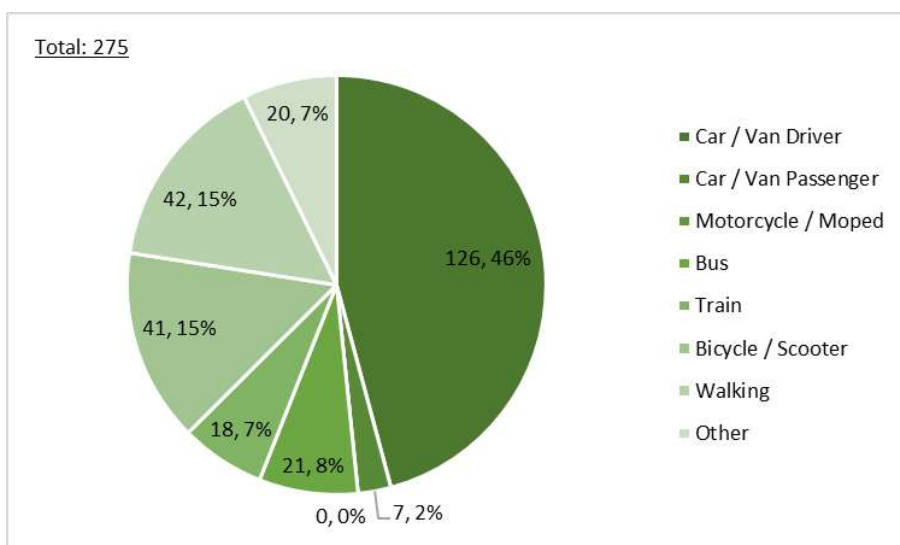


Figure 5.6 – Journeys to/from Friends and Family

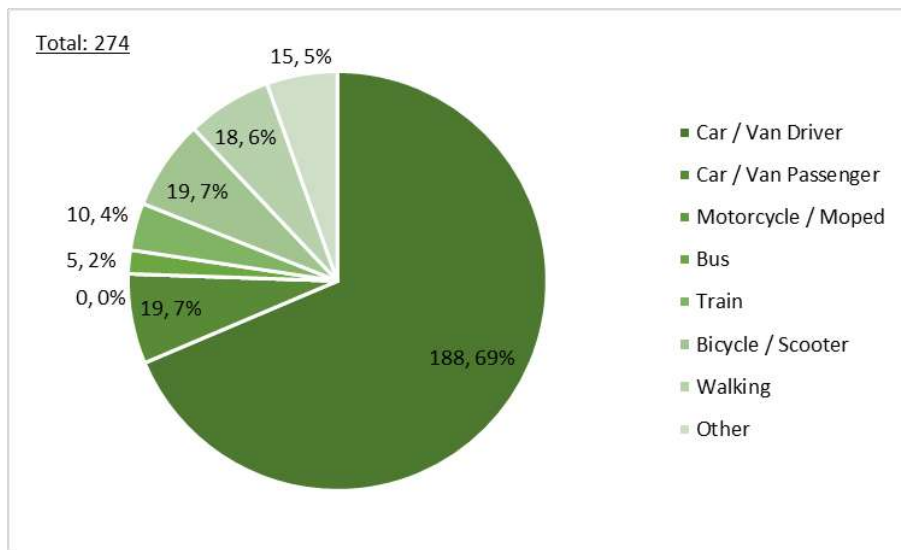
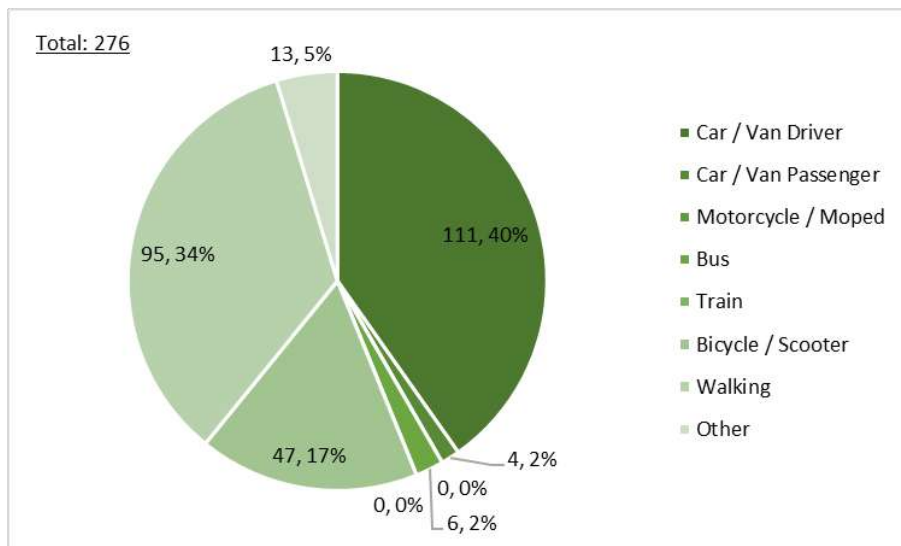
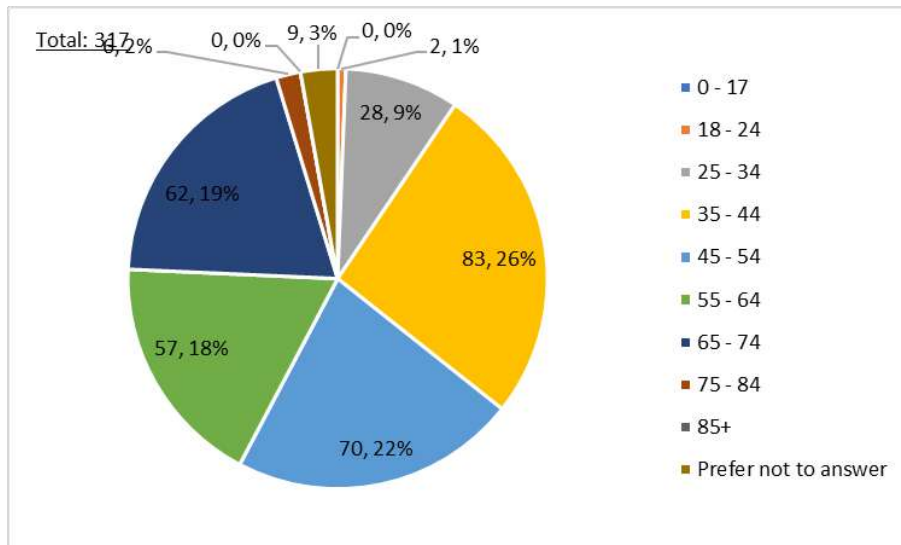


Figure 5.7 – Journeys to/from Personal Errands



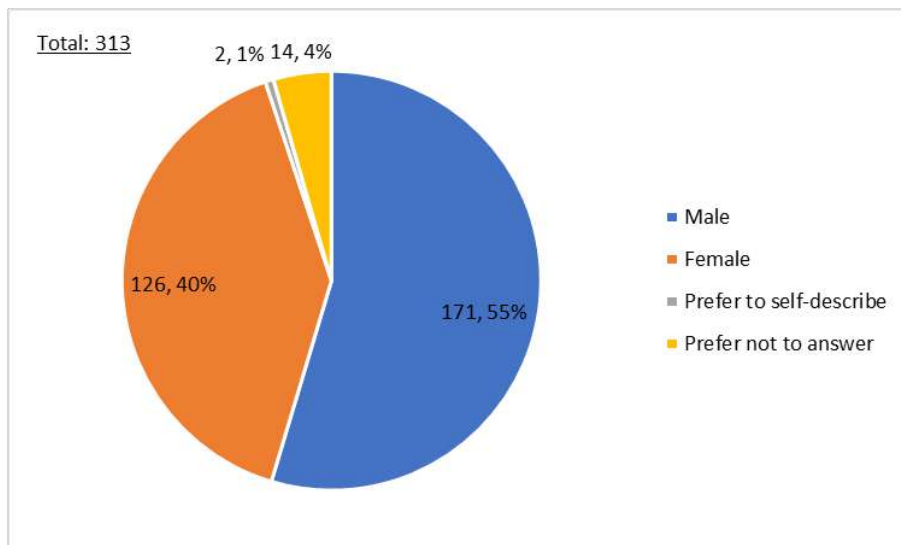
5.6. Respondents were asked to provide their age. The response is illustrated by **Figure 5.8**.

Figure 5.8 – Respondent Age



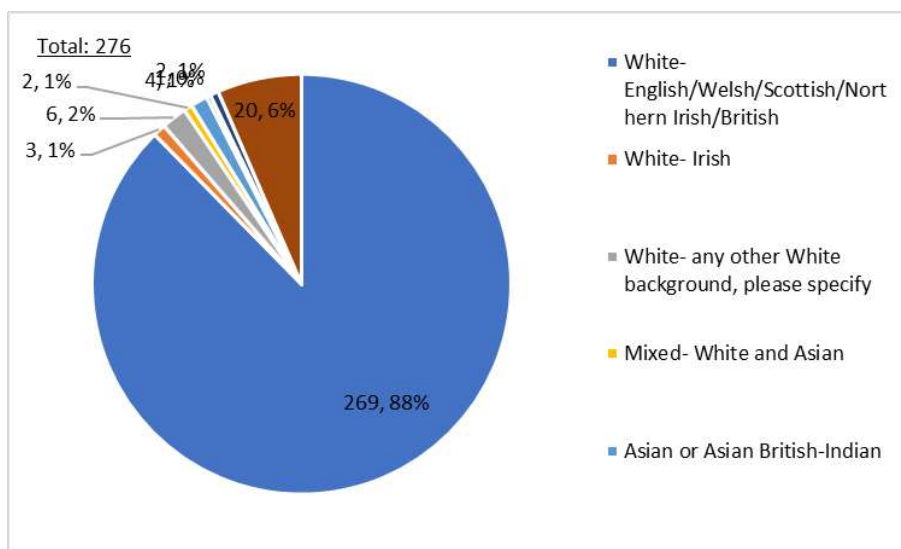
5.7. Respondents were asked to provide their gender. The response is illustrated by **Figure 5.9**.

Figure 5.9 – Respondent Gender



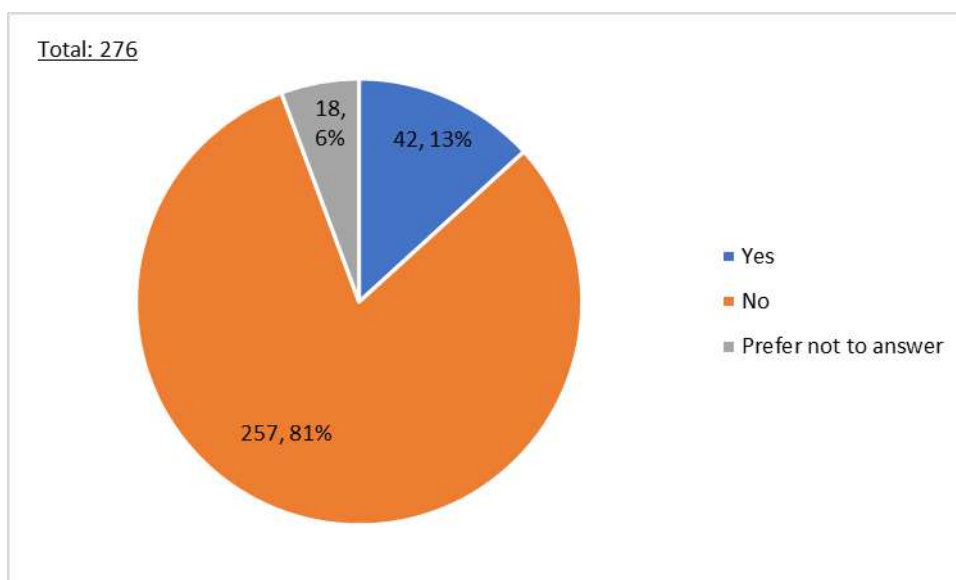
5.8. Respondents were asked to provide their ethnic group. The response is illustrated by **Figure 5.10**.

Figure 5.10 – Respondent Ethnic Group



5.9. Respondents were asked if they consider themselves to have an impairment, disability or long-term health condition. The response is illustrated by **Figure 5.11**.

Figure 5.11 – Respondent Disability



6. Response Content

6.1. The responses to each specific question across the different schemes is provided in the associated Annexes to this report. Similarly, respondents' opinions on elements of each scheme in relation to where they live is provided in the Annexes to this report.

6.2. General comments received by email which are unrelated to individual MCF schemes are summarised below:

- Enquiries about consultation events;
- General comments in support of investment in sustainable transport;
- Comment that the MCF should be used for major proposals generally beyond normal financial constraints;
- Query about the cost benefit analysis, and if it has been undertaken;
- Suggestion there would be better ways to spend the money, and other ways to reduce the risk to cyclists including improving the road surfaces generally;
- Question how making walking and cycle access better is going to improve productivity and spread prosperity;
- Comment that the Mayor hasn't consulted the public about his intended use of this money;
- Comment that only the proposed connection to the Fallowfield Loop deals with the congestion, pollution and obesity problems, and the several minor road changes proposed will have no effect on the overall problem and possibly worsen it;
- Suggestion that public toilets be advertised, open and clean to encourage longer journeys on foot;
- Suggestion that cycling would be encouraged if there was more safe and secure parking, in district centres and along routes;
- Several comments that roads are unsafe for pedestrians and cyclists, and if car free routes were available more would substitute car journeys for cycling;
- Suggestion that the provision of pedestrian crossings only occasionally changes travel choices;
- Comment that the proposals do not provide an incentive for 'new' cyclists;
- Suggestion that drivers need to be educated about the rights of pedestrians and cyclists;
- Suggestion that cyclists are required to pay road tax if all these proposals are to be funded by public funds when the majority will not benefit, and question about cyclists being uninsured with no security to fund responsibility in the event of an accident;
- Concerns about the general behaviour of cyclists and the safety implications (in particular for pedestrians);
- Comment that not everyone understands different users' rights and responsibilities when using shared facilities, with some used by powered vehicles;
- Suggestion that there be formal recognition of maintenance;

- Suggestion that the consultation should have provided arboriculture or environmental impact reports given the importance of road side trees and verges;
- Comment that the proposed 3.5m wide cycle facilities may encourage excessive speed and motorcycle use – suggestion this is unnecessarily wide and likely to necessitate the removal of a large number of trees which cannot be replaced by new planting in the short to medium term;
- General concern about the loss of green space and request for view of reports on the number of trees and green areas that will be affected by the new proposals;
- Concern about disruption and road safety during delivery of any MCF schemes;
- Comments that narrowing the carriageway to facilitate widened / shared footways increases the risk of collisions, including near Parrs Wood and Abney Park;
- Comment that the recent works within Abney Park have made it less attractive for cycling and walking with buggies because of the chicane barriers, also motorcycles have been using the new paths;
- Comments that the proposals could be more ambitious or go further to put in place a network which links whole areas and brings together Stockport with the rest of Greater Manchester;
- Suggestion that the focus should be on providing long distance routes such as Marple to Stockport and onward to Manchester;
- Suggestion for a continuous, direct, segregated cycling route following the line of the A6 from Hazel Grove through the centre of Stockport and into Manchester, needed if cycling is ever to become an everyday form of transport;
- Suggestion for dedicated cycle tracks linking cycle-friendly urban streets south of Stockport to the safe urban areas to the north in Manchester, perhaps using the Viaduct and railway bridge north of Gatley;
- Suggestion that the priority be making the A6 safer for cyclists in the same way as Fallowfield, with separation from traffic;
- Suggestion for cycle lanes on the A5102 between Bramall, Davenport and the A6, and on A5149 Ack Lane East between Bramhall and Cheadle Hulme;
- Suggestion that the route from Marple to Stockport via Chadkirk, that has been on hold for many years, be progressed;
- Suggestion that the A555 should have protection for pedestrians and cyclists;
- Suggestion for a contra-flow cycle lane on Petersgate (Stockport town centre) to provide a simple, fairly flat route in both directions.

6.3. The following comments were made at the meeting with Walthew House on 14th November 2019:

- Use of shared footway/ cycleways should be avoided as much as possible;
- Cycle and pedestrian routes need to be kept clear of debris;
- Schemes need to be joined up and form part of a network to ensure that they are accessible to potential users;
- Signage is needed to make users of new routes aware that deaf and blind people may be using the route;
- Measures need to be put in place to prevent motorcyclists from using the routes;
- Council staff need training to ensure that the needs of disabled people are considered when developing the designs;
- Tactile paving/ kerbing is needed to separate pedestrians and cyclists on segregated routes – painted white lines are insufficient.

7. Summary

- 7.1. This report presents the methodology applied by the Council in their 7th October to 8th November 2019 consultation on walking and cycling proposals across Stockport which have been submitted for funding from the Mayor's Cycling and Walking Challenge Fund (MCF), and the response to their proposals.
- 7.2. The purpose of the consultation was specifically to inform the public, local businesses and interest groups of the proposals that form the MCF schemes and capture their comments. A full and inclusive consultation has been undertaken which has involved the public and other stakeholders.
- 7.3. The outcome of the consultation and officer recommendations on the progression of scheme proposals will be presented at the January 2020 Area Committee cycle.

8. Annexes to this Report

Annex i – Copy of Consultation Poster
Annex ii – Copy of Consultation Leaflet
Annex iii – Consultation Leaflet Drop Area
Annex iv – The Heaton Cycle Link
Annex v – Heaton Norris Park Bridge
Annex vi – Lower Bredbury to Brinnington
Annex vii – Offerton to Stockport
Annex viii – Hazel Grove Links
Annex ix – Bramhall Park to A6
Annex x – A555 Community Links
Annex xi – Cheadle Hulme Crossings Package

Greater Manchester's cycling and walking network



Consultation on the schemes proposed in Stockport

Chris Boardman, Greater Manchester's Cycling and Walking Commissioner, has unveiled an innovative new plan to create a city-region-wide cycling and walking network that includes Stockport.

The Bee Network will consist of more than 1,800 miles of routes, and will be the largest joined-up system of walking and cycling routes in the UK.

Stockport Council has developed a number of proposals across the Borough, which have been submitted for funding from MCF with the expectation that further schemes will follow in the future.



Have your say!

Stockport Council would like your views on the nine proposals that have been put forward.

There will be a four-week consultation on these proposals, from 7 October to 4 November, when you can give your views.

Drop-in events will take place at the following locations on the following dates:

10 October

Ladybridge Club, SK8 5PX, 2pm-5pm

11 October

Heaton Norris Community Club, SK4 1HZ, 2pm-8pm

14 October

Brinnington First, SK5 8EN, 2pm-5pm

15 October

Hazel Grove Civic Hall, SK7 4DF, 2pm-8pm

16 October

Woodbank Community Centre, SK1 4BN, 2pm-8pm

18 October

Bramhall Village Club, SK7 1LR, 2pm-8pm

24 October

2nd Bramhall Scout Hut, SK7 2NP, 2pm-8pm

29 October

The Heaton Centre, SK4 4DQ, 3pm-8pm

30 October

Merseyway, former Grainger Games unit, 2pm-8pm

31 October

Fingerpost Pub, Offerton, SK1 4QA, 2pm-8pm

Further information is available at www.stockport.gov.uk/haveyoursay

Annex ii – Copy of Consultation Leaflet

How can I give my views on the proposed changes?

Stockport Council is working with Transport for Greater Manchester (TfGM) to ensure all residents, businesses and other stakeholders are kept up-to-date as the scheme progresses.

There will be a four-week consultation on these proposals, from 7 October to 4 November, when you can give your views. Your comments will be collected and analysed and will help to inform the development of the schemes.

Consultation events will take place at the following locations:

10 October – Ladybridge Club, SK8 5PX, 2pm-5pm	18 October – Bramhall Village Club, SK7 1LR, 2pm-8pm
11 October – Heaton Norris Community Club, SK4 1HZ, 2pm-8pm	24 October – 2nd Bramhall Scout Hut, SK7 2NR, 2pm-8pm
14 October – Brinnington First, SK5 8EN, 2pm-5pm	29 October – The Heaton's Centre, SK4 4DQ, 3pm-8pm
15 October – Hazel Grove Civic Hall, SK7 4DF, 2pm-8pm	30 October – Merseyway, former Grainger Games unit, 2pm-8pm
16 October – Woodbank Community Centre, SK1 4BN, 2pm-8pm	31 October – Fingerpost Pub, Offerton, SK1 4QA, 2pm-8pm

Anyone with views and opinions on the proposals should contact Stockport Council:

Online www.stockport.gov.uk/haveyoursay	By email walkcycle@stockport.gov.uk
By post Services to Place, Stopford House, Stockport, SK1 3XE	By phone 0161 474 2299 Monday to Friday 9am – 5pm



Greater Manchester's cycling and walking network

Consultation on the schemes proposed in Stockport

October 7 to November 4



"More people travelling on foot or by bike is a by-product of creating better places to live, work and socialise. The improvements to Stockport will make life easier for people who want to be able to make local trips on foot or by bike, leaving the car at home."

Chris Boardman
Greater Manchester's Cycling and Walking Commissioner



Proposals to revolutionise travel on foot or by bike in your area

Work has started on a Greater Manchester-wide programme to make journeys on foot or by bike much easier and more attractive.

Chris Boardman, Greater Manchester's Cycling and Walking Commissioner, has unveiled an innovative new plan to create a city-region-wide cycling and walking network that includes Stockport.

The Bee Network will consist of more than 1,800 miles of routes and will be the largest joined-up system of walking and cycling routes in the UK.

In support of this ambition, the Mayor of Greater Manchester has allocated £160 million to the Mayor's Cycling and Walking Challenge Fund.

This has been made possible thanks to the national government's Transforming Cities Fund, which is investing in public and sustainable transport to improve productivity and spread prosperity.

In Stockport, we have developed the following proposals which have been submitted for funding from MCF with the expectation that further schemes will follow in the future.

The proposals in Stockport are:

The Heaton's Cycle Link - A package of measures to create a connection of quiet routes between the Manchester Cycleway (Fallowfield Loop) and the Trans Pennine Trail. It includes quiet residential streets, off road paths and new crossings to get across busy roads.

Heaton Norris Park Bridge - The proposed bridge will be a landmark cycling and walking route across the M60, linking Heaton Norris Park with Stockport's town centre at the new Redrock development. Improved walking and cycling routes through Heaton Norris to the north will complement the new bridge.

Lower Bredbury to Brinnington - Creation of a walking and cycling route which links Brinnington and the Trans Pennine trail with Stockport town centre. The scheme will upgrade existing footpaths from Brindale Road to Welkin Road to allow use by cyclists, equestrians and pedestrians and a new path alongside Welkin Road will be created to Stockport Road West.

Offerton to Stockport - A new and improved pedestrian and cycle route that will provide a continuous high standard link between Offerton and Stockport Town Centre that avoids busy roads. It will link existing and new residential areas with the local cycle network and also includes a makeover for the Fingerpost Junction including new paving and improved crossings.

Hazel Grove Links - A package of measures to link communities and enhance walking and cycling use on off-road routes around Hazel Grove, particularly in Torkington Park and to improve access to Hazel Grove Station.

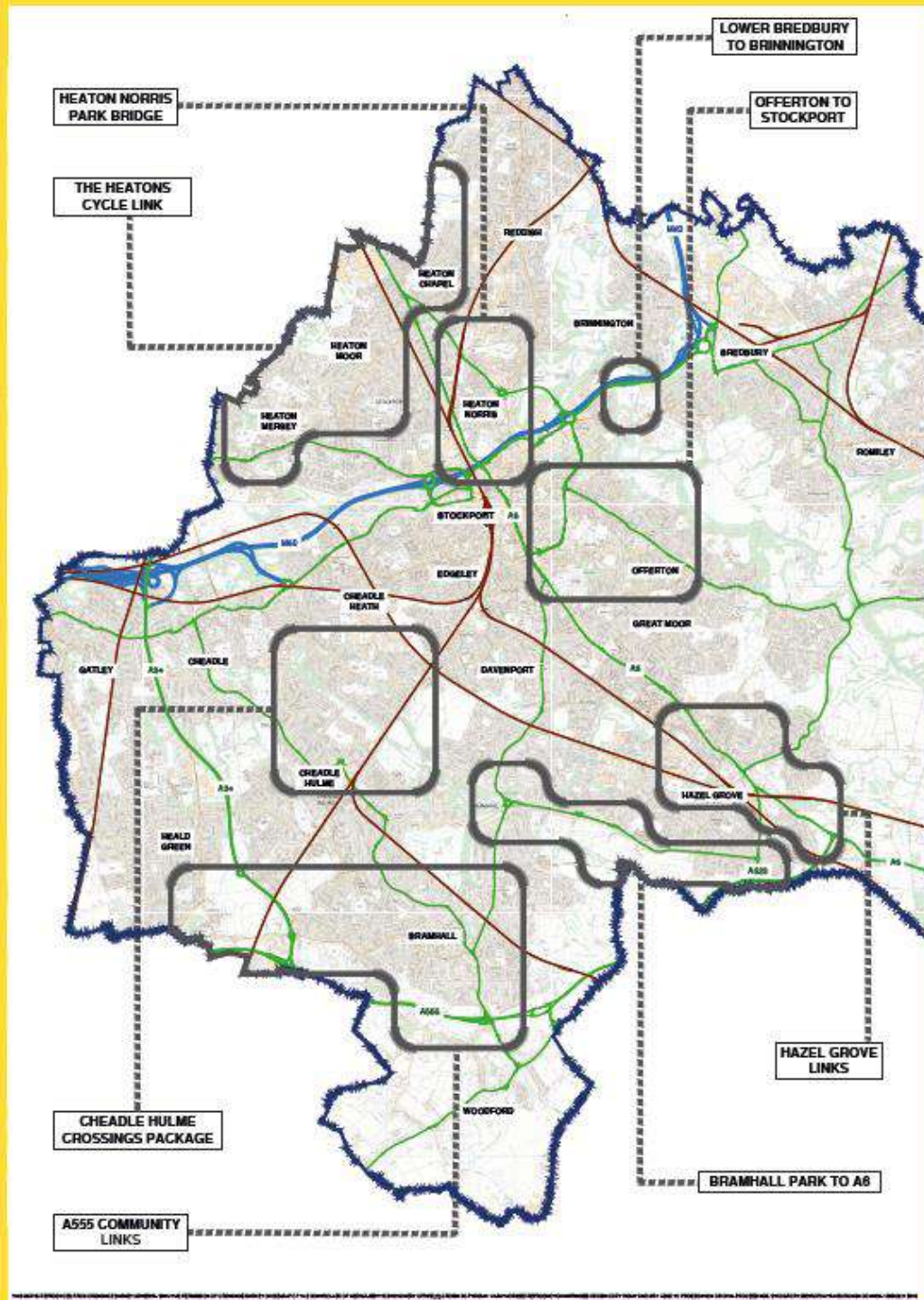
Bramhall Park to A6 - An approximately 4km long cycle link from Bramhall Park to Simpson's Corner in Hazel Grove. It is part of the 'Stockport East - West Cycle Route' that will eventually extend from High Lane to Gatley. It will also link residential areas in Hazel Grove and Bramhall with Hazel Grove Leisure Centre, Bramhall High School, Bramhall Park and Hazel Grove High School. A spur will link to the A555 at Brookside.

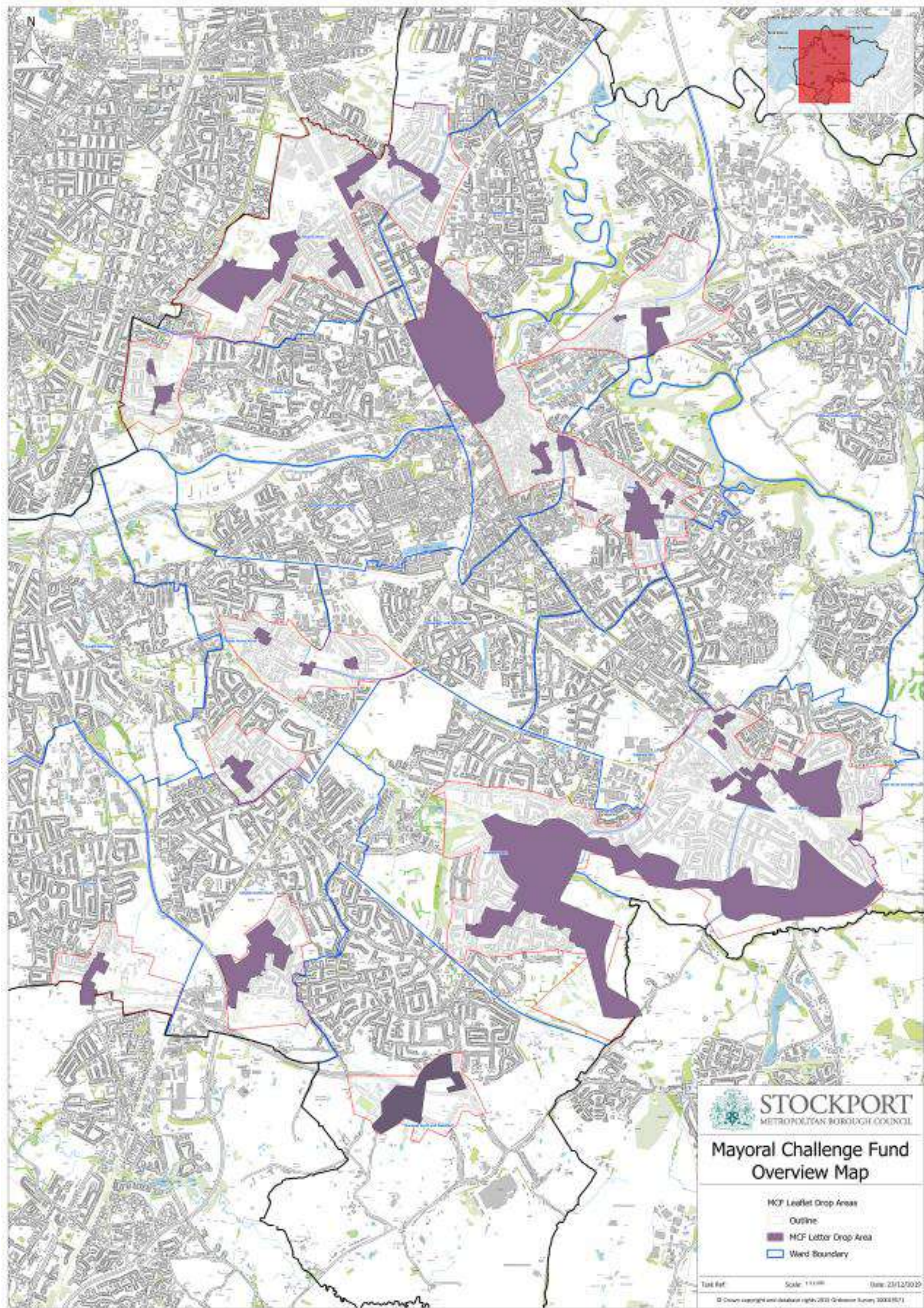
A555 Community Links - Four new safe and attractive links between the existing multi user path along the A555 and residential areas, schools, retail and employment areas in Bramhall, Heald Green and Cheadle Hulme. The scheme includes the conversion of existing Public Rights of Ways to bridleways, the creation of new bridleways, and the provision of a new controlled crossing at locations where routes for pedestrians and cyclists cross busy roads. Improved cycle/footpaths between Newlands Avenue and Woodstock Avenue including conversion of the existing signal controlled pedestrian crossing on Gilbert Road to a pedestrian and cycle signal crossing with landscaping areas.

Cheadle Hulme Crossings Package - Four signal crossings on busy roads in Cheadle Hulme to provide access to the wider walking and cycling network and better access to local facilities.

Greater Manchester's cycling and walking network







Annex iv – The Heatons Cycle Link

1. Introduction

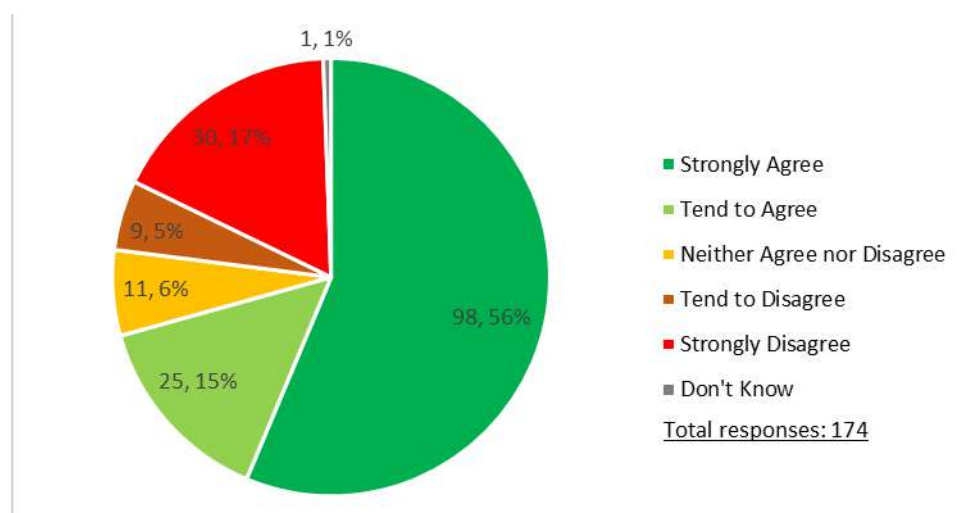
1.1. The following summarises the volume and content of responses received relating to the Heatons Cycle Link scheme proposals.

2. Consultation Response – Heatons Cycle Link

Principle of Scheme

2.1. As shown by **Figure 2.1a** below, based on the response forms the majority of respondents agreed with the principle of the Heatons Cycle Link scheme. Of the 174 respondents to this question 71% (123) agreed and 22% (39) disagreed, 7% (12) neither agreed nor disagreed or didn't know.

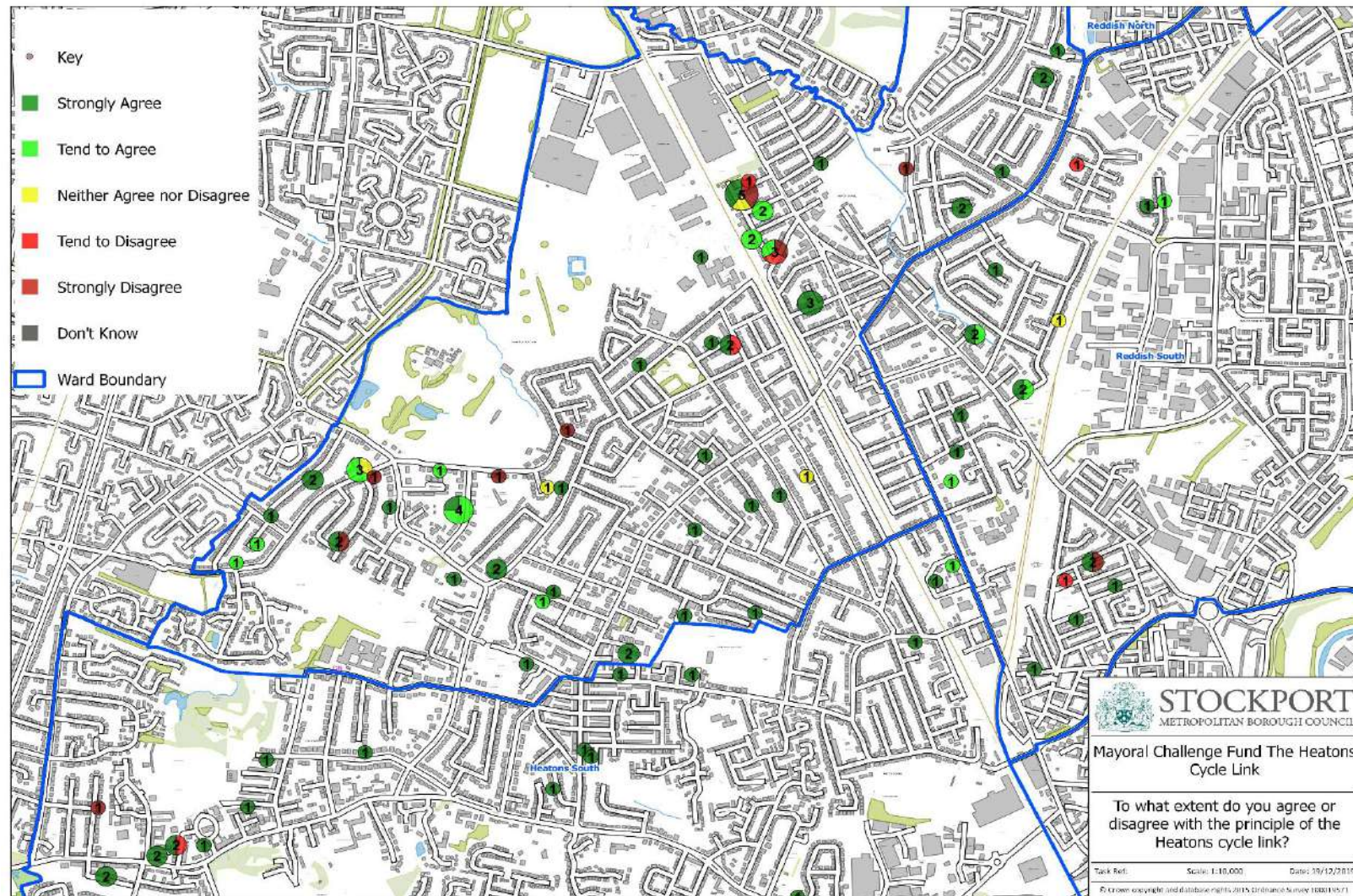
Figure 2.1a – Principles of Scheme



2.2. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.1b** presents the response in relation to respondents' home post code when it was provided in full.

2.3. As shown by **Figure 2.1b**, a high proportion of respondents who live locally agree with the proposals.

Figure 2.1b – Principles of Scheme by Postcode



2.4. General comments by those in agreement with the principle of the scheme include:

- 'Please make wider and protect the cycle lanes from traffic as much as possible as we cycle in this area with our two children and currently do not feel safe. We would like them to be able to cycle safely from our home near Heaton Chapel station/A6 to Priestnall.'
- 'For getting around the local area I prefer to walk and would love to cycle. However I find the current roads not very cycle friendly and I feel quite intimidated when cycling.'

2.5. General comments by those who disagree with the principle of the scheme include:

- 'Use money to make a cycle loops in parks so that young kids/families can safely ride bikes instead of making road changes.'
- 'I don't believe this scheme will introduce tens of thousands of new cyclists and walkers. There are already many cycle lanes in place in the borough'

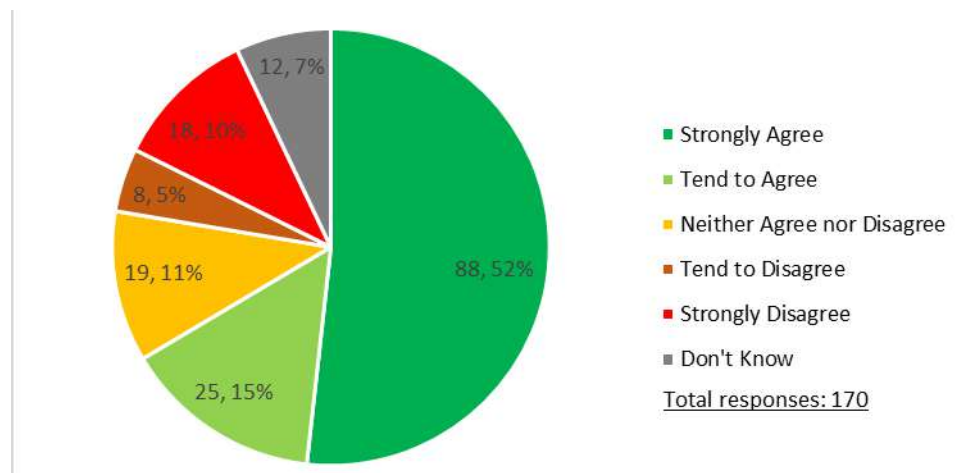
2.6. Other comments made by those with regards to the principle of the scheme include:

- 'Overall the scheme doesn't link to or improve conditions for walking and cycling within the district centres of Heaton Chapel and Moor Top; will need to be address in future but for those living in the west the scheme has benefits, especially in crossing busy roads.'
- 'The best improvement for me as a cyclist is to have long and predictable segregated cycle lanes free from obstructions with a decent surface. The roads that I'm most concerned about are those with potholes, obstructions, traffic calming and sudden narrowings that push me into areas of the road that vehicles are expecting to use.'

Nelstrop Road North

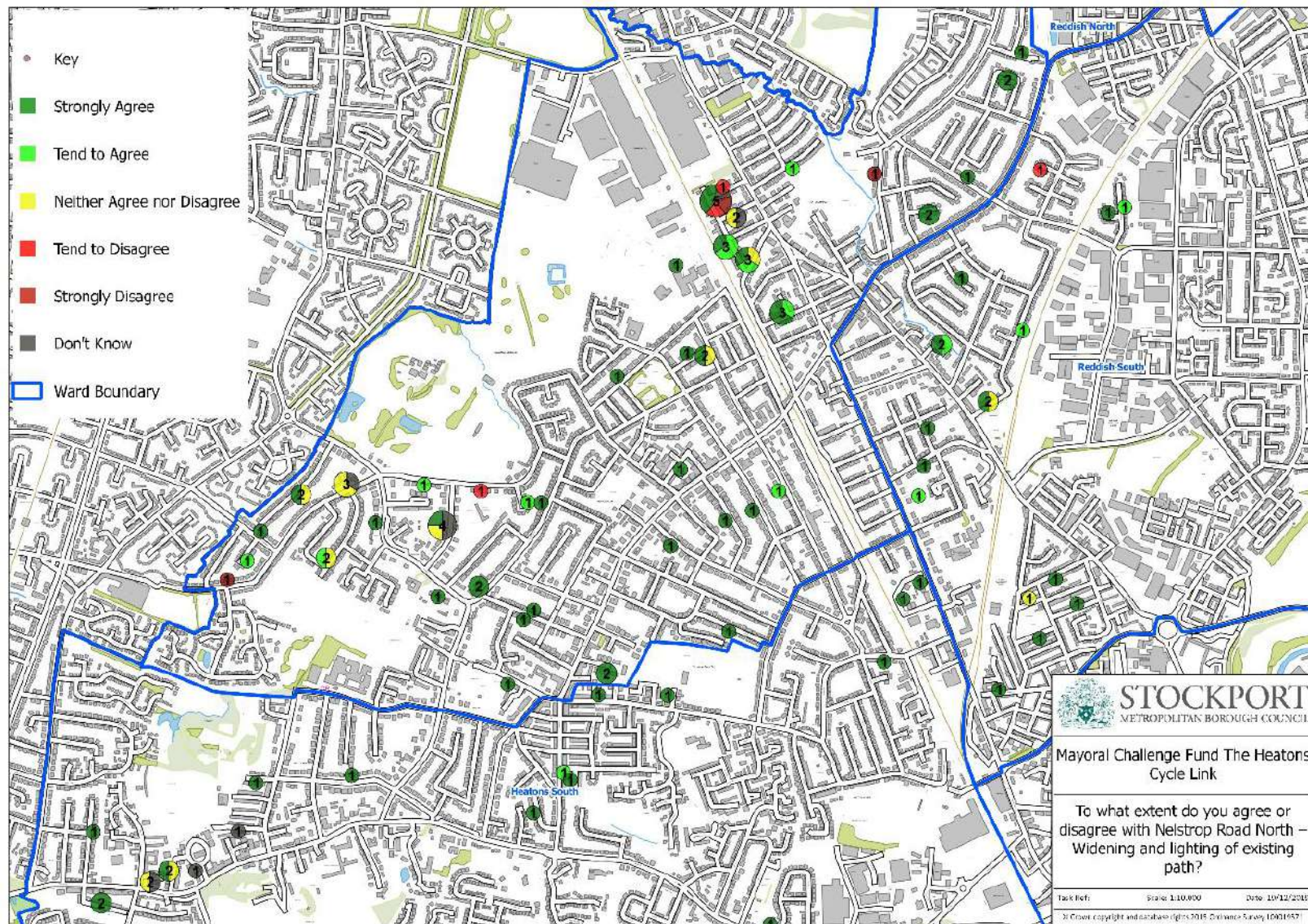
2.7. As shown by **Figure 2.2a** below, based on the response forms the majority of respondents agreed with the proposals for the widening and lighting of the existing path at Nelstrop Road North. Of the 170 respondents to this question 67% (113) agreed and 15% (26) disagreed, 18% (31) neither agreed nor disagreed or didn't know.

Figure 2.2a – Nelstrop Road North



2.8. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.2b** presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.2b – Nelstrop Road North by Postcode

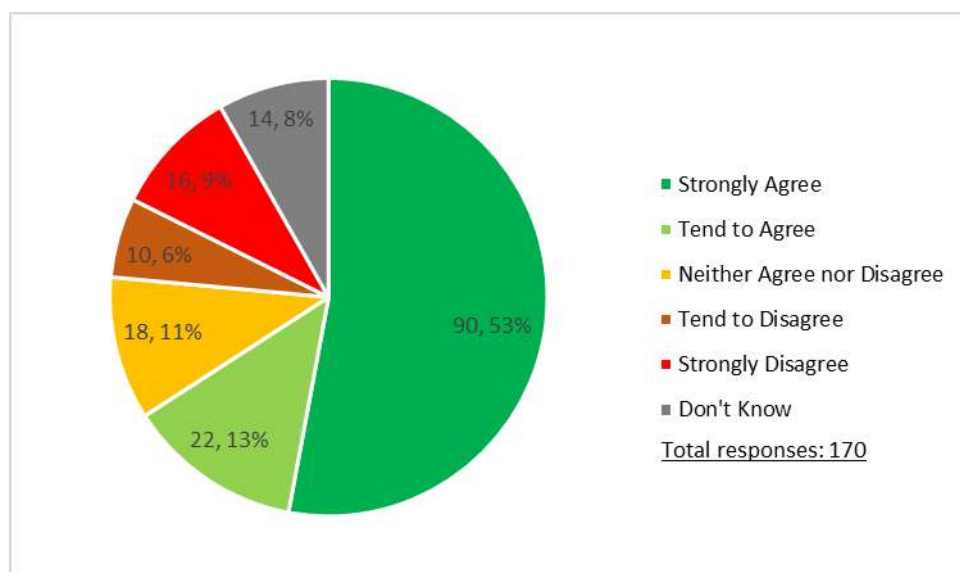


- 2.9. As shown by **Figure 2.2b**, a high proportion of respondents who live locally agree with the Proposals.
- 2.10. General comments by those in agreement with the proposals for the widening and lighting of the existing path at Nelstrop Road North include:
- 'It's such a useful route, but is hampered by a poor surface which is almost unrideable in the winter.'
- 2.11. General comments by those who disagree with the proposals for the widening and lighting of the existing path at Nelstrop Road North include:
- 'Widening, lighting and hard surfacing paths such as Nelstrop Road North will not encourage cyclists, walkers and horse riders. What it will do is provide easier access & encouragement to the wrong sort of traffic: cars, motorcycles, off-road vehicles, quad bikes etc. – antisocial, noisy, criminal activity, dangerous to other legitimate users, residents and the surrounding green spaces.'
- 2.12. Other comments made by those with regards to the proposals for the widening and lighting of the existing path at Nelstrop Road North include:
- 'Tree canopy along Nelstrop Road North needs to be raised and cut back and maintained during the summer months to prevent the route becoming badly overgrown.'

Meadow Gardens

- 2.13. As shown by **Figure 2.3a** below, based on the response forms the majority of respondents agreed with the proposals for the widening and stud-lighting of the existing path at Meadow Gardens. Of the 170 respondents to this question 66% (112) agreed and 15% (26) disagreed, 19% (32) neither agreed nor disagreed or didn't know.

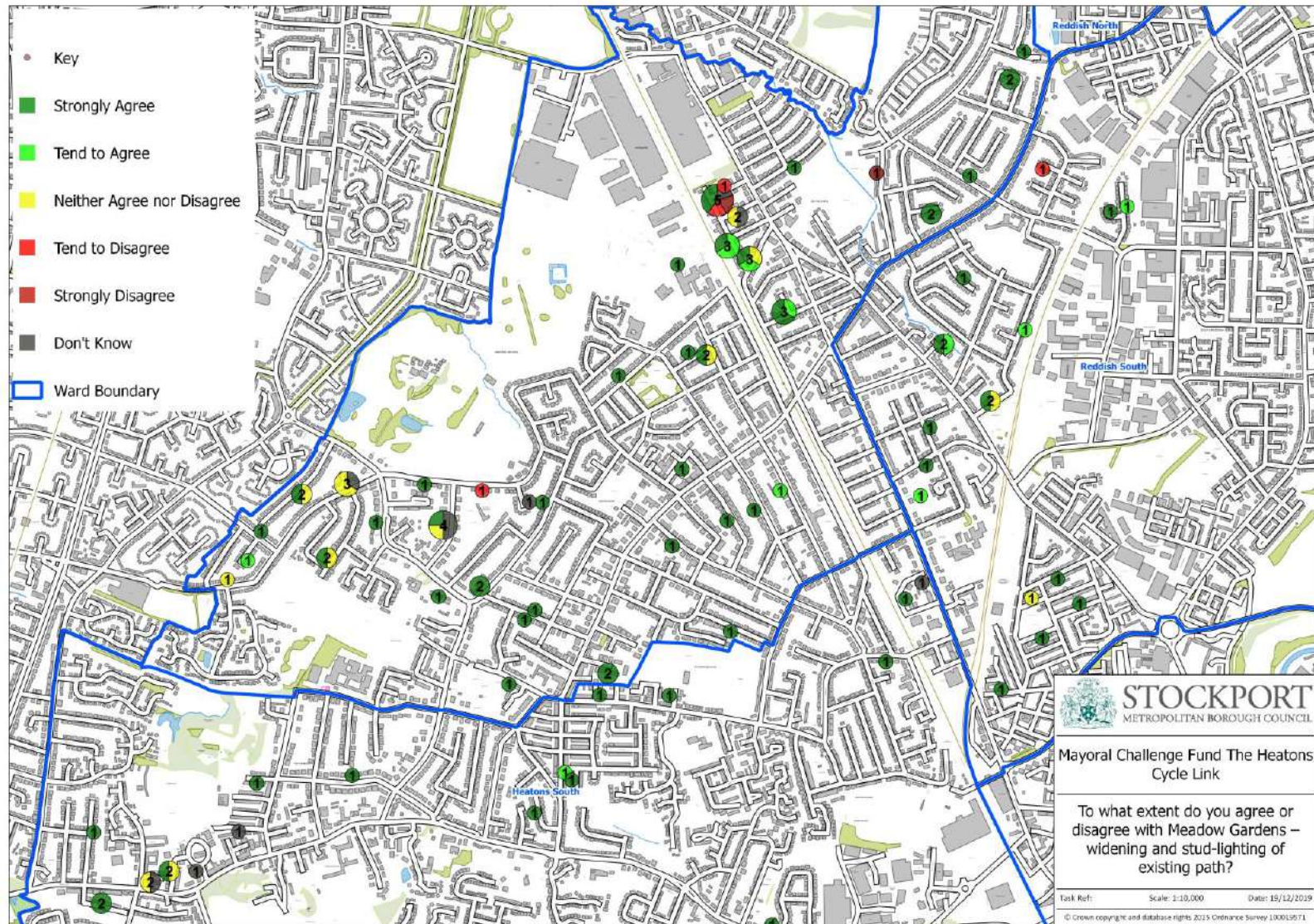
Figure 2.3a – Meadow Gardens



- 2.14. The above responses have been further analysed to determine respondents' opinion in relation to where they live; Figure **2.3b** presents the response in relation to respondents' home post code when it was provided in full.

2.15. As shown by **Figure 2.3b**, a high proportion of respondents who live locally agree with the proposals.

Figure 2.3b – Meadow Gardens by Postcode

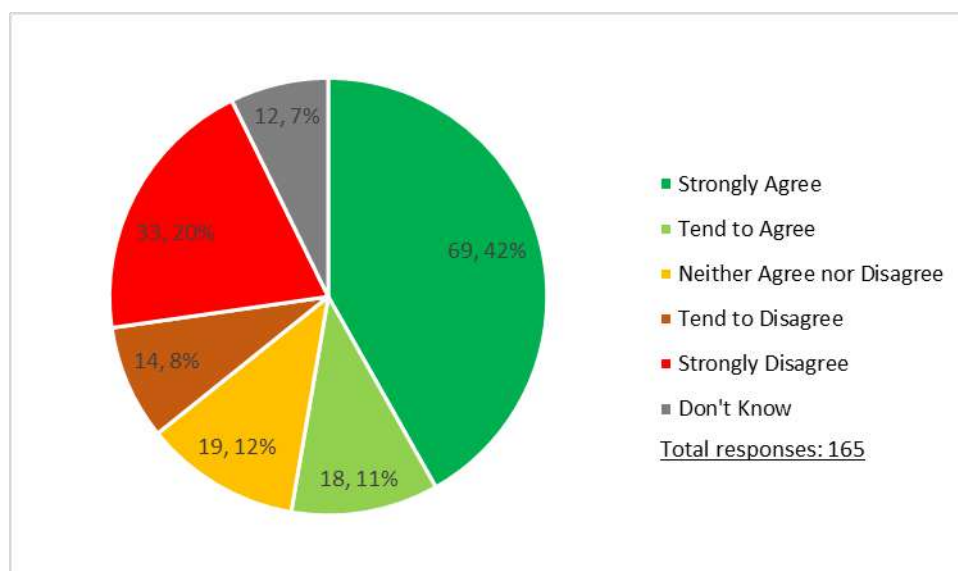


- 2.16. General comments by those in agreement with the proposals for the widening and stud-lighting of the existing path at Meadow Gardens include:
- 'Please include equestrians on the shared off road path.'
 - 'Not sure about about solar studs as never seen any, wouldn't cats eyes have less environmental impact.'
- 2.17. No comments were received by those who disagree with the proposals for the widening and stud-lighting of the existing path at Meadow Gardens
- 2.18. Other comments made by those with regards to the proposals for the widening and stud-lighting of the existing path at Meadow Gardens include:
- 'The footbridge on this route needs to realigned or replaced with a wider bridge. The current negates the point of having a 3.5m pathway and will become a bottleneck and points of conflict between cyclists and pedestrians.'
 - 'Continuing the pathway onto Norkfolk Avenue as an alternative means of accessing the A6 should be considered.'

A6 Crossing (Option 1)

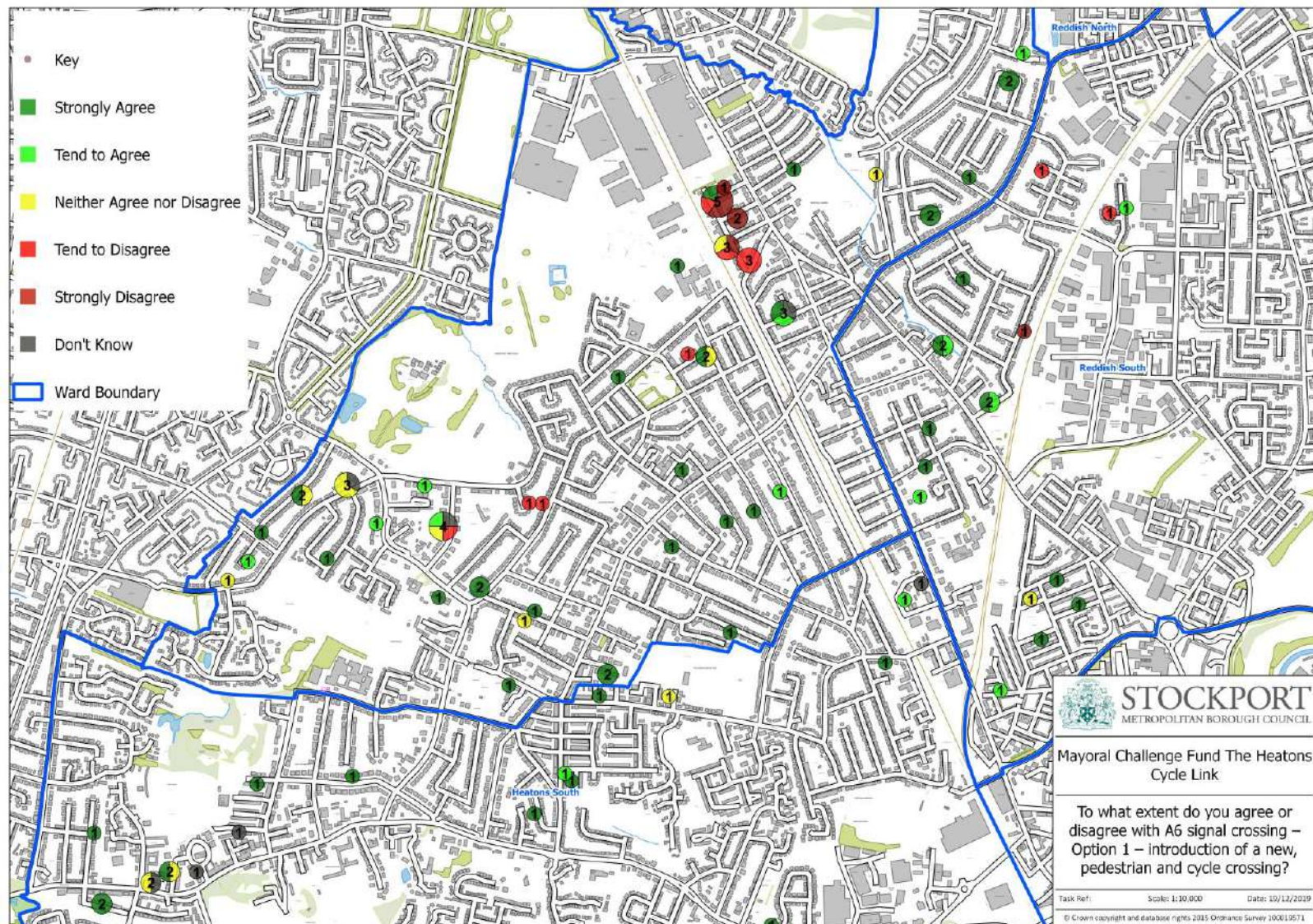
- 2.19. As shown by **Figure 2.4a** below, based on the response forms the majority of respondents agreed with the proposals to introduce of a new pedestrian and cycle crossing on the A6 (Option 1). Of the 165 respondents to this question 53% (87) agreed and 28% (47) disagreed, 19% (31) neither agreed nor disagreed or didn't know.

Figure 2.4a – A6 Crossing (Option 1)



- 2.20. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.4b** presents the response in relation to respondents' home post code when it was provided in full.
- 2.21. As shown by **Figure 2.4b**, a high proportion of respondents who live locally agree with the proposals.

Figure 2.4b – A6 Crossing (Option 1) by Postcode



2.22. General comments by those in agreement with the proposals to introduce of a new pedestrian and cycle crossing on the A6 (Option 1) include:

- 'A crossing is already needed between Langdale Road and Alford Road, it's a nightmare trying to cross.'

2.23. General comments by those who disagree with the proposals to introduce of a new pedestrian and cycle crossing on the A6 (Option 1) include:

- 'I disagree with Option 1 of the A6 signal crossing as making certain roads one-way only to cycle traffic will cause a great deal of inconvenience to people living on those roads as well as moving traffic going the other way to other adjacent roads.'
- 'I am concerned about the Alford Road proposals, option 1. This continues to push traffic from the A6 towards residential streets and makes it harder for local residents to access the main road.'

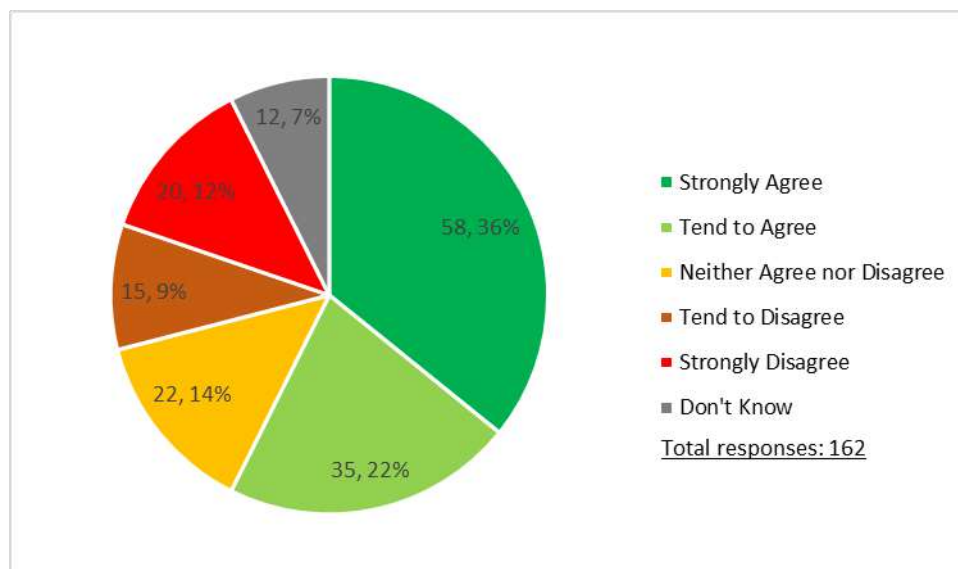
2.24. Other comments made by those with regards to the proposals to introduce of a new pedestrian and cycle crossing on the A6 (Option 1) include:

- 'I have disagreed with Option 1 of the A6 signal crossing as making certain roads one-way only to non-cycle traffic will cause a great deal of inconvenience to people living on those roads as well as moving traffic going the other way to adjacent roads.'

A6 Crossing (Option 2)

2.25. As shown by **Figure 2.5a** below, based on the response forms the majority of respondents agreed with the proposals to upgrade the existing pedestrian crossing on the A6 (Option 2). Of the 162 respondents to this question 58% (93) agreed and 21% (35) disagreed, 21% (34) neither agreed nor disagreed or didn't know.

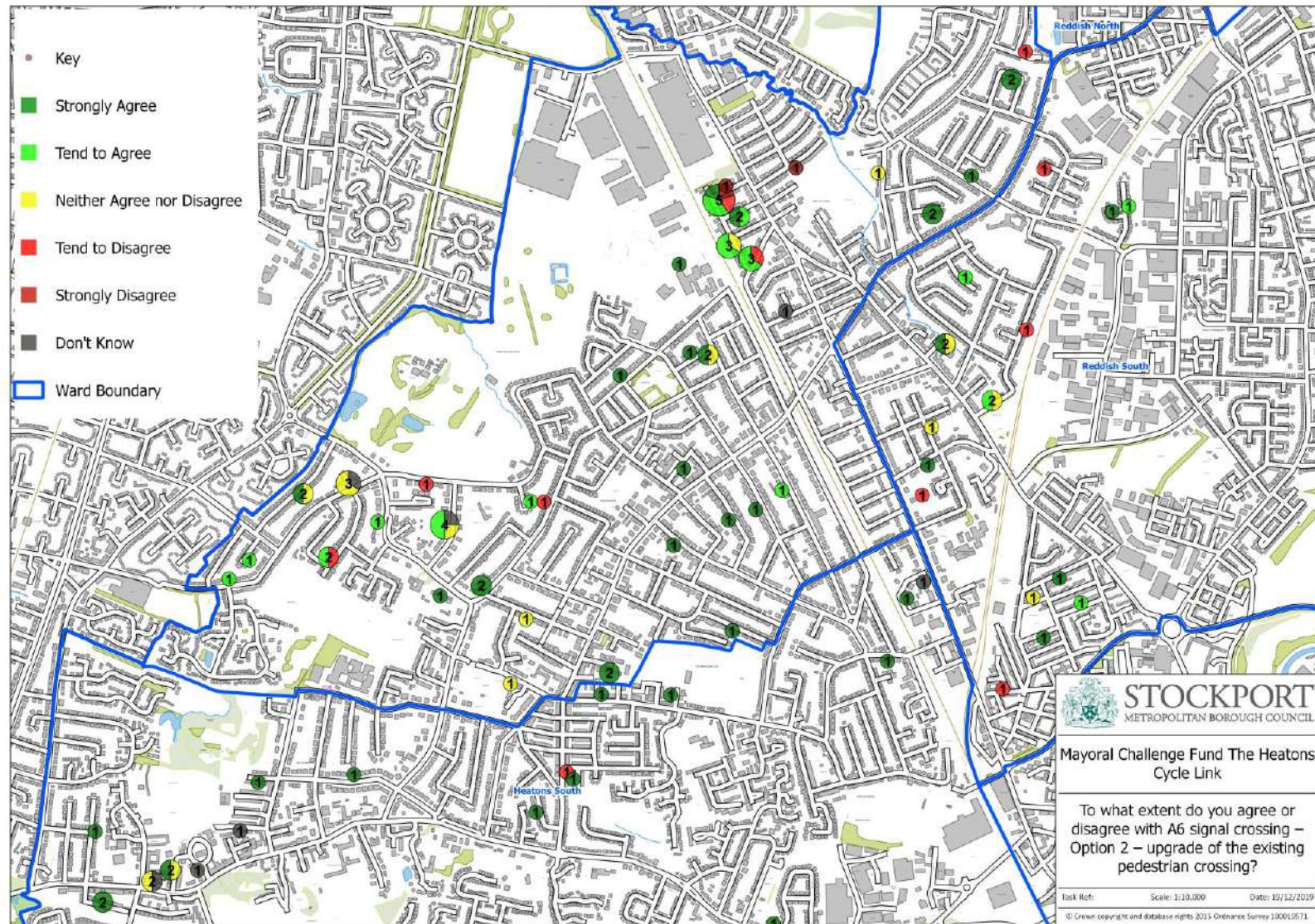
Figure 2.5a – A6 Crossing (Option 2)



2.26. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.5b** presents the response in relation to respondents' home post code when it was provided in full.

2.27. As shown by **Figure 2.5b**, a high proportion of respondents who live locally agree with the proposals.

Figure 2.5b – A6 Crossing (Option 2) by Postcode

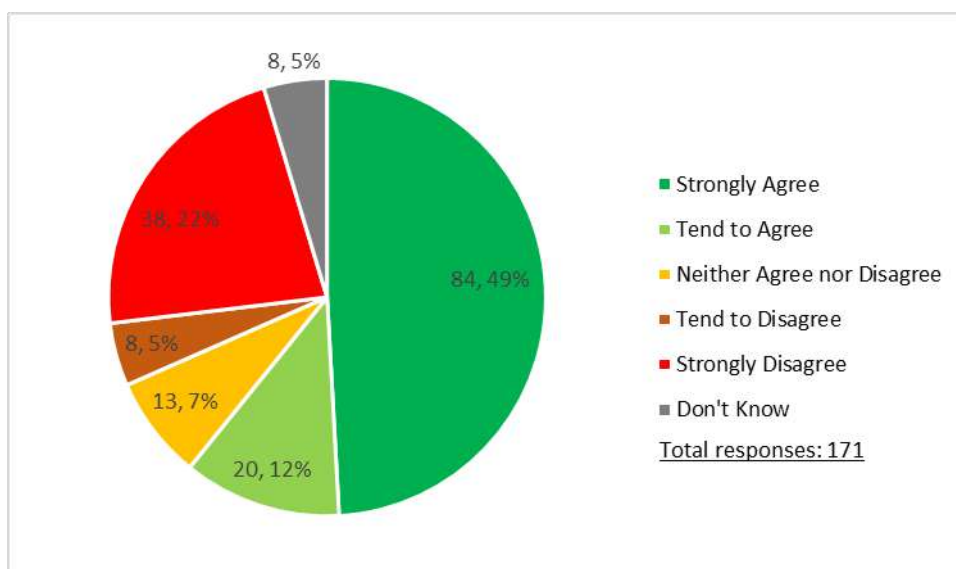


- 2.28. General comments by those in agreement with the proposals to upgrade the existing pedestrian crossing on the A6 (Option 2) include:
- 'Important also to take the opportunity for more crossings and traffic calming measures rather than upgrade existing.'
 - 'On behalf of TfGM bus services we would prefer option 2. Option 1 would require the relocation of bus stop which has been problematic to relocate in the past.'
- 2.29. No comments were received by those who disagree with the proposals to upgrade the existing pedestrian crossing on the A6 (Option 2).
- 2.30. Other comments made by those with regards to the proposals to upgrade the existing pedestrian crossing on the A6 (Option 2) include:
- 'Please include Pegasus push bottoms on remote post to allow equestrians to cross this busy road safely.'
 - 'Much better would be what I would call option 3. This would involve creating a gap in the existing fence. A new cycle and pedestrian crossing could then be created on the A6, linking Norfolk Avenue with Woodbourne Road.'

Buckingham Road

- 2.31. As shown by **Figure 2.6a** below, based on the response forms the majority of respondents agreed with the proposals to convert the cycle lane on Buckingham Road to a two-way cycletrack, extending it into Chandos Road with associated No Waiting at Any Time and removing the traffic island on Chandos Road. Of the 171 respondents to this question 61% (104) agreed and 27% (46) disagreed, 12% (21) neither agreed nor disagreed or didn't know.

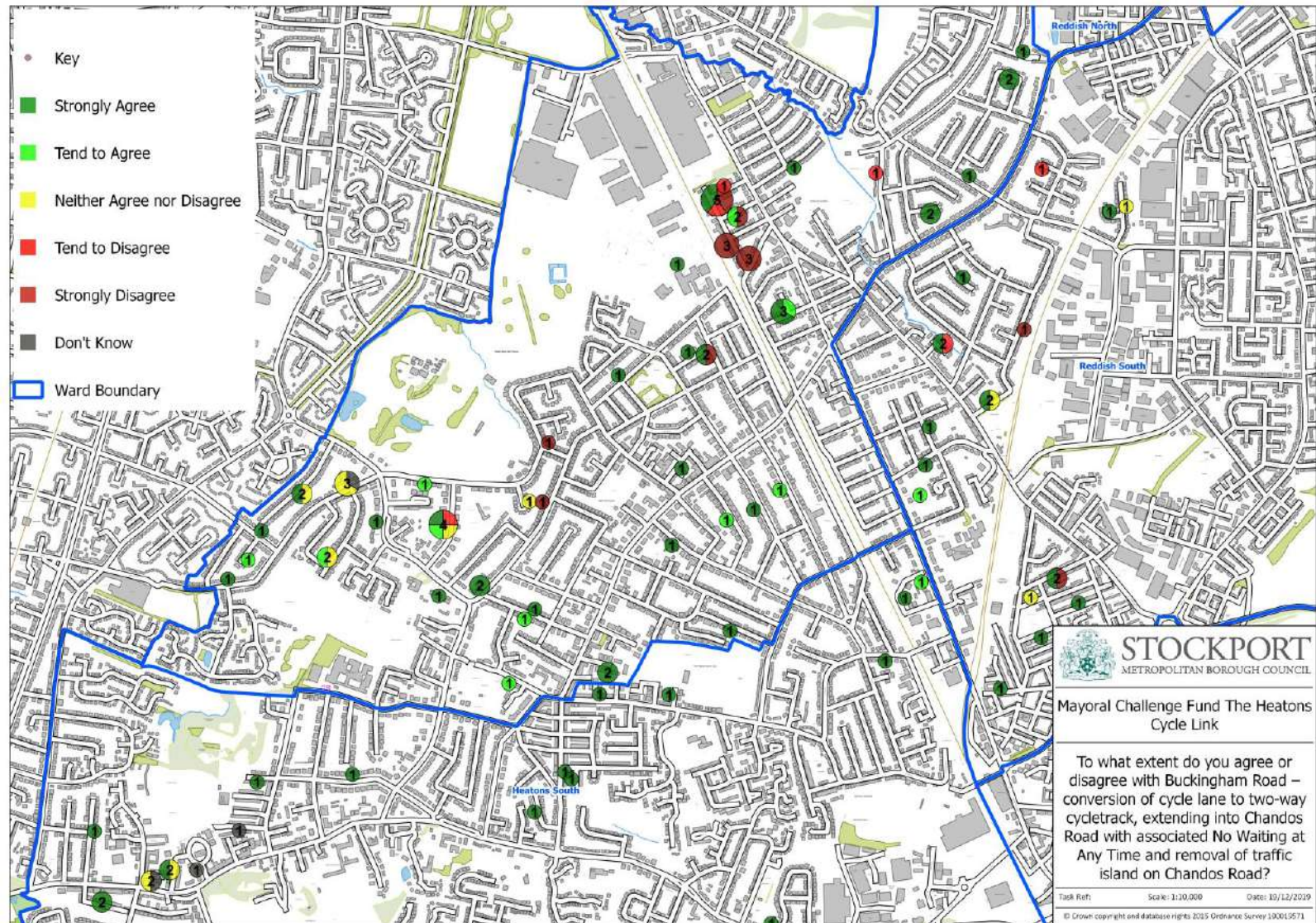
Figure 2.6a – Buckingham Road/Chandos Road



- 2.32. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.6b** presents the response in relation to respondents' home post code when it was provided in full.

2.33. As shown by **Figure 2.6b**, a high proportion of respondents who live locally agree with the proposals.

Figure 2.6b – Buckingham Road/Chandos Road Postcode



2.34. General comments by those in agreement with the proposals to convert the cycle lane on Buckingham Road to a two-way cycletrack, extending it into Chandos Road with associated No Waiting at Any Time and removing the traffic island on Chandos Road include:

- 'I find the current roads not very cycle friendly and I feel quite intimidated when cycling. One example is the contraflow cycle lane on Buckingham Road. On both occasions when I have cycled in this facility it has been blocked with parked cars. I dismounted and pushed. A widened cycle lane with parking restrictions would be a great benefit.'

2.35. General comments by those who disagree with the proposals to convert the cycle lane on Buckingham Road to a two-way cycletrack, extending it into Chandos Road with associated No Waiting at Any Time and removing the traffic island on Chandos Road include:

- 'Buckingham Road is already extremely busy at certain times of the day due to the proximity of St Thomas' School, and restricting the traffic the traffic flow by narrowing the road will increase the amount of queuing traffic and increase safety problems for people, including children, using the roads and paths at these times.'
- 'There is also the issue of the driveways that will need access, so the supposed 30 metres of track will have at least 10 metres where traffic will have access.'

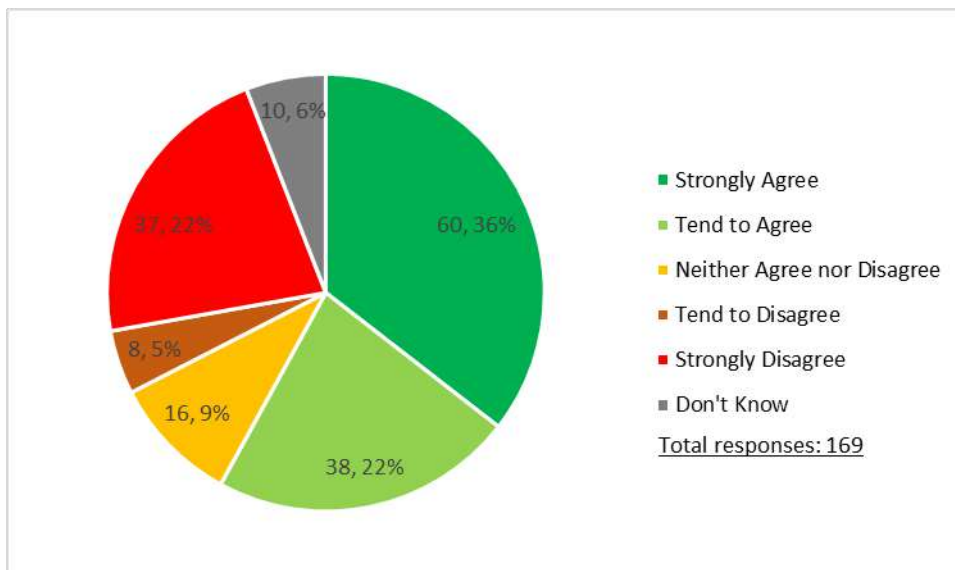
2.36. Other comments made by those with regards to the proposals to convert the cycle lane on Buckingham Road to a two-way cycletrack, extending it into Chandos Road with associated No Waiting at Any Time and removing the traffic island on Chandos Road include:

- 'It would be preferable for a modal filter to be installed at the junction of Chandos Road and Buckingham Road. Vehicle speeds on Chandos Road are too high for most cyclists to feel comfortable.'

Chandos Road

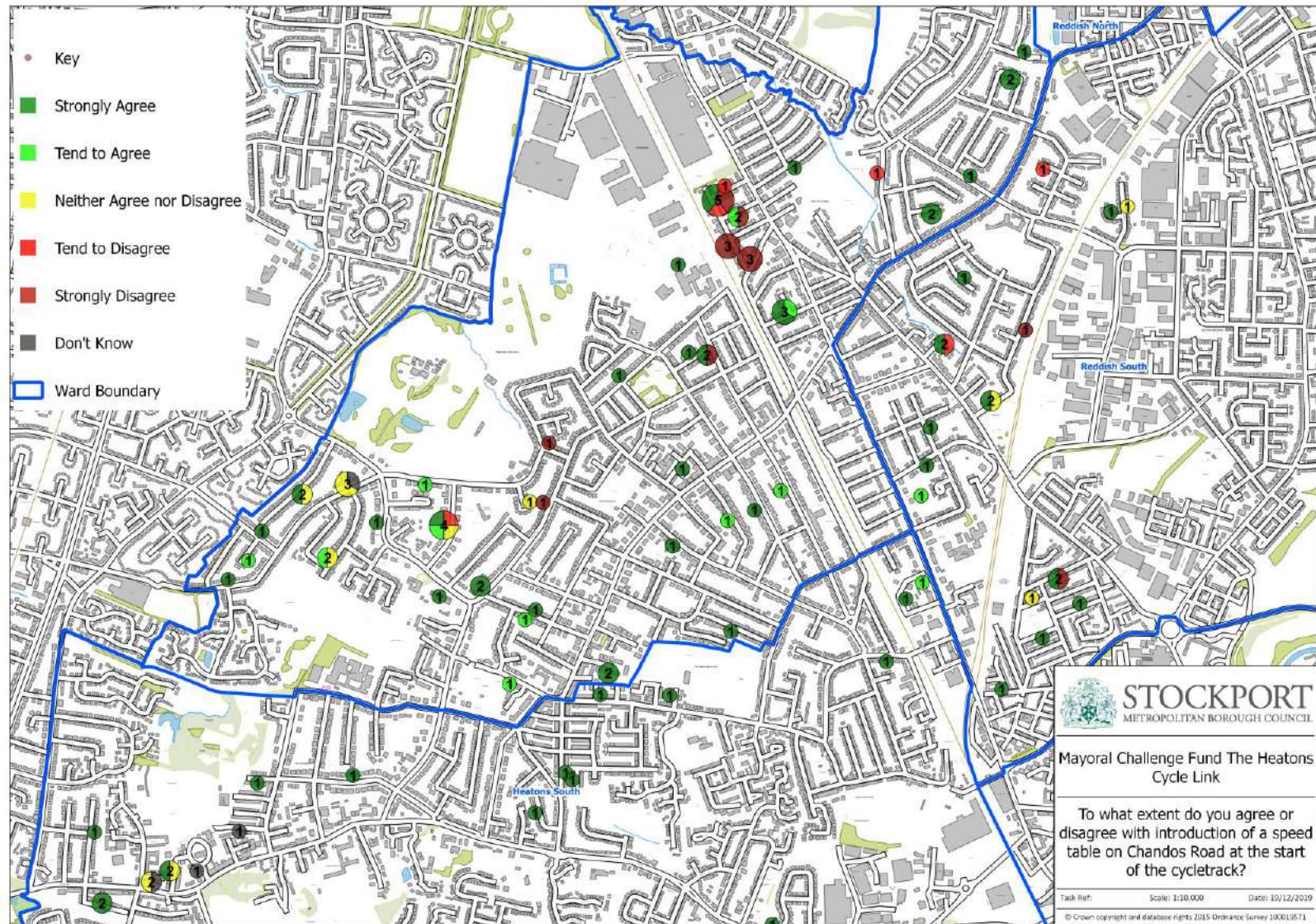
2.37. As shown by **Figure 2.7a** below, based on the response forms the majority of respondents agreed with the proposals to introduce a speed table on Chandos Road at the start of the cycletrack. Of the 169 respondents to this question 58% (98) agreed and 27% (45) disagreed, 15% (26) neither agreed nor disagreed or didn't know.

Figure 2.7a – Chandos Road



- 2.38. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.7b** presents the response in relation to respondents' home post code when it was provided in full.
- 2.39. As shown by **Figure 2.7b**, high proportion of respondents who live locally strongly agree to agree with the proposals.

Figure 2.7b – Chandos Road Postcode



2.40. General comments by those in agreement with the proposals to introduce a speed table on Chandos Road at the start of the cycletrack include:

- 'The speed tables must be level with the pavement to allow ease of access for vulnerable road users.'

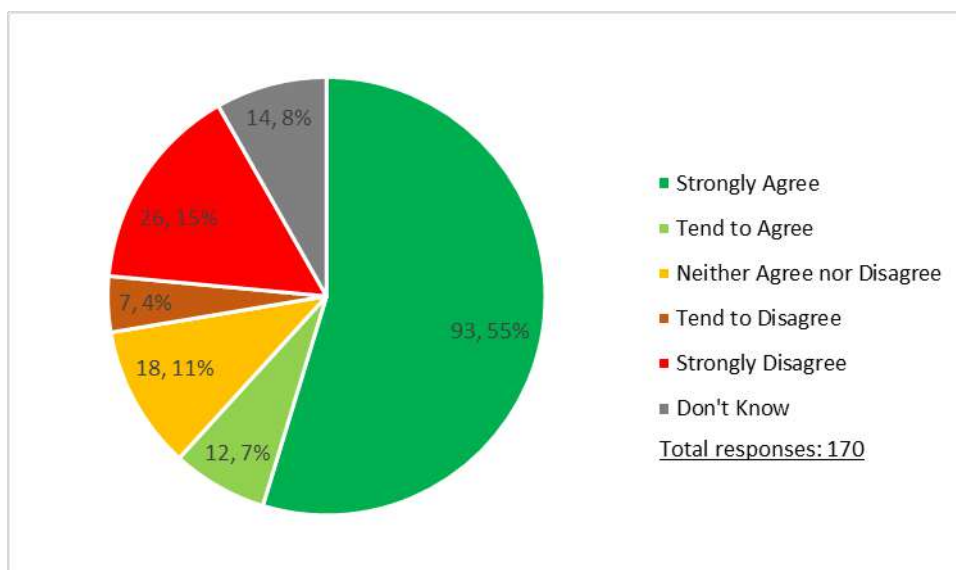
2.41. General comments by those who disagree with the proposals to introduce a speed table on Chandos Road at the start of the cycletrack include:

- 'There is no safety issue for cyclists using Chandos Road as the few that use Chandos Road do so as a cut through to joining the A6 near McVities as they find Chandos Road safer to use than the A6 so surely investment in safety proposals along the A6 would be a better use of public money?'

Leegate Road

2.42. As shown by **Figure 2.8a** below, based on the response forms the majority of respondents agreed with the proposals to create a new access for pedestrians and cyclists at the cul-de-sac end of Leegate Road, and repair and improve the surface along the un-adopted section. Of the 170 respondents to this question 62% (105) agreed and 19% (33) disagreed, 19% (32) neither agreed nor disagreed or didn't know.

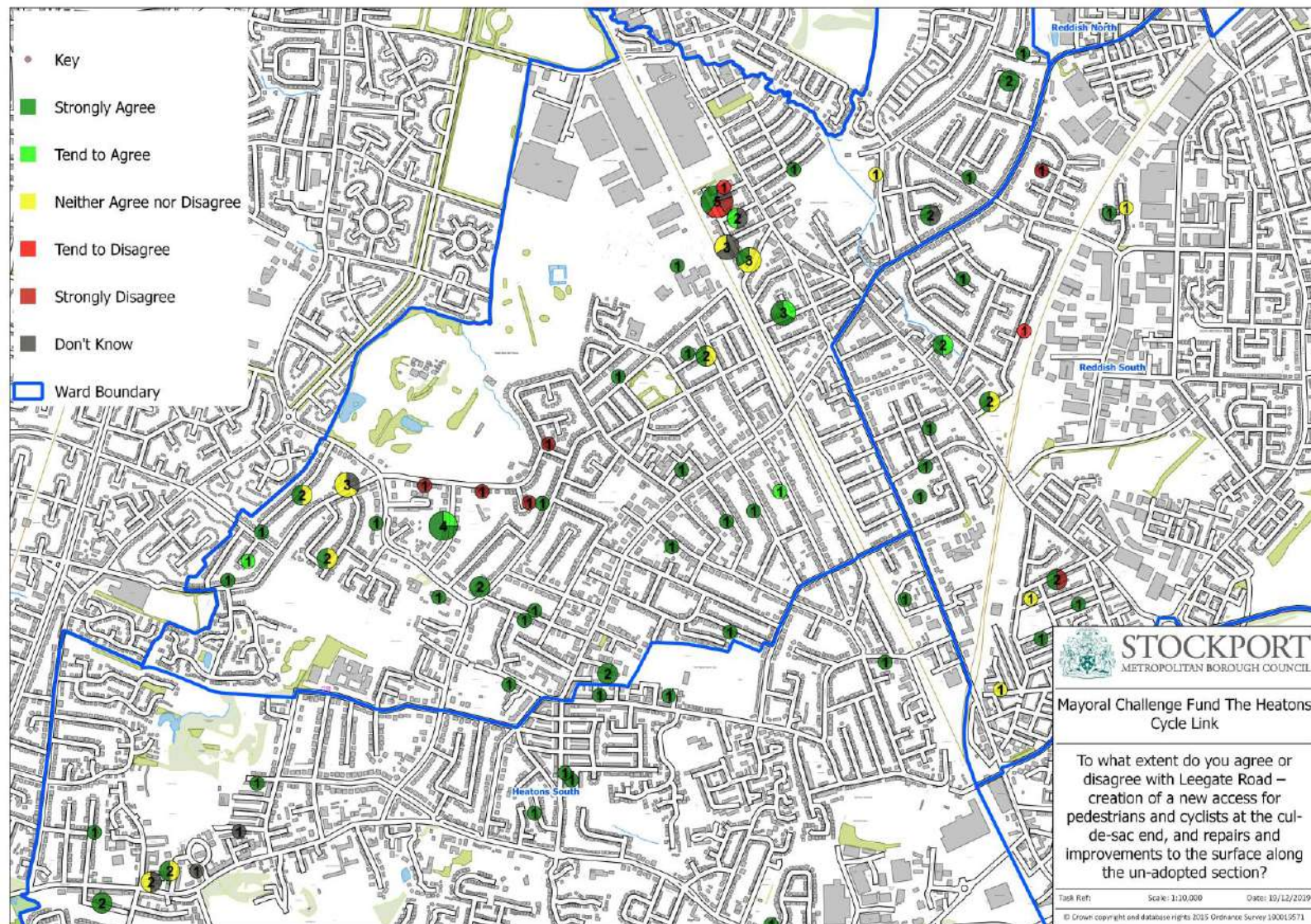
Figure 2.8a – Leegate Road



2.43. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.8b** presents the response in relation to respondents' home post code when it was provided in full.

2.44. As shown by **Figure 2.8b**, a high proportion of respondents who live locally agree with the proposals.

Figure 2.8b – Leegate Road Postcode

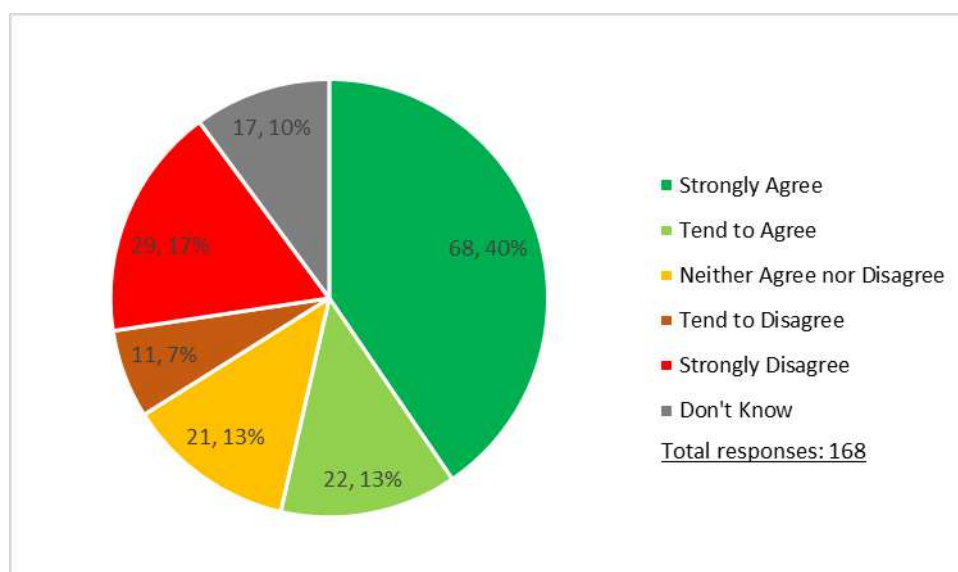


- 2.45. General comments by those in agreement with the proposals to create a new access for pedestrians and cyclists at the cul-de-sac end of Leegate Road, and repair and improve the surface along the un-adopted section include:
- 'The main areas that would improve my cycle ride would be the removal of the A frames, and improvement on the surface of Leegate Road.'
- 2.46. General comments by those who disagree with the proposals to create a new access for pedestrians and cyclists at the cul-de-sac end of Leegate Road, and repair and improve the surface along the un-adopted section include:
- 'Leegate Road is a cul-de-sac and isn't designed for a large influx of cyclists as are other roads in this vicinity.'
 - 'I feel the opening up of the top of Leegate Road would encourage motorbikes to use it as a short cut.'
- 2.47. Other comments made by those with regards to the proposals to create a new access for pedestrians and cyclists at the cul-de-sac end of Leegate Road, and repair and improve the surface along the un-adopted section include:
- 'Leegate Road is badly in need of an upgrade, the existing potholes are very dangerous in the dark or when underwater.'

Mauldeth Road / Leegate Road / Kingsleigh Road (Option 1)

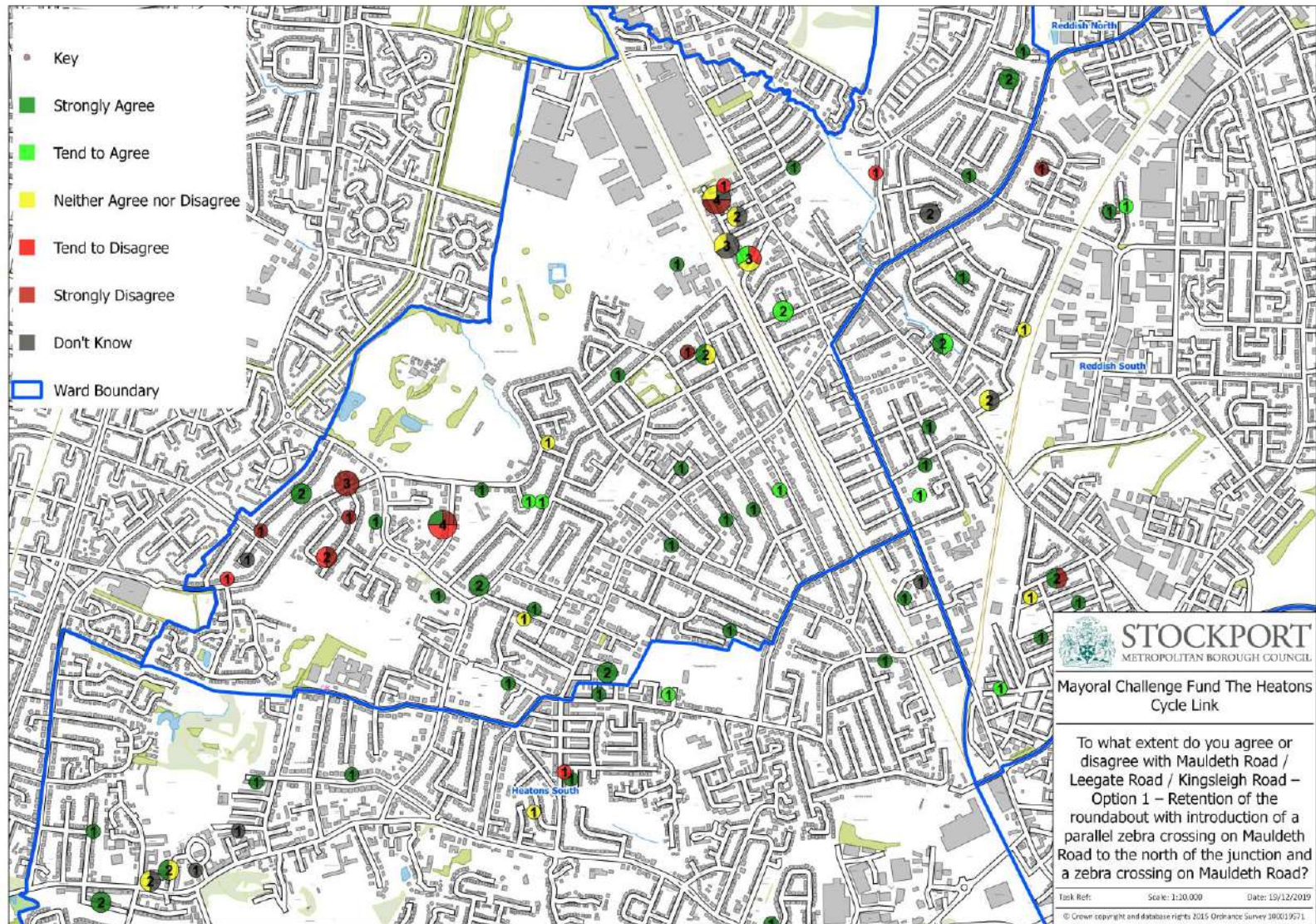
- 2.48. As shown by **Figure 2.9a** below, based on the response forms the majority of respondents agreed with the proposals to retain the roundabout at Mauldeth Road / Leegate Road / Kingsleigh Road with the introduction of a parallel zebra crossing on Mauldeth Road to the north of the junction and a zebra crossing on Mauldeth Road to the south of the junction, a cycle path along the north side of Kingsleigh Road to Cherry Holt Avenue and changes to traffic calming on Kingsleigh Road. Of the 168 respondents to this question 53% (90) agreed and 24% (40) disagreed, 23% (38) neither agreed nor disagreed or didn't know.

Figure 2.9a – Mauldeth Road / Leegate Road / Kingsleigh Road (Option 1)



- 2.49. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.9b** presents the response in relation to respondents' home post code when it was provided in full.
- 2.50. As shown by **Figure 2.9b**, a high proportion of respondents who live locally agree with the proposals.

Figure 2.9b – Mauldeth Road / Leegate Road / Kingsleigh Road (Option 1) Postcode

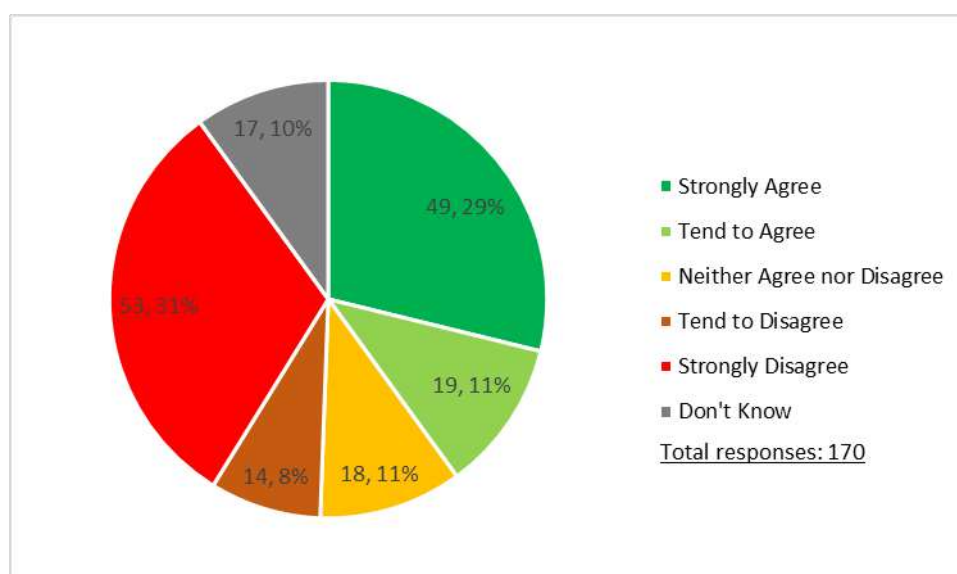


- 2.51. General comments by those in agreement with the proposals to retain the roundabout at Mauldeth Road / Leegate Road / Kingsleigh Road with the introduction of crossings, a cycle path and changes to traffic calming include:
- ‘The introduction of a parallel zebra and raised carriageway will significantly improve the junction and help reduce vehicle speeds as well as making it easier for pedestrians and cyclists to cross the road.’
- 2.52. General comments by those who disagree with the proposals to retain the roundabout at Mauldeth Road / Leegate Road / Kingsleigh Road with the introduction of crossings, a cycle path and changes to traffic calming include:
- ‘The only issue I have is removing the parking opposite the shops in Kingsleigh Road. This is likely to have a negative effect on the shops as many cars stop and use the shop and drop of Amazon parcels.’
- 2.53. Other comments made by those with regards to the proposals to retain the roundabout at Mauldeth Road / Leegate Road / Kingsleigh Road with the introduction of crossings, a cycle path and changes to traffic calming include:
- If option 1 is chosen, the swept paths need to be suitable for the existing bus services which use this route and the raised tables need to be bus friendly.’

Mauldeth Road / Leegate Road / Kingsleigh Road (Option 2)

- 2.54. As shown by **Figure 2.10a** below, based on the response forms the relative majority of respondents agreed with the proposals to remove the roundabout at Mauldeth Road / Leegate Road / Kingsleigh Road and introduce a signal controlled junction including controlled pedestrian facilities. Of the 170 respondents to this question 40% (68) agreed and 39% (67) disagreed, 21% (35) neither agreed nor disagreed or didn't know.

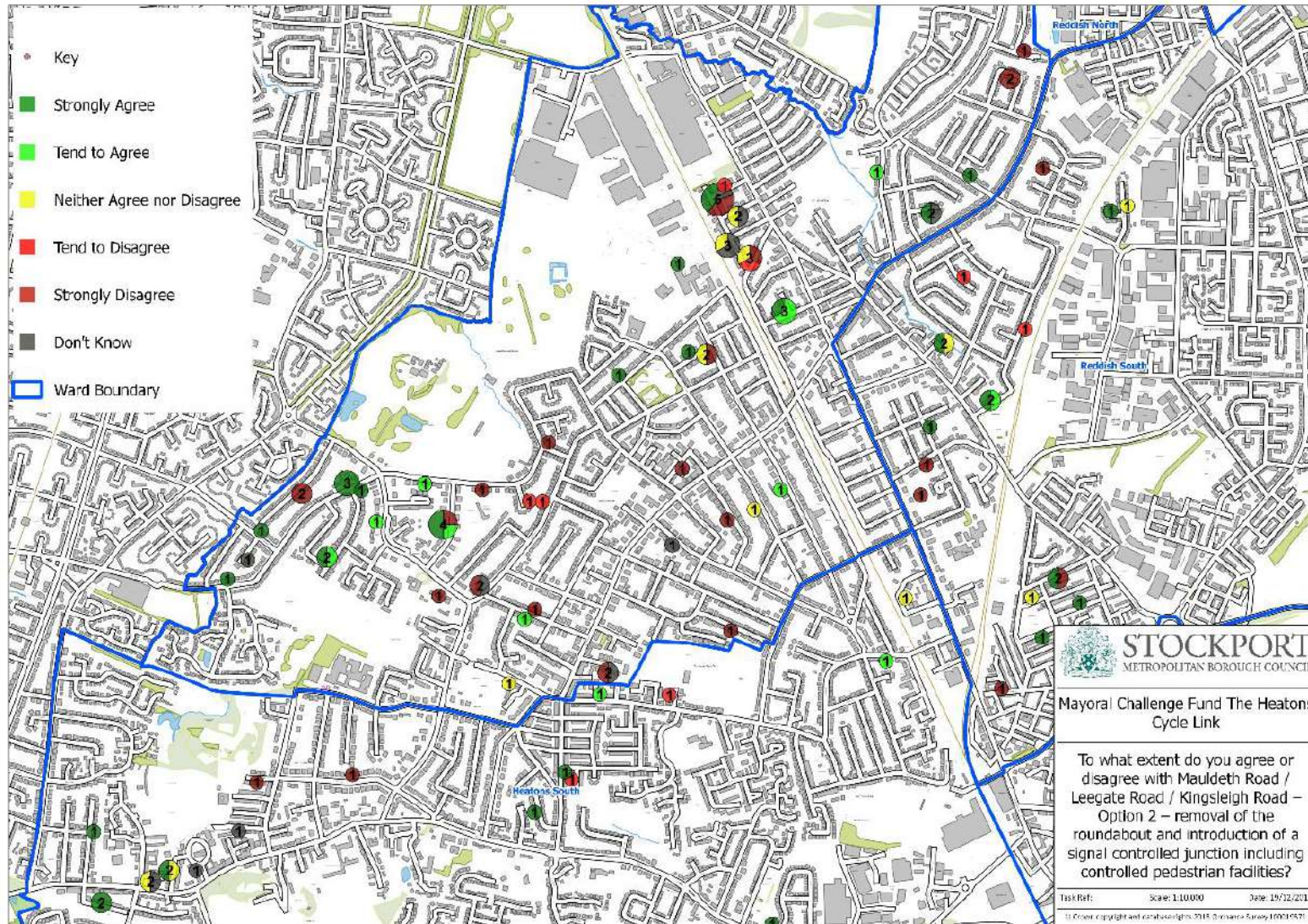
Figure 2.10a – Mauldeth Road / Leegate Road / Kingsleigh Road (Option 2)



- 2.55. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.10b** presents the response in relation to respondents' home post code when it was provided in full.

2.56. As shown by **Figure 2.10b** a slightly higher proportion of respondents who live locally agree with the proposals”.

Figure 2.10b – Mauldeth Road / Leegate Road / Kingsleigh Road (Option 2) Postcode



2.57. General comments by those in agreement with the proposals to replace the roundabout at Mauldeth Road / Leegate Road / Kingsleigh Road with a signal controlled junction include:

- 'Option 2 is preferable, in order to keep the route as direct as possible.'

2.58. General comments by those who disagree with the proposals to replace the roundabout at Mauldeth Road / Leegate Road / Kingsleigh Road with a signal controlled junction include:

- 'I strongly object to the option of signalling Mauldeth Road/Leegate Road/Kingsleigh Road, because there's already a problem with car speeds on Mauldeth Road and when the lights would be on green this would further increase speeds on what is already a bad bend with poor visibility.'

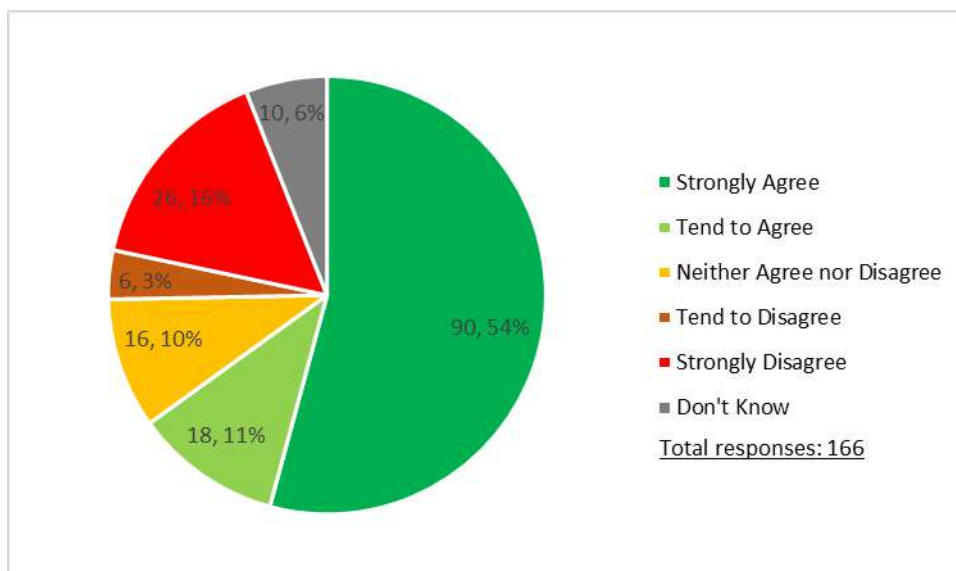
2.59. Other comments made by those with regards to the proposals to replace the roundabout at Mauldeth Road / Leegate Road / Kingsleigh Road with a signal controlled junction include:

- 'What is really needed is a safe link from the Maldeth Road/Kingsleigh Road junction to Green End roundabout, where cyclists can join either Errwood Road or Burnage Lane.'

Cherry Holt Avenue - Priestnall Road

2.60. As shown by **Figure 2.11a** below, based on the response forms the majority of respondents agreed with the proposals for a widened off-road route between Cherry Holt Avenue and Priestnall Road. Of the 166 respondents to this question 65% (108) agreed and 19% (32) disagreed, 16% (26) neither agreed nor disagreed or didn't know.

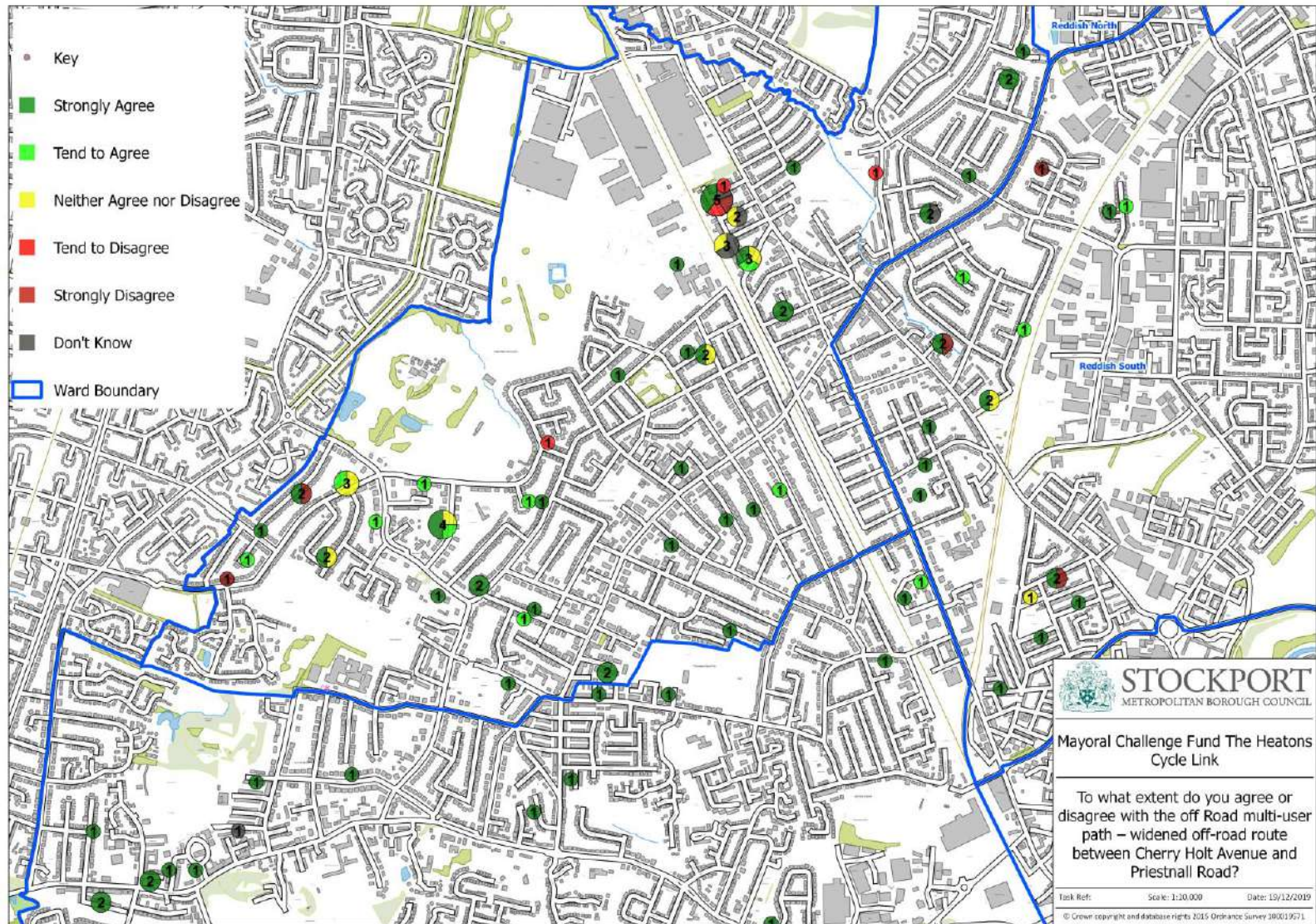
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2.61. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.11b** presents the response in relation to respondents' home post code when it was provided in full.

2.62. As shown by **Figure 2.11b**, a high proportion of respondents who live locally agree with the proposals.

Figure 2.10b – Mauldeth Road / Leegate Road / Kingsleigh Road (Option 2) Postcode



2.63. General comments by those in agreement with the proposals for a widened off-road route between Cherry Holt Avenue and Priestnall Road include:

- 'The narrow path between the back of Tithe Barn School and Priestnall allotments is an ideally way to join Heaton Moor and the shops at Heaton Mersey. At a minimum this should be upgraded so that it has a good surface for walkers, and the nettles removed regularly in the summer.'

2.64. General comments by those who disagree with the proposals for a widened off-road route between Cherry Holt Avenue and Priestnall Road include:

- 'Objection to use of Cherry Holt Avenue as it is already busy with sports clubs using the playing fields at weekends and in midweek.'

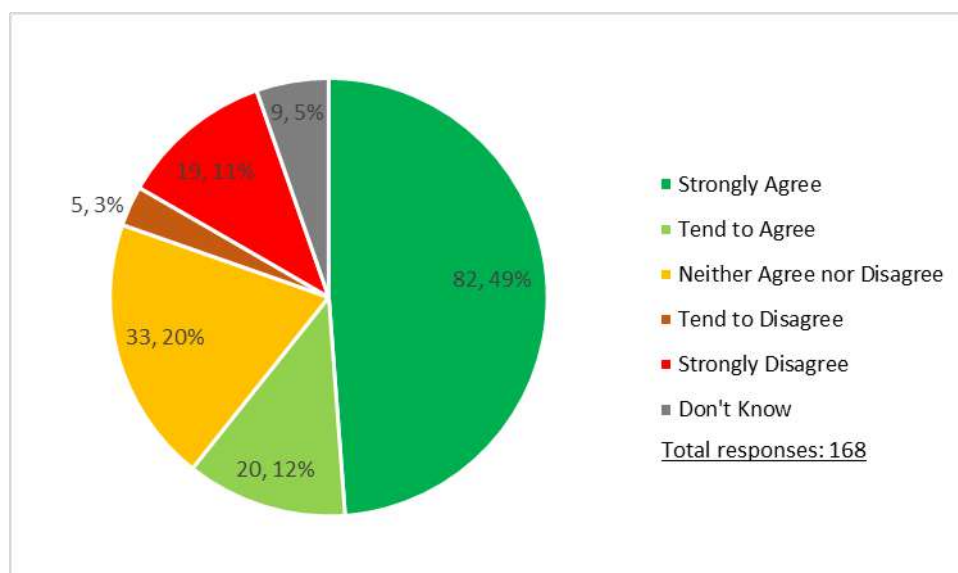
2.65. Other comments made by those with regards to the proposals for a widened off-road route between Cherry Holt Avenue and Priestnall Road include:

- 'The scheme should also include improvements to the off-road path in Heaton Mersey Common between Cherry Holt Avenue and Kingsleigh Road/Barcicroft Road.'

Heaton Mersey Common

2.66. As shown by **Figure 2.12a** below, based on the response forms the majority of respondents agreed with the proposals for the widening and lighting of the existing path at Heaton Mersey Common. Of the 168 respondents to this question 61% (102) agreed and 14% (24) disagreed, 25% (42) neither agreed nor disagreed or didn't know.

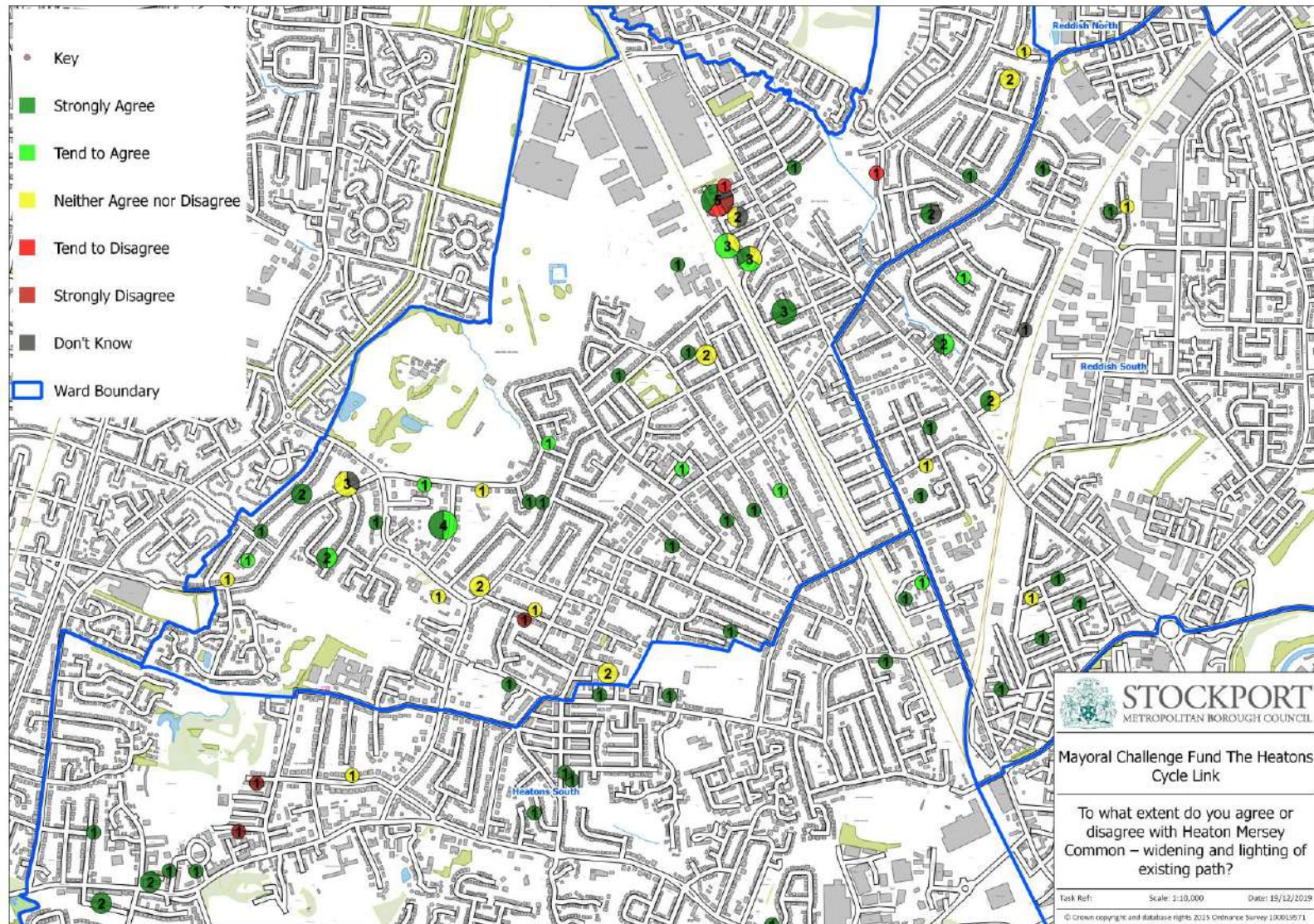
Figure 2.12a – Heaton Mersey Common



2.67. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.12b** presents the response in relation to respondents' home post code when it was provided in full.

2.68. As shown by **Figure 2.12b** a high proportion of respondents who live locally agree with the proposals.

Figure 2.12b – Heaton Mersey Common Postcode



2.69. General comments by those in agreement with the proposals for the widening and lighting of the existing path at Heaton Mersey Common include:

- 'I think the suggestion of the path over the common is excellent, as an improvement will make this very muddy area more accessible to all walkers, runners and cyclists. But it will feel unsafe at times, so ensuring Mersey Road is safe will be essential.'

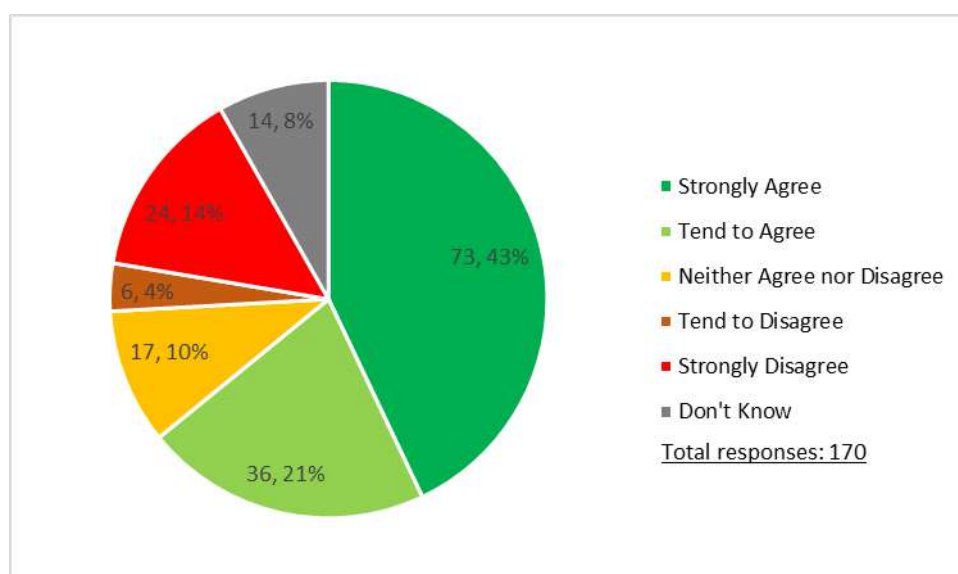
2.70. General comments by those who disagree with the proposals for the widening and lighting of the existing path at Heaton Mersey Common include:

- 'This is not an acceptable alternative to Mersey Road. Children are not and will not be allowed to use this route after dark, limiting the potential for active travel in the neighbourhood.'

Didsbury Road

2.71. As shown by **Figure 2.13a** below, based on the response forms the majority of respondents agreed with the proposals for the introduction of a parallel signal crossing and associated cycle path with flat top road humps on Harwood Road and at the Harwood Road, Grundy Street and Meltham Road junctions with Didsbury Road. Of the 170 respondents to this question 64% (109) agreed and 18% (30) disagreed, 18% (31) neither agreed nor disagreed or didn't know.

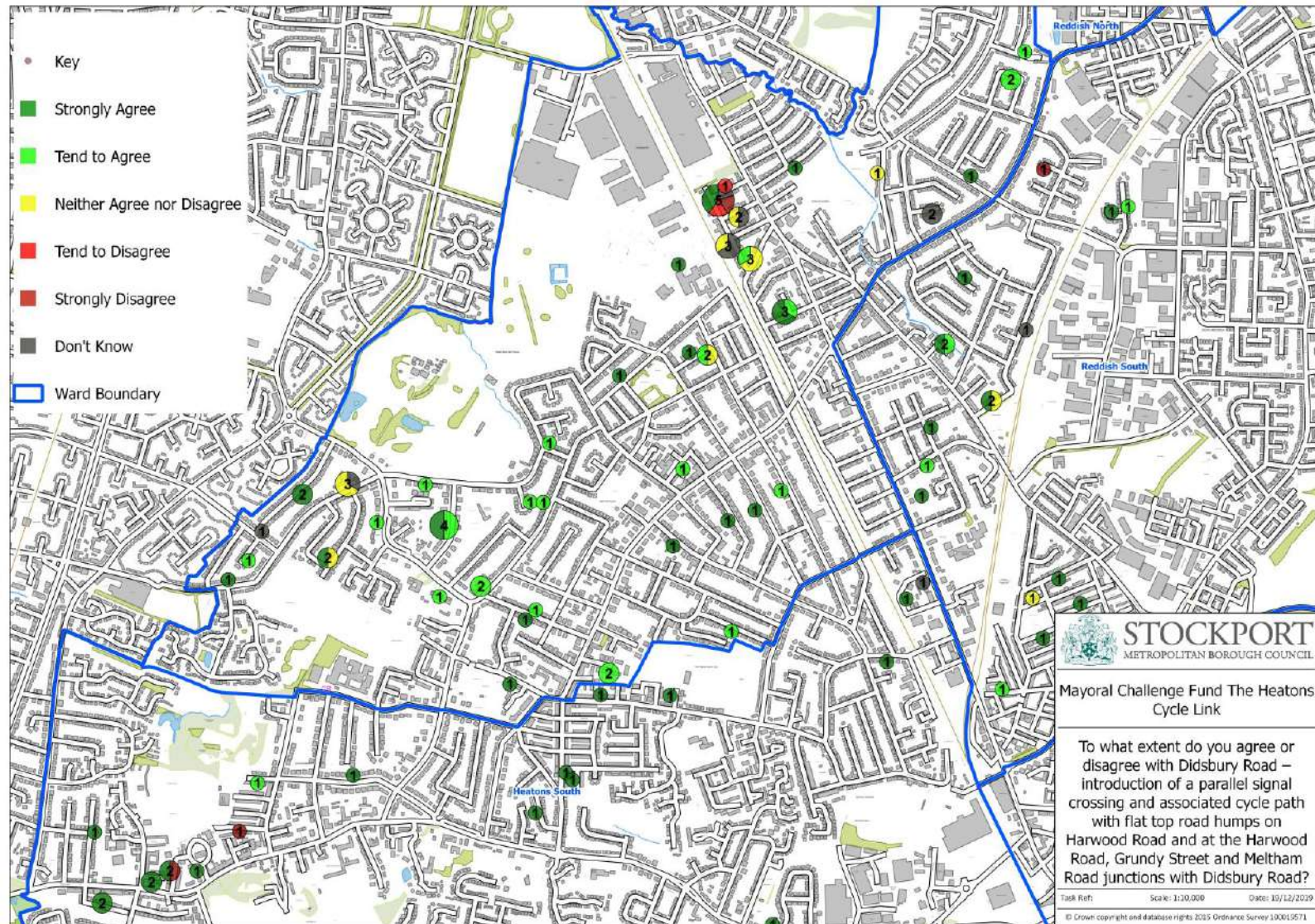
Figure 2.13a – Didsbury Road



2.72. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.13b** presents the response in relation to respondents' home post code when it was provided in full.

2.73. As shown by **Figure 2.13b**, a high proportion of respondents who live locally agree with the proposals.

Figure 2.13b – Didsbury Road Postcode



2.74. General comments by those in agreement with the proposals for the introduction of a parallel signal crossing and associated cycle path with flat top road humps on Harwood Road and at the Harwood Road, Grundy Street and Meltham Road junctions with Didsbury Road include:

- 'Didsbury Road is a mess on a bike coming across to Harwood Road you can be left several minutes waiting to cross and still end up risking life and limb. Please do not water these plans down.'
- 'I wholeheartedly welcome this scheme but I suggest that the proposed crossing near the junction of Harwood Road and Didsbury Road includes a box junction to enable traffic to exit from Harwood Road or Meltham Road onto Didsbury Road.'

2.75. General comments by those who disagree with the proposals for the introduction of a parallel signal crossing and associated cycle path with flat top road humps on Harwood Road and at the Harwood Road, Grundy Street and Meltham Road junctions with Didsbury Road include:

- 'The problem on Didsbury Road is that there is no cycle lane for the hundreds of people that use it. It will take parking away from Grundy Street where residents already struggle to park their cars and it brings in a cycle lane to a stretch of Didsbury Road that cyclists will not use when travelling up the road.'

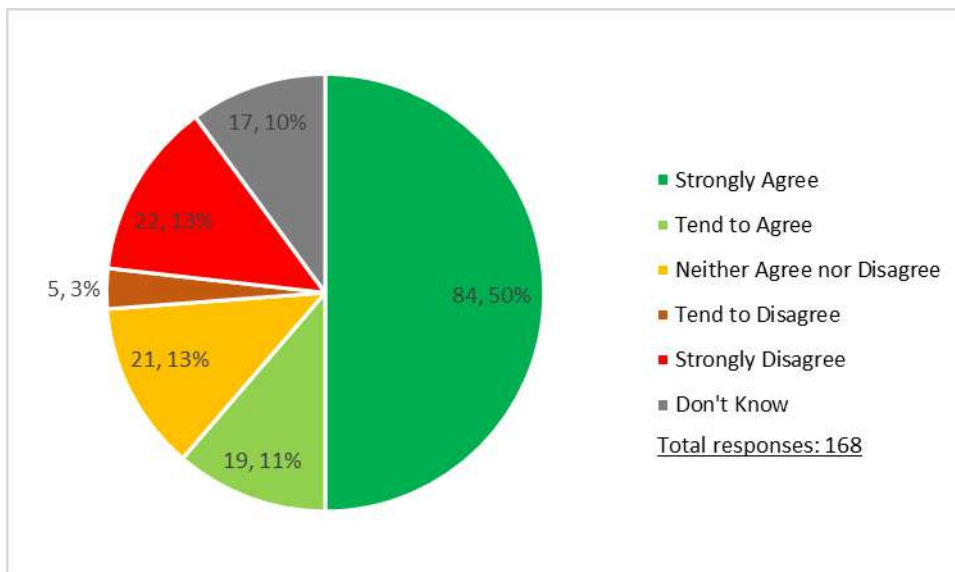
2.76. Other comments made by those with regards to the proposals for the introduction of a parallel signal crossing and associated cycle path with flat top road humps on Harwood Road and at the Harwood Road, Grundy Street and Meltham Road junctions with Didsbury Road include:

- 'A signalised junction at Harwood Road / Meltham Road / Didsbury Road would provide the best option at this junction. The proposed residential development at the old Cranford Golf Range will increase the amount of traffic using Harwood Road, which already has problems at its junction with Didsbury Road at busy times.'

Meltham Road

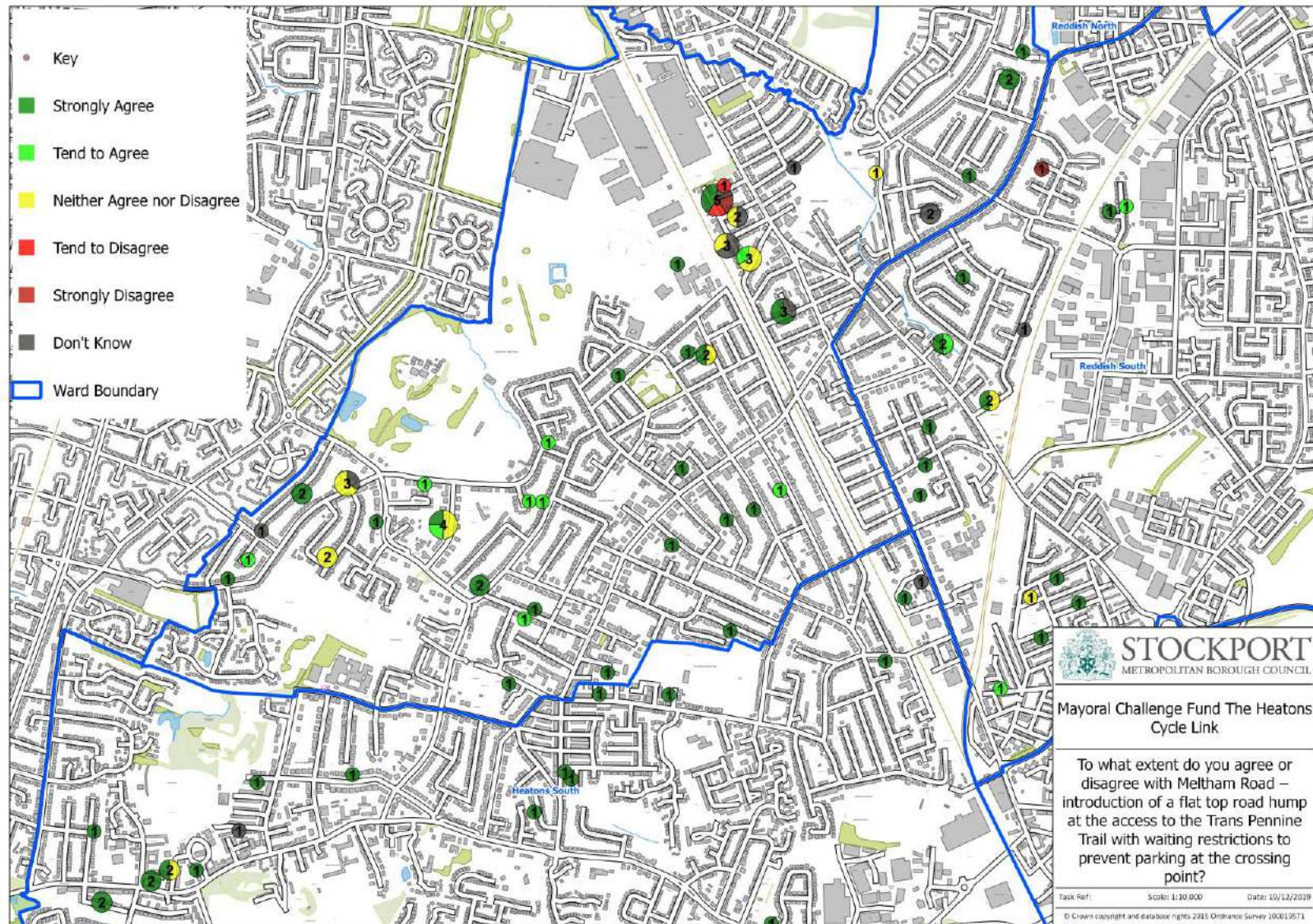
2.77. As shown by **Figure 2.14a** below, based on the response forms the majority of respondents agreed with the proposals for the introduction of a flat top road hump at the Meltham Road access to the Trans Pennine Trail with waiting restrictions to prevent parking at the crossing point. Of the 168 respondents to this question 61% (103) agreed and 16% (27) disagreed, 23% (38) neither agreed nor disagreed or didn't know.

Figure 2.14a – Meltham Road



- 2.78. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.14b** presents the response in relation to respondents' home post code when it was provided in full.
- 2.79. As shown by **Figure 2.14b**, a high proportion of respondents who live locally agree with the proposals.

Figure 2.14b – Meltham Road Postcode



2.80. General comments by those in agreement with the proposals for the introduction of a flat top road hump at the Meltham Road access to the Trans Pennine Trail with waiting restrictions to prevent parking at the crossing point include:

- 'Please replace 'A – frames' with suitably placed bollards.'

2.81. No comments were received by those who disagree with the proposals for the introduction of a flat top road hump at the Meltham Road access to the Trans Pennine Trail with waiting restrictions to prevent parking at the crossing point.

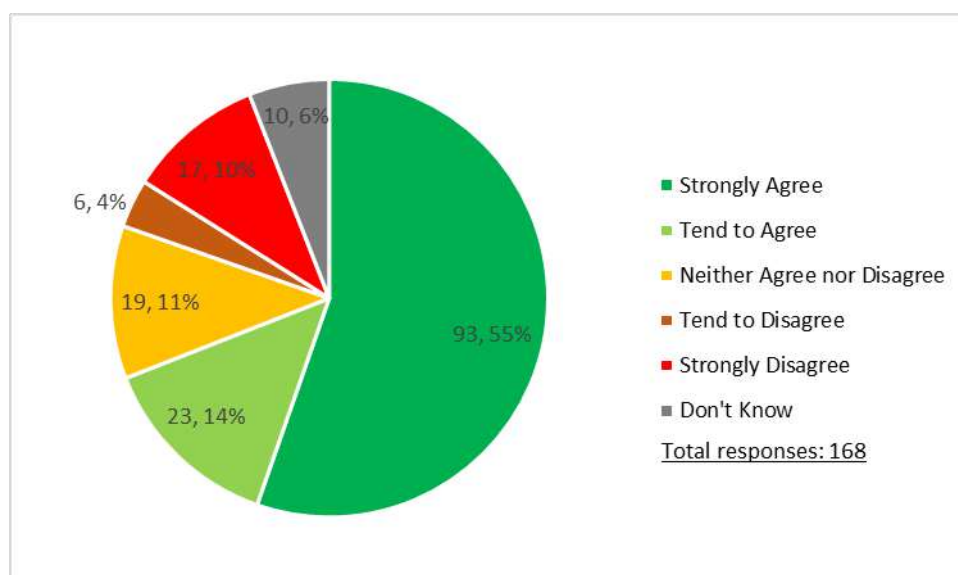
2.82. Other comments made by those with regards to the proposals for the introduction of a flat top road hump at the Meltham Road access to the Trans Pennine Trail with waiting restrictions to prevent parking at the crossing point include:

- 'Trees obstruct/prevent legitimate uses users access to safe off roads routes. Nuphalt is a sealed surface that maybe suitable for this route.'
- 'Retain the mature oak and sycamore trees (can be avoided)'

Trans Pennine Trail

2.83. As shown by **Figure 2.15a** below, based on the response forms the majority of respondents agreed with the proposals for upgraded surfacing and lighting on the Trans Pennine Trail near Meltham Road. Of the 168 respondents to this question 69% (116) agreed and 14% (23) disagreed, 17% (29) neither agreed nor disagreed or didn't know.

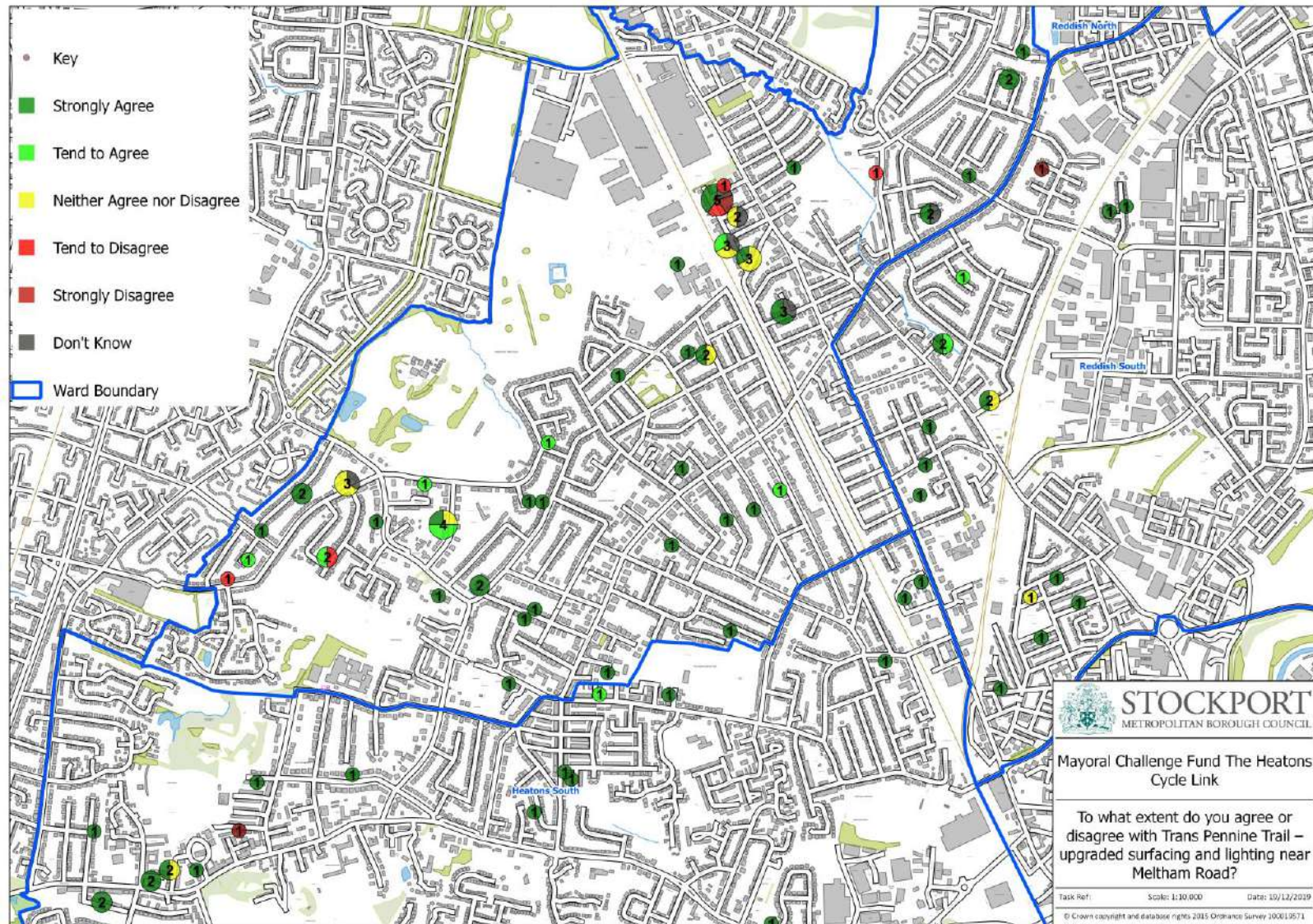
Figure 2.15a – Trans Pennine Trail



2.84. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.15b** presents the response in relation to respondents' home post code when it was provided in full.

2.85. As shown by **Figure 2.15b**, summary of level of support in geographic terms – for example a high proportion of respondents who live locally strongly agree with the proposals.

Figure 2.15b – Trans Pennine Trail Postcode



2.86. General comments by those in agreement with the proposals for upgraded surfacing and lighting on the Trans Pennine Trail near Meltham Road include:

- 'The surface of the Trans Pennine Trail needs to be improved for the whole of the route between Station Road and Green Pastures.'

2.87. No comments were received by those who disagree with the proposals for upgraded surfacing and lighting on the Trans Pennine Trail near Meltham Road.

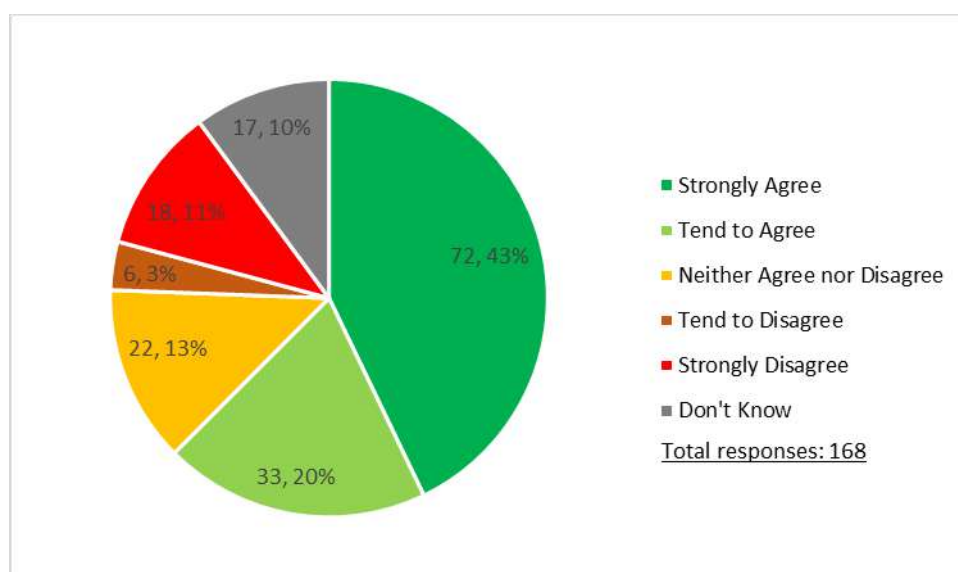
2.88. Other comments made by those with regards to the proposals for upgraded surfacing and lighting on the Trans Pennine Trail near Meltham Road include:

- 'Please also ensure that no A-frames are used. They prevent my bike accessing the Trans Pennine Trail along the Mersey. I cannot lift it, nor should I have to especially with kids or cargo.'

Broadstone Road

2.89. As shown by **Figure 2.16a** below, based on the response forms the majority of respondents agreed with the proposals for the introduction of a signalised pedestrian and cycling crossing on Broadstone Road to replace the existing pedestrian crossing north of the junction with Broadstone Hall Road North and Broadstone Hall Road South. Of the 168 respondents to this question 63% (105) agreed and 14% (24) disagreed, 23% (39) neither agreed nor disagreed or didn't know.

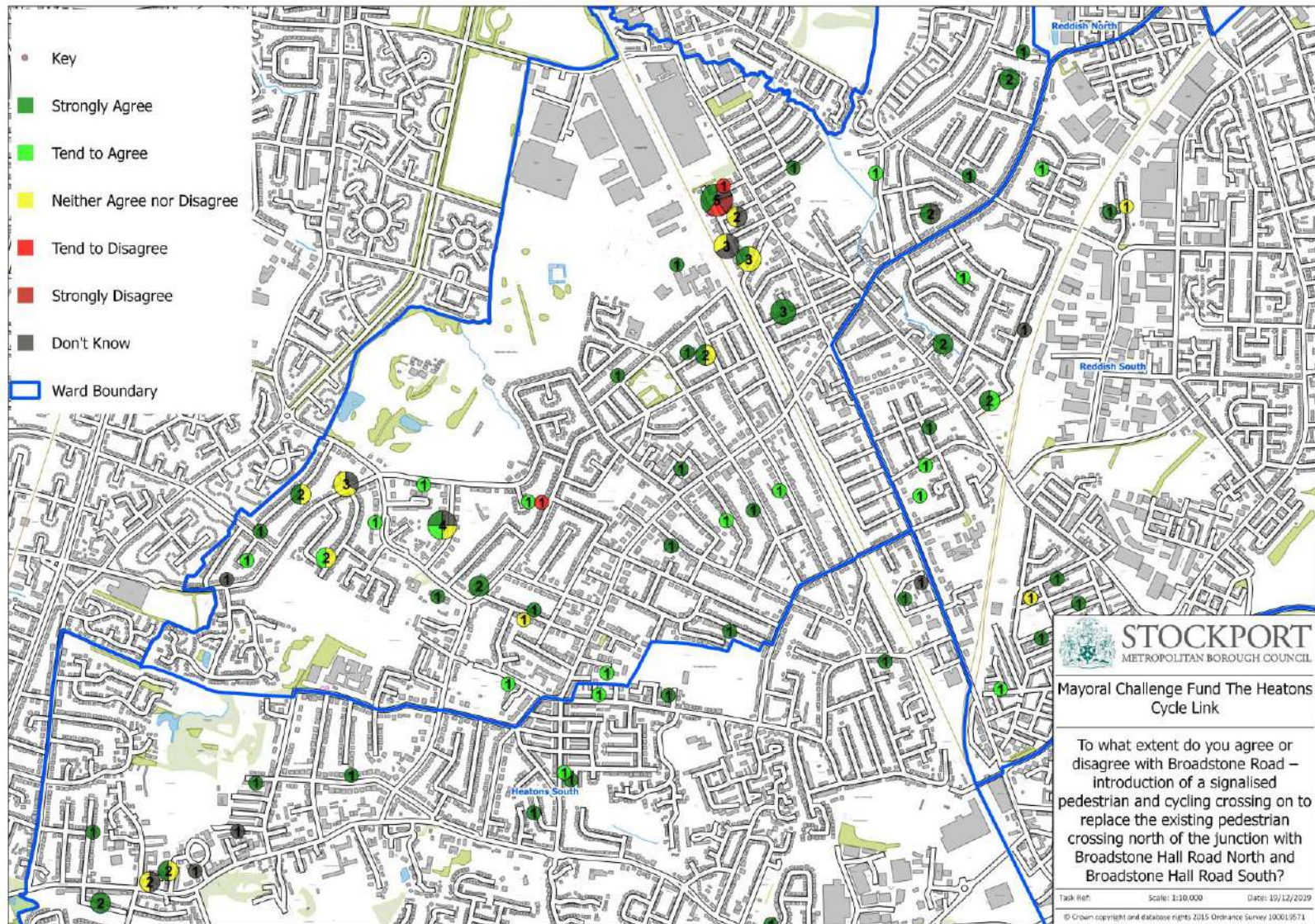
Figure 2.16a – Broadstone Road



2.90. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.16b** presents the response in relation to respondents' home post code when it was provided in full.

2.91. As shown by **Figure 2.16b**, a high proportion of respondents who live locally agree with the proposals.

Figure 2.16b – Broadstone Road Postcode



2.92. General comments by those in agreement with the proposals for the introduction of a signalised pedestrian and cycling crossing on Broadstone Road to replace the existing pedestrian crossing north of the junction with Broadstone Hall Road North and Broadstone Hall Road South include:

- 'I really like the narrower side roads at the junction. Please never forget the value of narrowing lanes for slowing down traffic.'
- 'The area around Broadstone Hall Primary School should be restricted during school pick up and drop off times as it is heavily used by cars during those times, posing a danger to school children. In particular, this would involve closing off or restricting Broadstone Hall Road south and Bollington Road.'

2.93. No comments were received by those who disagree with the proposals for the introduction of a signalised pedestrian and cycling crossing on Broadstone Road to replace the existing pedestrian crossing north of the junction with Broadstone Hall Road North and Broadstone Hall Road South.

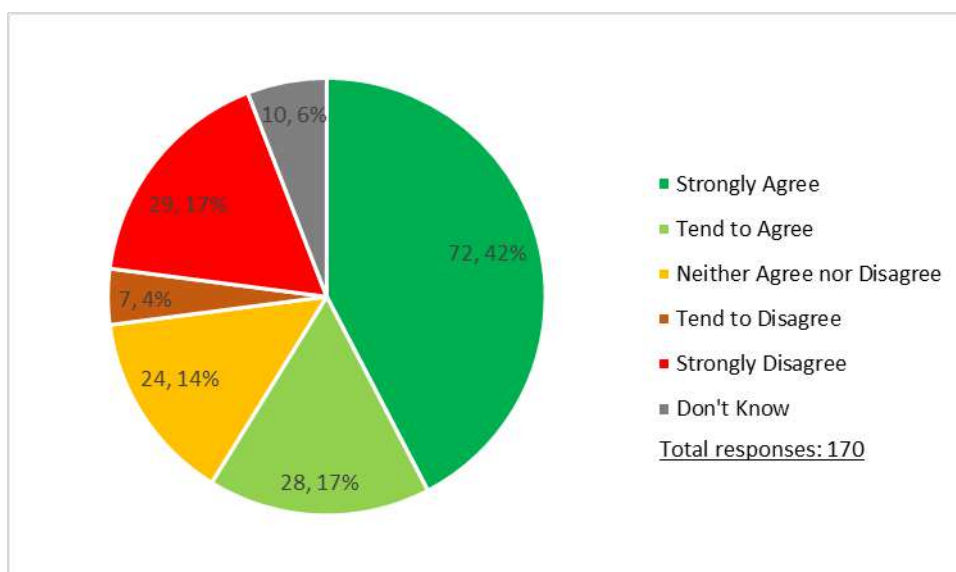
2.94. Other comments made by those with regards to the proposals for the introduction of a signalised pedestrian and cycling crossing on Broadstone Road to replace the existing pedestrian crossing north of the junction with Broadstone Hall Road North and Broadstone Hall Road South include:

- 'My only concern is that that there needs to be some traffic calming on Broadstone Road. I live on Broadstone Hall Road North and trying to enter Broadstone Road especially turning right is tricky, due to the speed of traffic along Broadstone Road and the restricted view looking right and left because of parked vehicles either side.'

Heaton Moor Road

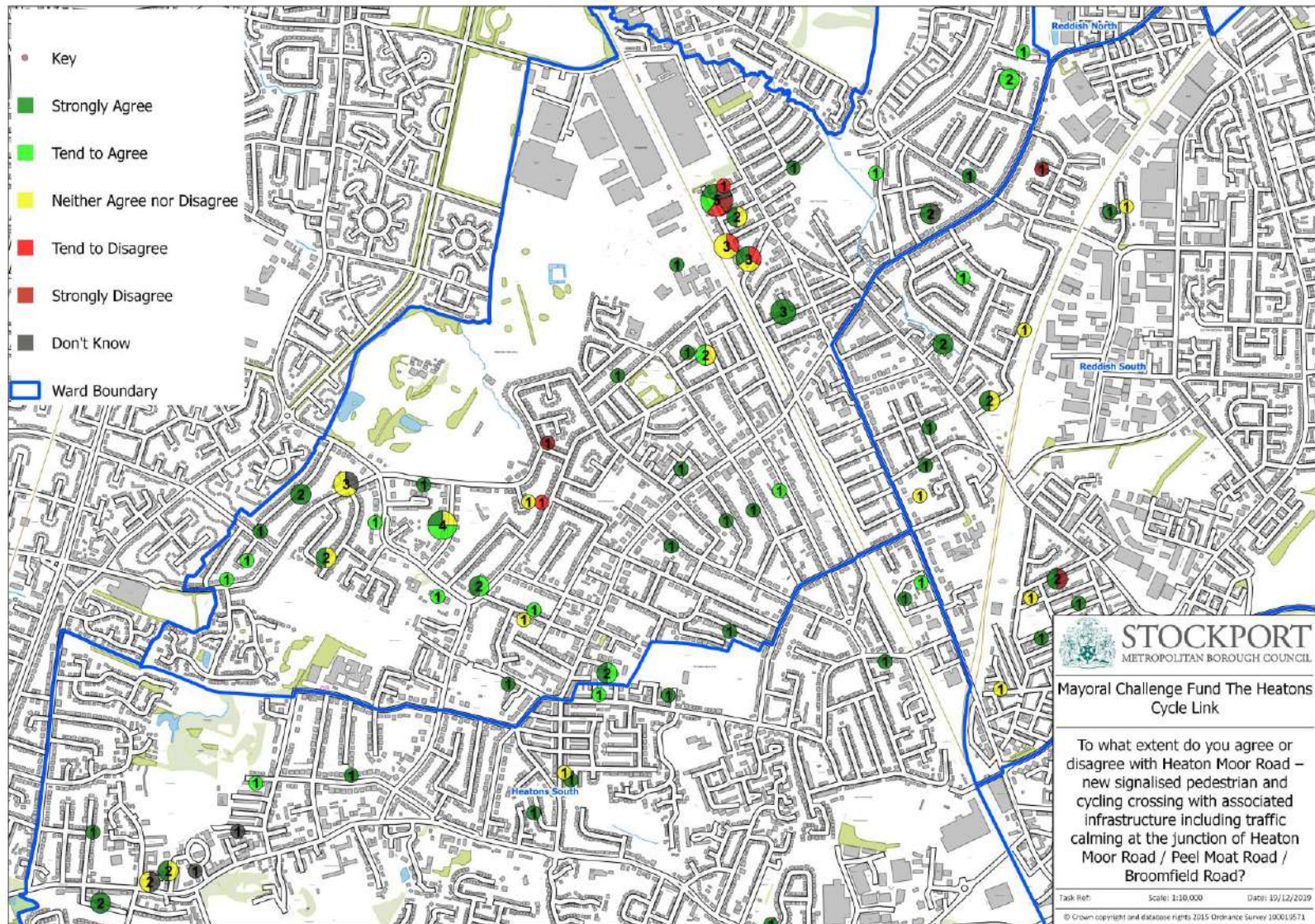
2.95. As shown by **Figure 2.17a** below, based on the response forms the majority of respondents agreed with the proposals for a new signalised pedestrian and cycling crossing on Heaton Moor Road with associated infrastructure including traffic calming at the junction of Heaton Moor Road / Peel Moat Road / Broomfield Road. Of the 170 respondents to this question 59% (100) agreed and 21% (36) disagreed, 20% (34) neither agreed nor disagreed or didn't know.

Figure 2.17a – Heaton Moor Road



- 2.96. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.17b** presents the response in relation to respondents' home post code when it was provided in full.
- 2.97. As shown by **Figure 2.17b**, a high proportion of respondents who live locally agree with the proposals.

Figure 2.17b – Heaton Moor Road Postcode

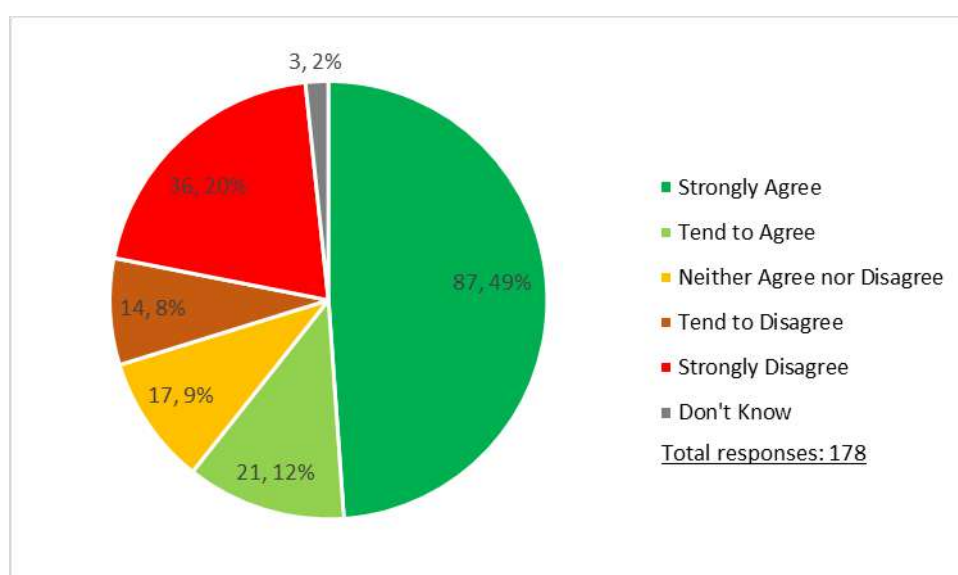


- 2.98. No comments were received by those in agreement with the proposals for a new signalised pedestrian and cycling crossing on Heaton Moor Road with associated infrastructure.
- 2.99. General comments by those who disagree with the proposals for a new signalised pedestrian and cycling crossing on Heaton Moor Road with associated infrastructure include:
- 'For traffic joining or crossing Heaton Moor Road, this is largely a blind crossroads with little existing visibility, and all road traffic on Peel Moat Road and on Broomfield Road must stop at the junction in order to proceed safely. Constructing unnecessary road calming features would be a waste of public money.'
 - 'The proposed shared area on that corner has a high wall and hedge which mean that, for example, a pedestrian walking on the north west footway on Peel Moat Road towards the junction with Heaton Moor Road cannot see whether there may be any cyclists riding on the proposed shared footway along Heaton Moor Road and hence would be at risk of personal injury.'

Pleasant Places

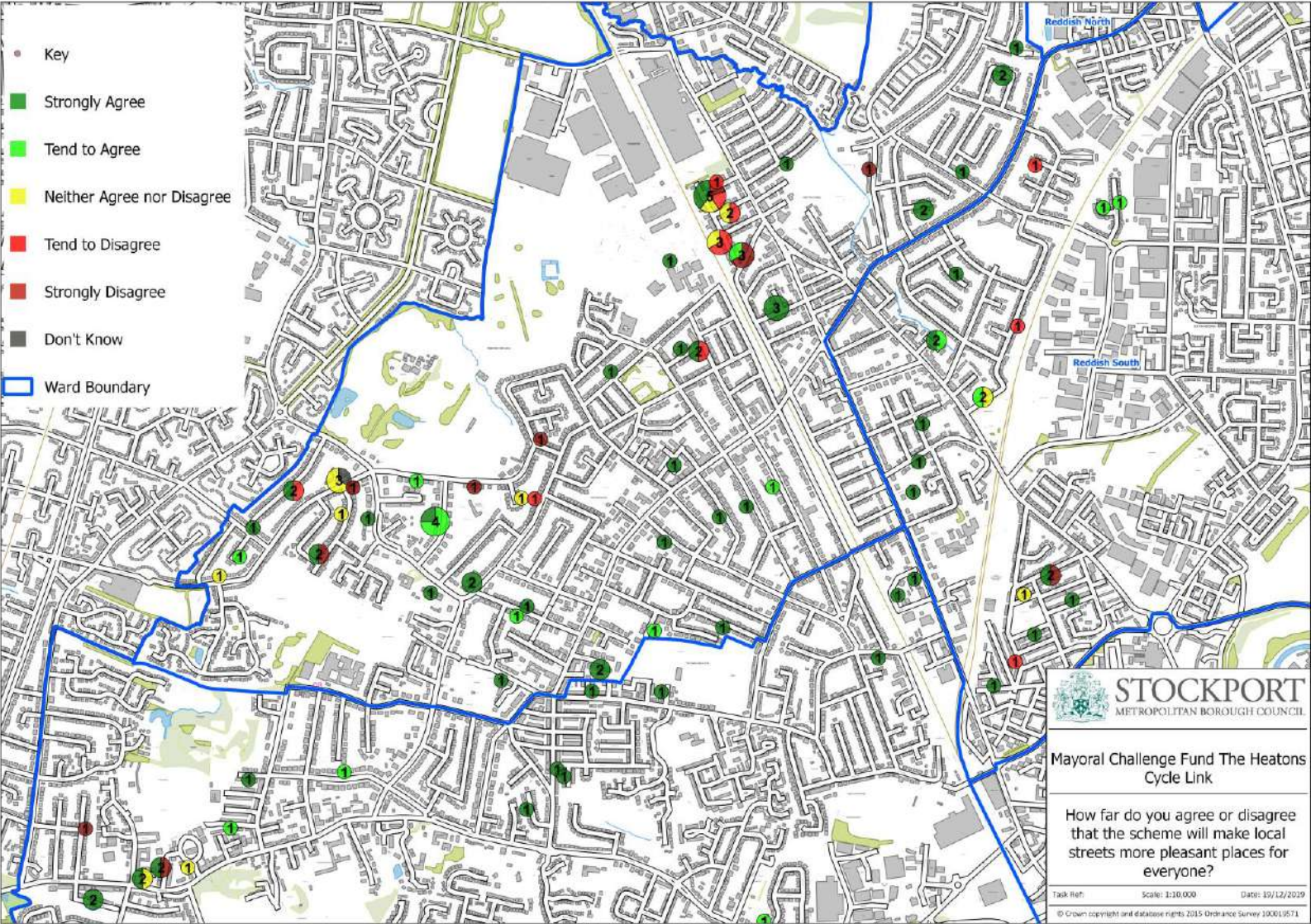
- 2.100. As shown by **Figure 2.18a** below, based on the response forms the majority of respondents agreed the Heaton Cycle Link scheme would make local streets more pleasant places for everyone. Of the 178 respondents to this question 61% (108) agreed and 28% (50) disagreed, 11% (20) neither agreed nor disagreed.

Figure 2.18a – Pleasant Places



- 2.101. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.18b** presents the response in relation to respondents' home post code when it was provided in full.
- 2.102. As shown by **Figure 2.18b**, a high proportion of respondents who live locally agree with the proposals".

Figure 2.18b – Pleasant Places Postcode



General Comments

2.103. General comments received regarding the Heatons Cycle Link scheme include:

- 'I am all for more pedestrian and cycling routes, but pedestrians need more protection, even from cyclists
- 'Get it built – long overdue and goes a long way to linking up the Borough and the North end of Stockport.
- 'Too many signalised crossings will cause slow movement of traffic and will only contribute to congestion causing more pollution. Shared space would be a better option.'
- 'Changes for cyclists should not be to the detriment of residents or motorists who are the tax payers'
- 'I hope a scheme is being put forward to improve cycling up the whole A6 into Manchester, the road demands far better infrastructure for cyclists on a straight route into the City.'

Stakeholder Responses

2.104. Prior to public consultation, Local Ward Members were consulted at Ward briefings, no adverse comments were reported.

2.105. The proposals were presented at the Traffic Management Unit meeting on the 7th November 2019. TMU includes the emergency services.

2.106. User engagement workshops were held 27th August 2019 whilst proposals were at the development stage. Invitees included Walk Ride groups, pedestrian/rambler groups, cycle user group, equestrians and disability forum.

2.107. Stakeholder meetings were held in September 2019 with Heaton Mersey Golf Club and Leegate Road residents to discuss specifically issues on Leegate Road and the public right of way across the golf course respectively. Discussions are ongoing to provide a route which meets the MCF aspirations whilst not adversely affecting land owners.

Annex v – Heaton Norris Park Bridge

1. Introduction

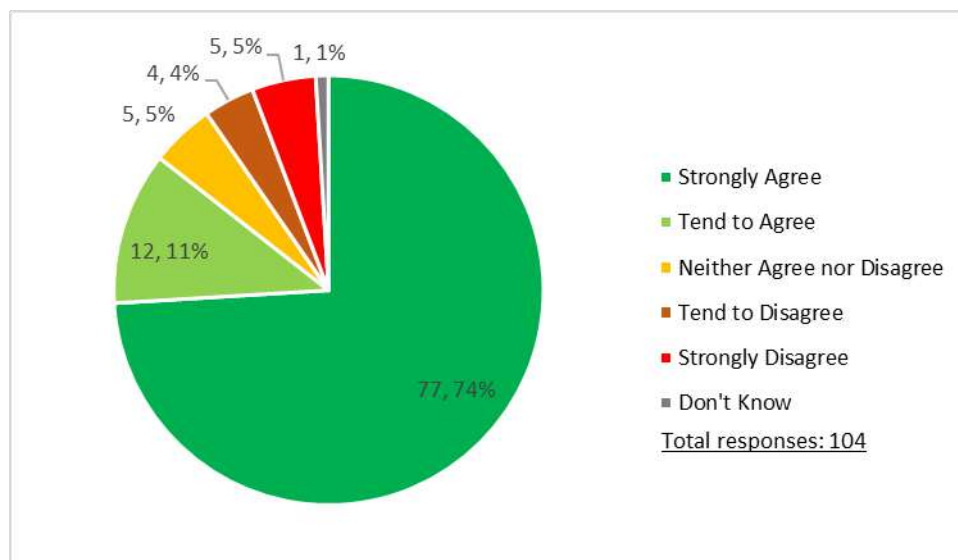
- 1.1. The following summarises the volume and content of responses received relating to the Heaton Norris Park Bridge scheme proposals.

2. Consultation Response – Heaton Norris Park Bridge

Principle of Scheme

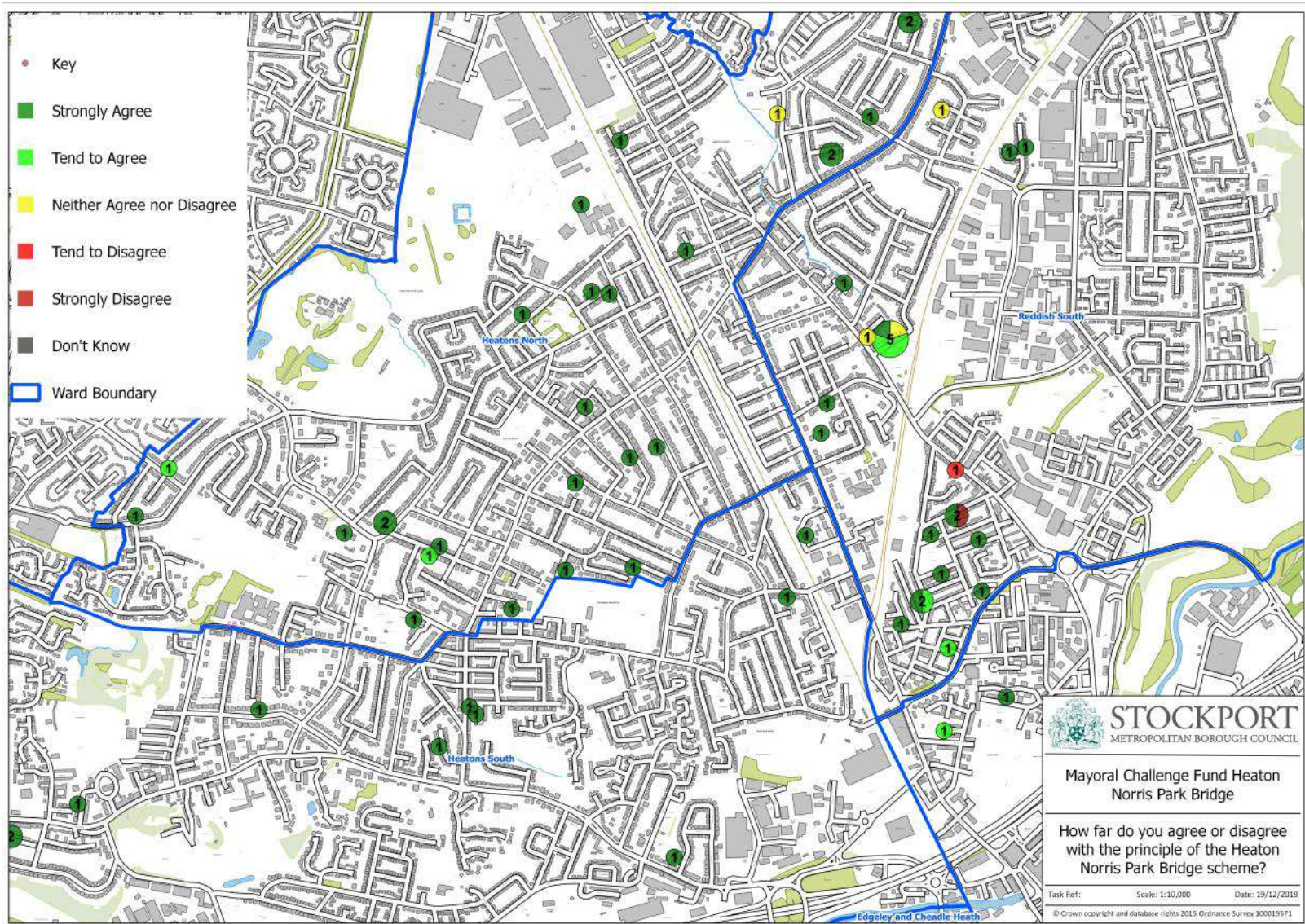
- 2.1. As shown by **Figure 2.1a** below, based on the response forms the majority of respondents agreed with the principle of the Heaton Norris Park Bridge scheme. Of the 104 respondents to this question 85% (89) agreed and 9% (9) disagreed, 6% (6) neither agreed nor disagreed or didn't know.

Figure 2.1a – Principles of Scheme



- 2.2. The above responses have been further analysed to determine respondents' opinion in relation to where they live; Figure 2.1b presents the response in relation to respondents' home post code when it was provided in full. The results show a spread of support for the scheme across Heaton Norris and Heaton Mersey and Heaton Chapel.

Figure 2.1b - Principle of the Scheme by Postcode



2.3. General comments by those in agreement with the principle of the scheme include:

- *“Good idea to get the local community cycling and walking.”*
- *“This is going to make my commute so much safer and more pleasant!”*
- *“I'm very much in favour of the general idea of providing better routes and facilities for pedestrians, walkers and cyclists, for their enjoyment, for reasons of health both through exercise and less pollution, for less congestion, for sustainability and to help with Britain's contribution to reducing global warming.”*

2.4. General comments by those who disagree with the principle of the scheme include:

- *“it is a lovely idea, but a complete waste of money when you see the number of people living rough in the area. they don't need a cycle path. they need homes. cycle paths are a great way to reduce pollution and encourage fitness. but get your priorities right”*
- *“Enough room is being given over to cyclists. They dont pay road tax, constantly run red lights with no repercussions, if motorists acted like this they would receive hefty fines. The roads are bad and narrow as it is. The money should be spent on filling in the substantial amount of potholes on the roads.”*

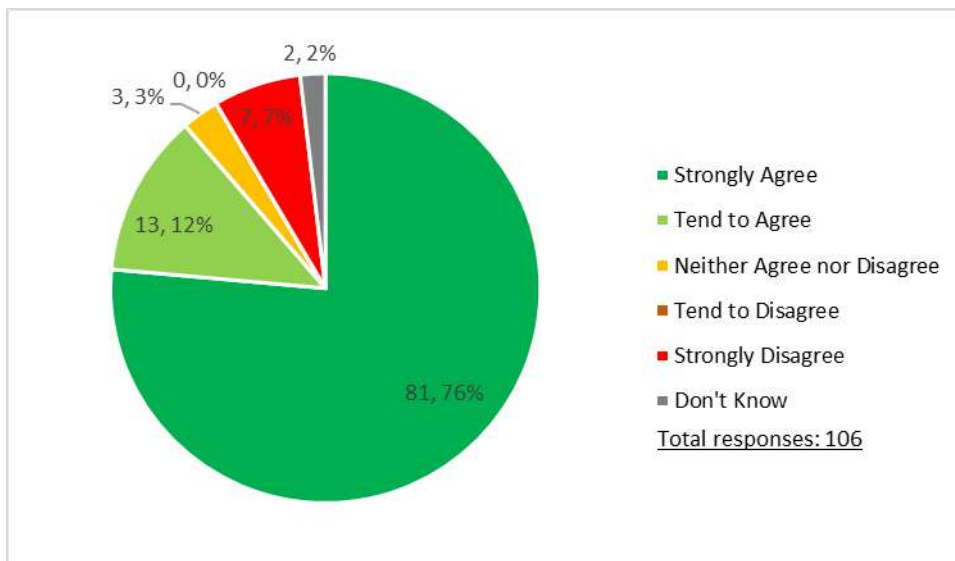
2.5. Other comments made with regards to the principle of the scheme include:

- *“While we support the bridge and its associated proposals, the link is not direct, taking walkers and cyclists on a rambling route. It is recommended that in order to link Stockport town centre with Heaton Chapel there needs to be a segregated cycleway on Manchester Road which would then join into Lancashire Hill. Similarly, the route from Bowerfold Lane is more direct, but we recommend that the route is extended to include Green Lane and enable a link to Stockport town centre from Heaton Moor too.”*

Heaton Norris Park Bridge

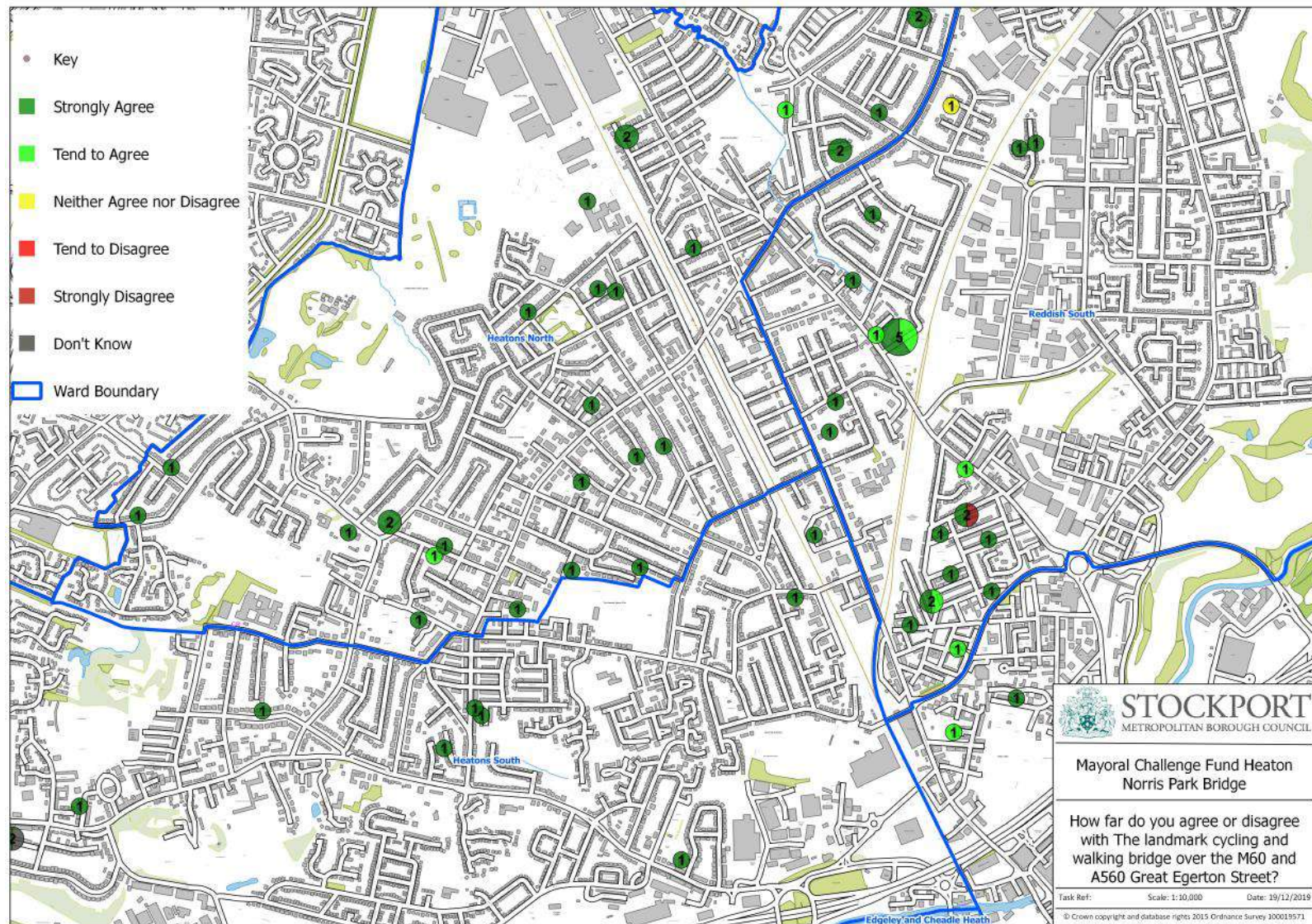
2.6. As shown by **Figure 2.2a** below, based on the response forms the majority of respondents agreed with the proposals to construct a new landmark cycling and walking bridge over the M60 and A560 Great Egerton Street. Of the 106 respondents to this question 88% (94) agreed and 7% (7) disagreed, 5% (5) neither agreed nor disagreed or didn't know.

Figure 2.2a – Heaton Norris Park Bridge



- 2.7. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.2b** presents the response in relation to respondents' home post code when it was provided in full.
- 2.8. As shown by **Figure 2.2b**, respondents across Heaton Norris, Heaton Moor and Heaton Chapel expressed support for the proposed new bridge.

Figure 2.2b - Heaton Norris Park Bridge by Postcode

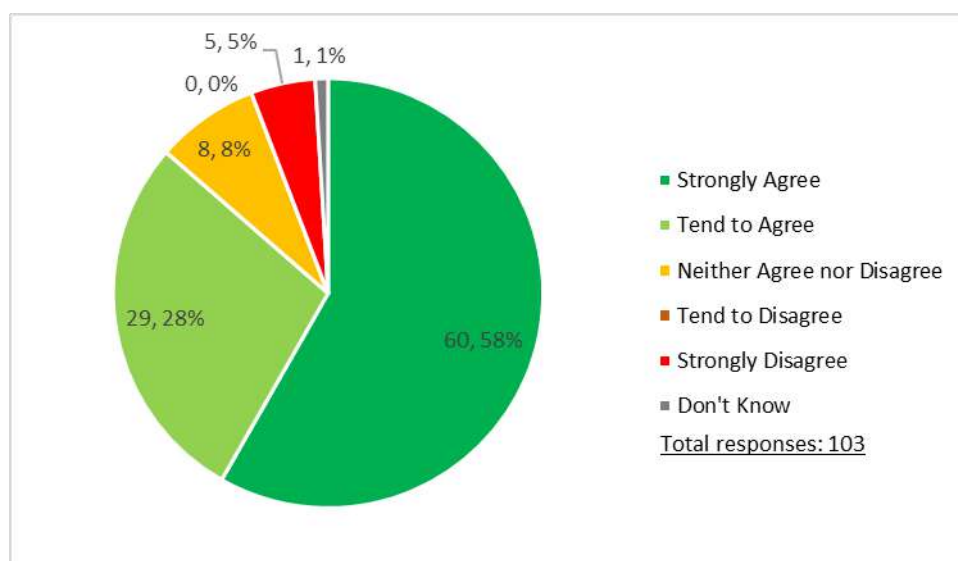


- 2.9. Respondents were given the opportunity provide their comments on the bridge proposals which included:
- Support for the new bridge.
 - The bridge should designed for use by equestrians.
 - The bridge is a waste of money.
 - The links to the bridge are indirect.
- 2.10. General comments by those in agreement with the proposals to construct a new landmark cycling and walking bridge over the M60 and A560 Great Egerton Street include:
- “I think it's a brilliant idea. The M60 is a barrier to walking and cycling”
- 2.11. General comments by those who disagree with the proposals to construct a new landmark cycling and walking bridge over the M60 and A560 Great Egerton Street include:
- *“What a horrific waste of grant money on an incredibly expensive bridge when the Lancashire Hill route is already one of the better routes in Stockport.”*
- 2.12. Other comments made by those with regards to the proposals to construct a new landmark cycling and walking bridge over the M60 and A560 Great Egerton Street include:
- *“It is essential that gently graded ramp access is provided at the south side of the bridge and this connects well into clearly signed and intuitive routes through the town centre. Good availability of cycle parking in the centre is needed to complement the project.”*

A6 Crossing

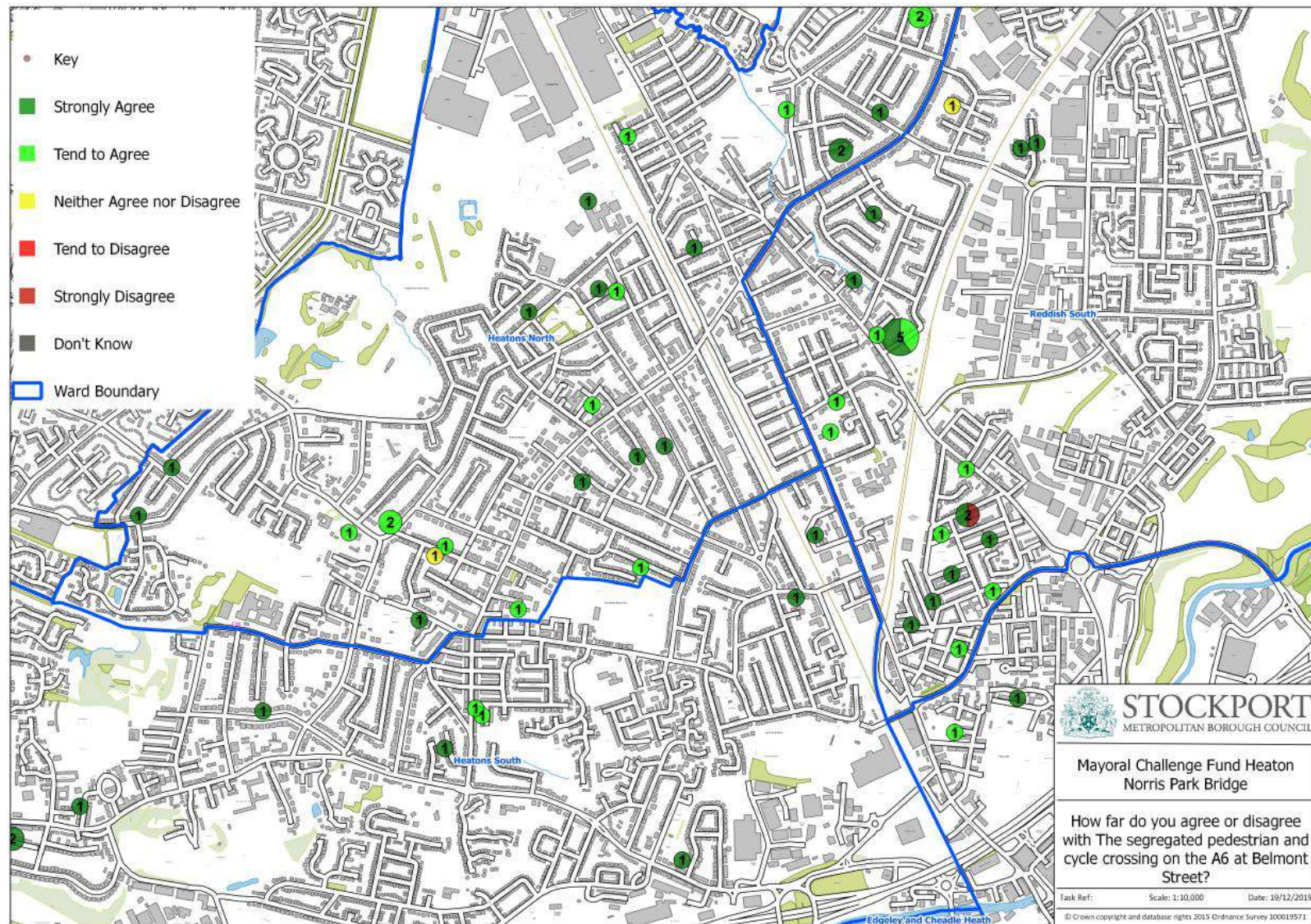
- 2.13. As shown by **Figure 2.3a** below, based on the response forms the majority of respondents agreed with proposals for a new segregated pedestrian and cycle crossing on the A6 at Belmont Street. Of the 103 respondents to this question 86% (89) agreed and 5% (5) disagreed, 9% (9) neither agreed nor disagreed or didn't know.

Figure 2.3a – A6 Crossing



- 2.14. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.3b** presents the response in relation to respondents' home post code when it was provided in full.
- 2.15. As shown by **Figure 2.3b**, respondents across Heaton Norris, Heaton Moor and Heaton Chapel expressed support for the proposed new bridge.

Figure 2.3b - A6 Crossing by Postcode

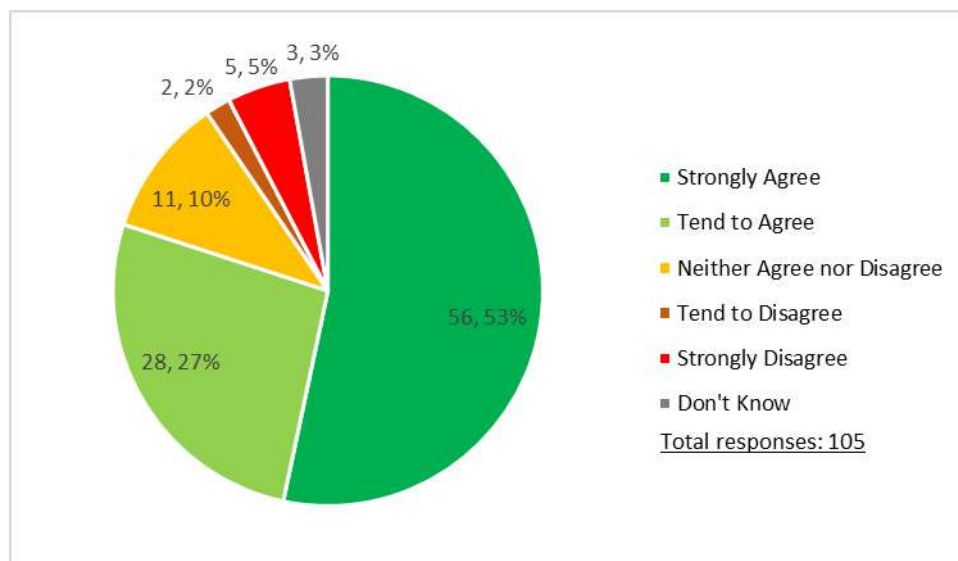


- 2.16. Respondents were given the opportunity provide their comments on the A6 crossing proposals which included:
- The segregated pedestrian and cycle route should be on both sides of the A6.
 - The cycle route along the A6 should continue to Heaton Road to avoid Sparthfield Road.
- 2.17. No general comments were made by those in agreement with the proposals for a new segregated pedestrian and cycle crossing on the A6 at Belmont Street.
- 2.18. No general comments were made by those who disagree with the proposals for a new segregated pedestrian and cycle crossing on the A6 at Belmont Street.
- 2.19. Other comments made with regards to the proposals for a new segregated pedestrian and cycle crossing on the A6 at Belmont Street include:
- *“There is no detail of the transition from the cycle-way to Belmont St. after crossing the A6 Eastbound, where the proposed bollards and 'no waiting' markings are shown. The pavement is not wide enough for dual use cycling and no [red highlight] modification to the kerbs is indicated, as is the case in other proposal drawings. Any transition and road access needs to be clearly indicated so as not to become blocked. Local residents have habitually used the short cul-de-sac as a parking area for commercial vehicles, caravans and trailers. Whilst this is currently a pragmatic solution to parking multiple vehicles on the street, it can and likely will lead to the roadway being blocked on occasion should it be re purposed as a through route.”*

Manchester Road / Whitehill Street

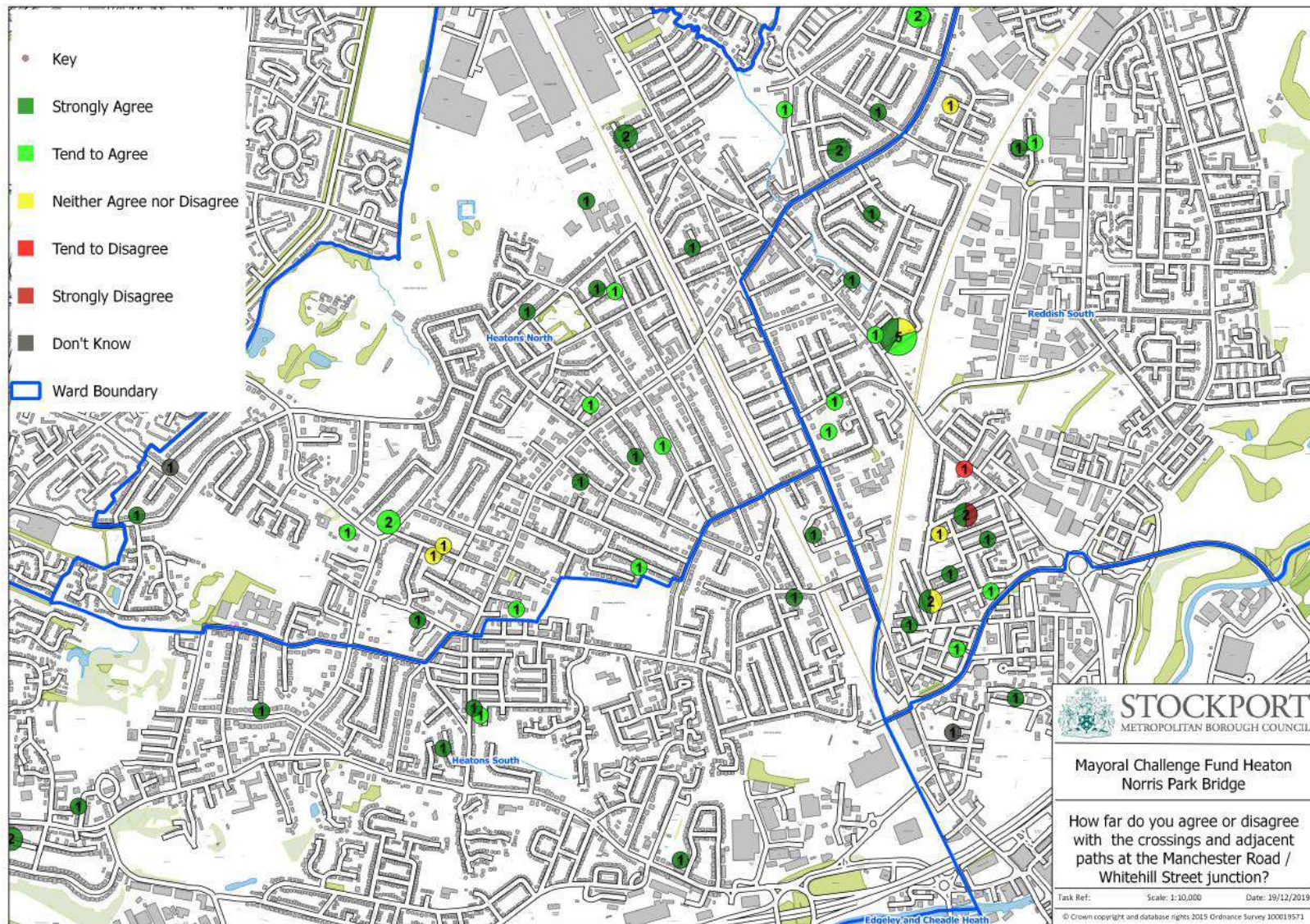
- 2.20. As shown by **Figure 2.4a** below, based on the response forms the majority of respondents agreed with proposals for new crossings and adjacent paths at the Manchester Road / Whitehill Street junction. Of the 105 respondents to this question 80% (84) agreed and 7% (7) disagreed, 13% (14) neither agreed nor disagreed or didn't know.

Figure 2.4a – Manchester Road / Whitehill Street



- 2.21. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.4b** presents the response in relation to respondents' home post code when it was provided in full.
- 2.22. As shown by **Figure 2.4b**, respondents across Heaton Norris, Heaton Moor and Heaton Chapel expressed support for the proposed new bridge. Opinions of the proposed junction in the south Heaton Norris are more mixed with some residents stating that they neither agree nor disagree with the proposals or disagree with them.

Figure 2.4b – Manchester Road / Whitehill Street by Postcode



2.23. Respondents were given the opportunity provide their comments on the Manchester Road/ Whitehill Street junction which included:

- Support for the crossing and suggestion that it should be improved to include an “x” shape crossing.
- Concern about the speed of traffic on Manchester Road – suggestion for speed cameras and traffic calming on the route.

2.24. General comments by those in agreement with the proposals for new crossings and adjacent paths at the Manchester Road / Whitehill Street junction include:

- *“The diagonal crossing on Manchester Road is an excellent idea”*

2.25. General comments were received by those who disagree with the proposals for new crossings and adjacent paths at the Manchester Road / Whitehill Street junction include:

- *“I am against anything that would restrict the flow of traffic along Manchester Road, there's no room on Manchester Road for a cycle way.”*

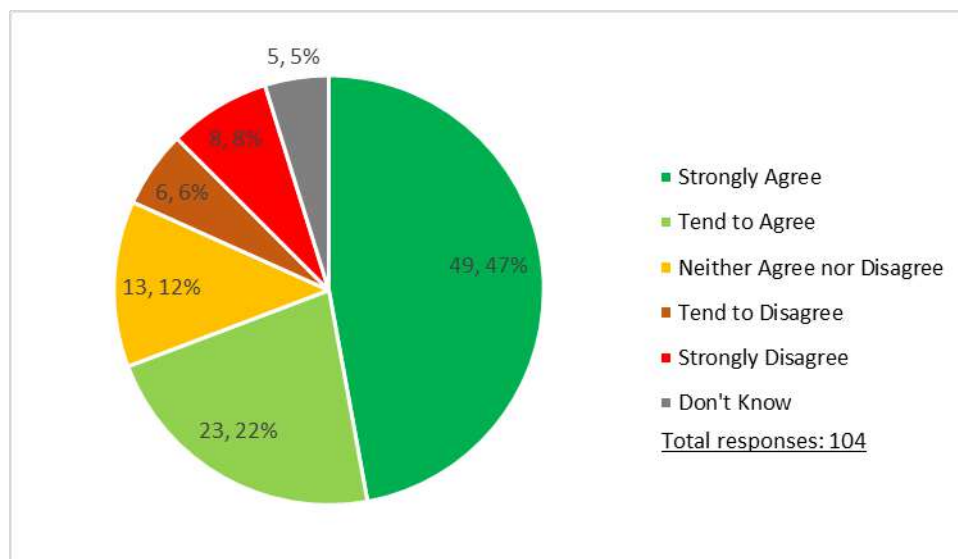
2.26. Other comments made with regards to the proposals for new crossings and adjacent paths at the Manchester Road / Whitehill Street junction include:

- *“The cycleway along Manchester Road must be a minimum of 3 metres wide. We feel this section is a weak link in the proposal and should be reviewed further.”*

Manchester Road Park

2.27. As shown by **Figure 2.5a** below, based on the response forms the majority of respondents agreed with proposals for a route through Manchester Road Park. Of the 104 respondents to this question 69% (72) agreed and 14% (14) disagreed, 17% (18) neither agreed nor disagreed or didn't know.

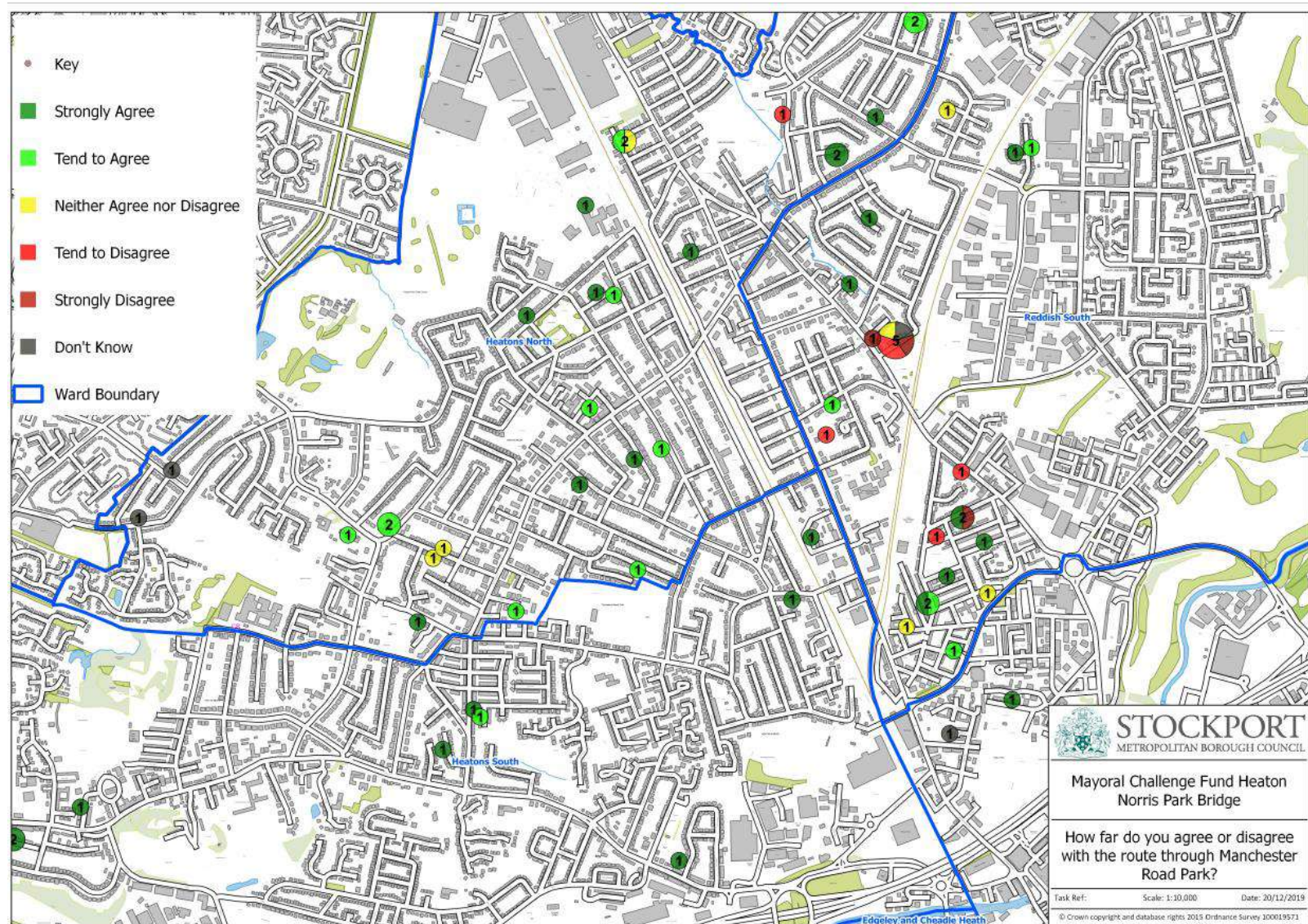
Figure 2.5a – Manchester Road Park



2.28. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.5b** presents the response in relation to respondents' home post code when it was provided in full.

- 2.29. As shown by **Figure 2.5b**, respondents across Heaton Moor and Heaton Chapel expressed support for the proposed route. However, clusters of respondents disagreeing with the proposals is evident at Ash Grove (four respondents) and off Lloyd Street and Manchester Road (three respondents).

Figure 2.5b – Manchester Road Park by Postcode

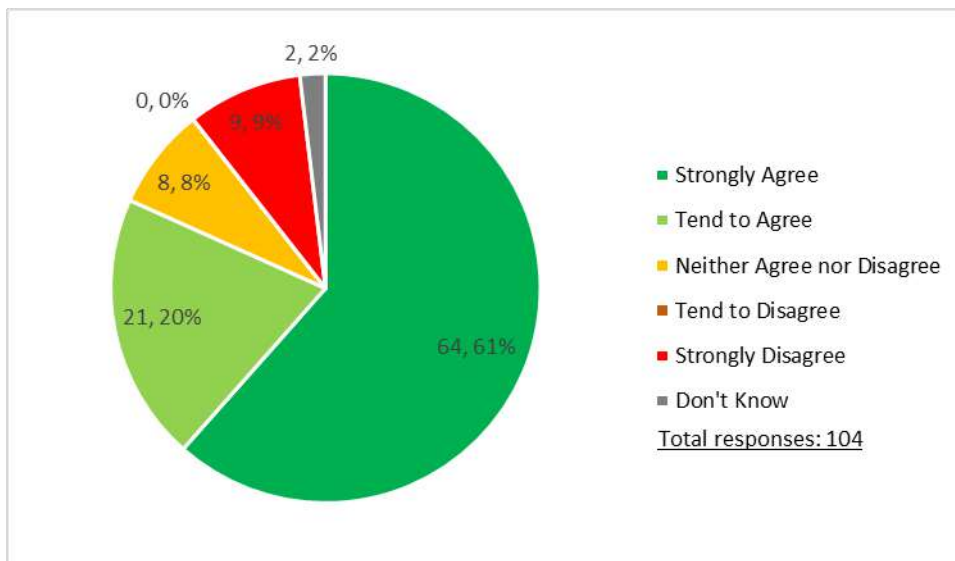


- 2.30. Respondents were given the opportunity provide their comments on the Manchester Road Park proposals which included:
- Gated access to the park is needed to prevent dogs and children accessing the highway.
 - Improved lighting is needed in the park.
 - The route should avoid the park and instead follow Manchester Road and Ash Grove.
 - The No Waiting At Any Time Restrictions at Ash Grove will affect resident parking availability.
 - There is a speeding problem on Ash Grove.
 - Concern that the ramp from Manchester Road to the park will be of an excessively steep gradient.
 - Suggestion for the introduction of a modal filter on Ash Grove.
- 2.31. No general comments were received by those in agreement with the proposals for a route through Manchester Road Park.
- 2.32. General comments by those who disagree with the proposals for a route through Manchester Road Park include:
- *“Don't want cyclists going through Manchester Road Park, they would be a hazard to other park users”*
 - *“I think the proposals for a cycle path through Manchester Road Park, Heaton Chapel are a folly. It is not a major cycle route and would require extensive works to deal with the gradient change. Also the lower end of park is still flooding on a regular basis, which would make the path useless, when it rains. Also reducing car parking in the area will also cause major issues to all local residents.”*
- 2.33. Other comments made with regards to the proposals for a route through Manchester Road Park include:
- *“I do however feel that the plans for Ash Grove and Manchester Road Park are ill thought out. The cycle route across the park is great as long as it is along existing paths. I presume that you would not increase the already existing concrete pathways. To add more concrete and widen the pathways would reduce biodiversity and take away the much needed grass. It is worth adding the high flood likelihood of the Bollington Road corner of the Park to your plans. Since recent park drainage works the park now floods after each incidence of heavy rain.”*

Pocket Park

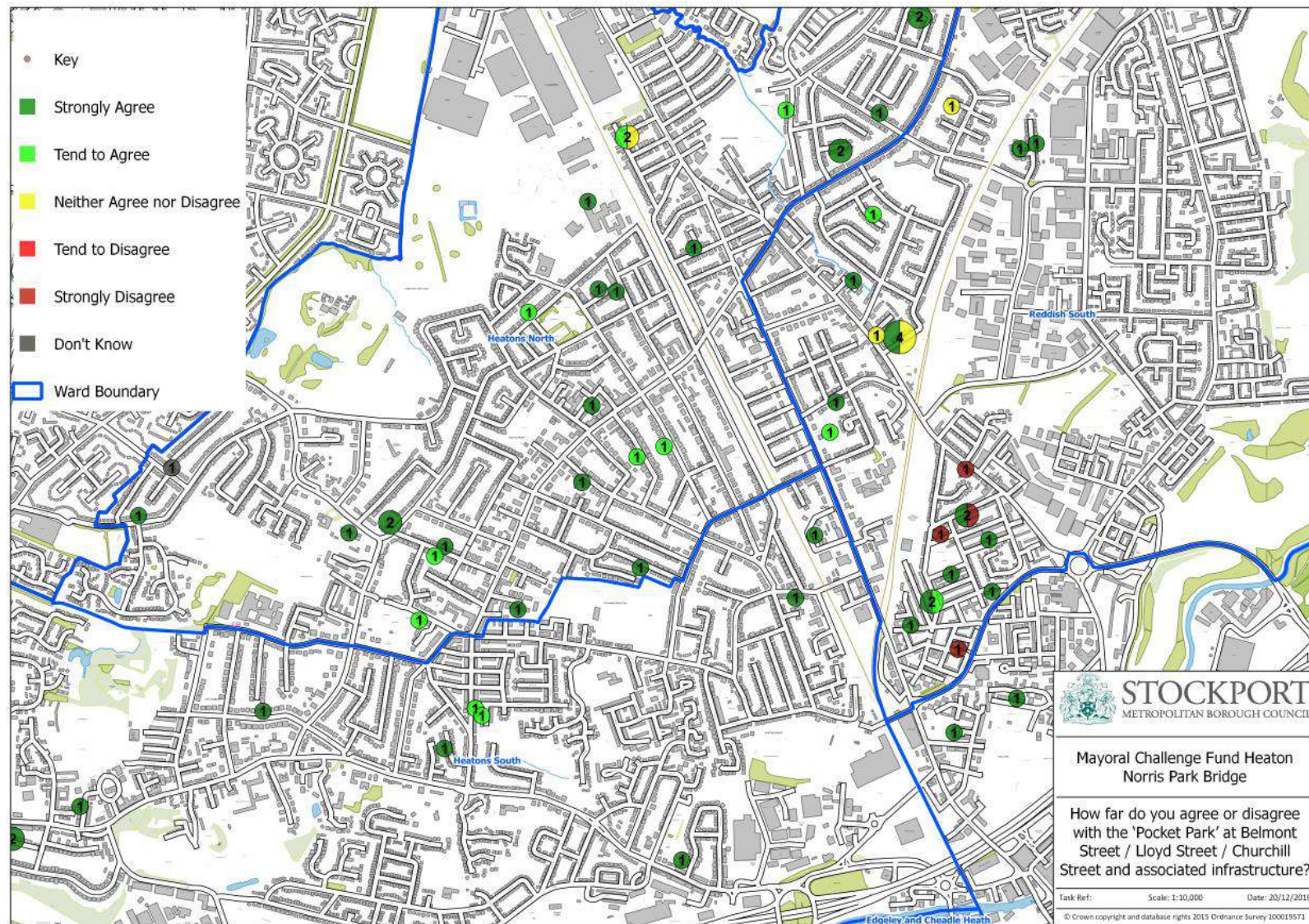
- 2.34. As shown by **Figure 2.6a** below, based on the response forms the majority of respondents agreed with proposals for a 'Pocket Park' at Belmont Street / Lloyd Street / Churchill Street and associated infrastructure. Of the 104 respondents to this question 81% (85) agreed and 9% (9) disagreed, 10% (10) neither agreed nor disagreed or didn't know.

Figure 2.6a – Pocket Park



- 2.35. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.6b** presents the response in relation to respondents' home post code when it was provided in full.
- 2.36. Support for the pocket park proposals is evident across Heaton Moor, Heaton Chapel and the north of Heaton Norris. Views of the proposals in Heaton Norris are more mixed with a cluster (four respondents) disagreeing with the proposals in the resident streets bounded by Belmont Way, Lloyd Street and Manchester Road.

Figure 2.6b – Pocket Park by Postcode



2.37. Respondents were given the opportunity provide their comments on the Manchester Road Park proposals which included:

- Gated access to the park is needed to prevent dogs and children accessing the highway.
- Improved lighting is needed in the park.
- The route should avoid the park and instead follow Manchester Road and Ash Grove.
- The No Waiting At Any Time Restrictions at Ash Grove will affect resident parking availability.
- There is a speeding problem on Ash Grove.
- Concern that the ramp from Manchester Road to the park will be of an excessively steep gradient.
- Suggestion for the introduction of a modal filter on Ash Grove.

2.38. General comments by those in agreement with the proposals for a 'Pocket Park' at Belmont Street / Lloyd Street / Churchill Street and associated infrastructure include:

- *"Strongly support street green space/pocket park proposals."*

2.39. General comments by those who disagree with the proposals for a 'Pocket Park' at Belmont Street / Lloyd Street / Churchill Street and associated infrastructure include:

- *"the proposed park on the junction with Churchill street will only encourage anti social behaviour"*

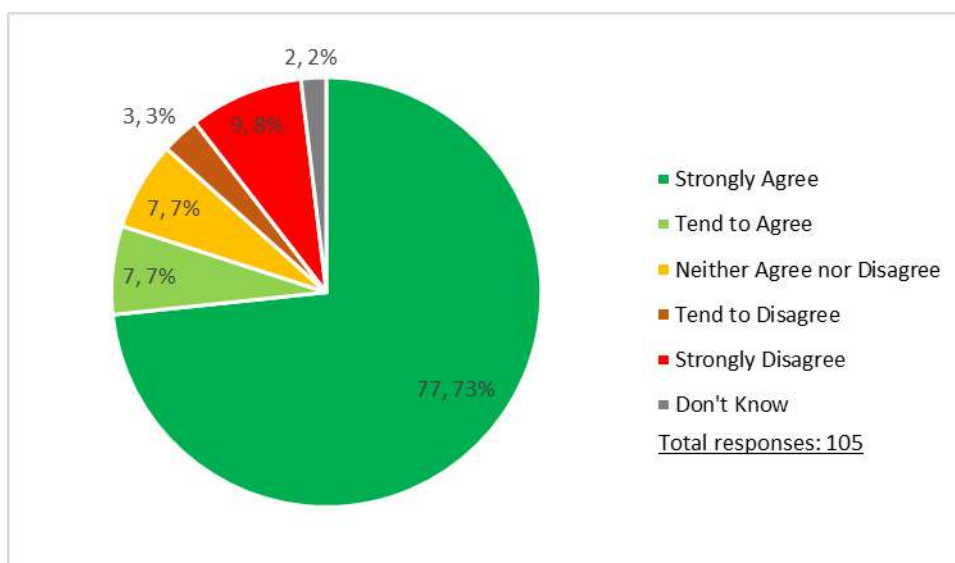
2.40. Other comments made with regards to the proposals for a 'Pocket Park' at Belmont Street / Lloyd Street / Churchill Street and associated infrastructure include:

- *"A signed route should be provided along Lloyd Street to the pocket park at Belmont Street, to provide a more direct route for those intending to travel across the A6."*
- *May I make some suggestions on residence parking around Lloyd stree, Belmont steet area. There are several car parks in the area which people do not use as they feel they are unsafe. Resident pass keys on secure car parks????*

Heaton Norris 20mph Zones

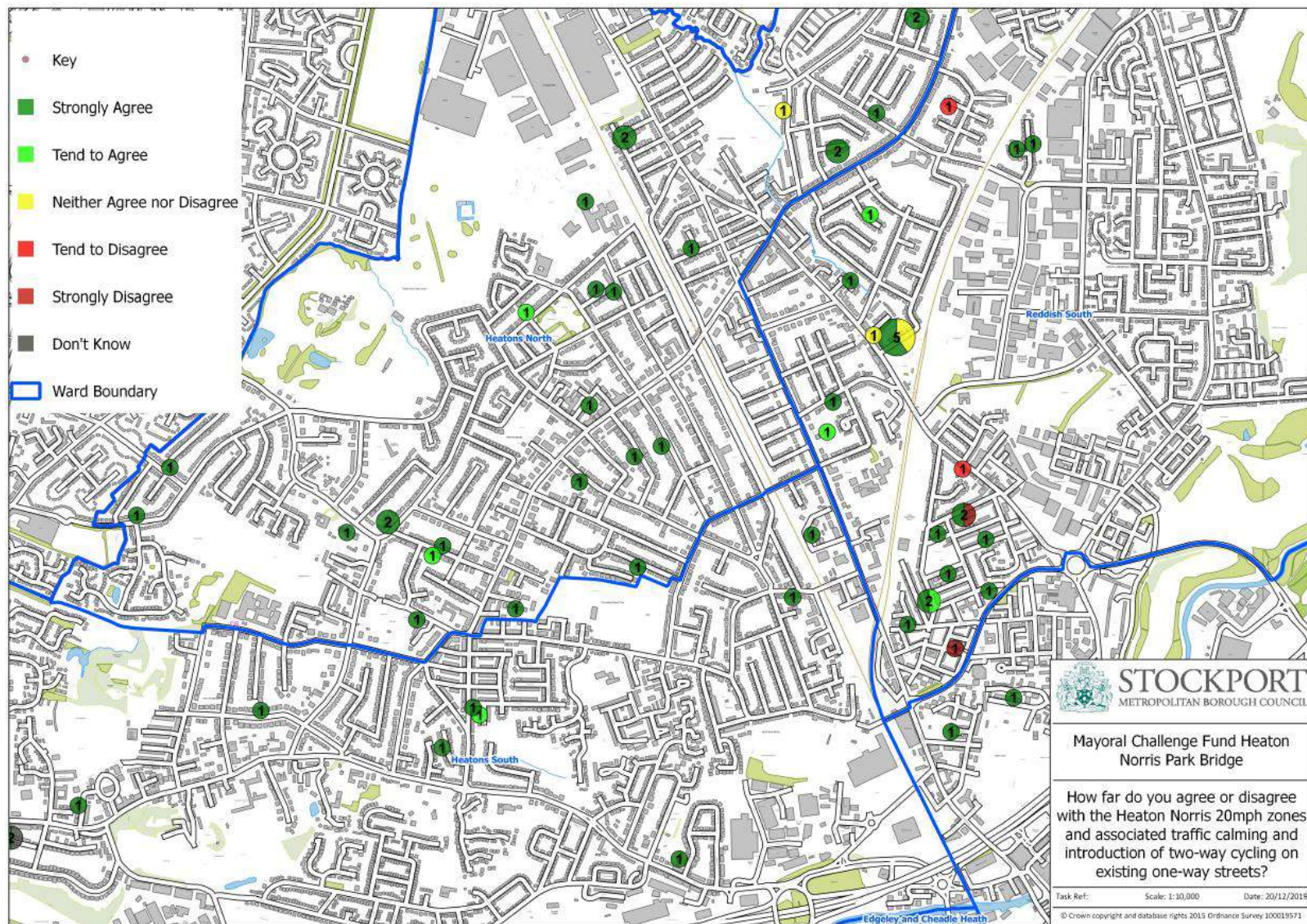
2.41. As shown by **Figure 2.7a** below, based on the response forms the majority of respondents agreed with proposals for Heaton Norris 20mph zones and associated traffic calming and introduction of two-way cycling on existing one-way streets. Of the 105 respondents to this question 80% (84) agreed and 11% (12) disagreed, 9% (9) neither agreed nor disagreed or didn't know.

Figure 2.7a – Heaton Norris 20mph Zones



- 2.42. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.7b** presents the response in relation to respondents' home post code when it was provided in full.
- 2.43. Support for the proposals is evident within Heaton Moor, Heaton Chapel and the north of Heaton Norris. The majority of respondents within the 20mph zone support the proposals, with seven agreeing with the proposals, three disagreeing with the proposals and three neither agreeing nor disagreeing.

Figure 2.7b – Heaton Norris 20mph Zones by Postcode

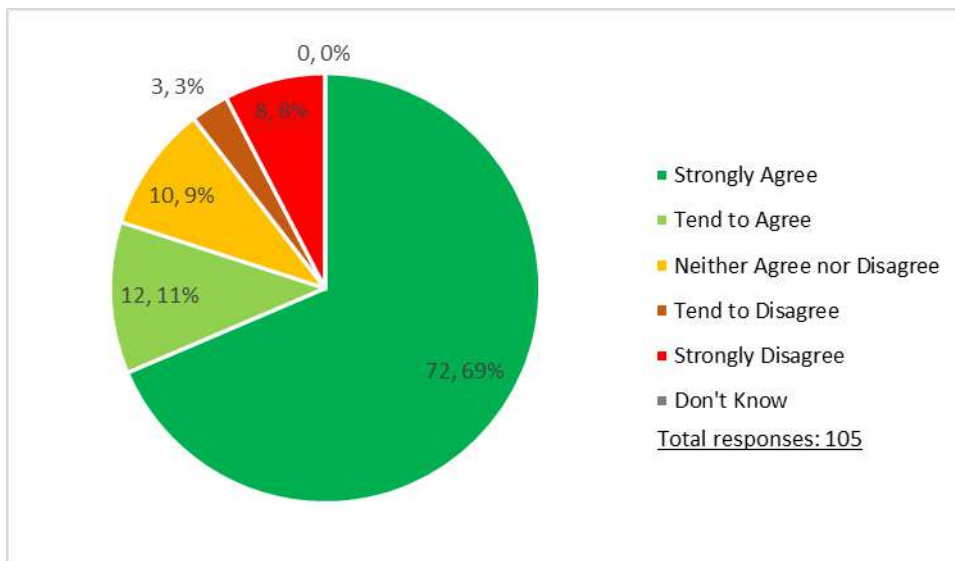


- 2.44. Respondents were given the opportunity provide their comments on the Heaton Norris 20mph zones proposals which included:
- Support for the proposals.
 - Suggestion that the 20mph zone should include Manchester Road.
 - Concern about the impact of traffic calming on congestion at Belmont Street/ Belmont Way.
 - 20mph speed limits need to be supported by traffic calming.
- 2.45. General comments by those in agreement with proposals for Heaton Norris 20mph zones and associated traffic calming and introduction of two-way cycling on existing one-way streets include:
- *“20mph zones - Hugely supportive and one of the biggest/easiest changes to enable more safe cycling in many areas of Stockport.”*
- 2.46. General comments by those who disagree with proposals for Heaton Norris 20mph zones and associated traffic calming and introduction of two-way cycling on existing one-way streets include:
- *“In my opinion, unless backed up by traffic calming measures or speed cameras a 20mph zone is unlikely to be adhered to by motorist”*
- 2.47. Other comments made with regards to proposals for Heaton Norris 20mph zones and associated traffic calming and introduction of two-way cycling on existing one-way streets include:
- *“the 20mph zones are a good idea, can this not be extended to include parts of Manchester Road itself? Many pedestrians and school children need to cross Manchester Road at Halesden Road/Lambs Fold island. During peak times, this is difficult - with a lot of high speed traffic and pollution - can this section of Manchester Road please have traffic calming and a 20mph restriction too?”*

Pleasant Places

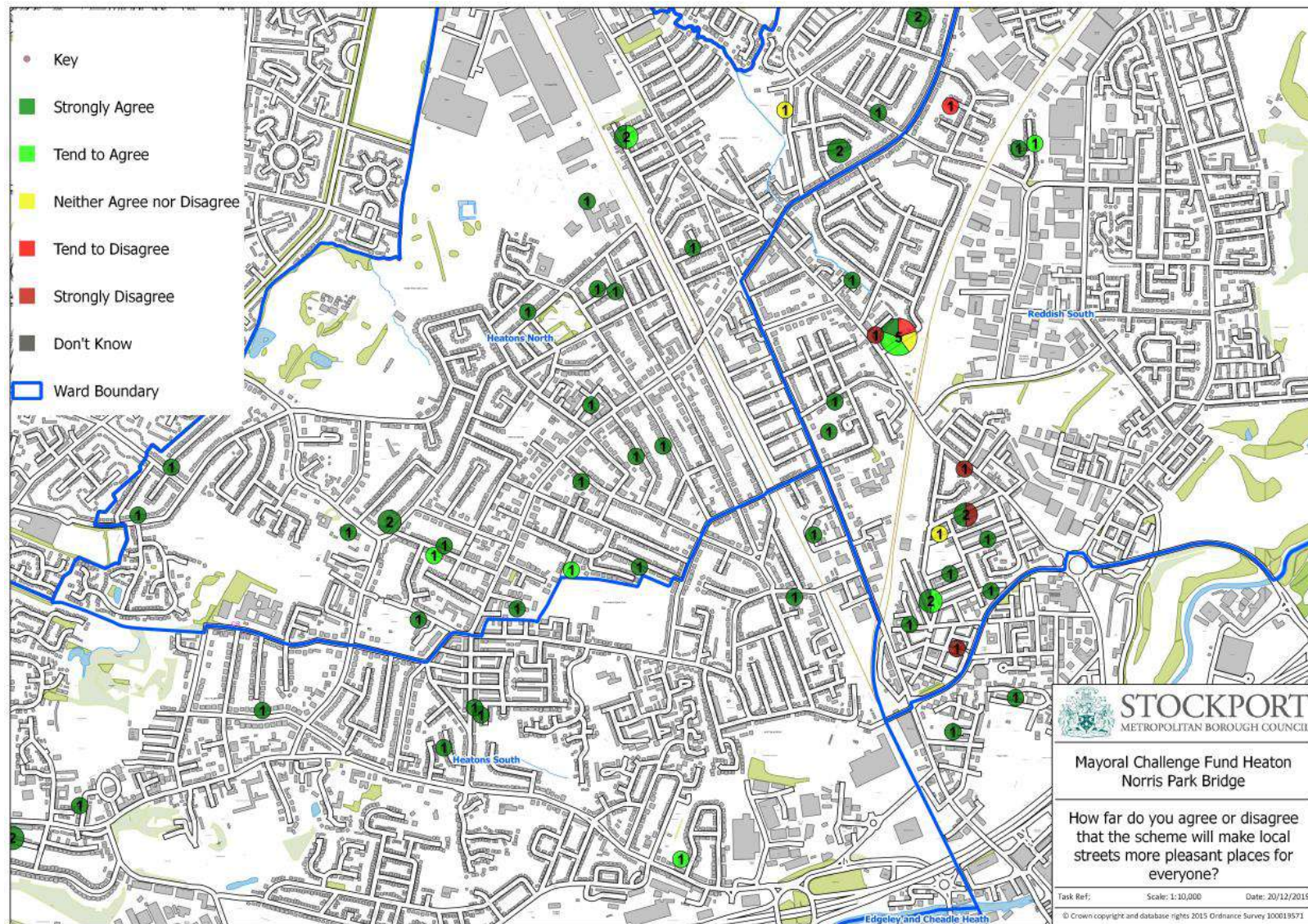
- 2.48. As shown by **Figure 2.8a** below, based on the response forms the majority of respondents agreed the Heaton Norris Park Bridge scheme would make local streets more pleasant places for everyone. Of the 105 respondents to this question 80% (84) agreed and 11% (11) disagreed, 9% (10) neither agreed nor disagreed.

Figure 2.8a – Pleasant Places



- 2.49. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.8b** presents the response in relation to respondents' home post code when it was provided in full.
- 2.50. Respondents across the Heaton Moor, Heaton Chapel and Heaton Norris areas are in agreement that the proposals will make local streets more pleasant places for everyone. However, whilst the majority of respondents in the south of Heaton Norris agree that the proposals will make local streets more pleasant places for everyone, views are more mixed in this area with four respondents having no opinion either way and three respondents disagreeing.

Figure 2.8b – Pleasant Places by Postcode



General Comments

- 2.51. General comments received regarding the Heaton Norris Park Bridge scheme include a number of generic comments regarding the proposals were made including:
- Support for walking and cycling improvements.
 - The proposals should not be considered to be a replacement for cycling improvements on the A6.
 - Concern about the impact of the proposals on car drivers.
 - Suggestion that the money would be better spent on fixing potholes.

Stakeholder Responses

- 2.52. Prior to public consultation, Local Ward Members were consulted at Ward briefings, no adverse comments were reported.
- 2.53. The proposals were presented at the Traffic Management Unit meeting on the 7th November 2019. TMU includes the emergency service providers. No adverse comments were received.
- 2.54. Responses to the consultation have been received from the following stakeholders:
- Walk Ride Heaton
 - Friends of Manchester Road Park. A total of eight consultation respondents expressed their support for the Walk Ride Heaton consultation response.

The stakeholder responses are provided in full below.

Friends of Manchester Road Park

"This is a group response from the Friends of Manchester Rd Park group after a discussion at our committee meeting on 7th Nov 2019. We would like to support any initiative that encourages cycling of all ages and abilities - however we have some concerns regarding the route across the park, including:

- concerns regarding who will maintain the cycle track - where will the maintenance funds come from?

- persistent problems with flooding at the bottom of the park will mean the route is inaccessible after periods of wet weather

- absolute requirement for closing gates at either end to prevent dogs and children escaping will hinder any cyclist using it as route so most won't bother - there was a car accident when a dog escaped from the park when the gate was broken and removed for maintenance

- will require better lighting to prevent accidents

- the ramp will need to be fairly steep - would probably be more likely to be used by skateboarders than cyclists

Other suggestions are to make AshGrove one way /traffic calming to cars and 2-way for cyclists instead ; make Manchester Rd a cycle lane instead; spend money calming traffic outside the park instead"

Walk Ride Heatons

“WalkRide Heatons is a community group dedicated to making the Heatons a better place to walk and cycle. We are keen to support a shift towards active travel across Stockport and the wider city region.

Please find below our collective response to this scheme.

Responses to specific scheme sections

1– cycling and walking bridge

1.1 The bridge is a great suggestion and needed to avoid busy roads such as the A6 and Lancashire Hill, providing a safe route for Heaton Norris residents to access town centre shops and facilities, and to improve access to the park from the town centre.

1.2 Across the bridge the minimum width for the two-way cycleway must be 3 metres, leaving 2 metres for pedestrians.

2 – segregated pedestrian and cycle crossing on the A6

2.1 The part of this route along Sparthfield and Vaughan roads is unsafe at night as it lacks passive surveillance, and is indirect. Our recommendation is to continue the two-way cycleway alongside the shops on the A6 up to the Heaton Road junction, which will provide extra amenity to the route. The existing on-street parking could move to Sparthfield Road.

2.2 There is currently no connection to either existing or proposed cycling routes from Heaton Road. Our recommendation is to continue the two-way cycleway along the A6 to Warwick Road, which is a proposed Bee Network route.

2.3 The segregated route needs to be on both sides of the A6.

3 – Manchester Rd / Whitehill St

3.1 The cycleway along Manchester Road must be a minimum of 3 metres wide. We feel this section is a weak link in the proposal and should be reviewed further.

3.2 Some residents on Ash Grove have suggested to Walk Ride Heatons that Ash Grove should have a modal filter to stop rat-running traffic. This will also help reduce traffic flow along Bollington Road and Broadstone Hall Road South, allowing it to be used as a quiet cycle route linking this scheme with the Heatons Cycle Link. We recommend that experimental filters are trialled by the council.

4 – Manchester Rd Park

4.1 The route twists through the park, which will be dark, unsafe and unused after dark. It would be better to filter Ash Grove (see 3.2) and continue the route on the road.

5 – Heaton Norris 20mph zones

5.1 The main route through Heaton Norris Park should be moved from Church Road to Wyatt Street to avoid the cobbles on Church Road. Cobbles are a hazard for pedestrians with mobility issues and not suitable for many types of bicycle.

5.2 The link route to the Travis Brow cycleway is cobbled from the A6. This is not adequate surfacing for vulnerable users and cyclists. The surface will need treatment to make it fully accessible.

5.3 The link from the west end of Wyatt Street to Georges Road should be improved by providing drop kerbs to access the existing shared space and Toucan crossing. There needs to be a No Waiting restriction to ensure the route remains unblocked.

5.4 The route between the A6 and Parsonage Street should use Southdown Close rather than the shared path that runs parallel. This would avoid using a route that lacks passive surveillance. Suitable drop kerbs and possibly a No Waiting restriction will be needed.

5.5 The current junction of Bowerfold Lane and the A6 is confusing in that it provides a light phase from west to east for cycle traffic, but from west to east cyclists are expected to use a two-stage Toucan crossing. The existing Pegasus crossing should be upgraded to allow cyclists to travel from east to west in a single stage.

5.6 Where Bowerfold Lane meets Dunblane Avenue, the bollard spacing needs to be increased to 1.5 metres and the shared space widened to at least 3 metres to remove the pinch point. A flush drop kerb should also be provided.

5.7 The signed route along Bowerfold Lane should continue to the shared path on Green Lane leading to the Royal Mail depot, in order to link up to existing infrastructure. This will also require the 20mph zone extending to cover the on-road route.

5.8 There are cobbles on Belmont Street (near the Baker Street junction) which either need to be resurfaced or replaced.

5.9 A signed route should be provided along Lloyd Street to the pocket park at Belmont Street, to provide a more direct route for those intending to travel across the A6.

5.10 The end of Grafton Street that leads to the Toucan crossing needs a No Waiting restriction in order to keep the route clear of parked vehicles. General comments on the scheme as a whole

6.1 While we support the bridge and its associated proposals, the link is not direct, taking walkers and cyclists on a rambling route. It is recommended that in order to link Stockport town centre with Heaton Chapel there needs to be a segregated cycleway on Manchester Road which should connect with the cycleway on Lancashire Hill. Similarly, the route from Bowerfold Lane is more direct, but we recommend that the route is extended to include Green Lane and enable a link to Stockport town centre from Heaton Moor too.

6.2 All access points under Stockport control should be accessible. Specifically, all parts of the scheme should be accessible by the cycle design vehicle, as defined by CD 195 (Designing for Cycle Traffic) E/2. Note that A and K frame barriers cannot be negotiated by the cycle design vehicle (CD 195, E3.35 note) and should therefore not be used.

6.3 Where bollards are used as access control barriers, they should be spaced 1.5 metres apart (E/3.33) and enable the cycle design vehicle to approach and pass through in a straight movement (E/3.34).

6.4 All on-road sections must confirm to the 'quiet street' definition of no more than 2,500 vehicles per day and speed limit of 20mph (see CD 195, page 8 and Table E/1.1).

6.5 In order to maximise observance of the 20mph speed limit, areas around the route must also have a maximum speed of 20mph.

6.6 On-road sections should be kept clear of parked cars through traffic controls.

6.7 Introduce traffic regulation orders (TROs) at all corners with double yellow lines and no waiting at all times. This is to ensure that parked vehicles do not reduce the width of the road and raise the risk of turning vehicles and bicycles coming into conflict.

6.8 Induction loops should be used for all crossings to ensure priority for cycle traffic.

6.9 Off-road sections will not provide a safe route for vulnerable users or protected groups as the routes lack passive surveillance. It should be recognised that protected groups may

not feel safe to use off-road routes at night. Therefore alternative on-road routes must be made available and be made safe to enable all users safe routes at all times of the year.

6.10 The council must commit to maintain off-road sections, i.e. sweeping leaves and cutting back plants. In order to help establish this process, Walk Ride Heatons is willing to report required work for the first 18 months in order to establish a maintenance schedule.

6.11 All routes must be lit.

6.12 Off-road surfaces must be level with the surroundings to avoid sudden drops.

6.13 All surfaces (whether flexipave or asphalt) must be machine-rolled, not hand-rolled, to ensure surface smoothness.

6.14 Where shared space is unavoidable, the colouring must be distinct, and must be coloured asphalt not painted. It should be acknowledged that shared space can place cyclists and pedestrians in conflict.

6.15 Shared space and cycleways should be clearly delineated from roads and footways. Coloured asphalt is preferable over thermoplastic paint because it provides better grip in wet weather. We suggest using standard red asphalt as used in Salford schemes, because it provides a contrast from black asphalt and is readily available to contractors, whereas other colours are not.

6.16 It is essential that segregated cycle infrastructure is designed to accommodate all cyclists, is direct, and provides for all possible movements at junctions. Where short stretches of segregated cycling infrastructure provide an indirect route, it should be acknowledged it will not be used by all cyclists. This will potentially cause a perception among other road users that cyclists do not use 'perfectly good' cycleways.

6.17 Links through to schools on the route must be included.

6.18 Routes along the A6 and Manchester Road must be seen as stop-gap solutions until both are provided with decent walking and cycling options along their full length"

Annex vi – Lower Bredbury to Brinnington

1. Introduction

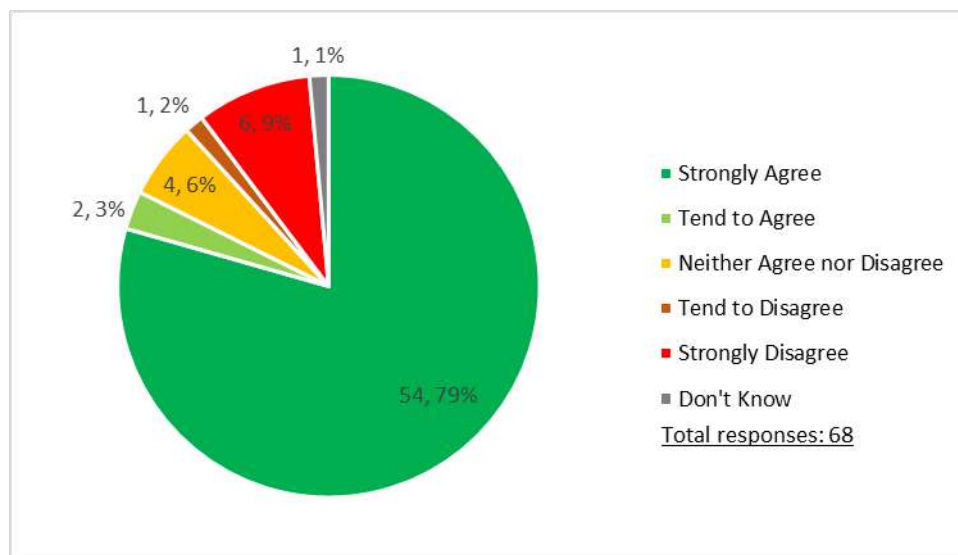
- 1.1. The following summarises the volume and content of responses received relating to the Lower Bredbury to Brinnington scheme proposals.

2. Consultation Response – Lower Bredbury to Brinnington

Lower Bredbury to Brinnington

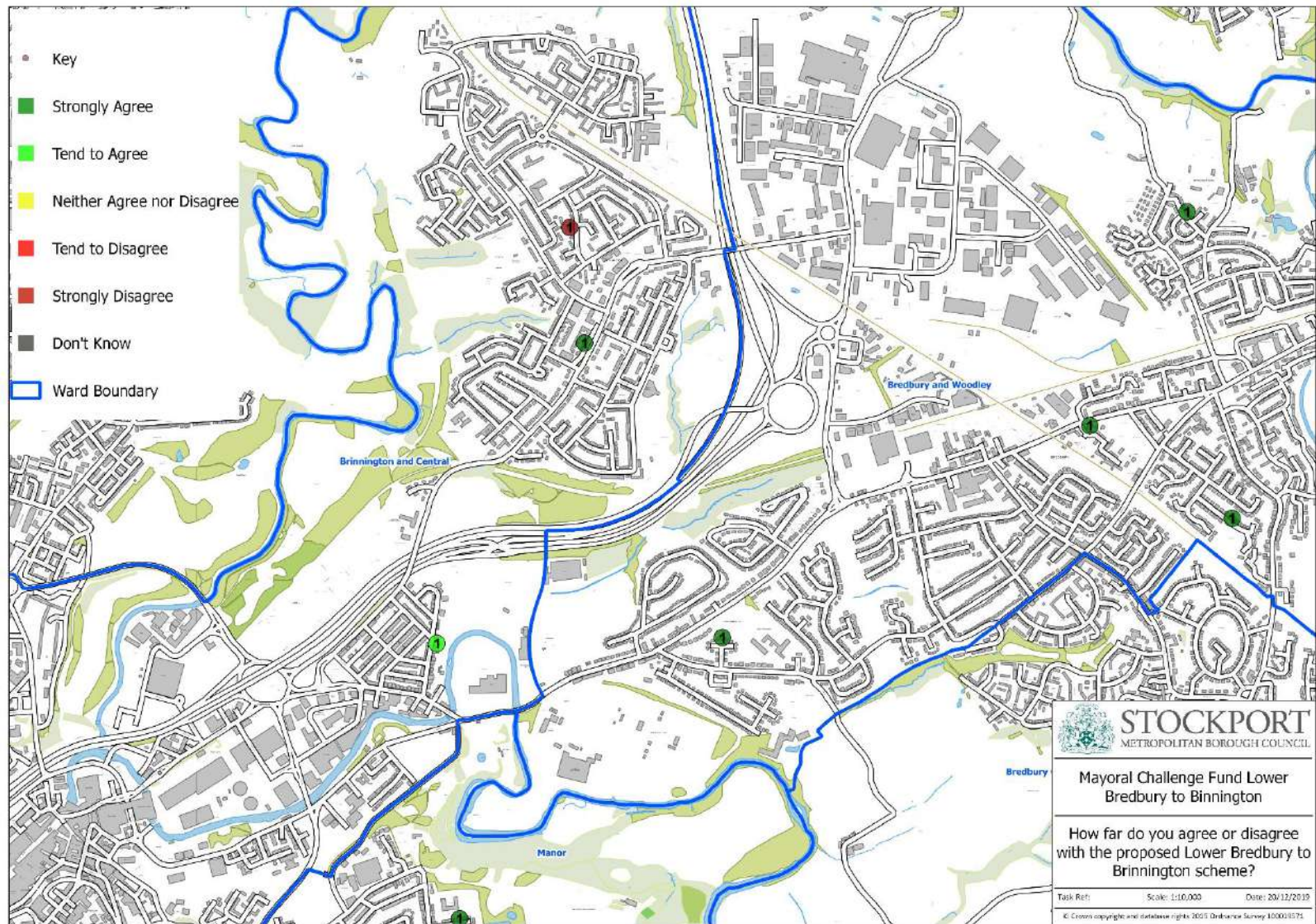
- 2.1. As shown by **Figure 2.1a** below, based on the response forms the majority of respondents agreed with the Lower Bredbury to Brinnington scheme proposals. Of the 68 respondents to this question 82% (56) agreed and 11% (7) disagreed, 7% (5) neither agreed nor disagreed or didn't know.

Figure 2.1a – Lower Bredbury to Brinnington



- 2.2. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.1b** below presents the response in relation to respondents' home postcode when it was provided in full.

Figure 2.1b Lower Bredbury to Brinnington by Postcode

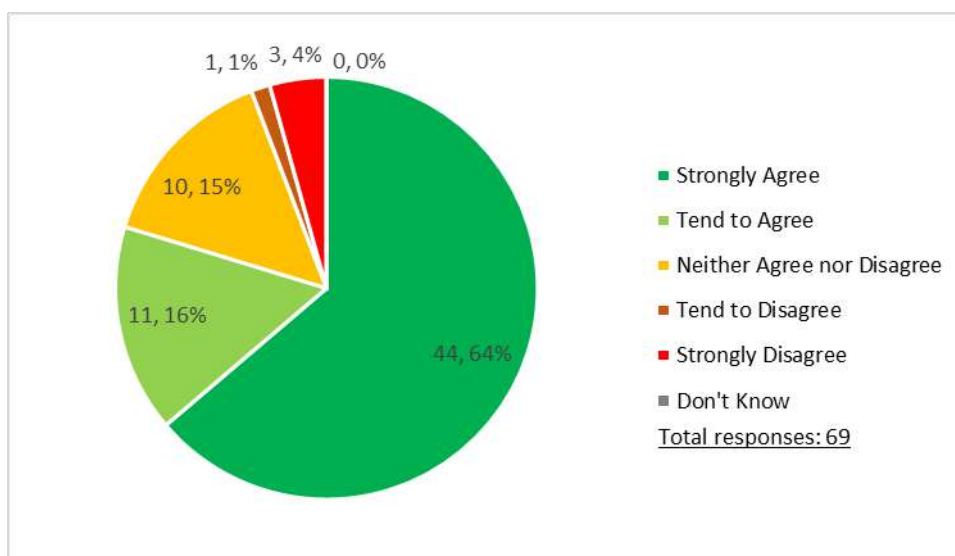


- 2.3. As shown by **Figure 2.1b**, responses were spread throughout the borough and beyond with no significant concentration of responses in any particular area.
- 2.4. General comments by those in agreement with the Lower Bredbury to Brinnington proposals include:
- 'Any measures which will make cycling and walking easier and safer in this area are very much welcomed.'
 - 'My husband and I both drive daily for work and would happily cycle if we could do this off road.'
 - 'Having this scheme approved will keep horses and riders safer and off the main roads.'
- 2.5. General comments by those who disagree with the Lower Bredbury to Brinnington proposals include:
- 'Would a new crossing not be more beneficial here rather than in Heaton Norris?'
 - 'Disappointing also to not see a wider scheme for Brinnington - a better network should be introduced here to benefit the neighbourhood.'
- 2.6. Other comments made by those with regards the Lower Bredbury to Brinnington proposals include:
- 'Allocate one path for cycles only.'
 - 'The barriers should be replaced with bollards to avoid making the path being inaccessible to disabled users and families with cargo bikes and trailers.'
 - 'It is essential to ensure all possible access routes for motor cycles are effectively blocked off to prevent misuse.'

Pleasant Places

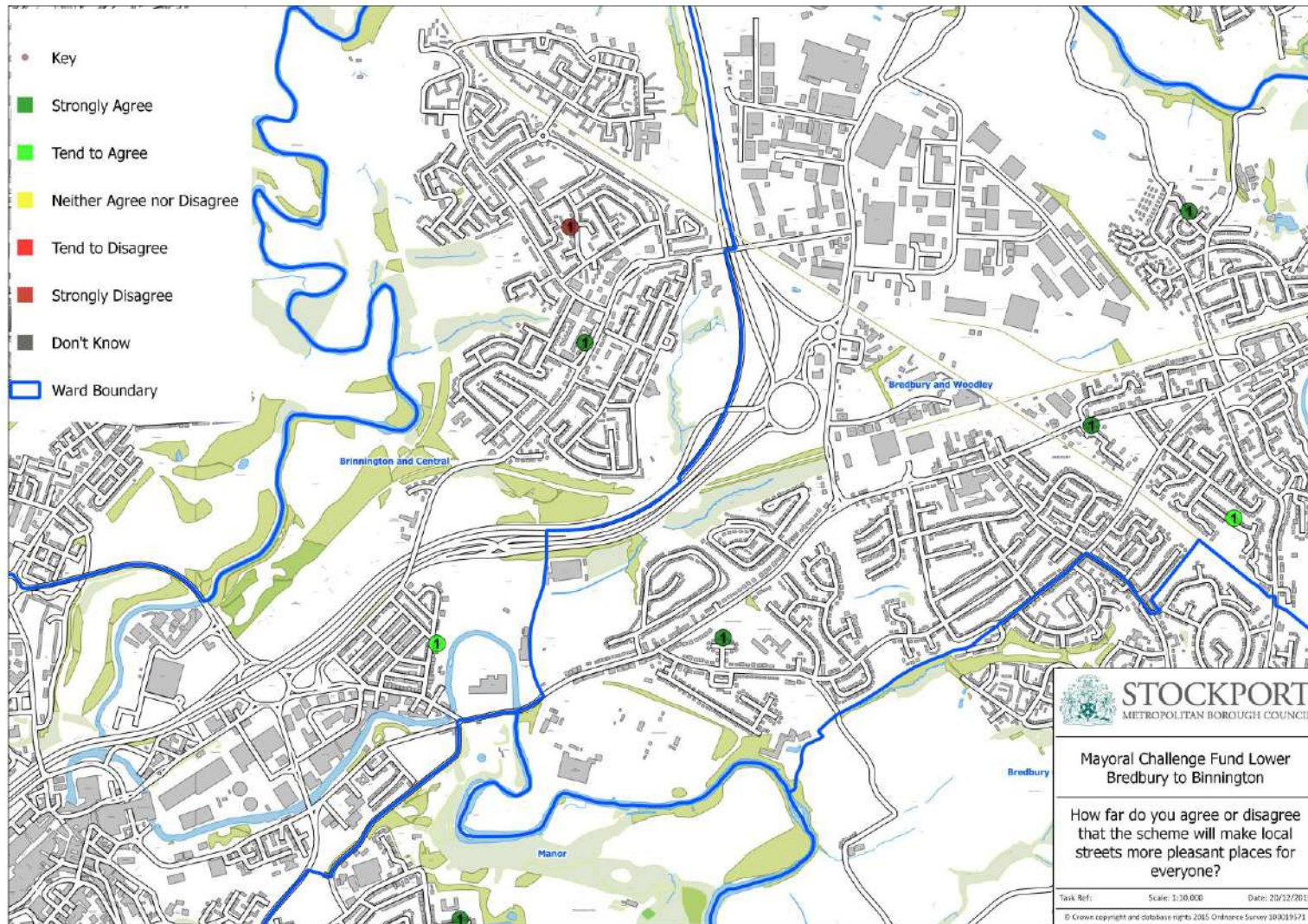
- 2.7. As shown by **Figure 2.2a** below, based on the response forms the majority of respondents agreed the Lower Bredbury to Brinnington scheme would make local streets more pleasant places for everyone. Of the 69 respondents to this question 80% (55) agreed and 5% (4) disagreed, 15% (10) neither agreed nor disagreed.

Figure 2.2a – Pleasant Places



- 2.8. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.2b** presents the response in relation to respondents' home post code when it was provided in full.
- 2.9. As shown by **Figure 2.2b below**, was spread throughout the borough and beyond with no significant concentration of responses in any particular area.

Figure 2.2b – Pleasant Places by Postcode



- 2.10. General comments by those in agreement the scheme would make local streets more pleasant places for everyone include:
- 'This will be a very valuable recreational route linking Reddish Vale to Woodbank Park and ultimately to Compstall.'
- 2.11. General comments by those who disagree the scheme would make local streets more pleasant places for everyone include:
- 'Trying to improve an existing subway can rarely if ever be redesigned to be a safer, more aesthetically pleasing environment?'
- 2.12. Other comments made by those with regards the scheme making local streets more pleasant places for everyone include:
- 'No mention of resurfacing or improving the path/bridleway and the lighting within the railway tunnel connecting this scheme with the path in Reddish Vale.'

General Comments

- 2.13. General comments received regarding the Lower Bredbury to Brinnington scheme include:
- 'Parts of it feel a bit remote so it will be important to make sure that sight lines are clear and that the route is lit to minimise security issues.'
 - 'What fencing is proposed to prevent off road motorcyclists from using this path to gain access to the football pitches and causing damage.'

Stakeholder Responses

- 2.14. Prior to public consultation, Local Ward Members were consulted at Ward briefings, no adverse comments were reported.
- 2.15. The proposals were presented at the Traffic Management Unit meeting on the 7th November 2019. TMU includes the emergency service providers. No adverse comments were received.
- 2.16. The owners of Pear Mill contacted the Highways department and during the telephone call expressed their disapproval of the scheme. The reasons given were the potential for increase in crime and anti-social behaviour, they also felt there wasn't sufficient demand for a bridleway and therefore the funding would be much better spent improving and adopting Welkin Road. Due to these reasons they are unwilling to consent to their land being used for any infrastructure.
- 2.17. Officers met with the owner of the garage who support the scheme subject to the rear of their property being secured from path users.
- 2.18. Conversations have also been had with the licensee of the grazing land off the east side of Welkin Road who supports the scheme subject to the grazing land being secured from trespassers.
- 2.19. Officers met with Spurley Hey Football Club who lease the Warth Meadows playing fields. Whilst they support the scheme in principle, they have concerns regarding the possible impact on the football pitches in terms of layout and drainage.

- 2.20. Land on Welkin Road was registered to a company is registered to a Holding company for a pension fund whose trustees no have resigned their interest.

Annex vii – Offerton to Stockport

1. Introduction

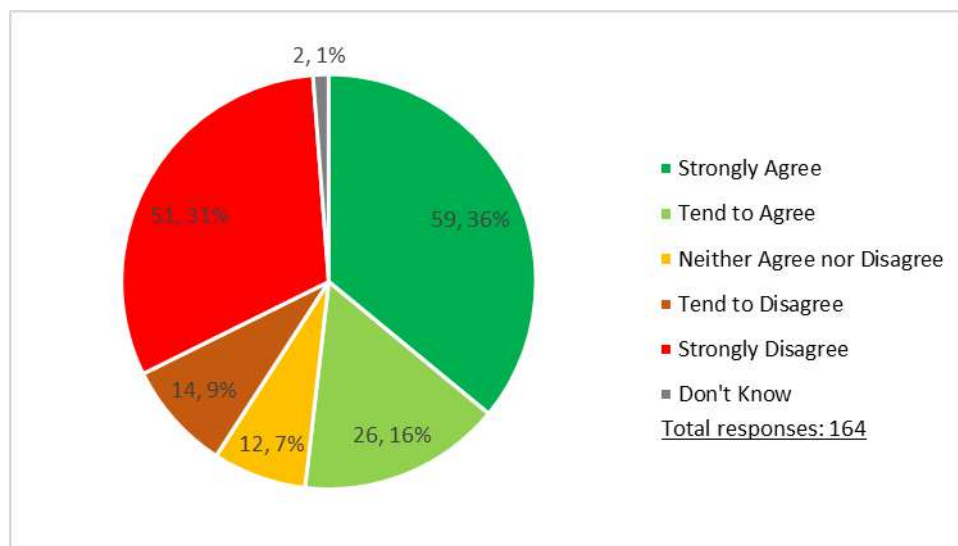
1.1. The following summarises the volume and content of responses received relating to the Offerton to Stockport scheme proposals.

2. Consultation Response – Offerton to Stockport

Principle of Scheme

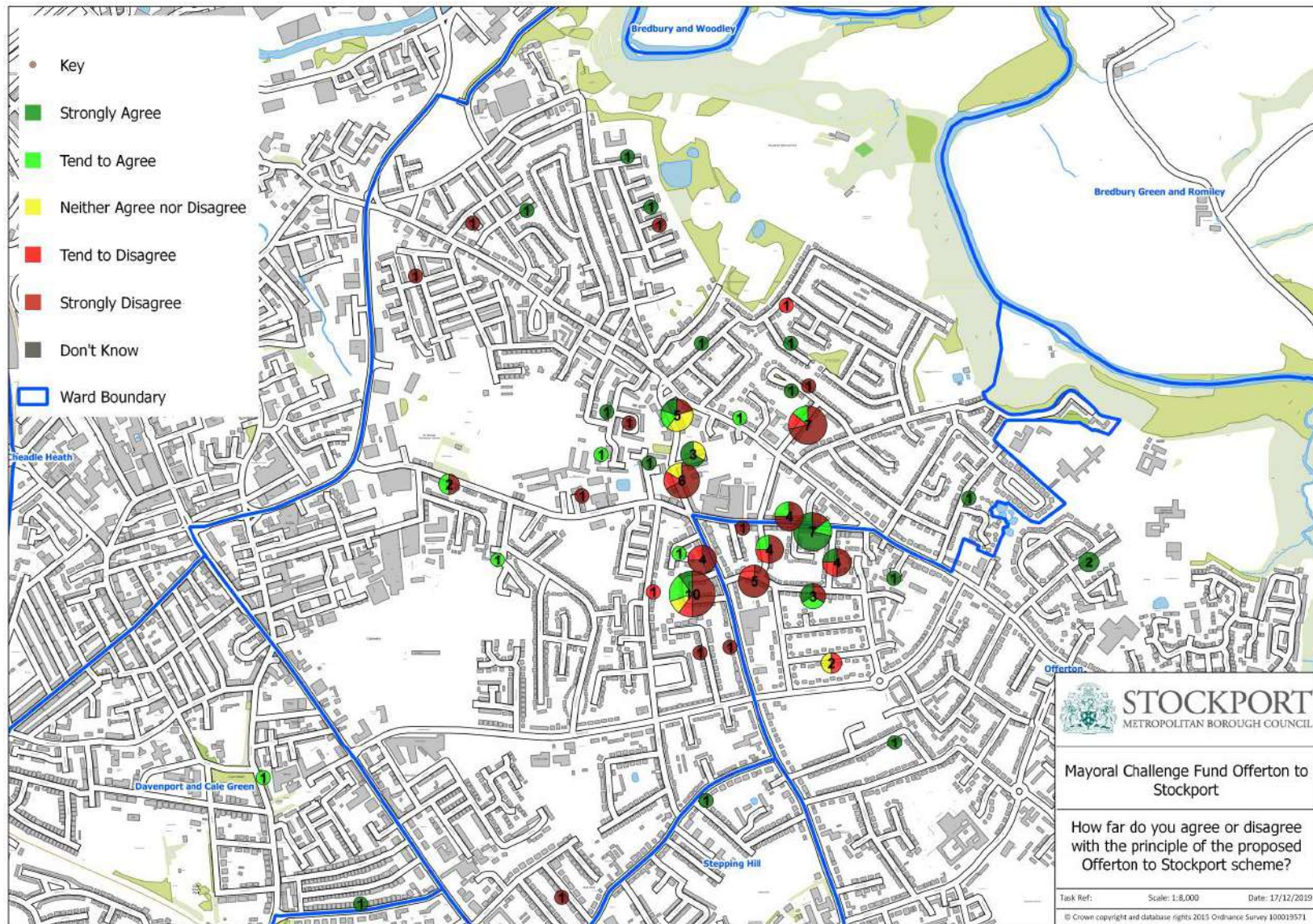
2.1. As shown by **Figure 2.1a** below, based on the response forms the majority of respondents agreed with the principle of the Offerton to Stockport scheme. Of the 164 respondents to this question 52% (85) agreed and 40% (65) disagreed, 8% (14) neither agreed nor disagreed or didn't know.

Figure 2.1a – Principles of Scheme



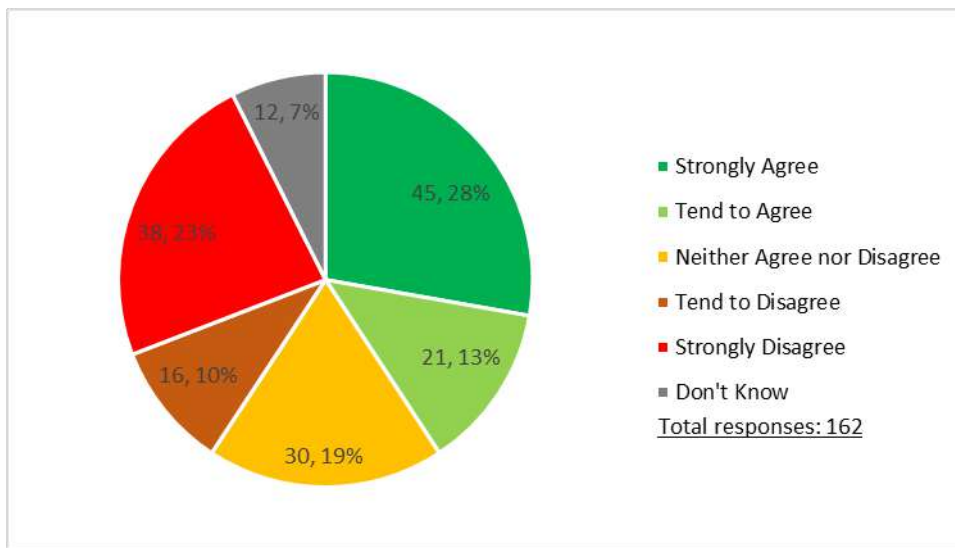
2.2. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.1b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.1b – Principles of Scheme by Postcode



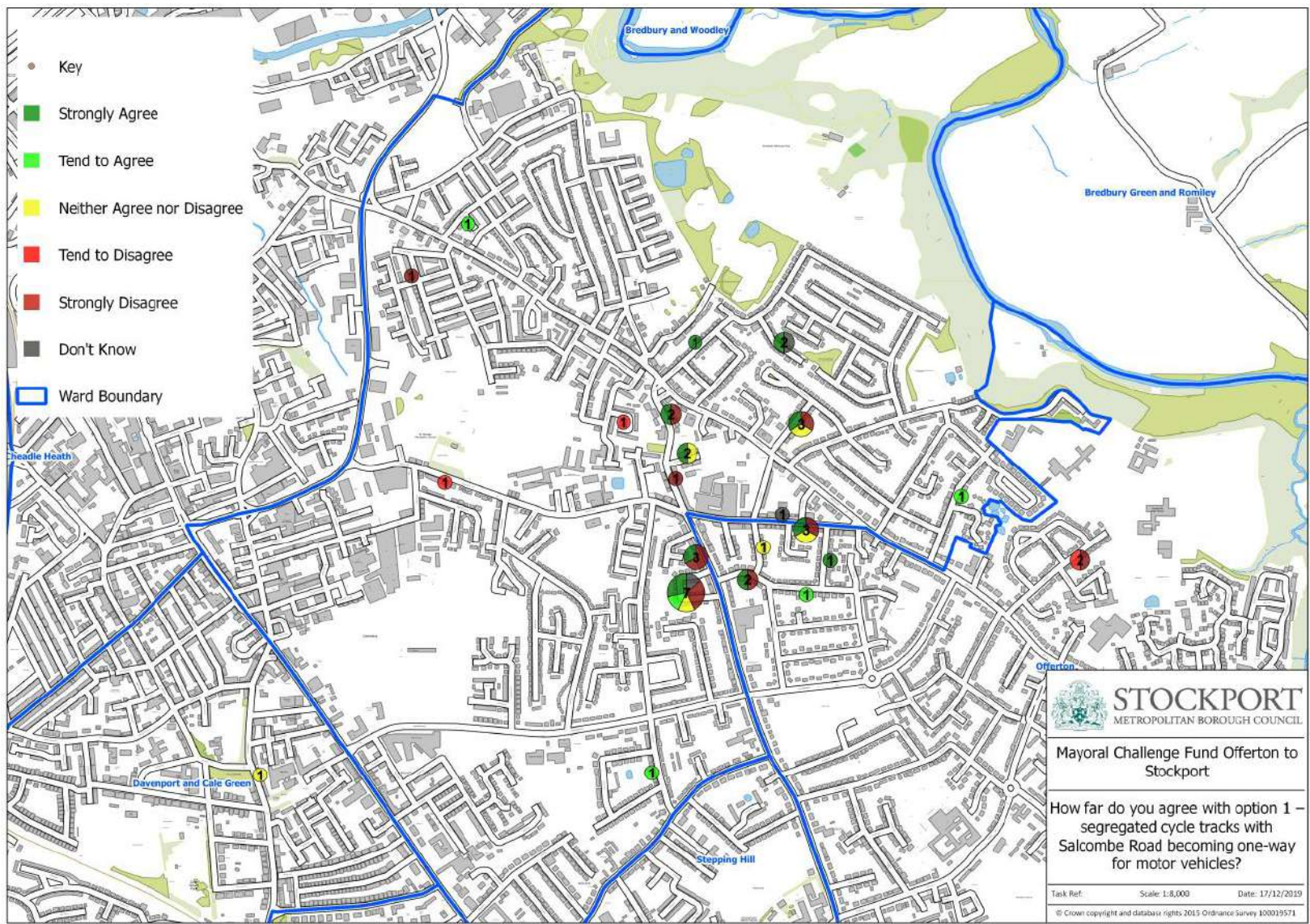
- 2.3. As shown by **Figure 2.1b**, a high proportion of those respondents that disagree with the proposals live locally.
- 2.4. General comments by those in agreement with the principle of the scheme include:
- In agreement with any measures that make the area more cycle and pedestrian friendly.
 - Priority for pedestrians and cyclists is welcomed.
 - The scheme will make daily life and travel so much easier and safer.
 - The continuous path will encourage new cyclists.”
 - The scheme is long overdue.
- 2.5. General comments by those who disagree with the principle of the scheme include:
- Offerton has very few cyclists.
 - Cycle routes are a waste of money.
 - The works done on St Mary's Way, Hall Street and Banks Lane have all made travelling round or through Stockport much worse.
 - Improvements should be made to commuter routes that cyclists use such as Marple Road, Stockport Road and Hall Lane.
 - Facilities for equestrians have not been included and some of the proposals will actually endanger them unless they are included.
 - The measures will not encourage people to cycle, all it will achieve is further traffic chaos.
- 2.6. Other comments made by those with regards to the principle of the scheme include:
- The scheme is good, but doesn't go far enough to enable people of all ages to actively cycle in the area.
 - Dedicated segregated cycle lanes should be installed on all Stockport main roads.
 - Improved cycling infrastructure into Manchester South to North avoiding the A6 would change my commute and make me feel safer. Hardly anyone cycles from Stockport to Manchester at the moment and more people would if it felt safer.
- 2.7. As shown by **Figure 2.2a** below, based on the response forms the relative majority of respondents agreed with the proposals for a new crossing for pedestrians and cyclists on Offerton Lane close to the Sydney Street junction to replace the existing crossing located to the north west, and associated infrastructure (Option 1 – segregated cycle tracks with Salcombe Road becoming one-way for motor vehicles). Of the 162 respondents to this question 41% (66) agreed and 33% (54) disagreed, 26% (42) neither agreed nor disagreed or didn't know.

Figure 2.2a – Offerton Lane Crossing (Option 1)



2.8. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.2b** presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.2b – Offerton Lane Crossing (Option 1) by Postcode

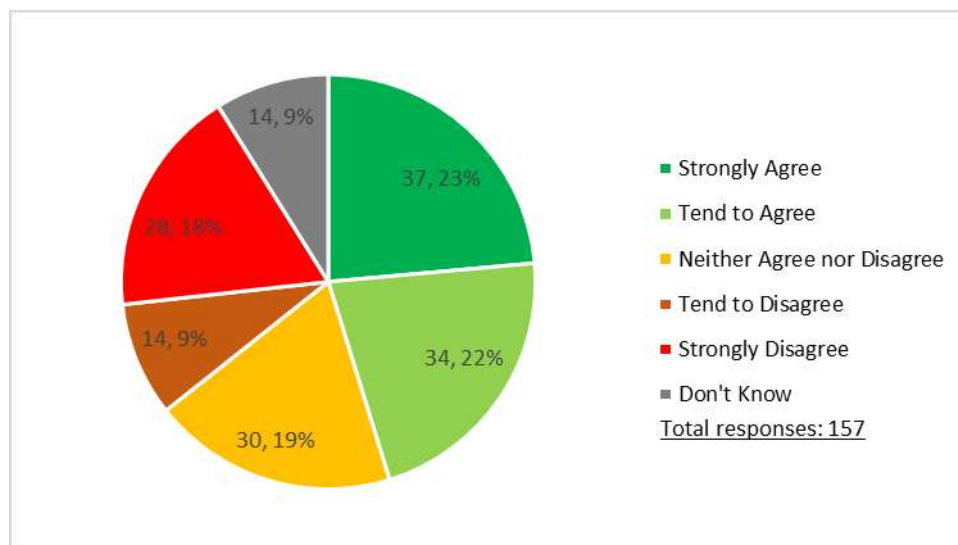


- 2.9. As shown by **Figure 2.2b** respondents who live adjacent to this proposal were neither in agreement or disagreement with the proposals.
- 2.10. General comments by those in agreement with the Offerton Lane Crossing (Option 1) proposals include:
- Option 1 is clearly vastly superior for all users, avoids pedestrian conflict and provides effective traffic calming.
- 2.11. General comments by those who disagree with the Offerton Lane Crossing (Option 1) proposals include:
- Increased traffic on Salcombe Road as a result of the one way system;
 - Increased disruption for the residents who live on Salcombe Road and surrounding roads including Northcliffe Road and Woodlands Road;
 - Increased congestion on Northcliffe Road and Woodlands Road.
 - Visibility is poor when turning from Woodlands Road and more motorists would be forced to make this dangerous manoeuvre

Offerton Lane Crossing (Option 2)

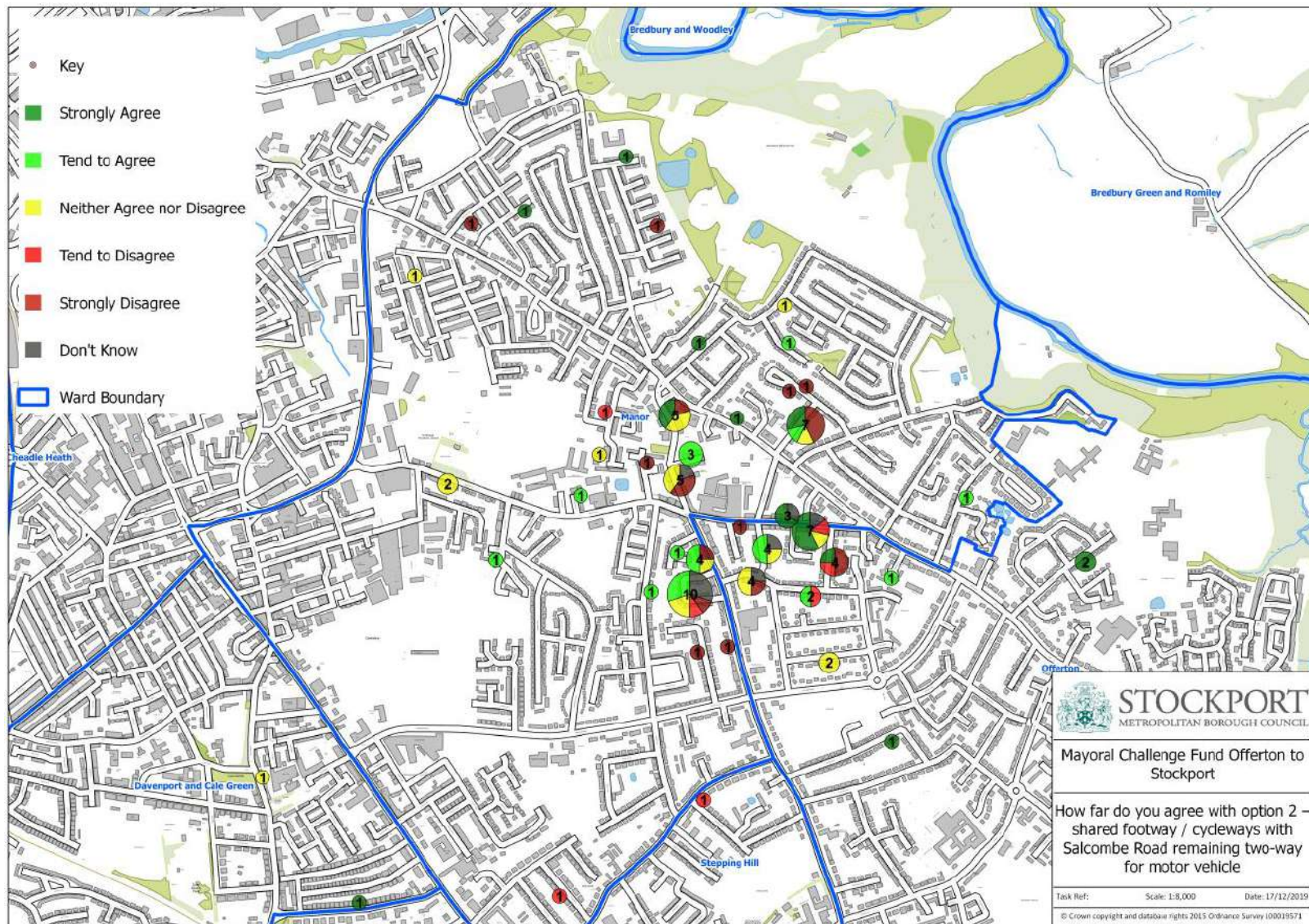
- 2.12. As shown by **Figure 2.3a** below, based on the response forms the relative majority of respondents agreed with the proposals for new crossing for pedestrians and cyclists on Offerton Lane close to the Sydney Street junction to replace the existing crossing located to the north west, and associated infrastructure (Option 2 – shared footway / cycleways with Salcombe Road remaining two-way for motor vehicles). Of the 157 respondents to this question 45% (71) agreed and 27% (42) disagreed, 28% (44) neither agreed nor disagreed or didn't know.

Figure 2.3a – Offerton Lane Crossing (Option 2)



- 2.13. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.3b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.3b – Offerton Lane Crossing (Option 2) by Postcode

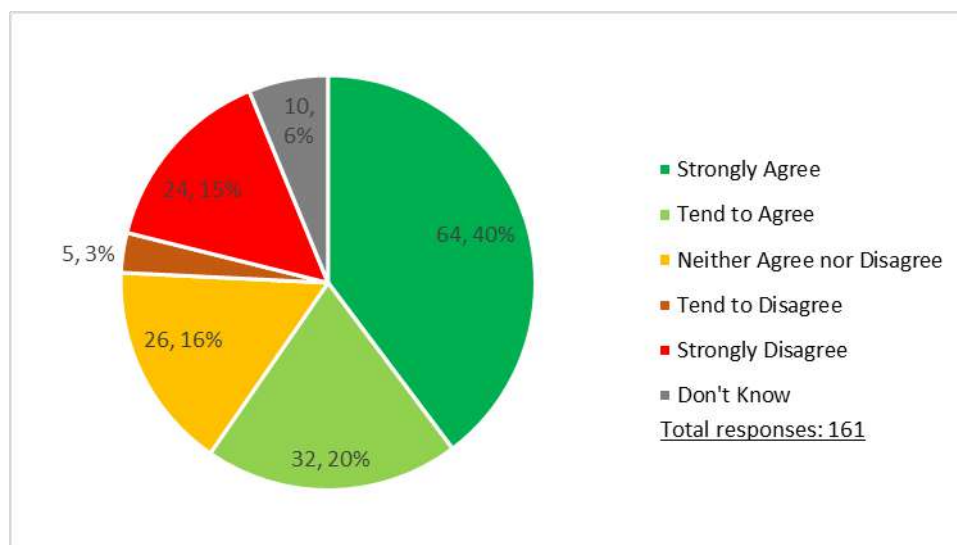


- 2.14. As shown by **Figure 2.3b**, residents that lived adjacent to the proposals tended to disagree with the proposals.
- 2.15. No general comments were received by those in agreement with the Offerton Lane Crossing (Option 2) proposals.
- 2.16. General comments by those who disagree with the Offerton Lane Crossing (Option 2) proposals include:
- Shared pavement should never have been considered with Bee Network guidelines and Stockport need to move on from this type of poor design.

Battersby Mill Development

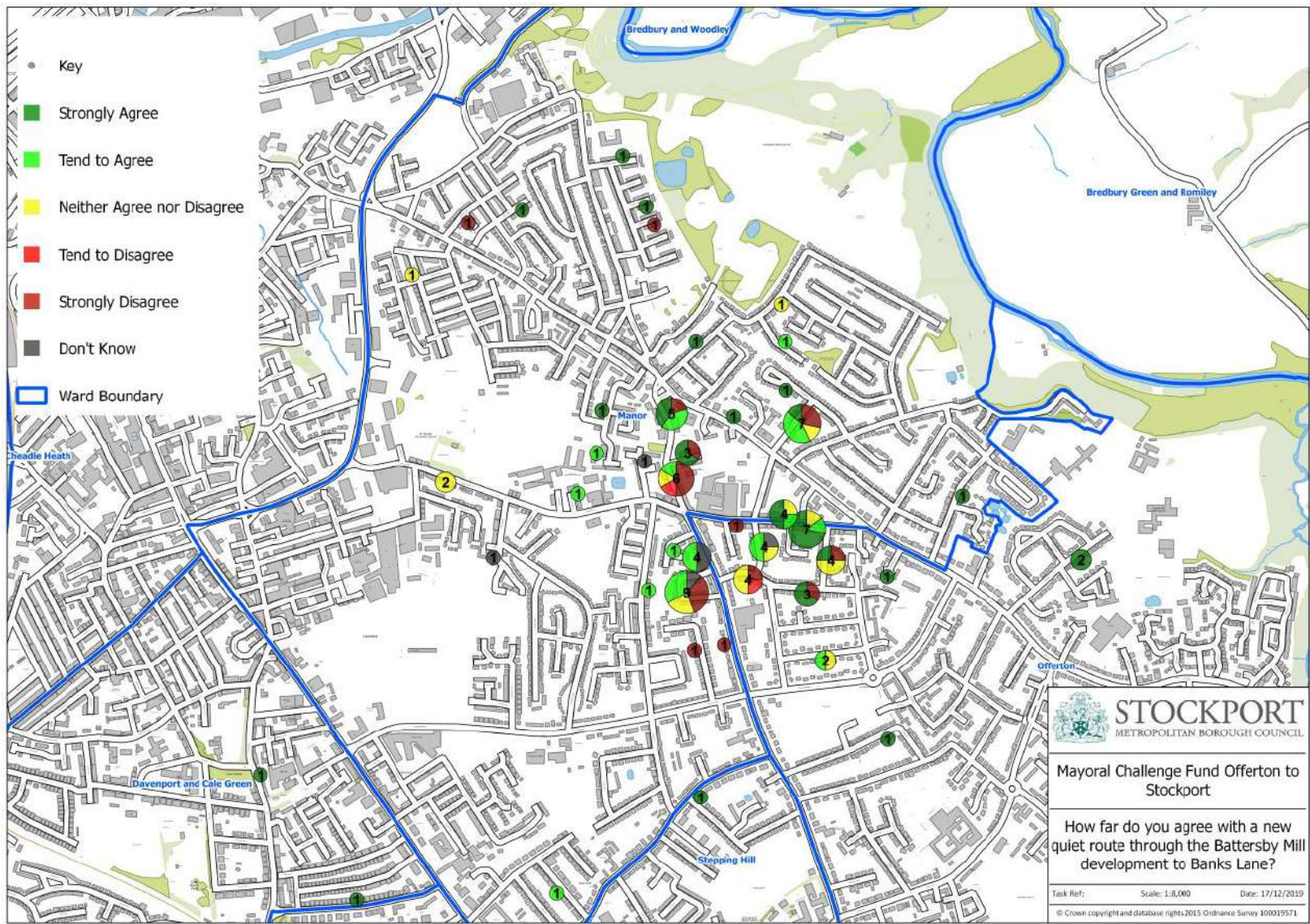
- 2.17. As shown by **Figure 2.4a** below, based on the response forms the majority of respondents agreed with the proposals for a new quiet route through the Battersby Mill development to Banks Lane. Of the 161 respondents to this question 60% (96) agreed and 18% (29) disagreed, 22% (36) neither agreed nor disagreed or didn't know.

Figure 2.4a – Battersby Mill Development



- 2.18. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.4b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.4b – Battersby Mill Development by Postcode

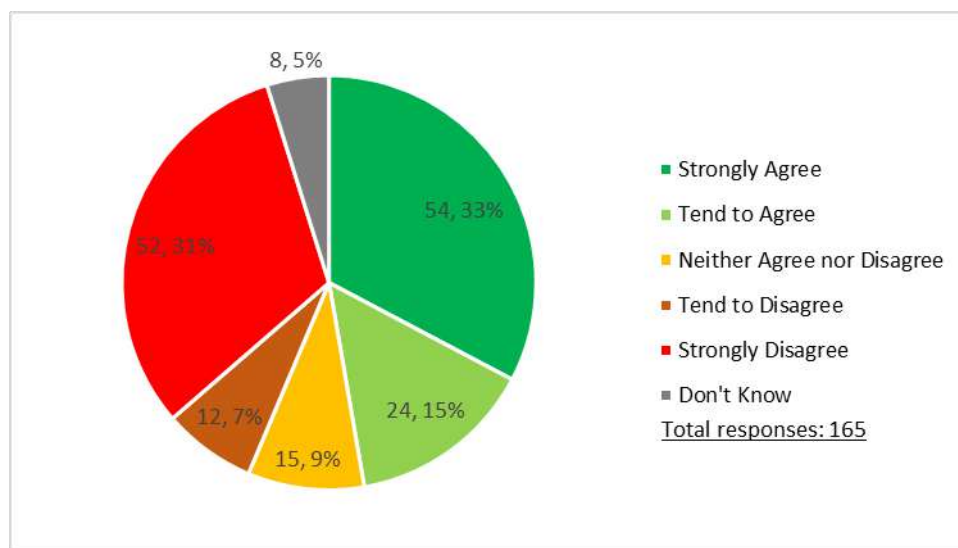


- 2.19. As shown by **Figure 2.4b**, residents that lived adjacent to the proposals tended to disagree with the proposals.
- 2.20. No general comments were received from those in agreement with the proposals for a new quiet route through the Battersby Mill development to Banks Lane.
- 2.21. No general comments were received from those who disagree with the proposals for a new quiet route through the Battersby Mill development to Banks Lane include:
- 2.22. Other comments made by those with regards to the proposals for a new quiet route through the Battersby Mill development to Banks Lane include:
- Traffic generated by the Battersby Mill development will increase congestion in the area.

Dialstone Lane Crossing

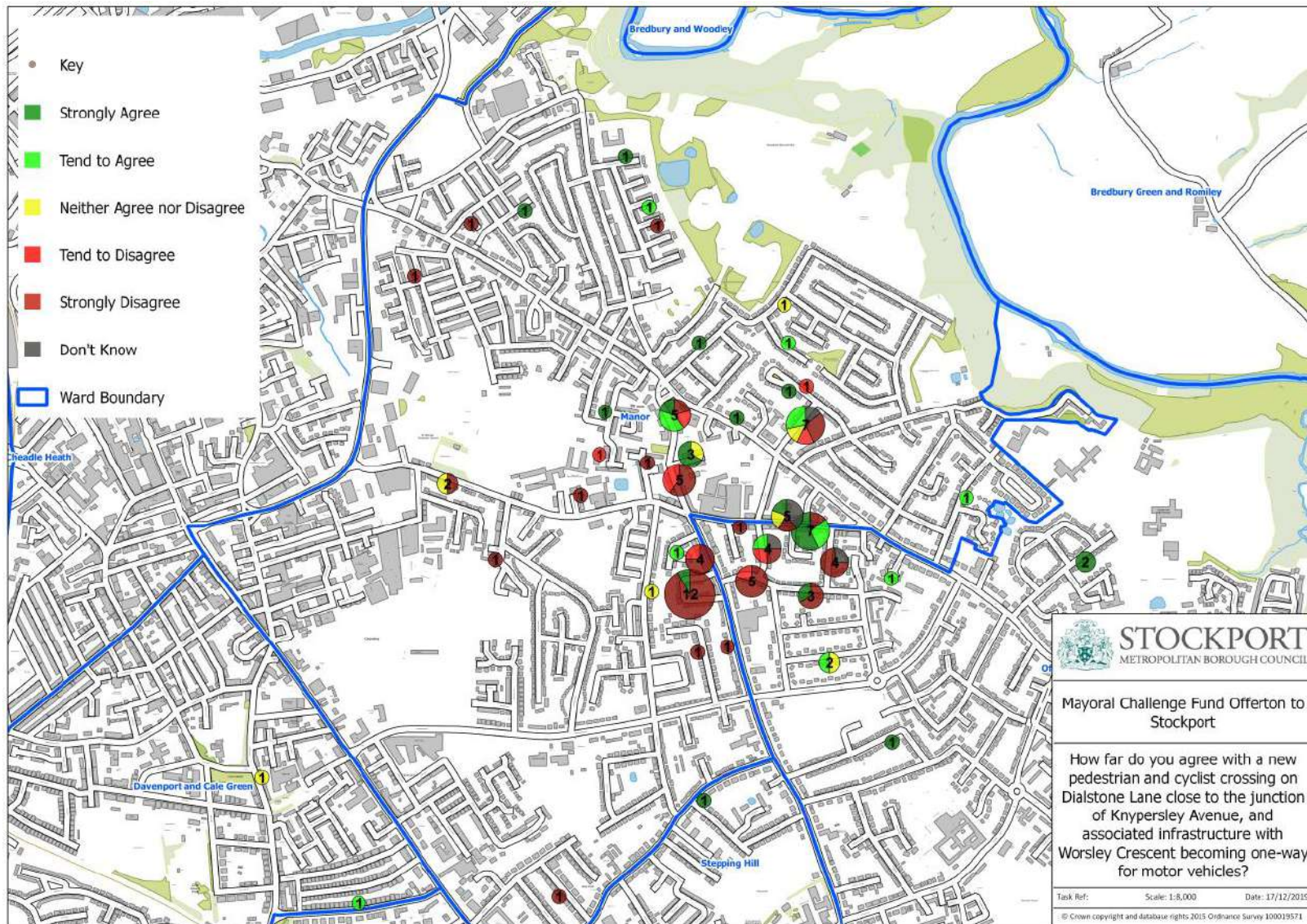
- 2.23. As shown by **Figure 2.5a** below, based on the response forms the relative majority of respondents agreed with the proposals for a new pedestrian and cyclist crossing on Dialstone Lane close to the junction of Knypersley Avenue, and associated infrastructure with Worsley Crescent becoming one-way for motor vehicles. Of the 165 respondents to this question 48% (78) agreed and 38% (64) disagreed, 14% (23) neither agreed nor disagreed or didn't know.

Figure 2.5a – Dialstone Lane Crossing



- 2.24. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.5b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.5b – Dialstone Lane Crossing by Postcode

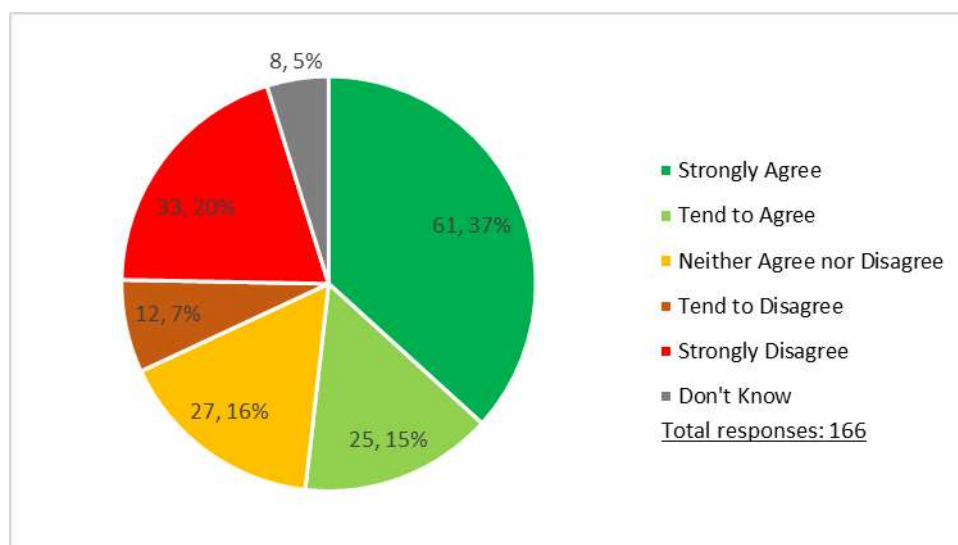


- 2.25. As shown by **Figure 2.5b**, a high proportion of respondents who live locally disagree with the proposals.
- 2.26. There were no comments received by those in agreement with the Dialstone Lane Crossing proposals.
- 2.27. General comments by those who disagree with the Dialstone Lane Crossing proposals include:
- The shared footway/cycleway on Knypersley Avenue will make parking more difficult for residents and visitors.
 - The crossing removes several parking spaces on Dialstone Lane and this will make parking more difficult for residents of Dialstone Lane and Worsley Crescent.
 - Segregated paths should be provided not shared paths.
 - The junction is already dangerous and adding a crossing in this location will make it worse. A crossing would be better near to the Britannia Hotel.
 - The crossing will cause increased congestion and pollution.
 - More parking on Worsley Crescent will make it difficult for residents to reverse from their drives and restrict access for emergency vehicles.
 - The one way system on Worsley Crescent will increase traffic and pollution.

Worsley Crescent - Lowndes Lane

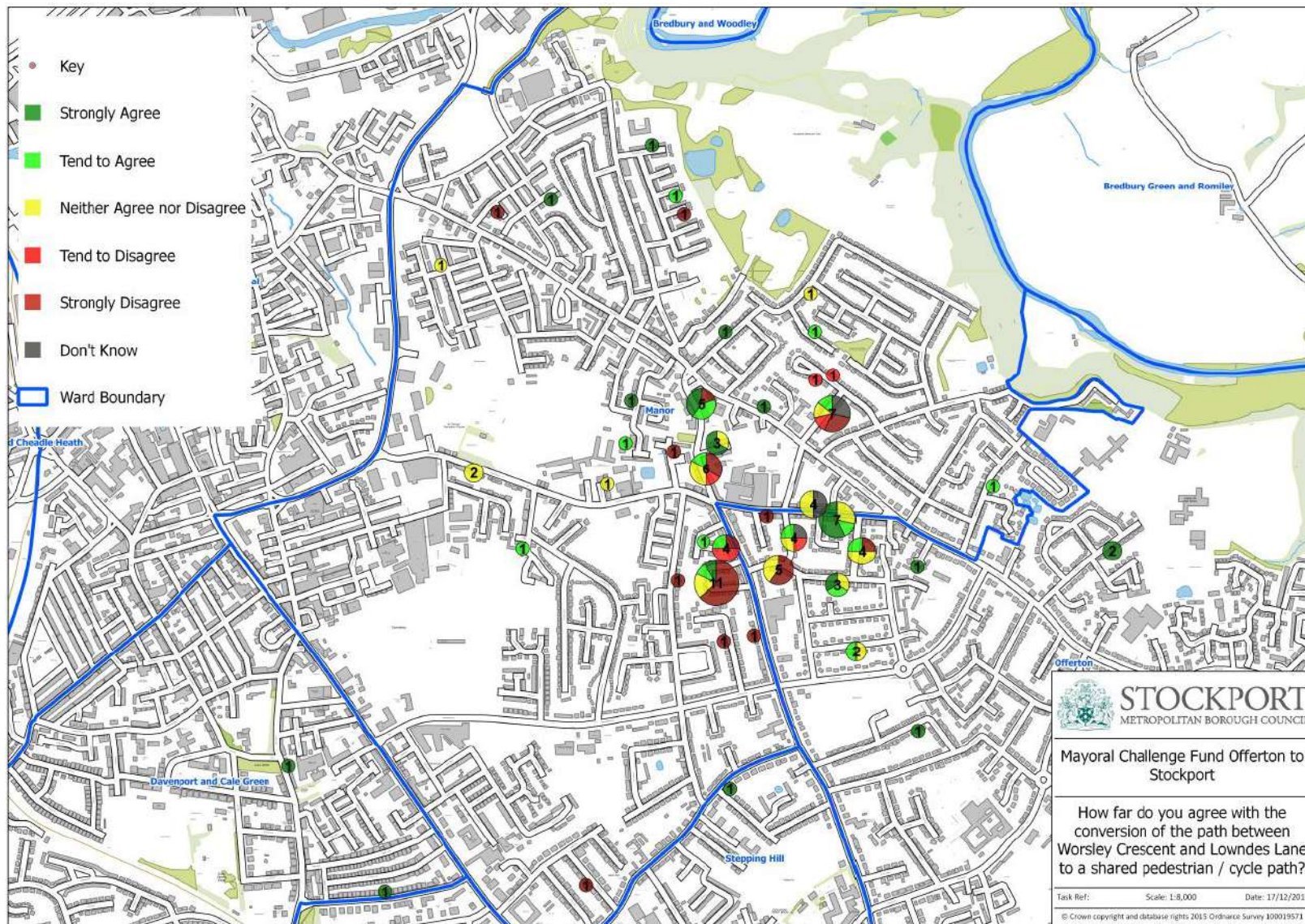
- 2.28. As shown by **Figure 2.6a** below, based on the response forms the majority of respondents agreed with the proposals for the conversion of the path between Worsley Crescent and Lowndes Lane to a shared pedestrian / cycle path. Of the 166 respondents to this question 52% (86) agreed and 27% (45) disagreed, 21% (35) neither agreed nor disagreed or didn't know.

Figure 2.6a – Worsley Crescent - Lowndes Lane



2.29. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.6b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.6b – Worsley Crescent - Lowndes Lane by Postcode

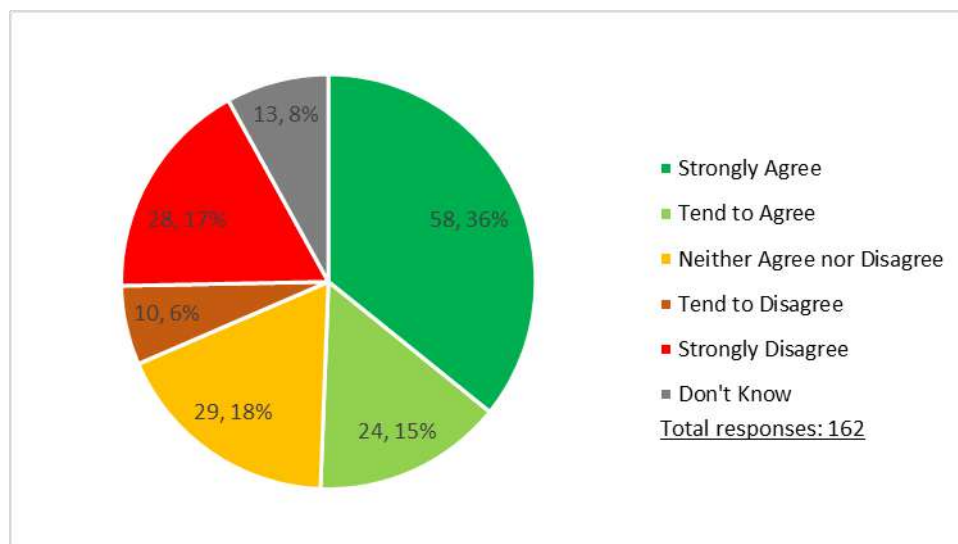


- 2.30. As shown by **Figure 2.6b** a high proportion of respondents who live locally disagree with the proposals.
- 2.31. General comments by those in agreement with the conversion of the path between Worsley Crescent and Lowndes Lane to a shared pedestrian / cycle path include:
- Strongly support improved link through to Lowndes Lane.
- 2.32. General comments by those who disagree with the conversion of the path between Worsley Crescent and Lowndes Lane to a shared pedestrian / cycle path include:
- The passage between Worsley Crescent and Lowndes Lane should be closed to prevent anti-social behaviour.
- 2.33. Other comments made by those with regards to the conversion of the path between Worsley Crescent and Lowndes Lane to a shared pedestrian / cycle path include:
- Provide facilities for equestrians.

Lowndes Lane - Hempshaw Lane

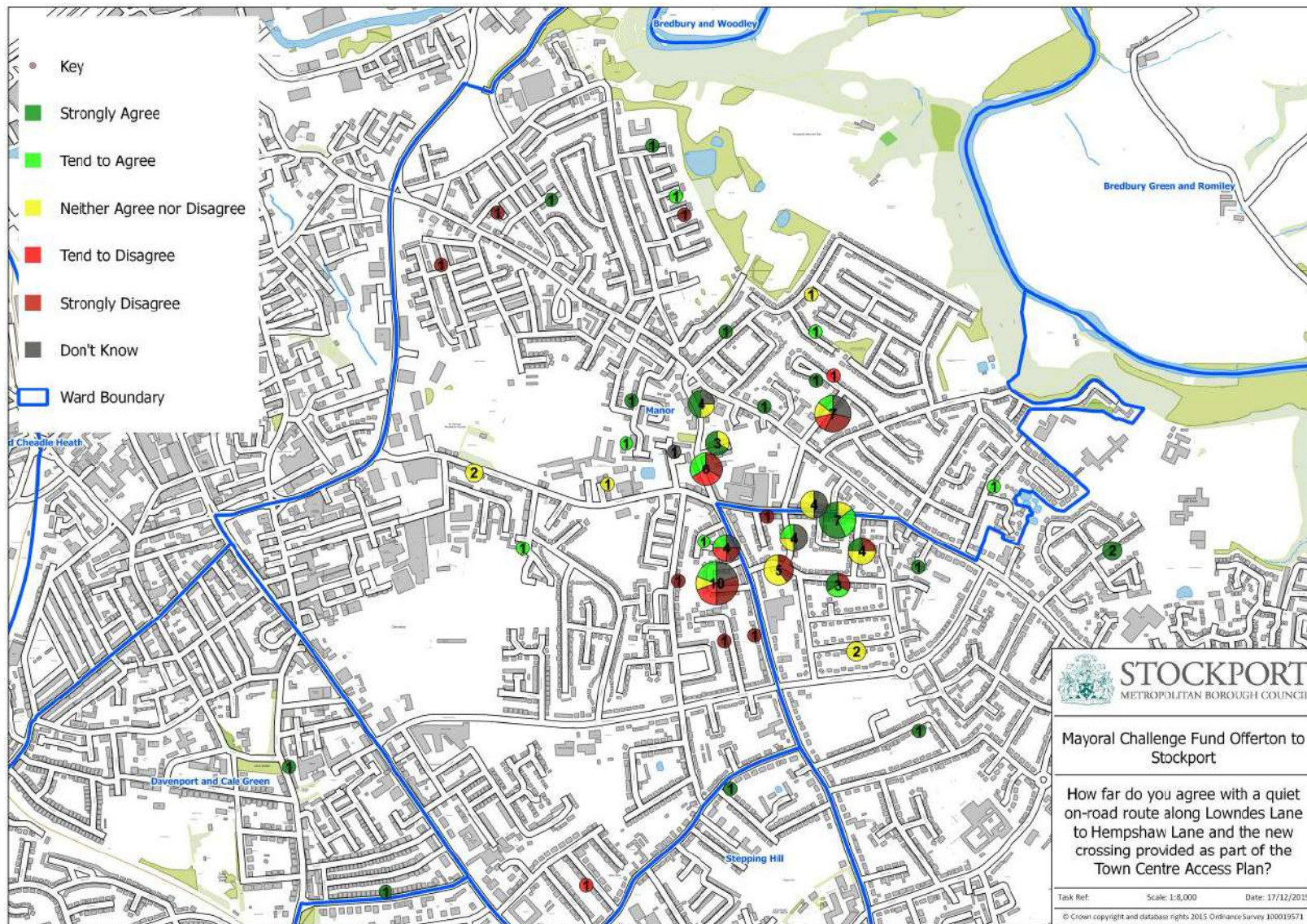
- 2.34. As shown by **Figure 2.7a** below, based on the response forms the majority of respondents agreed with the proposals for a quiet on-road route along Lowndes Lane to Hempshaw Lane and the new crossing provided as part of the Town Centre Access Plan. Of the 162 respondents to this question 51% (82) agreed and 23% (38) disagreed, 26% (44) neither agreed nor disagreed or didn't know.

Figure 2.7a – Lowndes Lane - Hempshaw Lane



- 2.35. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.7b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.7b – Lowndes Lane - Hempshaw Lane by Postcode

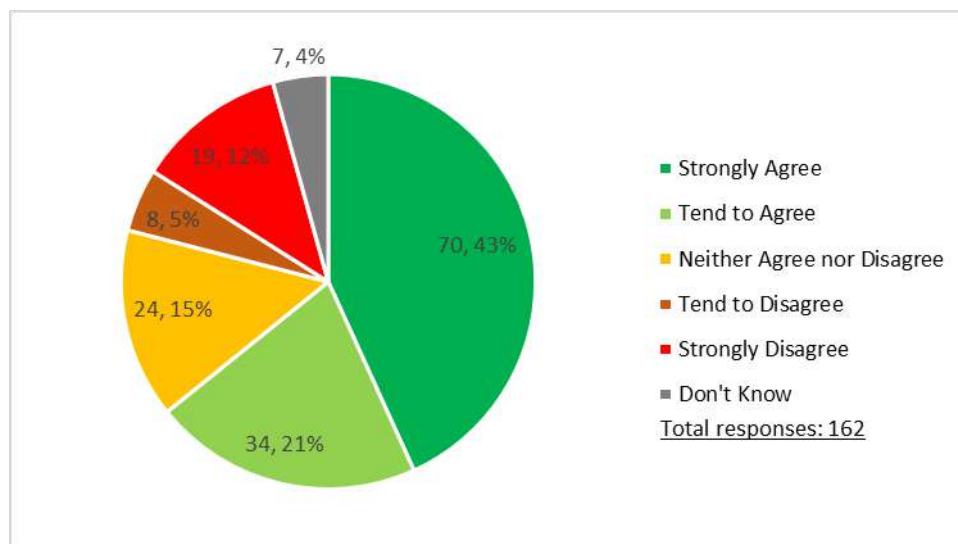


- 2.36. As shown by Figure 2.7b a high proportion of respondents who live locally disagree with the proposals.
- 2.37. General comments by those in agreement with a quiet on-road route along Lowndes Lane to Hempshaw Lane and the new crossing provided as part of the Town Centre Access Plan include:
- In support of the Toucan Crossing on Hempshaw Lane.
- 2.38. General comments by those who disagree with a quiet on-road route along Lowndes Lane to Hempshaw Lane and the new crossing provided as part of the Town Centre Access Plan include:
- Hempshaw Lane crossing should be provided at the junction with Maitland Street because this is the place where local residents are crossing Hempshaw Lane. This is where the bus stop is for 383 and 358 buses, as well as Community Bus and the yellow SCHOOL BUS (for Harrytown School). Both the yellow school bus and 383 (Marple bound) buses are used by children travelling to school (Harrytown AND Marple High). The junction is a very busy place, and currently very dangerous for pedestrians.

St Thomas' Recreation Ground

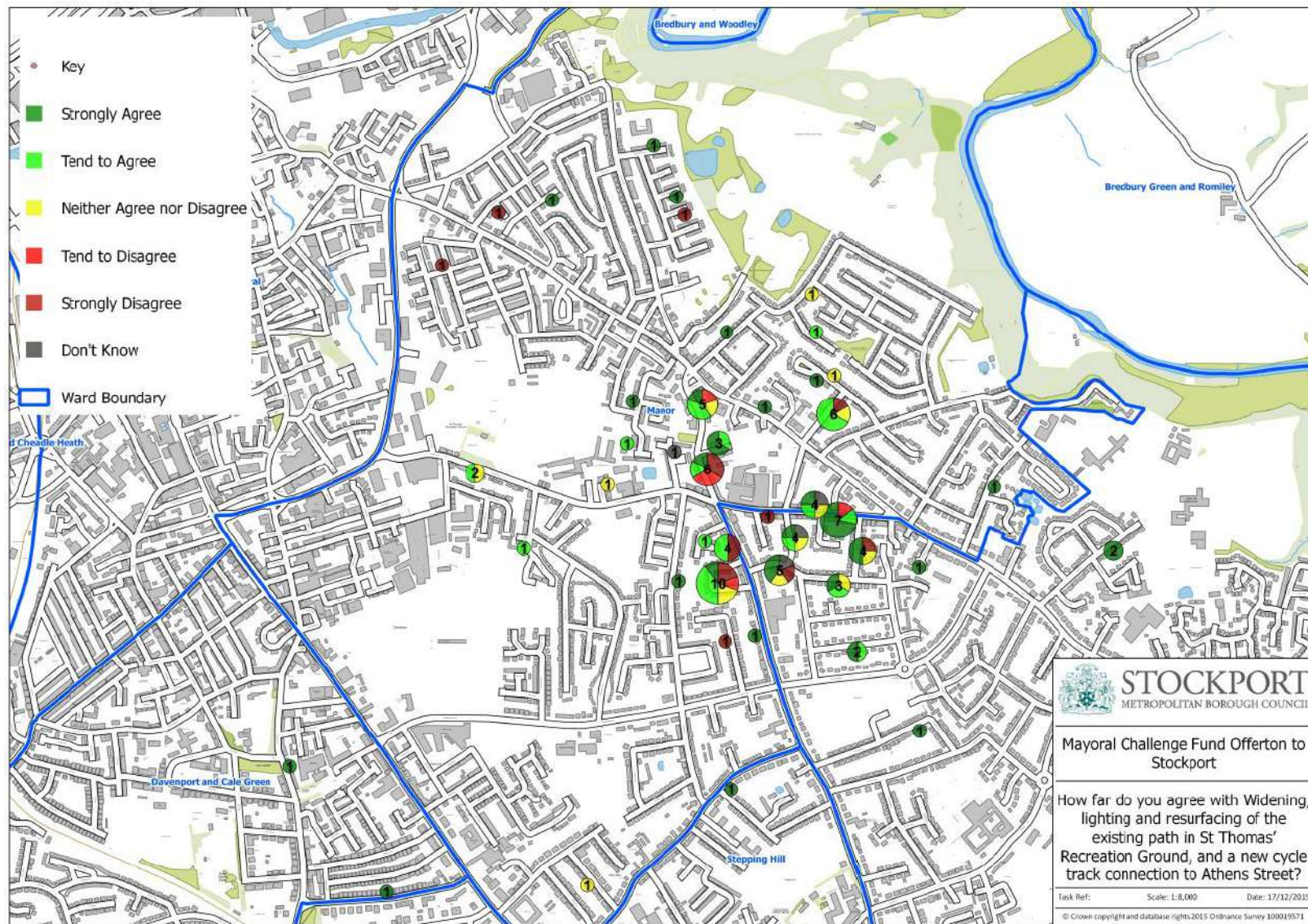
- 2.39. As shown by **Figure 2.8a** below, based on the response forms the majority of respondents agreed with the proposals for widening, lighting and resurfacing of the existing path in St Thomas' Recreation Ground, and a new cycle track connection to Athens Street. Of the 162 respondents to this question 64% (104) agreed and 17% (27) disagreed, 19% (31) neither agreed nor disagreed or didn't know.

Figure 2.8a – St Thomas' Recreation Ground



- 2.40. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.8b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.8b – St Thomas' Recreation Ground by Postcode

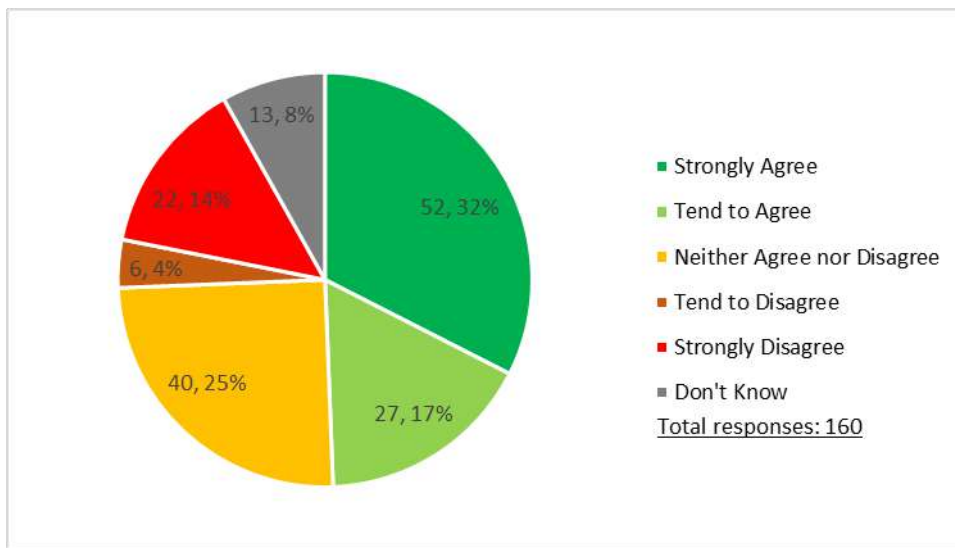


- 2.41. As shown by **Figure 2.8b** those that live locally to the proposals tend to agree with the proposals.
- 2.42. General comments by those in agreement with widening, lighting and resurfacing of the existing path in St Thomas' Recreation Ground, and a new cycle track connection to Athens Street include:
- St Thomas's park is quite treacherous through the autumn as there are many wet leaves and conker shells on the path making it slippery. The changes are welcome, and it would be great if there was better access for maintenance/sweeping during the colder seasons. The paths are naturally narrowed by overgrowing hedges and low-hanging branches which can cause conflict between cyclists and walkers straying into the cycling path. In the winter, packed ice makes it an extremely treacherous pathway, so again, if access for gritting is considered, this would make a great difference to cyclists and walkers alike.
 - Existing path is very useful but must be widened as it does not provide sufficient space for two cycles to pass alongside pedestrians. Would support proposed new diagonal path, or at least softening of corners.
- 2.43. No general comments were received from those who disagree with widening, lighting and resurfacing of the existing path in St Thomas' Recreation Ground, and a new cycle track connection to Athens Street.
- 2.44. Other comments made by those with regards to widening, lighting and resurfacing of the existing path in St Thomas' Recreation Ground, and a new cycle track connection to Athens Street include:
- Include equestrian facilities within the park.

Athens Street - Gorsey Mount Street and St Mary's Way

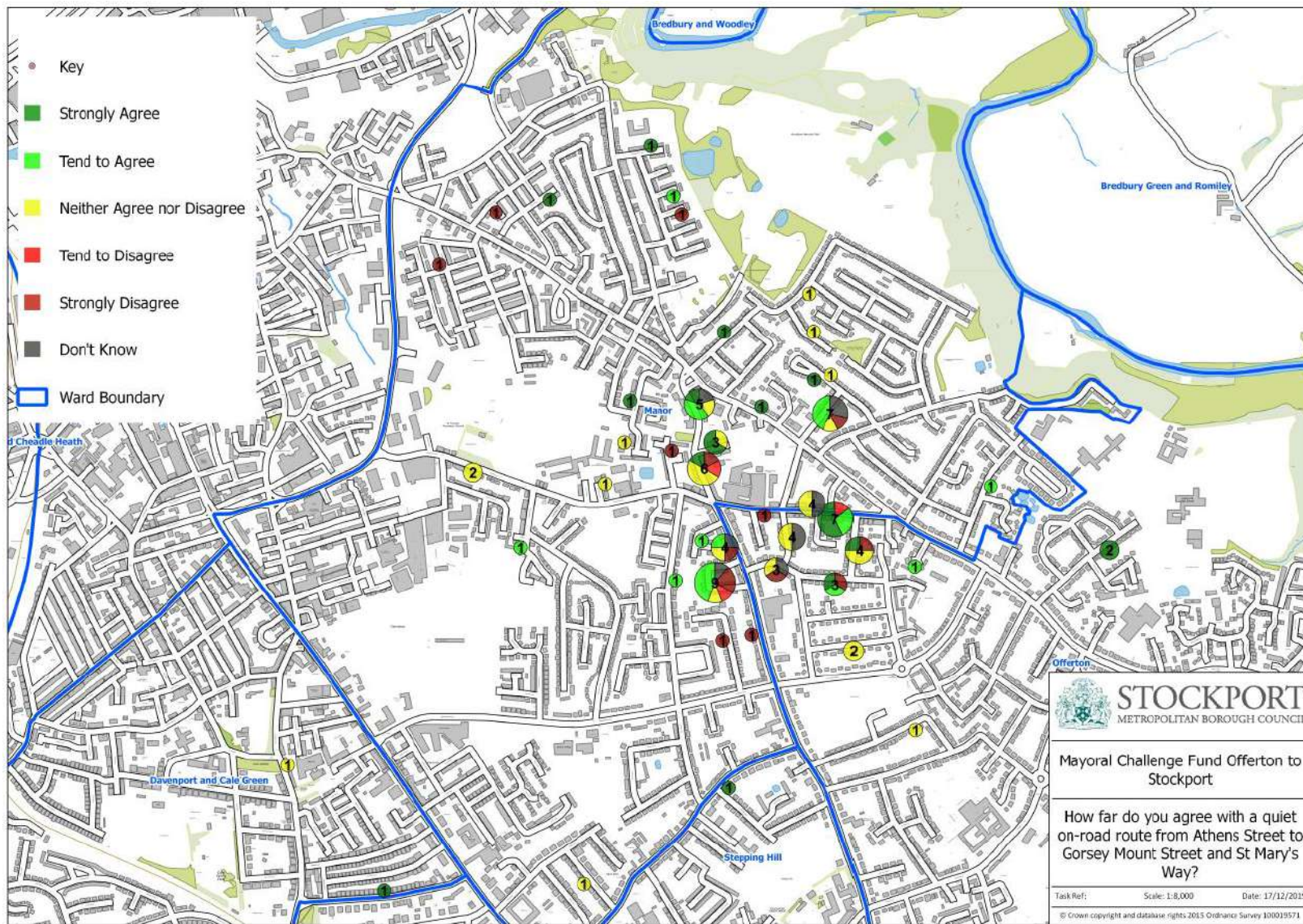
- 2.45. As shown by **Figure 2.9a** below, based on the response forms the relative majority of respondents agreed with the proposals for a quiet on-road route from Athens Street to Gorsey Mount Street and St Mary's Way. Of the 160 respondents to this question 49% (79) agreed and 18% (28) disagreed, 33% (53) neither agreed nor disagreed or didn't know.

Figure 2.9a – Athens Street - Gorsey Mount Street and St Mary's Way



2.46. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.9b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.9b – Athens Street - Gorsey Mount Street and St Mary's Way by Postcode

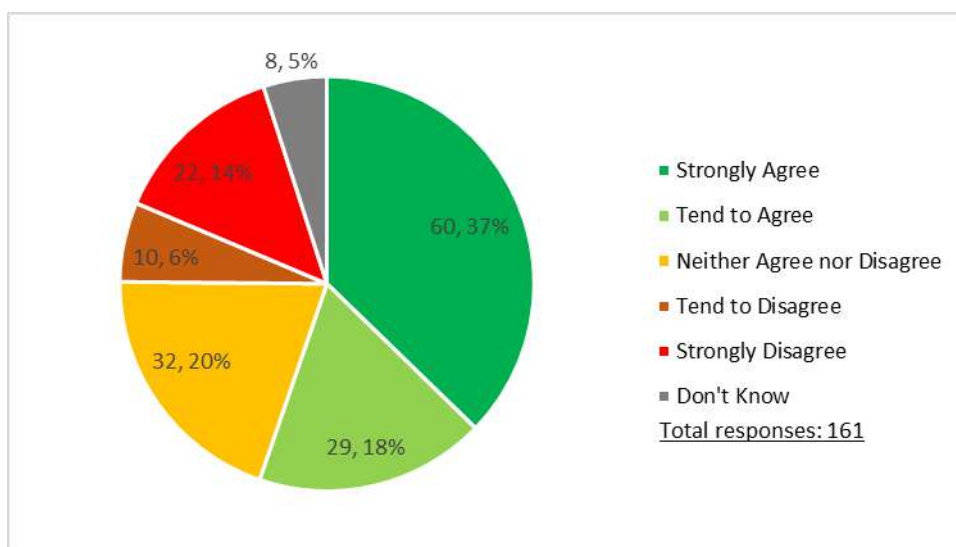


- 2.47. As shown by **Figure 2.9b** the majority of those that disagreed with the proposals did not live in the immediate vicinity of the proposals.
- 2.48. General comments by those in agreement with a quiet on-road route from Athens Street to Gorsey Mount Street and St Mary's Way include:
- Very supportive, widened link to Gorsey Mount Street very useful and provides a more logical onward route towards Offerton, particularly avoiding the dangerous entrance roads to car showrooms along St Mary's Way where cycles don't have priority.
- 2.49. There were no comments received from those who disagree with a quiet on-road route from Athens Street to Gorsey Mount Street and St Mary's Way.

St Mary's Way Crossing

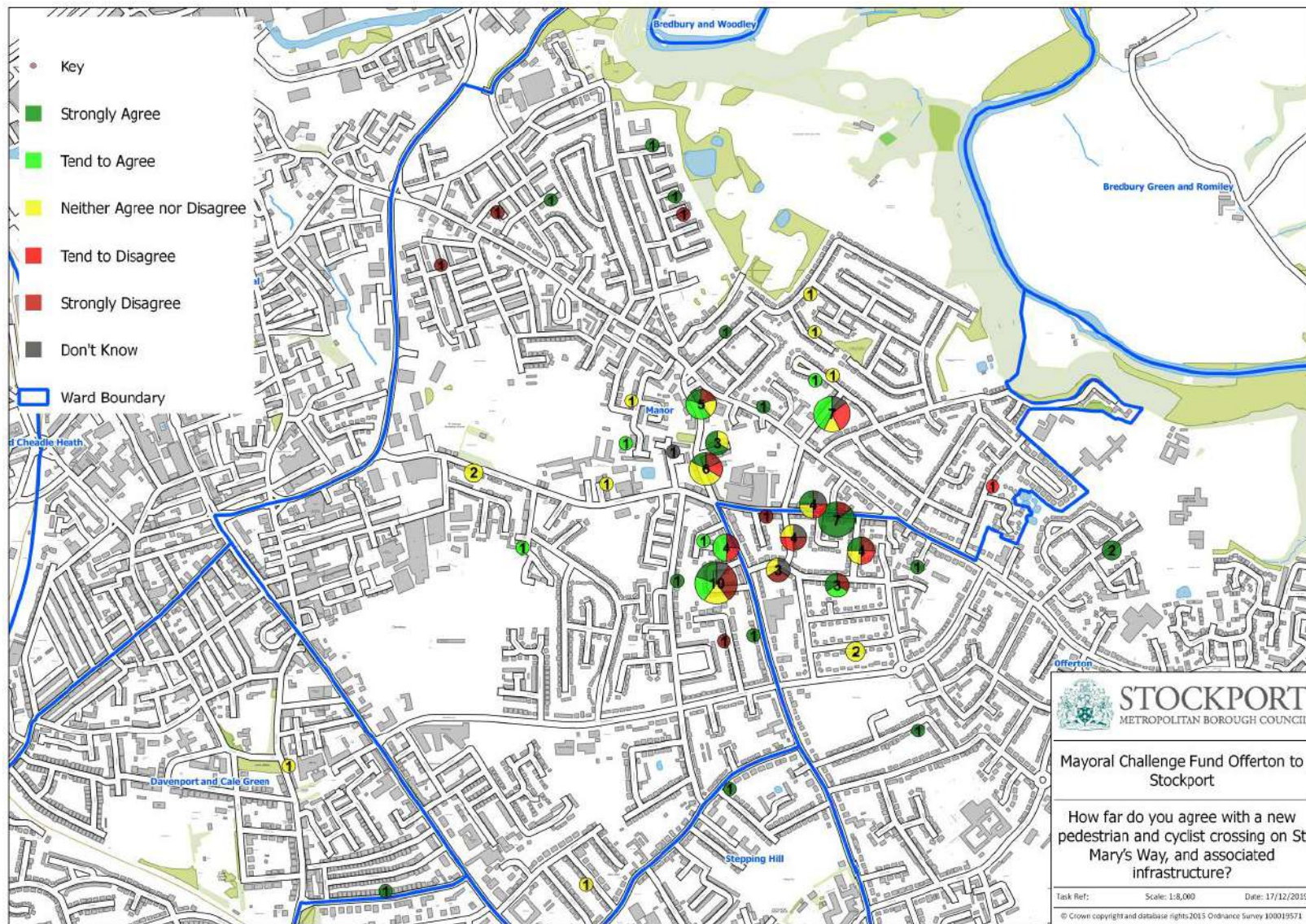
- 2.50. As shown by **Figure 2.10a** below, based on the response forms the majority of respondents agreed with the proposals for a new pedestrian and cyclist crossing on St Mary's Way, and associated infrastructure. Of the 161 respondents to this question 55% (89) agreed and 20% (32) disagreed, 25% (40) neither agreed nor disagreed or didn't know.

Figure 2.10a – St Mary's Way Crossing



- 2.51. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.10b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.10b – St Mary's Way Crossing by Postcode

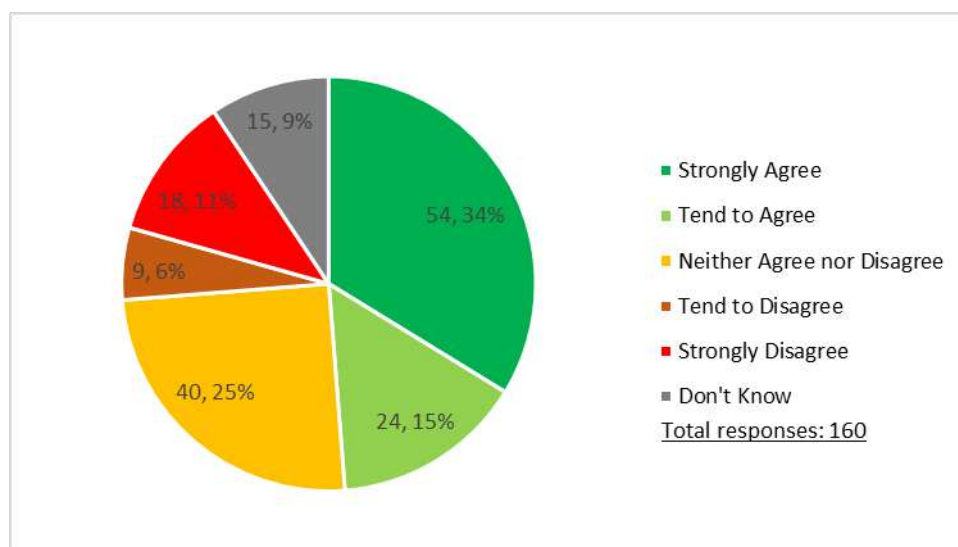


- 2.52. As shown by **Figure 2.10b** the majority of those that disagreed with the proposals did not live in the immediate vicinity of the proposals.
- 2.53. There were no comments received from those in agreement with a new pedestrian and cyclist crossing on St Mary's Way, and associated infrastructure.
- 2.54. General comments by those who disagree with a new pedestrian and cyclist crossing on St Mary's Way, and associated infrastructure include:
- Concerned at the proximity of the proposed new crossing of St Mary's Way to the junction with Hall St. and the congestion this may cause.
- 2.55. Other comments made by those with regards a new pedestrian and cyclist crossing on St Mary's Way, and associated infrastructure include:
- Possible conflict between cycles on St Mary's Way and those waiting at the crossing.
 - The crossing should have buttons that are accessible without dismounting.
 - The existing refuge should be retained within the controlled crossing layout.
 - There does not seem to be any valid reason to exclude equestrians from this scheme and simply need to add signage and a Pegasus crossing

Upper Brook Street - Waterloo Road

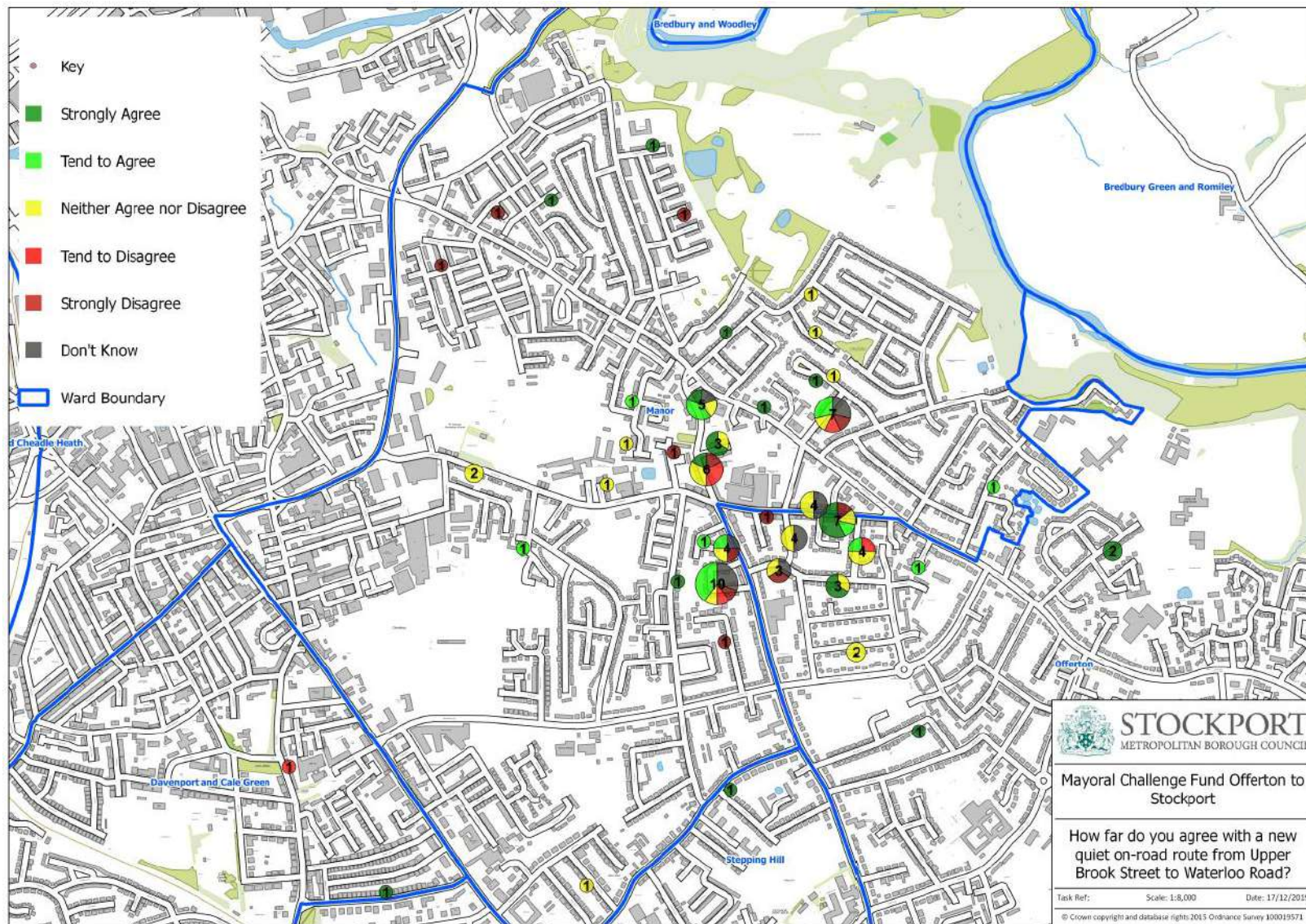
- 2.56. As shown by **Figure 2.11a** below, based on the response forms the relative majority of respondents agreed with the proposals for a new quiet on-road route from Upper Brook Street to Waterloo Road. Of the 160 respondents to this question 49% (78) agreed and 17% (27) disagreed, 34% (55) neither agreed nor disagreed or didn't know.

Figure 2.11a – Upper Brook Street - Waterloo Road



- 2.57. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.11b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.11b – Upper Brook Street - Waterloo Road by Postcode

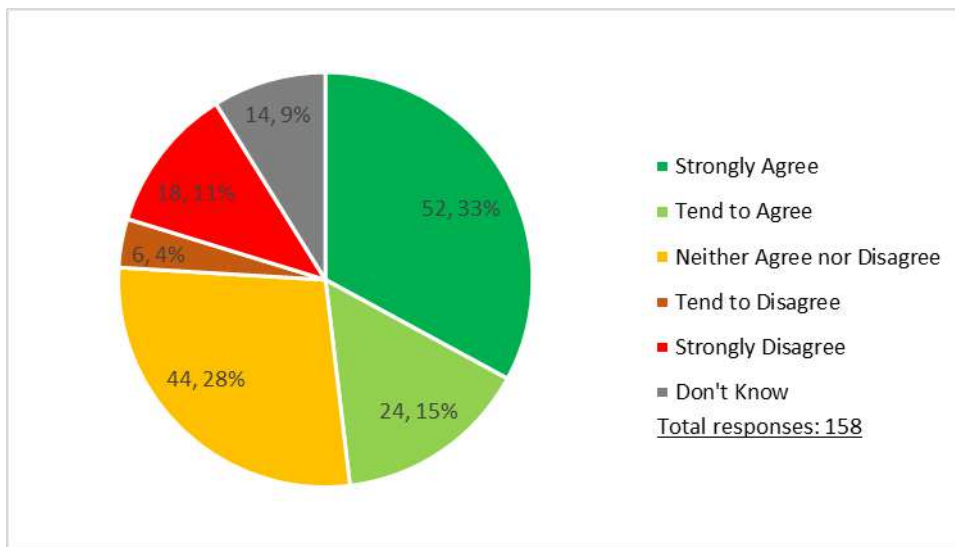


- 2.58. As shown by **Figure 2.11b** the majority of those that disagreed with the proposals did not live in the immediate vicinity of the proposals.
- 2.59. There were no general comments from those in agreement with a new quiet on-road route from Upper Brook Street to Waterloo Road.
- 2.60. There were no general comments from those that disagree with a new quiet on-road route from Upper Brook Street to Waterloo Road.

Waterloo Road Crossing

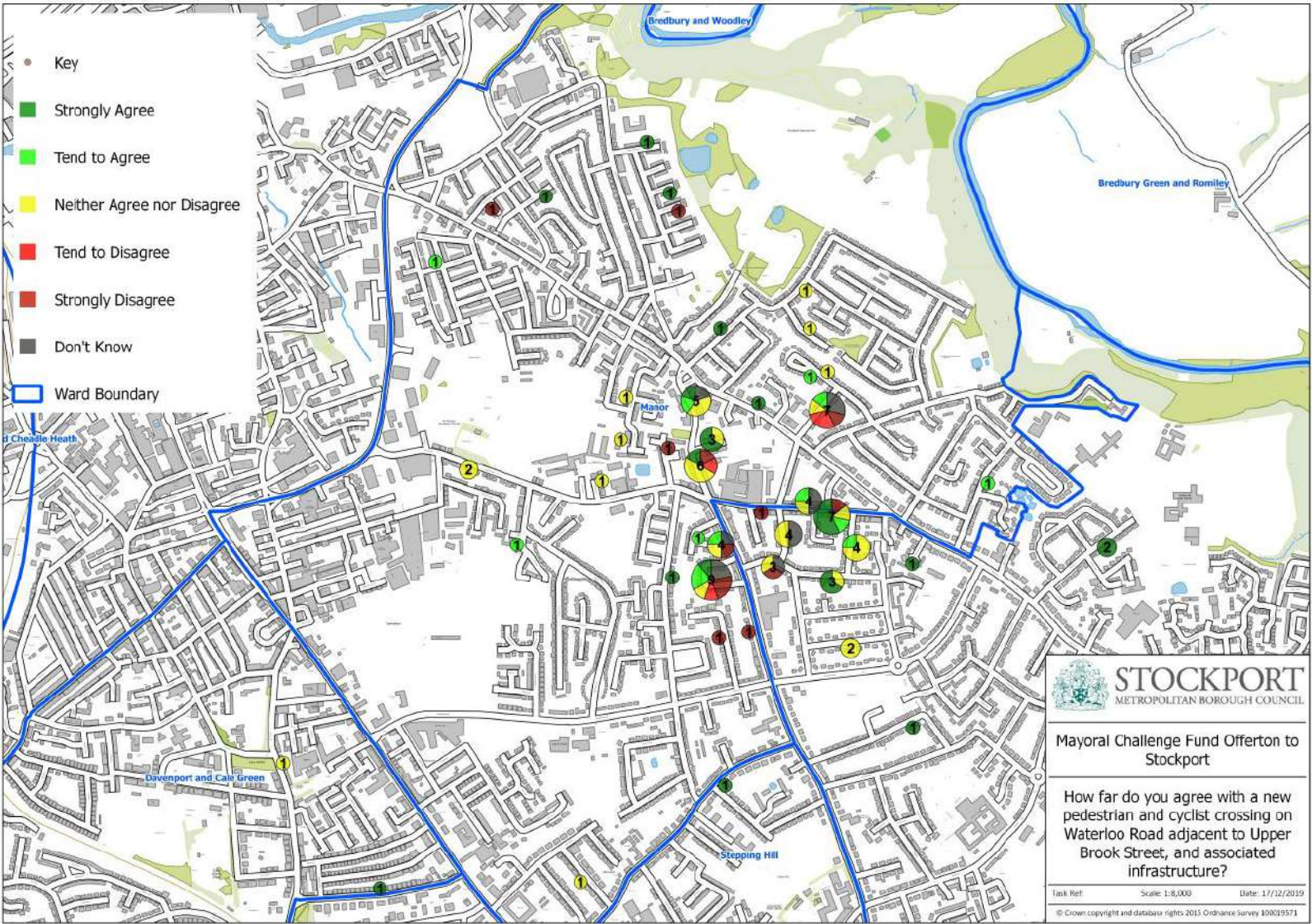
- 2.61. As shown by **Figure 2.12a** below, based on the response forms the relative majority of respondents agreed with the proposals for a new pedestrian and cyclist crossing on Waterloo Road adjacent to Upper Brook Street, and associated infrastructure. Of the 158 respondents to this question 48% (76) agreed and 15% (24) disagreed, 37% (58) neither agreed nor disagreed or didn't know.

Figure 2.12a – Waterloo Road Crossing



- 2.62. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.12b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.12b – Waterloo Road Crossing by Postcode

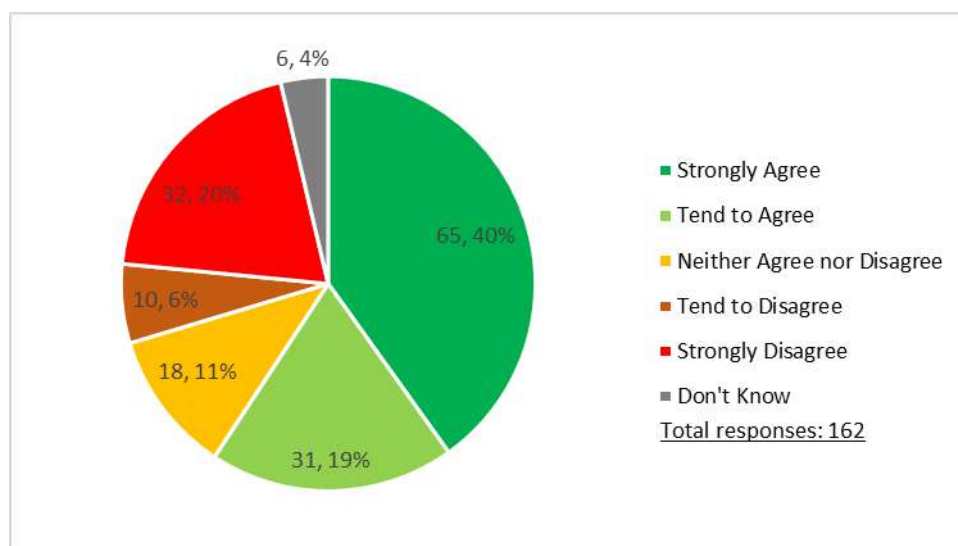


- 2.63. As shown by **Figure 2.12b** the majority of those that disagreed with the proposals did not live in the immediate vicinity of the proposals.
- 2.64. No general comments were received from those in agreement with a new pedestrian and cyclist crossing on Waterloo Road adjacent to Upper Brook Street, and associated infrastructure.
- 2.65. General comments by those who disagree with a new pedestrian and cyclist crossing on Waterloo Road adjacent to Upper Brook Street, and associated infrastructure include:
- The transition from the shared foot/cycleway onto Hopes Carr is poor. This type of transition from shared space to road is a common situation that needs a better solution. Continuous footway/cyclepath across Hopes Carr would help.
- 2.66. Other comments made by those with regards a new pedestrian and cyclist crossing on Waterloo Road adjacent to Upper Brook Street, and associated infrastructure include:
- A parallel zebra crossing would be better to achieve a continuous-feeling cycle route and make this area feel more like a “neighbourhood”, otherwise most cyclists are likely not to bother waiting for the toucan lights phase.

Hempshaw Lane Crossing

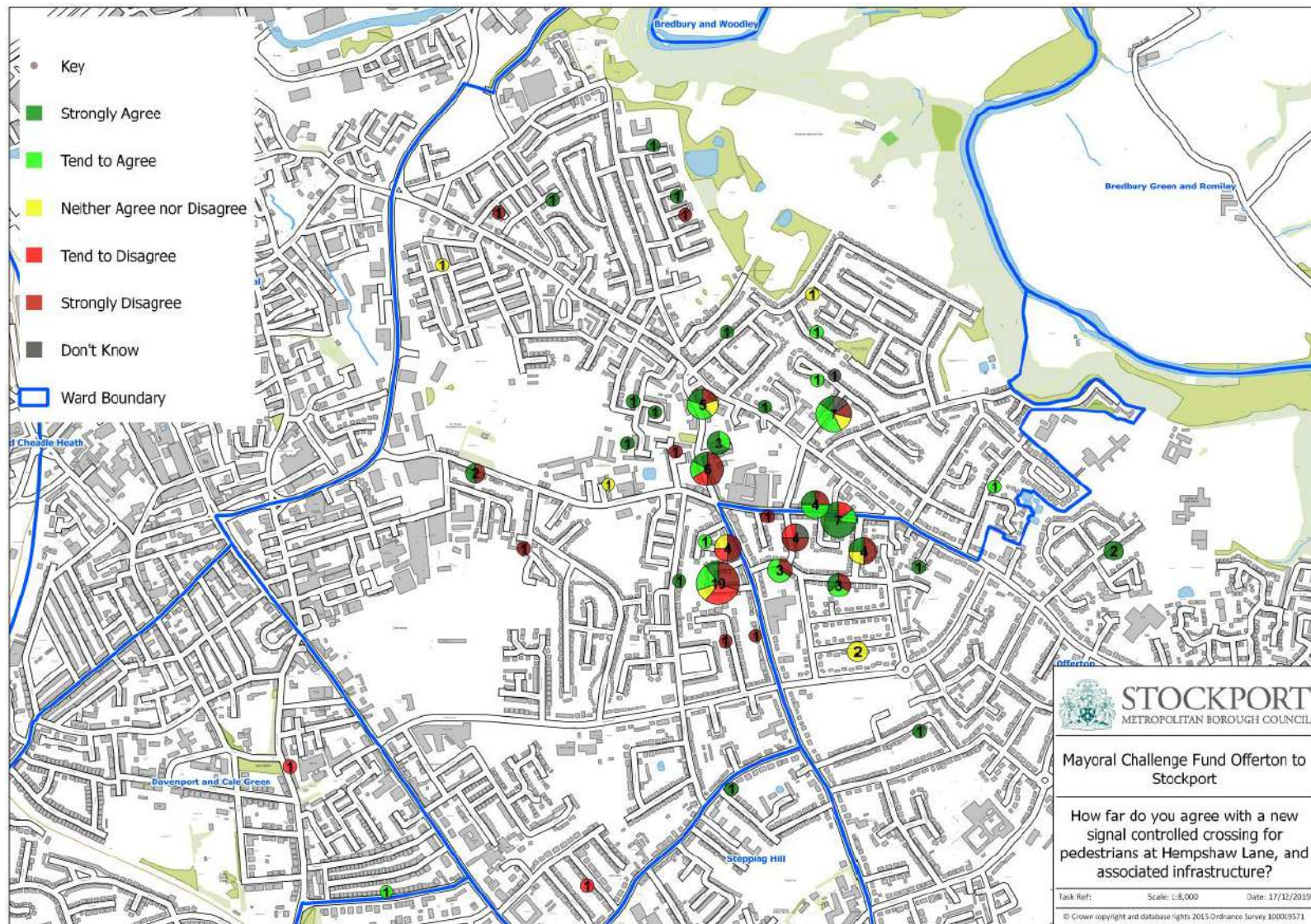
- 2.67. As shown by **Figure 2.13a** below, based on the response forms the majority of respondents agreed with the proposals for a new signal controlled crossing for pedestrians at Hempshaw Lane, and associated infrastructure. Of the 162 respondents to this question 59% (96) agreed and 26% (42) disagreed, 15% (24) neither agreed nor disagreed or didn't know.

Figure 2.13a – Hempshaw Lane Crossing



- 2.68. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.13b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.13b – Hempshaw Lane Crossing by Postcode

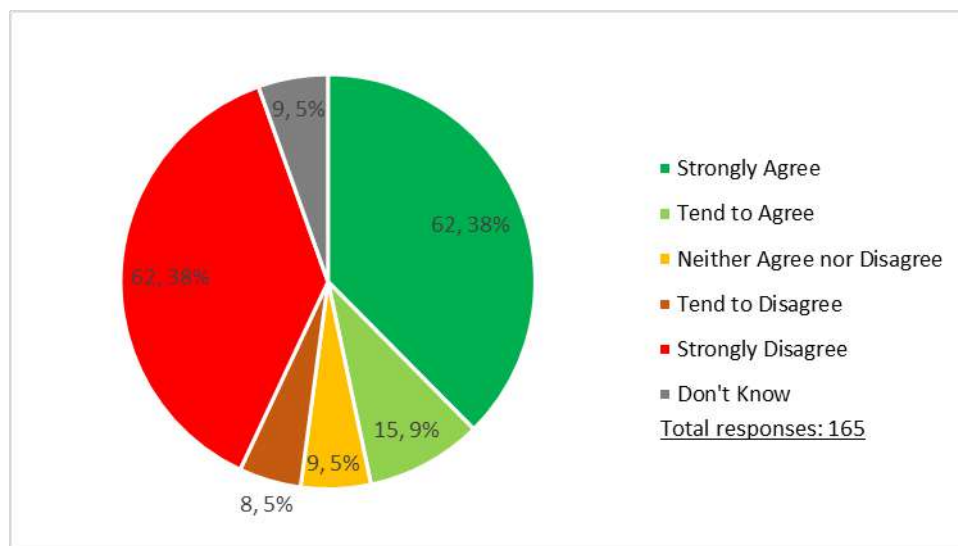


- 2.69. As shown by **Figure 2.13b** the majority of those that disagreed with the proposals did not live in the immediate vicinity of the proposals.
- 2.70. General comments by those in agreement with a new signal controlled crossing for pedestrians at Hempshaw Lane, and associated infrastructure include:
- In support of the toucan crossing on Hempshaw Lane.
- 2.71. General comments by those who disagree with a new signal controlled crossing for pedestrians at Hempshaw Lane, and associated infrastructure include:
- Loss of parking spaces will cause overspill on to side roads that are already at capacity.

Finger Post Junction

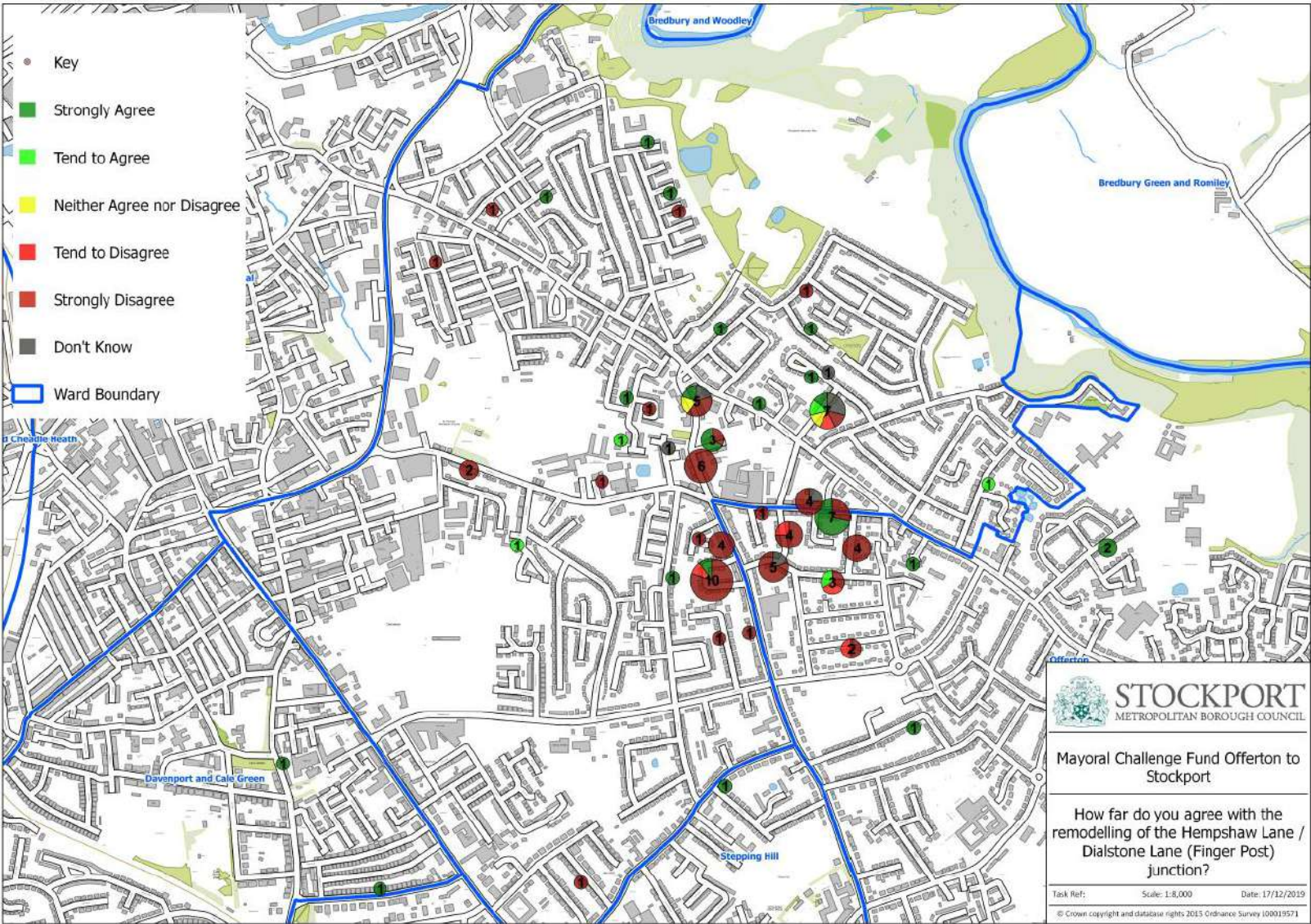
- 2.72. As shown by **Figure 2.14a** below, based on the response forms the relative majority of respondents agreed with the proposals for the remodelling of the Hempshaw Lane / Dialstone Lane (Finger Post) junction. Of the 165 respondents to this question 47% (77) agreed and 43% (70) disagreed, 10% (18) neither agreed nor disagreed or didn't know.

Figure 2.14a – Finger Post Junction



- 2.73. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.14b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.14b – Finger Post Junction by Postcode

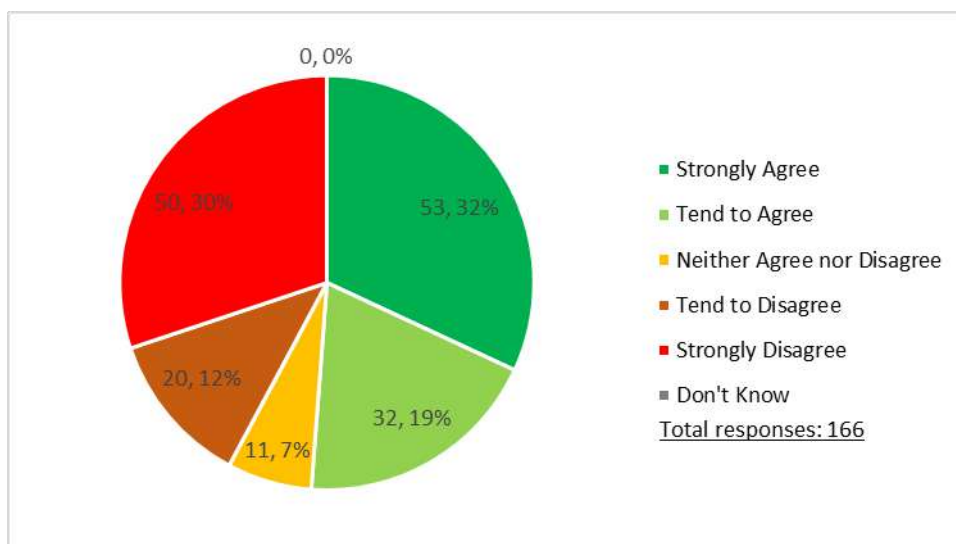


- 2.74. As shown by **Figure 2.14b** a high proportion of those respondents that disagreed with the proposals live locally and would be directly impacted by the proposals.
- 2.75. General comments by those in agreement with the remodelling of the Hempshaw Lane / Dialstone Lane (Finger Post) junction include:
- The junction needs to be improved.
- 2.76. General comments by those who disagree with the remodelling of the Hempshaw Lane / Dialstone Lane (Finger Post) junction include:
- The banned right turn will result in increased traffic congestion.
 - The banned right turn will result in rat running on Knypersley Avenue and other side roads.
 - Waste of money.
 - The crossing facilities are fine as they are.
- 2.77. Other comments made by those with regards the remodelling of the Hempshaw Lane / Dialstone Lane (Finger Post) junction include:
- A right turn filter would improve the junction and resolve the issue of right turning vehicles blocking the ahead movement.

Pleasant Places

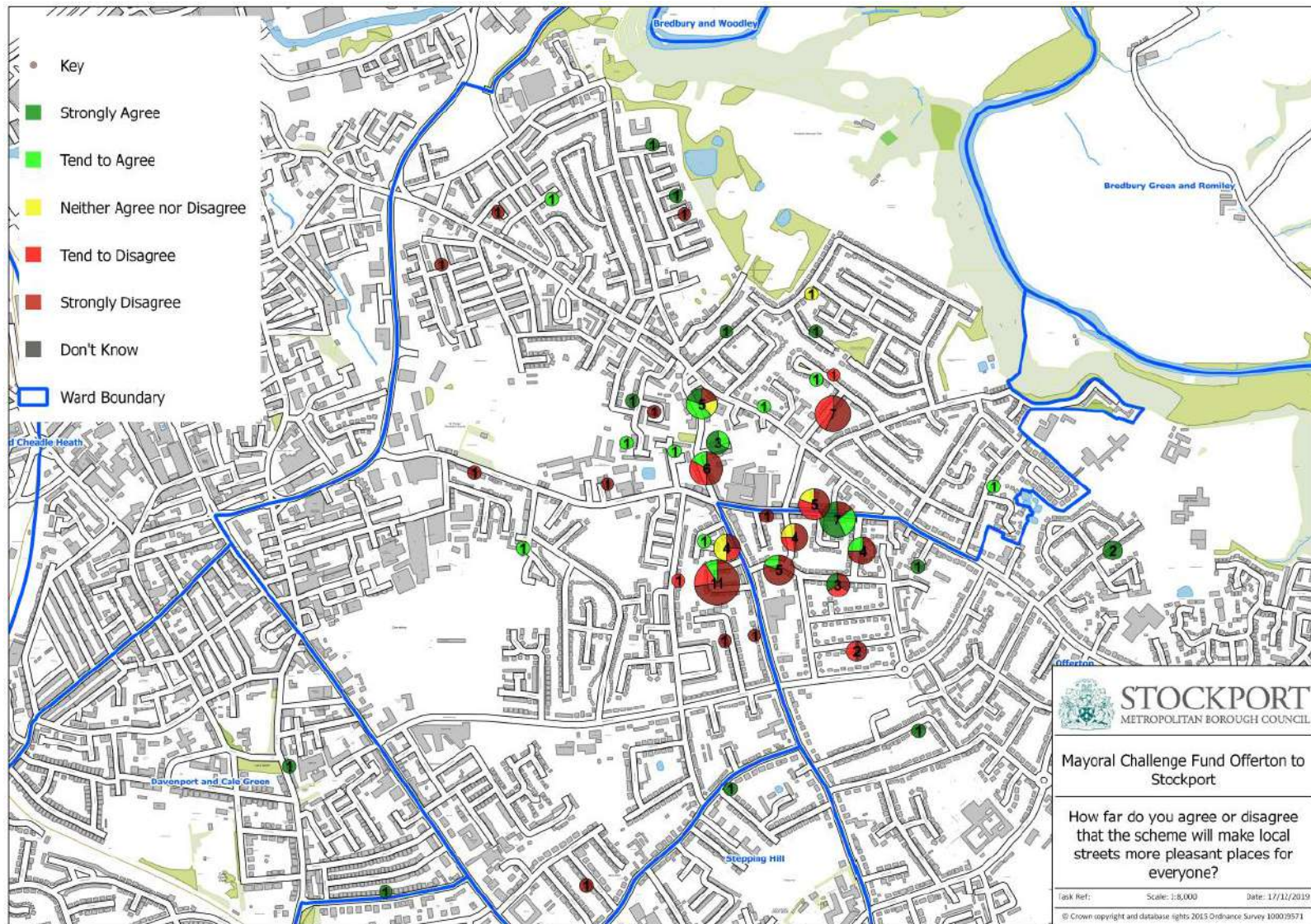
- 2.78. As shown by **Figure 2.15a** below, based on the response forms the majority of respondents agreed the Offerton to Stockport scheme would make local streets more pleasant places for everyone. Of the 166 respondents to this question 51% (85) agreed and 42% (70) disagreed, 7% (11) neither agreed nor disagreed.

Figure 2.15a – Pleasant Places



- 2.79. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.15b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.15b – Pleasant Places by Postcode



- 2.80. As shown by **Figure 2.15b**, the majority of those the disagreed that the proposals make the local streets more pleasant places for everyone lived close to the proposed Worsley Crescent one way system, the Salcombe Road one way system or the Fingerpost Junction.

General Comments

- 2.81. General comments received regarding the Offerton to Stockport scheme include:
- There is a speeding issue on Banks Lane and traffic calming is needed.
 - Parking restrictions are needed on Hempshaw Lane between Marple Road and Dialstone Lane.

Stakeholder Responses

- 2.82. No responses were received from Stakeholders in the scheme.

Petitions

- 2.83. A petition signed by 62 people has been received which asks for further consultation opportunity and further involvement in the design process at public meetings.
- 2.84. An online petition signed by 214 people requests further, detailed and more inclusive consultation before any major changes take place.

Annex viii – Hazel Grove Links

1. Introduction

- 1.1. The following summarises the volume and content of responses received relating to the Hazel Grove Links scheme proposals.

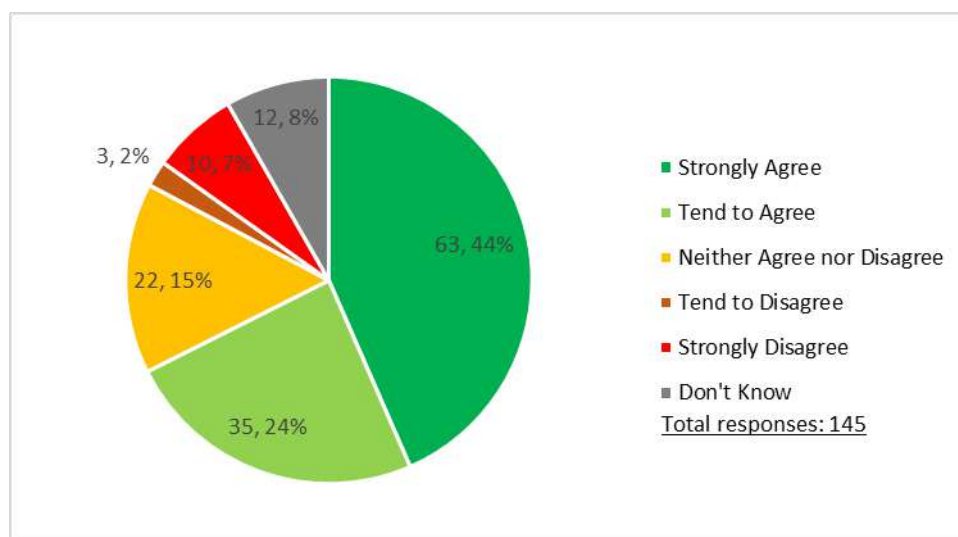
2. Consultation Response – Hazel Grove Links

- 2.1. Due to a technical incident, responses to the question regarding level of support for the principle of the Hazel Grove Links scheme were not recorded.

Lowick Close Path and Wheeling Ramp

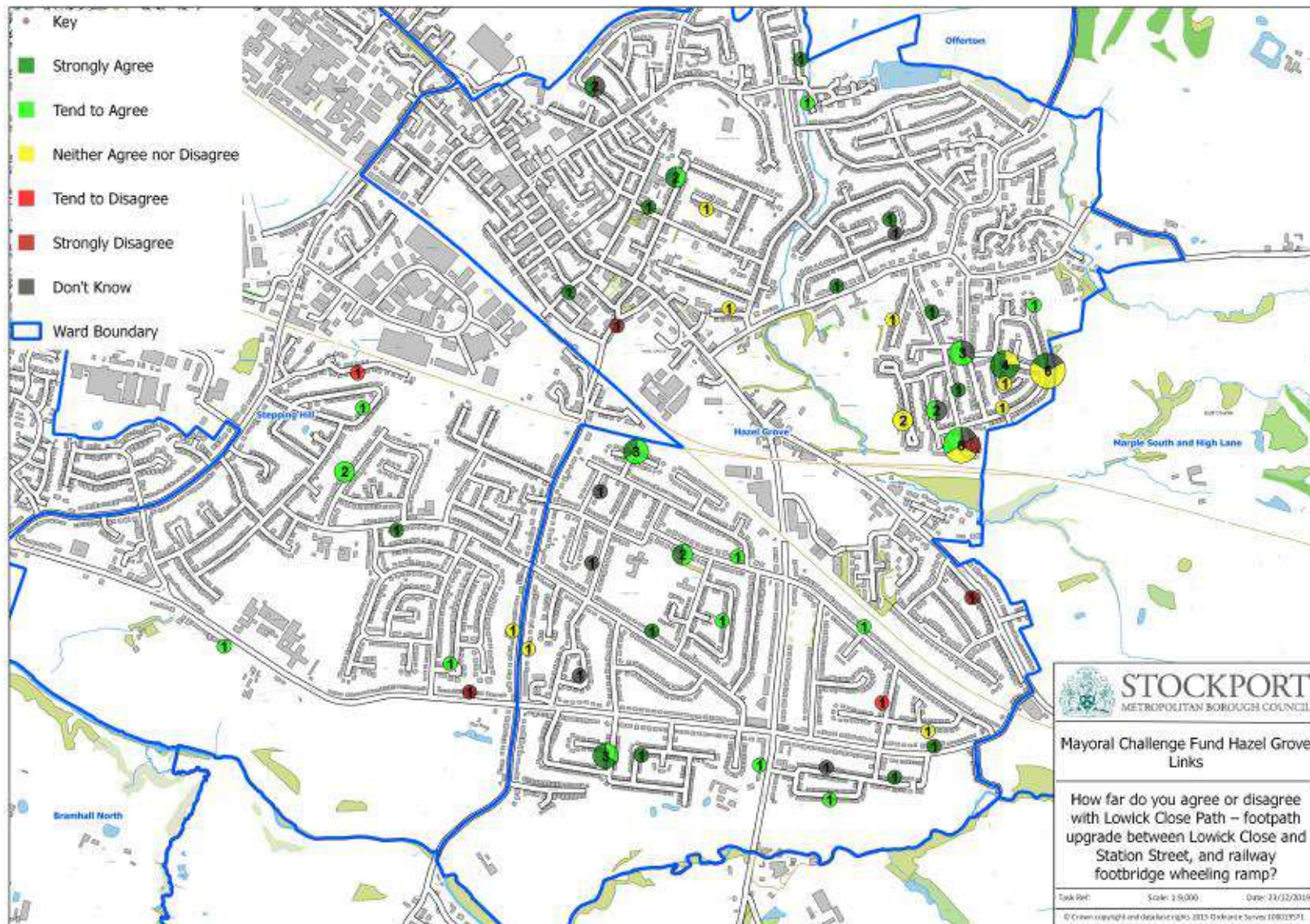
- 2.2. As shown by **Figure 2.2a** below, based on the response forms the majority of respondents agreed with the proposals for a footpath upgrade between Lowick Close and Station Street, and railway footbridge wheeling ramp. Of the 145 respondents to this question 68% (98) agreed and 9% (13) disagreed, 23% (34) neither agreed nor disagreed or didn't know.

Figure 2.2a – Lowick Close Path and Wheeling Ramp



- 2.3. The above responses have been further analysed to determine respondents' opinion in relation to where they live; Figure **2.2b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.2b – Lowick Close Path and Wheeling Ramp by Postcode

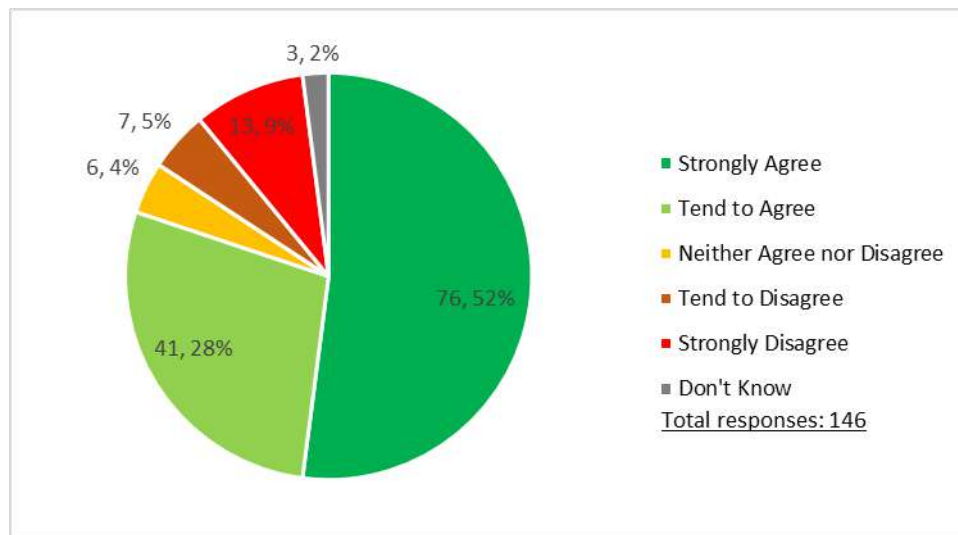


- 2.4. As shown by Figure **2.2b**, a high proportion of respondents who live locally agree with the proposals.
- 2.5. General comments by those in agreement with the proposals for a footpath upgrade between Lowick Close and Station Street, and railway footbridge wheeling ramp include:
- ‘As one of three houses on Hatherlow Lane next to the bridge we strongly approve the proposals. A litter bin would be extremely welcome as we regularly pick up peoples rubbish they drop on the floor. Please can you paint over the graffiti on the bridge.’
- 2.6. General comments by those who disagree with the proposals for a footpath upgrade between Lowick Close and Station Street, and railway footbridge wheeling ramp include:
- ‘The wheeling ramp (as opposed to a proper cycle ramp) will reduce the amount of usage of this scheme.’
- 2.7. Other comments made by those with regards to the proposals for a footpath upgrade between Lowick Close and Station Street, and railway footbridge wheeling ramp include:
- ‘What about a way to get prams over the railway bridge? There’s a nursery on Newby Road but parents aren’t encouraged to pick up children on foot because of carrying prams over the bridge.’

Torkington Park

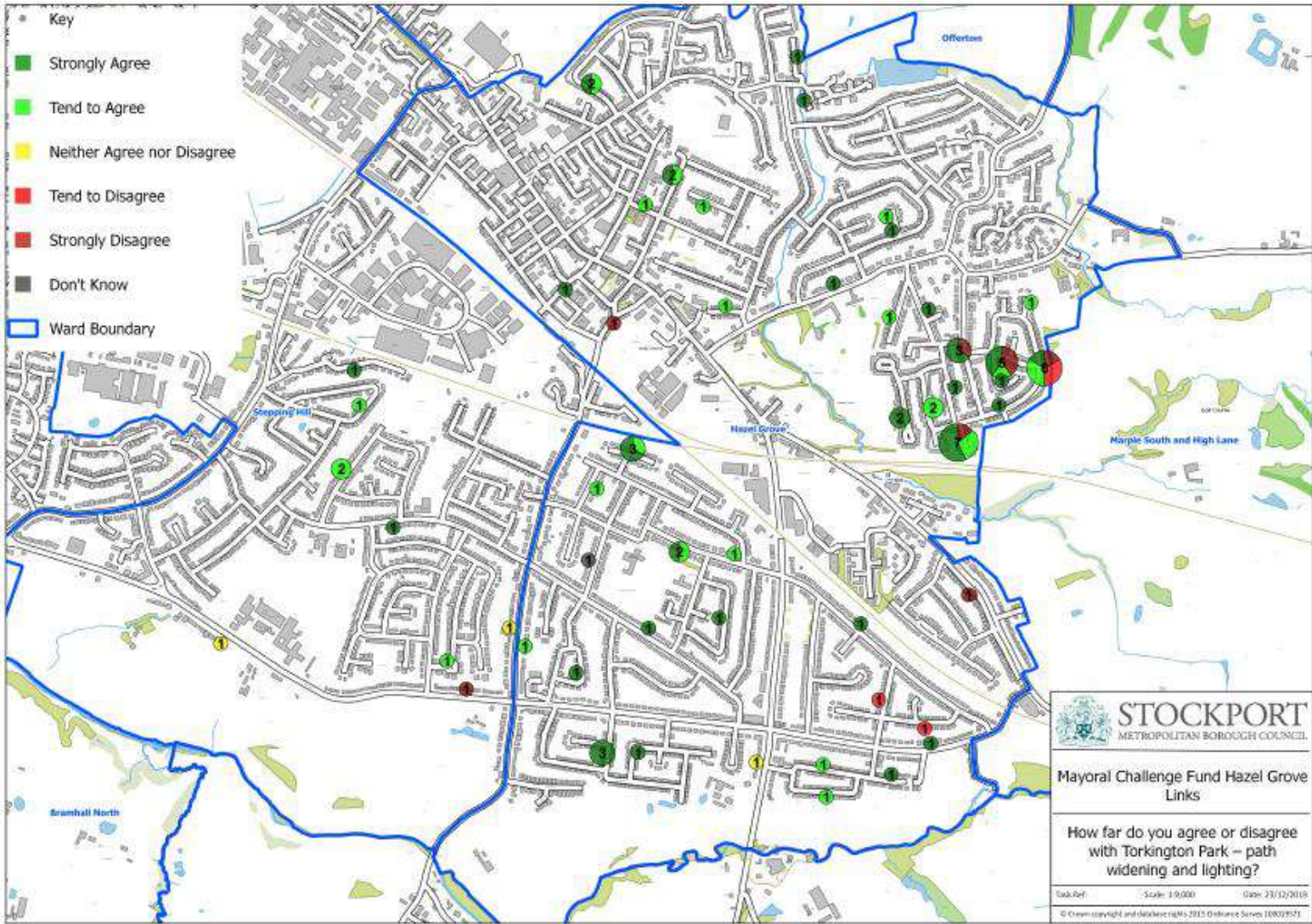
- 2.8. As shown by **Figure 2.3a** below, based on the response forms the majority of respondents agreed with the proposals for path widening and lighting in Torkington Park. Of the 146 respondents to this question 80% (117) agreed and 14% (20) disagreed, 6% (9) neither agreed nor disagreed or didn’t know.

Figure 2.3a – Torkington Park



- 2.9. The above responses have been further analysed to determine respondents’ opinion in relation to where they live; Figure **2.3b** below presents the response in relation to respondents’ home post code when it was provided in full.

Figure 2.3b – Torkington Park by Postcode

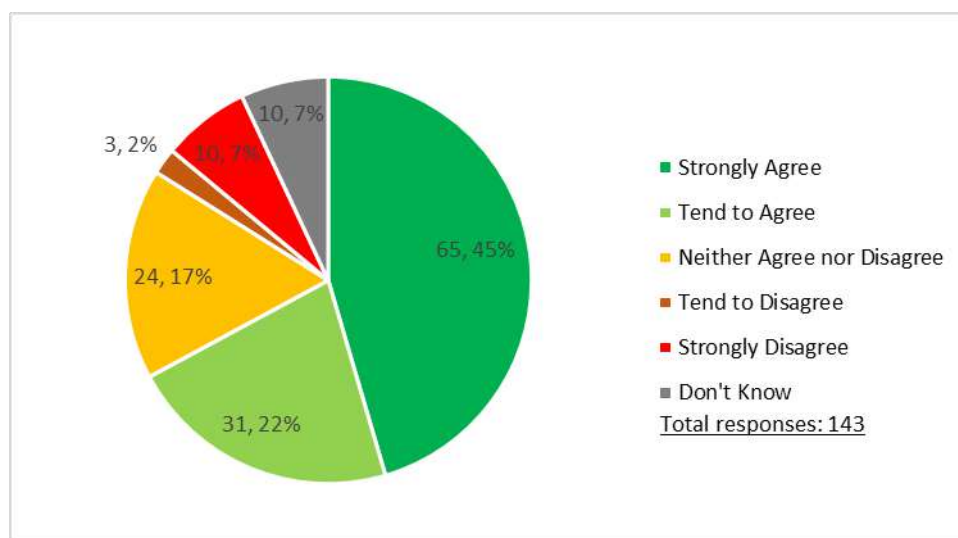


- 2.10. As shown by Figure **2.3b**, a high proportion of respondents who live locally strongly agree with the proposals.
- 2.11. General comments by those in agreement with the proposals for path widening and lighting in Torkington Park include:
- ‘The lighting is much needed as it is difficult to travel through the park in the winter during the evening as there are minimal sources of other light and it is hard to see. Also the path needs widening as lots of dog walker use it and they can very easily block the path especially if dogs are not on leads.’
- 2.12. General comments by those who disagree with the proposals for path widening and lighting in Torkington Park include:
- ‘I am concerned lighting in Torkington Park will enable vandals to see better, and enable better destruction.’
- 2.13. Other comments made by those with regards to the proposals for path widening and lighting in Torkington Park include:
- ‘The lights should be switch off at around 10pm’
 - ‘Concerns over the lighting in the park and light pollution. I think they should be turned off at an appropriate time not left on all night.’

A6 / Brook Street

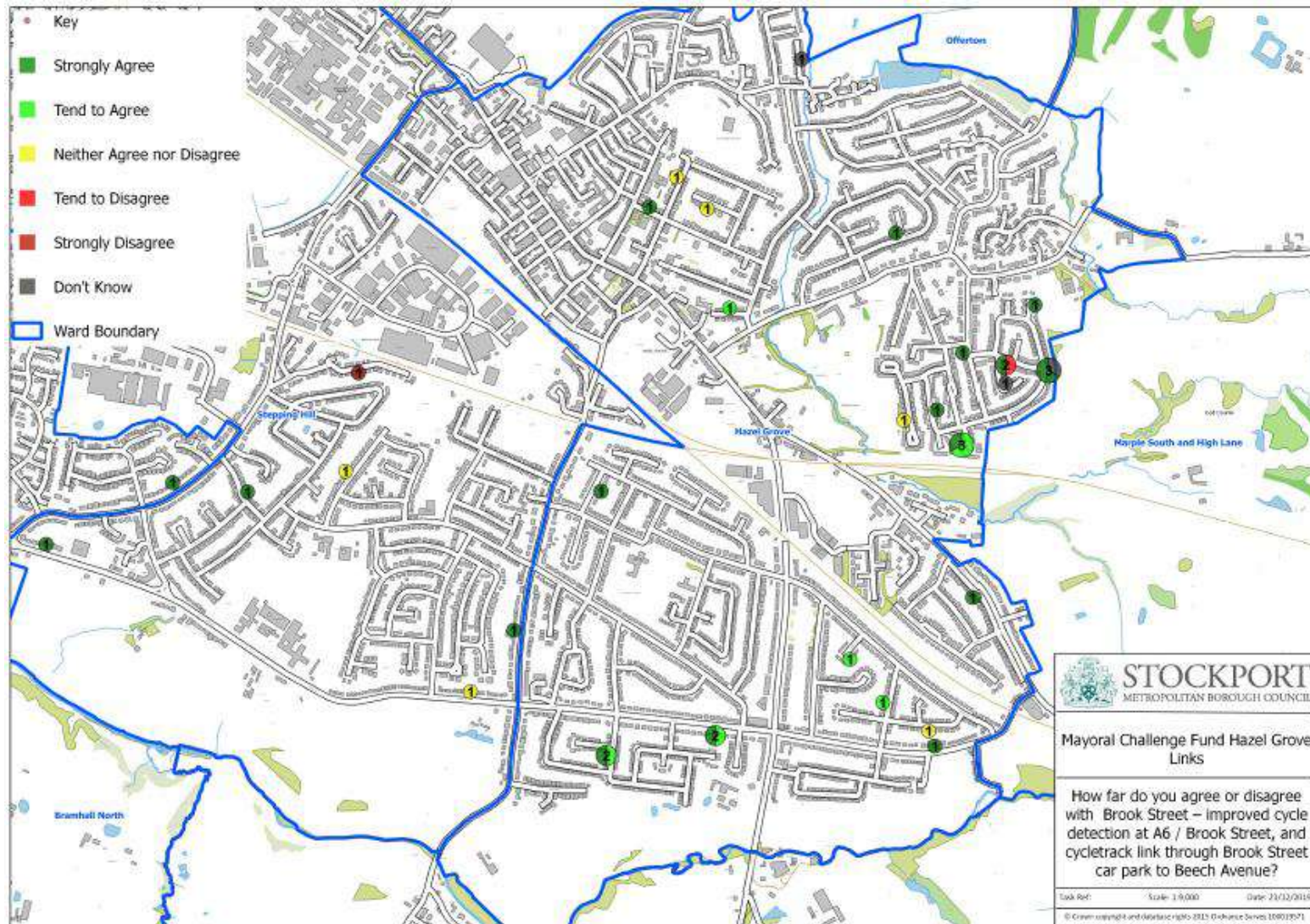
- 2.14. As shown by **Figure 2.4a** below, based on the response forms the majority of respondents agreed with the proposals for improved cycle detection at A6 / Brook Street, and cycletrack link through Brook Street car park to Beech Avenue. Of the 143 respondents to this question 67% (96) agreed and 9% (13) disagreed, 24% (34) neither agreed nor disagreed or didn't know.

Figure 2.4a – A6 / Brook Street



- 2.15. The above responses have been further analysed to determine respondents' opinion in relation to where they live; Figure **2.4b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.4b – A6 / Brook Street by Postcode

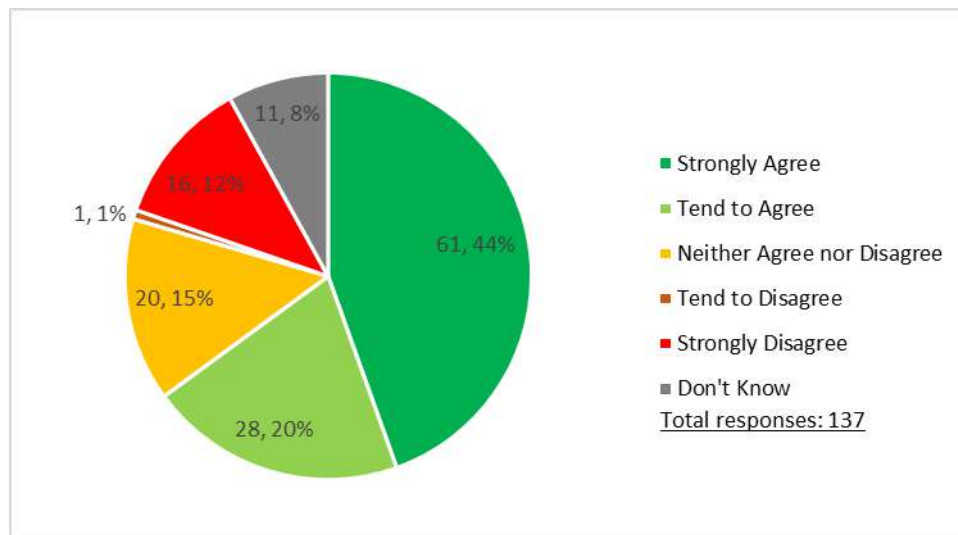


- 2.16. As shown by Figure **2.4b**, a high proportion of respondents who live locally agree with the proposals.
- 2.17. No comments were left by those in agreement with the proposals for improved cycle detection at A6 / Brook Street, and cycletrack link through Brook Street car park to Beech Avenue.
- 2.18. General comments by those who disagree with the proposals for improved cycle detection at A6 / Brook Street, and cycle track link through Brook Street car park to Beech Avenue include:
- 'The entry onto the A6 has no sightline to see pedestrians approaching from the left. Very dangerous.'
- 2.19. Other comments made by those with regards to the proposals for improved cycle detection at A6 / Brook Street, and cycle track link through Brook Street car park to Beech Avenue include:
- The barrier is inconvenient and provides poor access. It needs to be removed or improved.

Wild Street / Marsland Street Filter Point

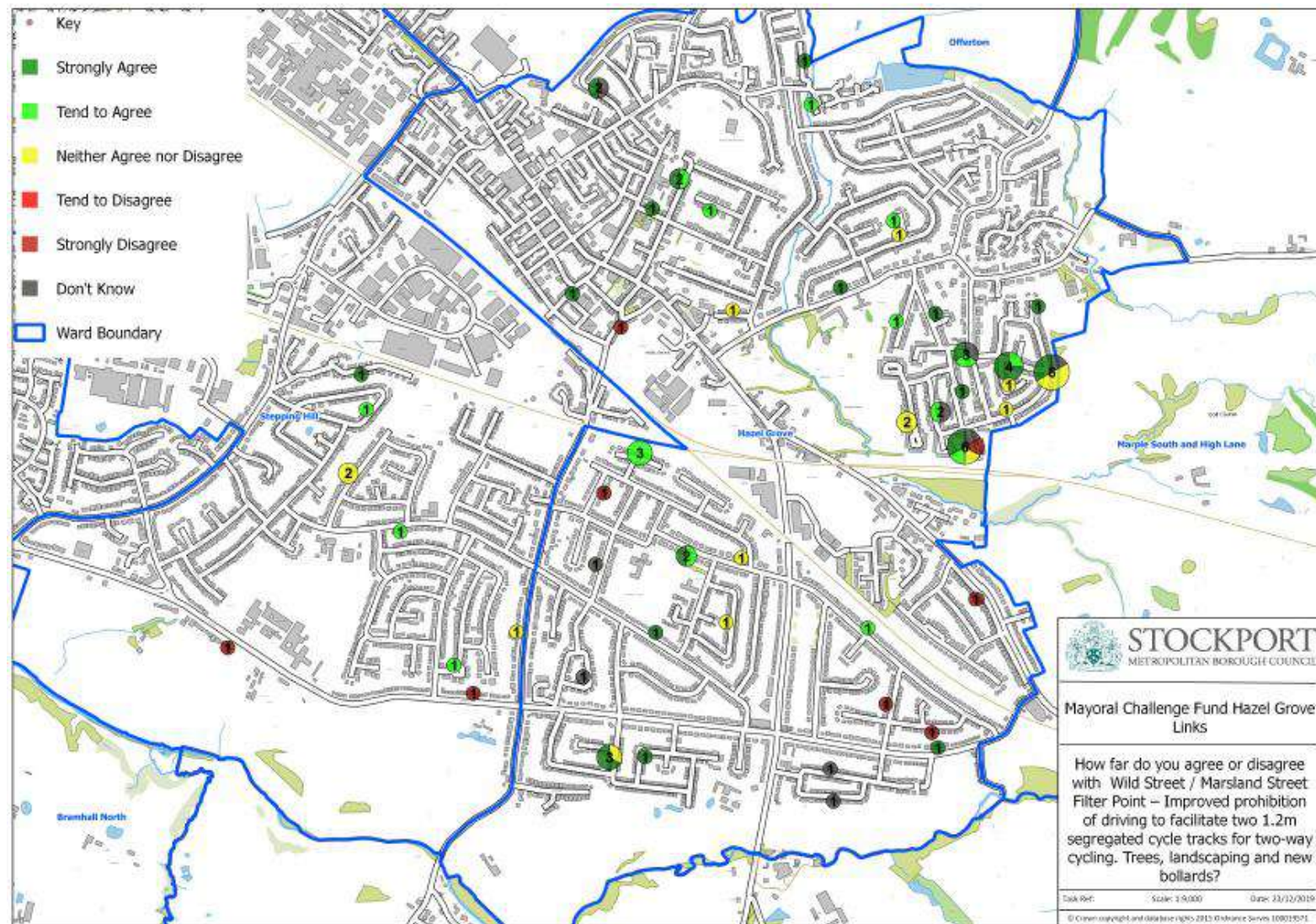
- 2.20. As shown by **Figure 2.5a** below, based on the response forms the majority of respondents agreed with the proposals for the Wild Street / Marsland Street Filter Point including improved prohibition of driving to facilitate two 1.2m segregated cycle tracks for two-way cycling, trees, landscaping and new bollards. Of the 137 respondents to this question 64% (89) agreed and 13% (17) disagreed, 23% (31) neither agreed nor disagreed or didn't know.

Figure 2.5a – Wild Street / Marsland Street Filter Point



- 2.21. The above responses have been further analysed to determine respondents' opinion in relation to where they live; Figure **2.5b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.5b – Wild Street / Marsland Street Filter Point by Postcode

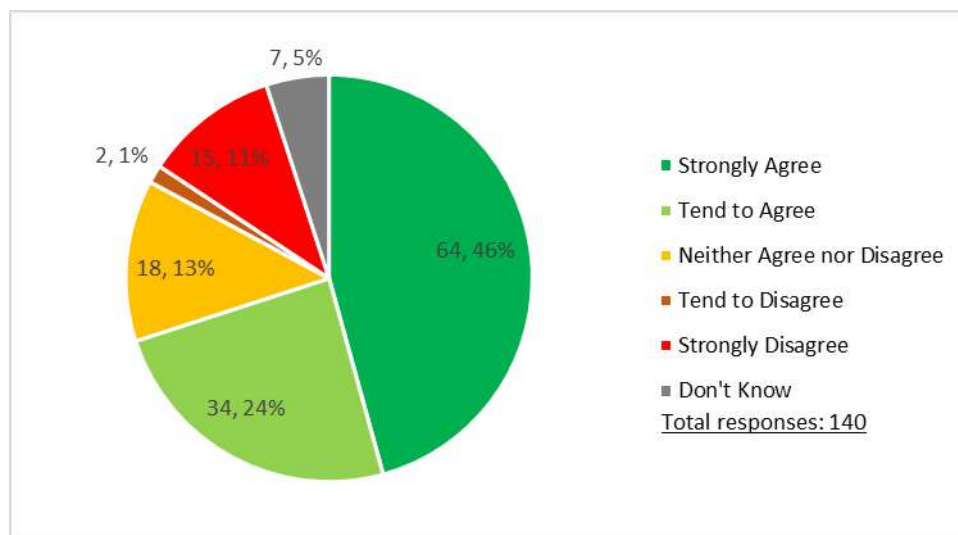


- 2.22. As shown by Figure **2.5b**, a high proportion of respondents who live locally agree with the proposals.
- 2.23. No comments were left by those in agreement with the proposals for the Wild Street / Marsland Street Filter Point including improved prohibition of driving to facilitate two 1.2m segregated cycle tracks for two-way cycling, trees, landscaping and new bollards.
- 2.24. General comments by those who disagree with the proposals for the Wild Street / Marsland Street Filter Point including improved prohibition of driving to facilitate two 1.2m segregated cycle tracks for two-way cycling, trees, landscaping and new bollards include:
- 'The restrictions at Marsland Street, Mill Lane and Neville Street are functional as it is, why not spend the funds to add more benefits.
- 2.25. Other comments made by those with regards to the proposals for the Wild Street / Marsland Street Filter Point including improved prohibition of driving to facilitate two 1.2m segregated cycle tracks for two-way cycling, trees, landscaping and new bollards include:
- The street is already filtered with simple bollards. The proposed work will only improve this if it prevents parked cars obstructing the filter.

Neville Street Filter Point

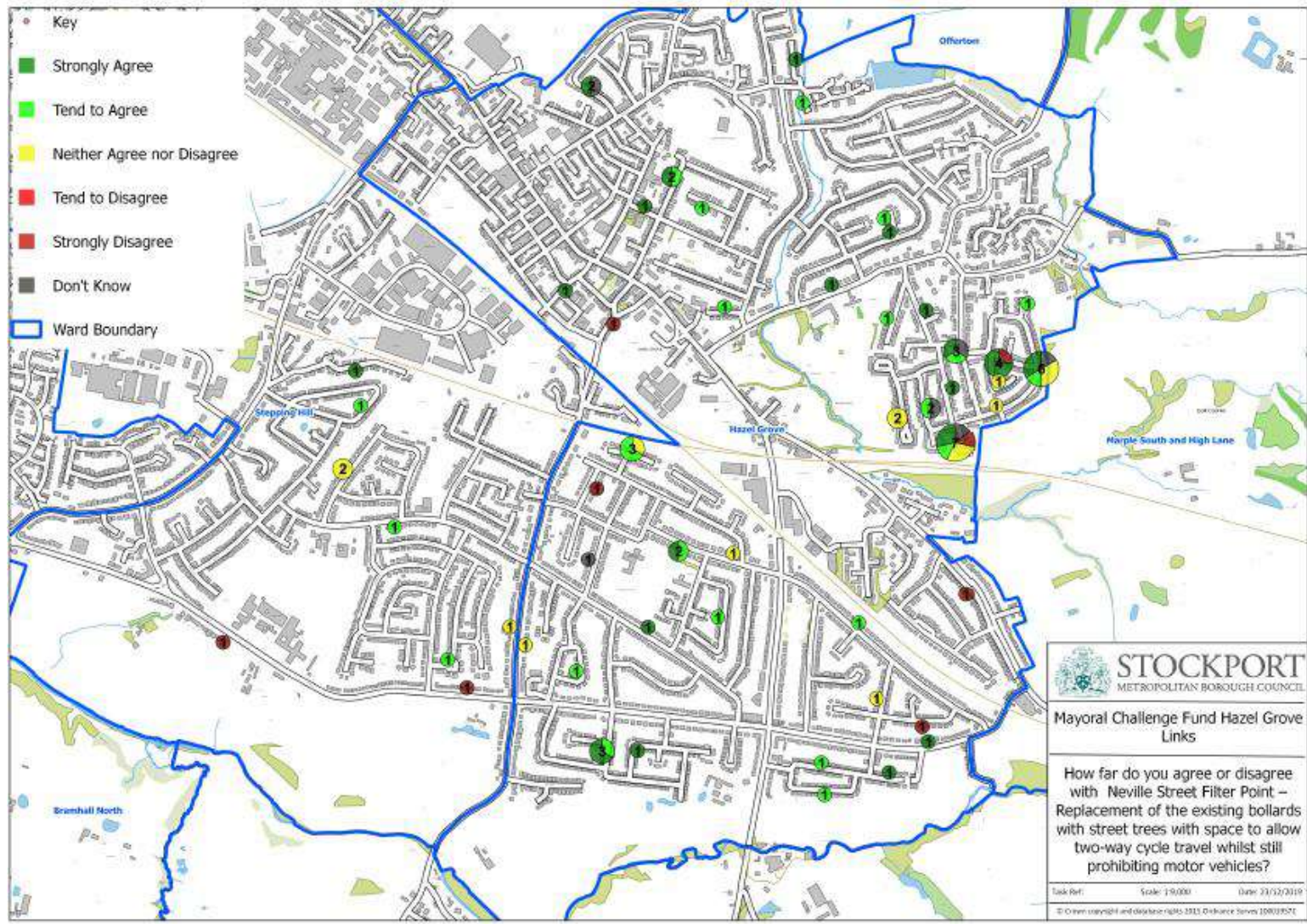
- 2.26. As shown by **Figure 2.6a** below, based on the response forms the majority of respondents agreed with the proposals for the Neville Street Filter Point including replacement of the existing bollards with street trees with space to allow two-way cycle travel whilst still prohibiting motor vehicles. Of the 140 respondents to this question 70% (98) agreed and 12% (17) disagreed, 18% (25) neither agreed nor disagreed or didn't know.

Figure 2.6a – Neville Street Filter Point



- 2.27. The above responses have been further analysed to determine respondents' opinion in relation to where they live; Figure **2.6b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.6b – Neville Street Filter Point by Postcode

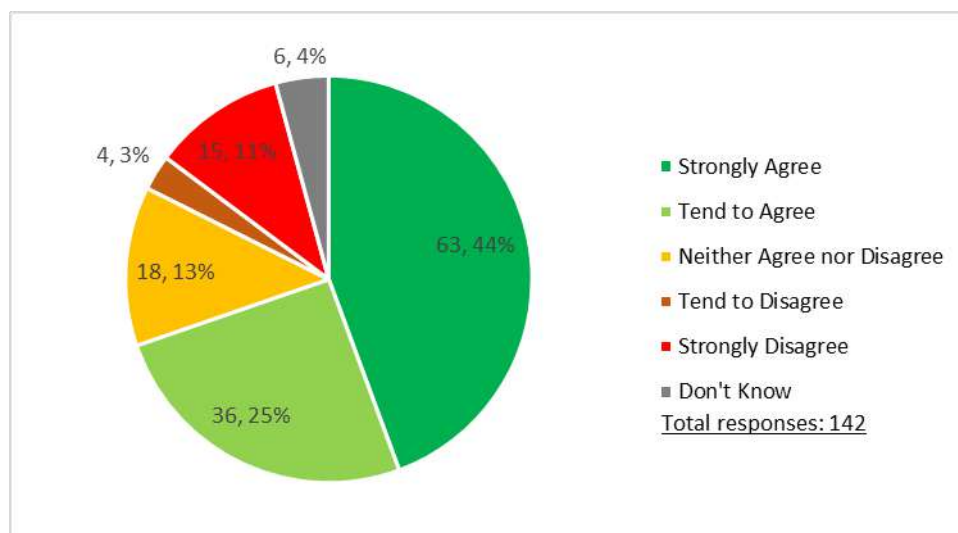


- 2.28. As shown by Figure **2.6b**, a high proportion of respondents who live locally agree with the proposals.
- 2.29. General comments by those in agreement with the proposals for the Neville Street Filter Point including replacement of the existing bollards with street trees with space to allow two-way cycle travel whilst still prohibiting motor vehicles include:
- No comments left by those that disagree with the scheme.
- 2.30. General comments by those who disagree with the proposals for the Neville Street Filter Point including replacement of the existing bollards with street trees with space to allow two-way cycle travel whilst still prohibiting motor vehicles include:
- No comments left by those that disagree with the scheme.
- 2.31. Other comments made by those with regards to the proposals for the Neville Street Filter Point including replacement of the existing bollards with street trees with space to allow two-way cycle travel whilst still prohibiting motor vehicles include:
- There will need to be enforcement on both the Neville Street and Marsland Street schemes because they are notionally cycle routes but are used as parking spaces currently.

Mill Lane Filter Point

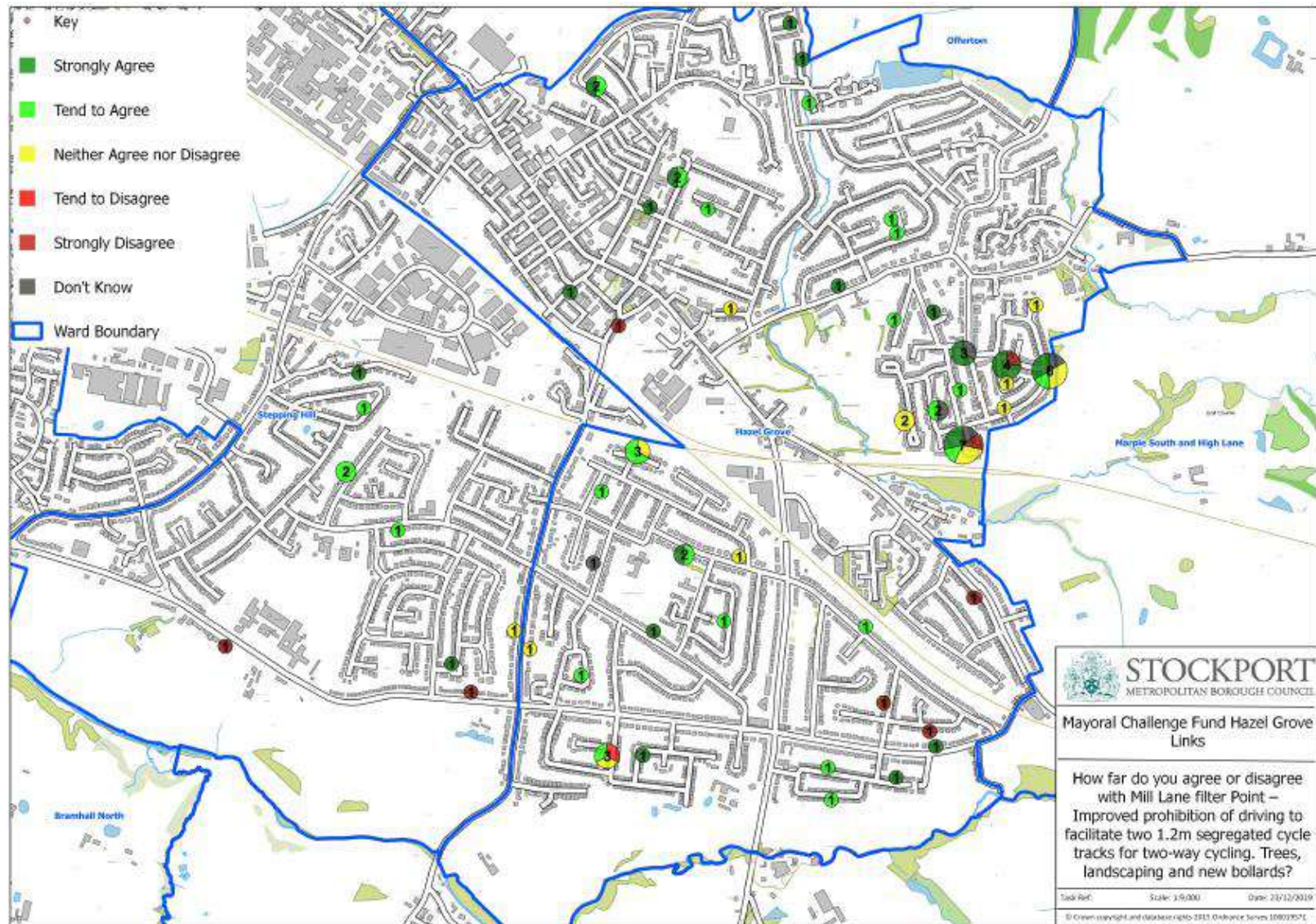
- 2.32. As shown by **Figure 2.7a** below, based on the response forms the majority of respondents agreed with the proposals for the Mill Lane Filter Point including improved prohibition of driving to facilitate two 1.2m segregated cycle tracks for two-way cycling, trees, landscaping and new bollards. Of the 142 respondents to this question 69% (99) agreed and 14% (19) disagreed, 17% (24) neither agreed nor disagreed or didn't know.

Figure 2.7a – Mill Lane Filter Point



- 2.33. The above responses have been further analysed to determine respondents' opinion in relation to where they live; Figure **2.7b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.7b – Mill Lane Filter Point by Postcode

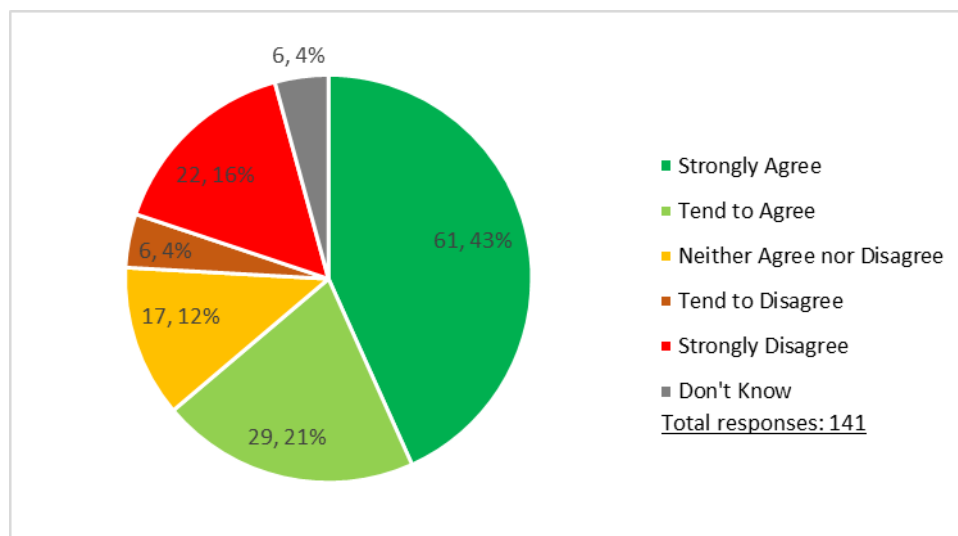


- 2.34. As shown by Figure **2.7b** a high proportion of respondents who live locally agree with the proposals.
- 2.35. No comments were made by those in agreement with the proposals for the Mill Lane Filter Point including improved prohibition of driving to facilitate two 1.2m segregated cycle tracks for two-way cycling, trees, landscaping and new bollards.
- 2.36. No comments were made by those who disagree with the proposals for the Mill Lane Filter Point including improved prohibition of driving to facilitate two 1.2m segregated cycle tracks for two-way cycling, trees, landscaping and new bollards.
- 2.37. General comments made with regards to the proposals for the Mill Lane Filter Point including improved prohibition of driving to facilitate two 1.2m segregated cycle tracks for two-way cycling, trees, landscaping and new bollards include:
- 'I am mindful that restricting the usage of this filter point will make motorcycle traffic use Old Mill Lane as some are doing at the moment to gain access to the A555 in order that they do not have to use the bus bridge over the A555'
 - 'There really isn't any need to touch Mill Lane. Its only used by cyclists and pedestrians. A better option would be to spend linking up the end of the old A6 up to Middlewood Way or even up to Lyme Park and Disley.'

Hazelwood Road

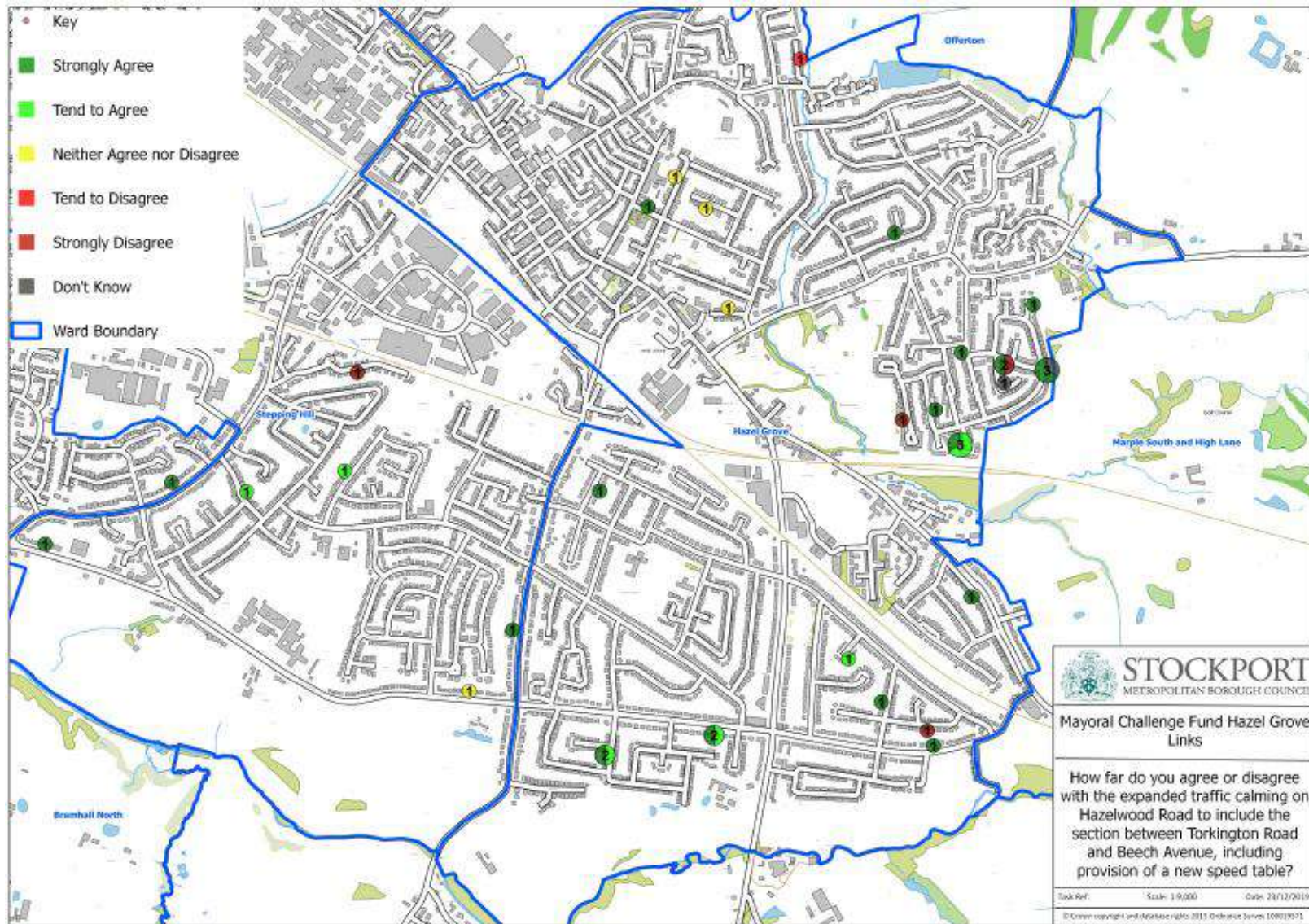
- 2.38. As shown by **Figure 2.8a** below, based on the response forms the majority of respondents agreed with the proposals for expanded traffic calming on Hazelwood Road to include the section between Torkington Road and Beech Avenue, including provision of a new speed table. Of the 141 respondents to this question 64% (90) agreed and 20% (28) disagreed, 16% (23) neither agreed nor disagreed or didn't know.

Figure 2.8a – Hazelwood Road



- 2.39. The above responses have been further analysed to determine respondents' opinion in relation to where they live; Figure **2.8b** below presents the response in relation to respondents' home postcode when it was provided in full.

Figure 2.8b – Hazelwood Road by Postcode

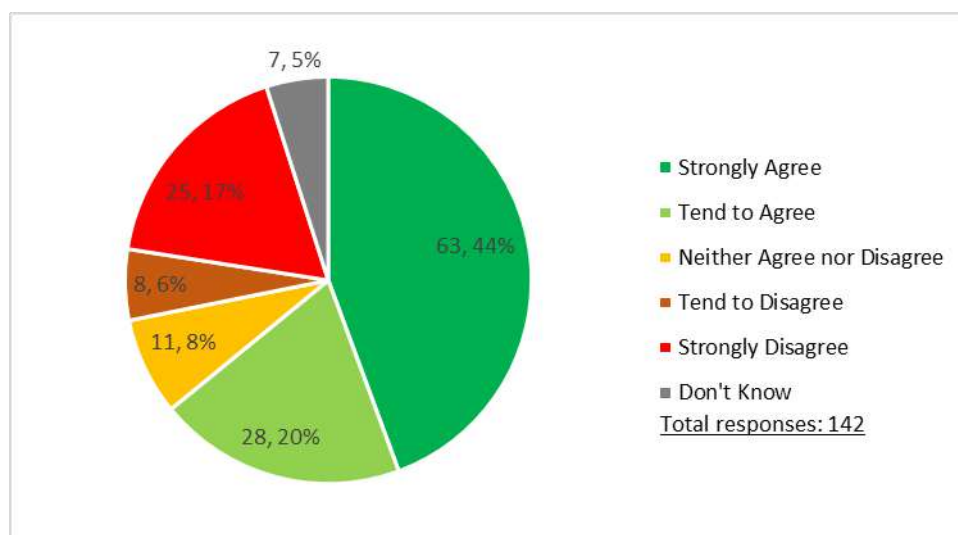


- 2.40. As shown by Figure **2.8b**, a high proportion of respondents who live locally disagree with the proposals.
- 2.41. General comments by those in agreement with the proposals for expanded traffic calming on Hazelwood Road to include the section between Torkington Road and Beech Avenue, including provision of a new speed table include:
- 'Expanding the traffic calming on Hazlewood Road to include the section between Torkington Road and Beech Avenue seems sensible.'
- 2.42. No comments were made by those who disagree with the proposals for expanded traffic calming on Hazelwood Road to include the section between Torkington Road and Beech Avenue, including provision of a new speed table.
- 2.43. Other comments made by those with regards to the proposals for expanded traffic calming on Hazelwood Road to include the section between Torkington Road and Beech Avenue, including provision of a new speed table include:
- 'Traffic speeds and density on Torkington Road should seriously be addressed for the safety of school children and those using the park.'
 - 'The new raised table will need to be bus friendly to accommodate existing bus services on this route.'

Sandown Road - A6

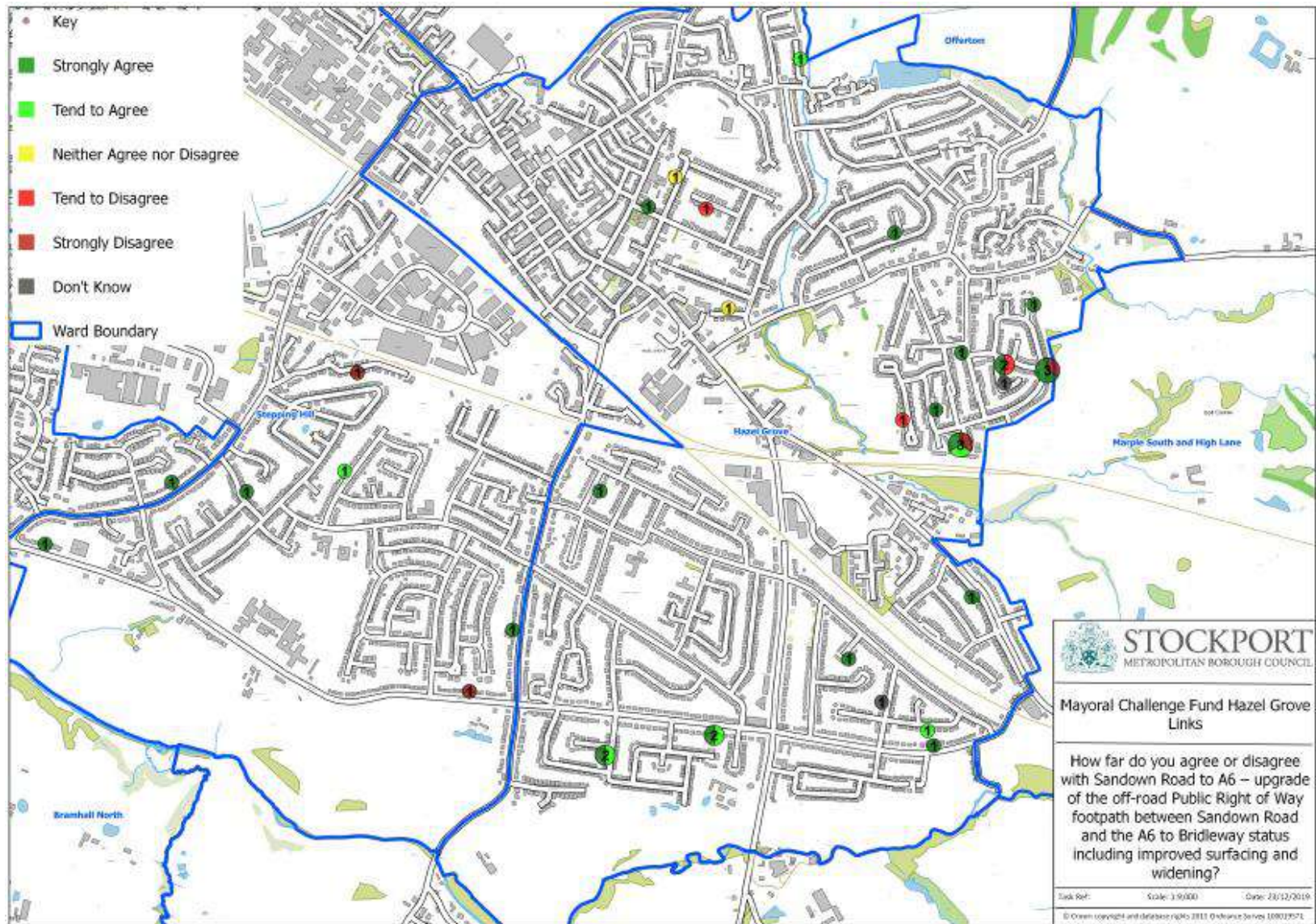
- 2.44. As shown by **Figure 2.9a** below, based on the response forms the majority of respondents agreed with the proposals for an upgrade of the off-road Public Right of Way footpath between Sandown Road and the A6 to Bridleway status including improved surfacing and widening. Of the 142 respondents to this question 64% (91) agreed and 23% (33) disagreed, 13% (18) neither agreed nor disagreed or didn't know.

Figure 2.9a – Sandown Road - A6



- 2.45. The above responses have been further analysed to determine respondents' opinion in relation to where they live; Figure **2.9b** below presents the response in relation to respondents' home postcode when it was provided in full.

Figure 2.9b – Sandown Road - A6 by Postcode

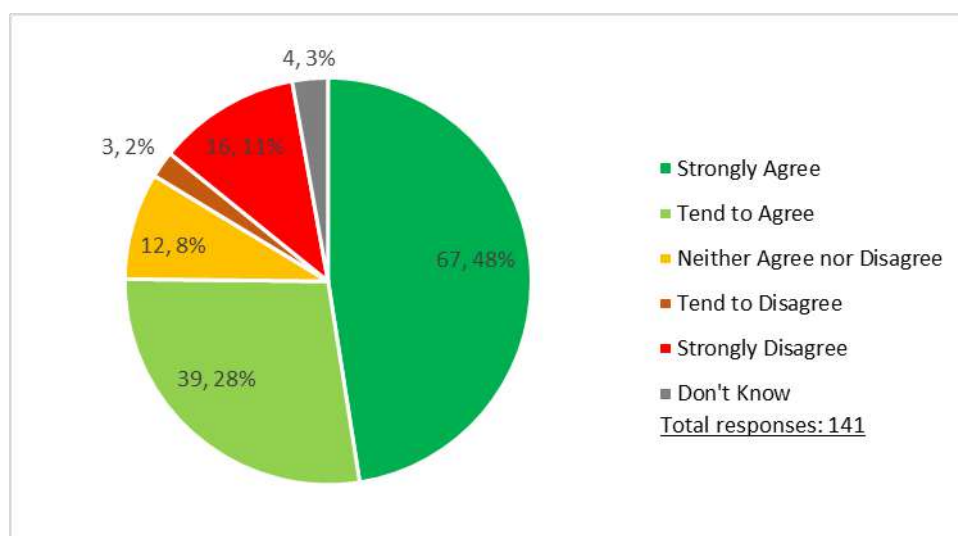


- 2.46. As shown by Figure **2.9b**, a high proportion of respondents who live locally agree with the proposals.
- 2.47. General comments by those in agreement with the proposals for an upgrade of the off-road Public Right of Way footpath between Sandown Road and the A6 to Bridleway status including improved surfacing and widening include:
- 'I work on the racecourse estate and this will make it so I could cycle safely to work.'
- 2.48. General comments by those who disagree with the proposals for an upgrade of the off-road Public Right of Way footpath between Sandown Road and the A6 to Bridleway status including improved surfacing and widening include:
- I feel it will allow easier access to the racecourse estate and this will be detrimental to feeling safe and secure for those living on the estate, particularly Children.
- 2.49. Other comments made by those with regards to the proposals for an upgrade of the off-road Public Right of Way footpath between Sandown Road and the A6 to Bridleway status including improved surfacing and widening include:
- 'Do not damage trees on path between Sandown Road and A6.'
 - 'Please could you include hedgehog highways in any works around Sandown Road and generally.'

Chester Road Parallel Zebra Crossing

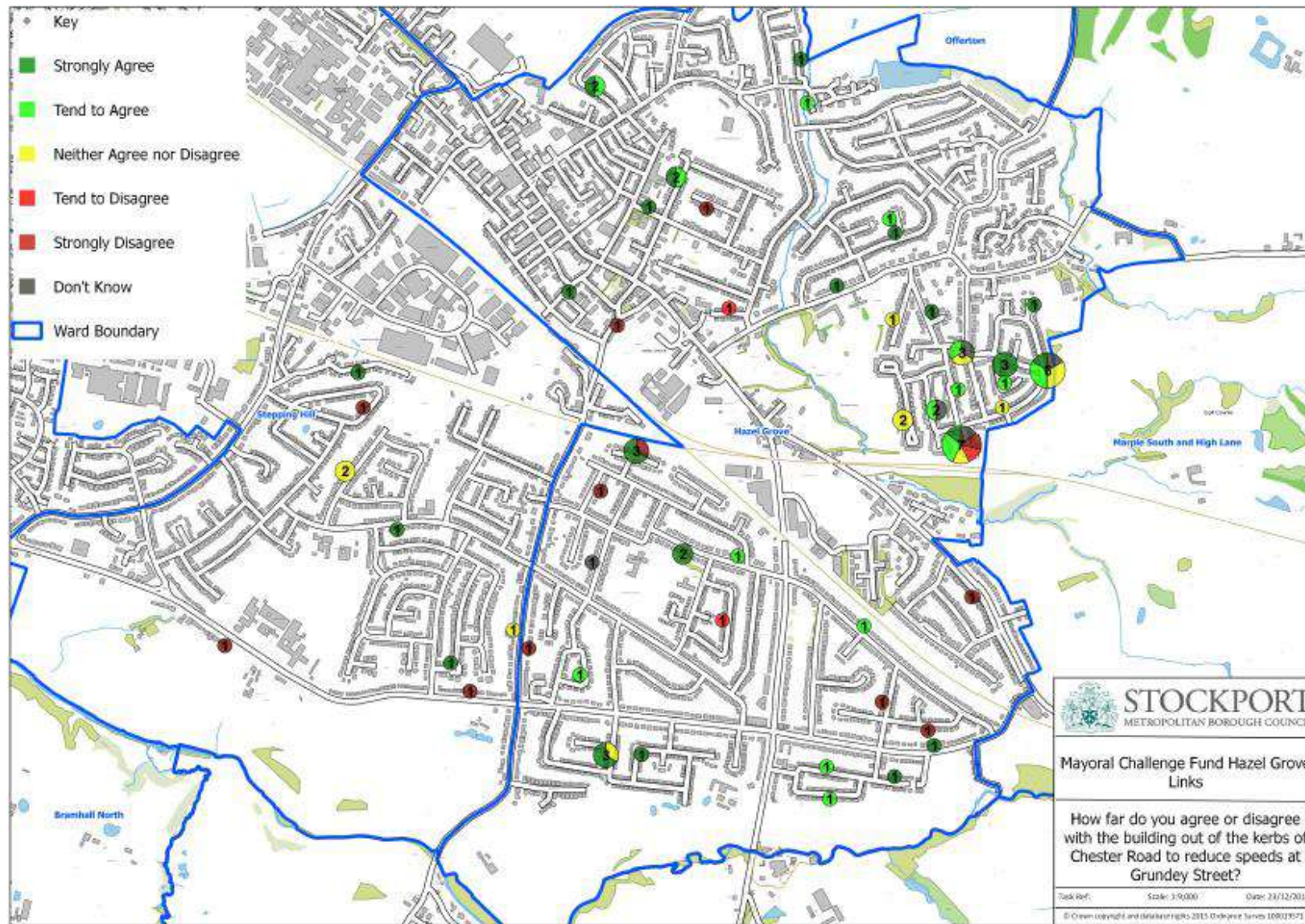
- 2.50. As shown by **Figure 2.10a** below, based on the response forms the majority of respondents agreed with the proposals for the provision of a parallel zebra crossing on Chester Road near Station Street and associated infrastructure, narrowing at Grundey Street and extension of the 20mph speed limit, and junction improvements at Grundey Street and Vaudrey Drive. Of the 141 respondents to this question 76% (106) agreed and 13% (19) disagreed, 11% (16) neither agreed nor disagreed or didn't know.

Figure 2.10a – Chester Road Parallel Zebra Crossing



- 2.51. The above responses have been further analysed to determine respondents' opinion in relation to where they live; Figure **2.10b** below presents the response in relation to respondents' home postcode when it was provided in full.

Figure 2.10b – Chester Road Parallel Zebra Crossing by Postcode

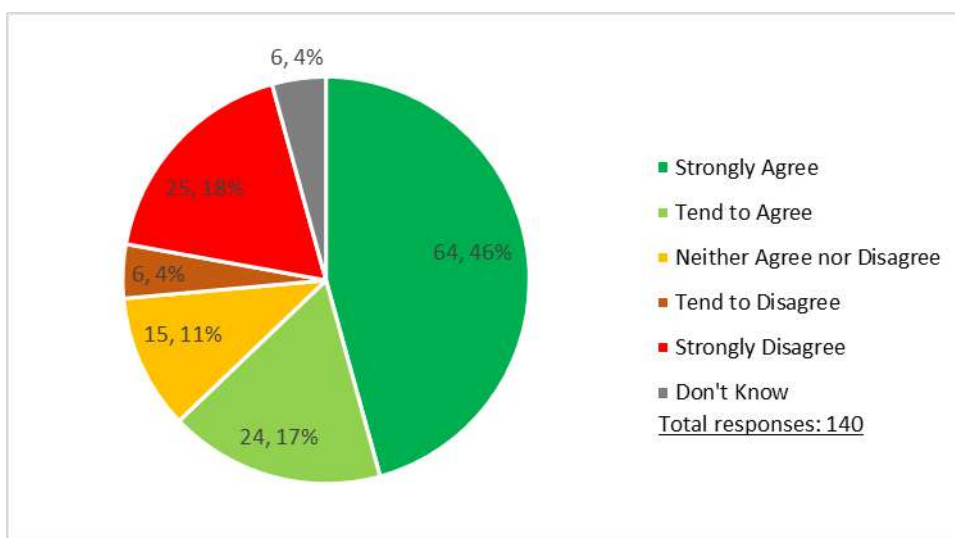


- 2.52. As shown by Figure **2.10b**, a high proportion of respondents who live locally agree with the proposals.
- 2.53. General comments by those in agreement with the proposals for the provision of a parallel zebra crossing on Chester Road near Station Street and associated infrastructure, narrowing at Grundey Street and extension of the 20mph speed limit, and junction improvements at Grundey Street and Vaudrey Drive include:
- 'The zebra crossing to the station and associated improvements is desperately needed as it is difficult to cross Chester Road to get to the station due to restricted visibility up/down the road and priority being given to motor vehicles. This is especially challenging when crossing with children which I often do'
- 2.54. General comments by those who disagree with the proposals for the provision of a parallel zebra crossing on Chester Road near Station Street and associated infrastructure, narrowing at Grundey Street and extension of the 20mph speed limit, and junction improvements at Grundey Street and Vaudrey Drive include:
- 'The proposed crossing at the station could result in cars backing up just over the bridge meaning potential rear end crashes.'
- 2.55. Other comments made by those with regards to the proposals for the provision of a parallel zebra crossing on Chester Road near Station Street and associated infrastructure, narrowing at Grundey Street and extension of the 20mph speed limit, and junction improvements at Grundey Street and Vaudrey Drive include:
- 'Make use of the underpass under Chester Road, so you don't have to cross Chester Road.'
 - 'What provision exists to make the junction with the A6 safe? Currently this is a danger point. Grundey Street at its north end with the A6.'

Chester Road kerb build out

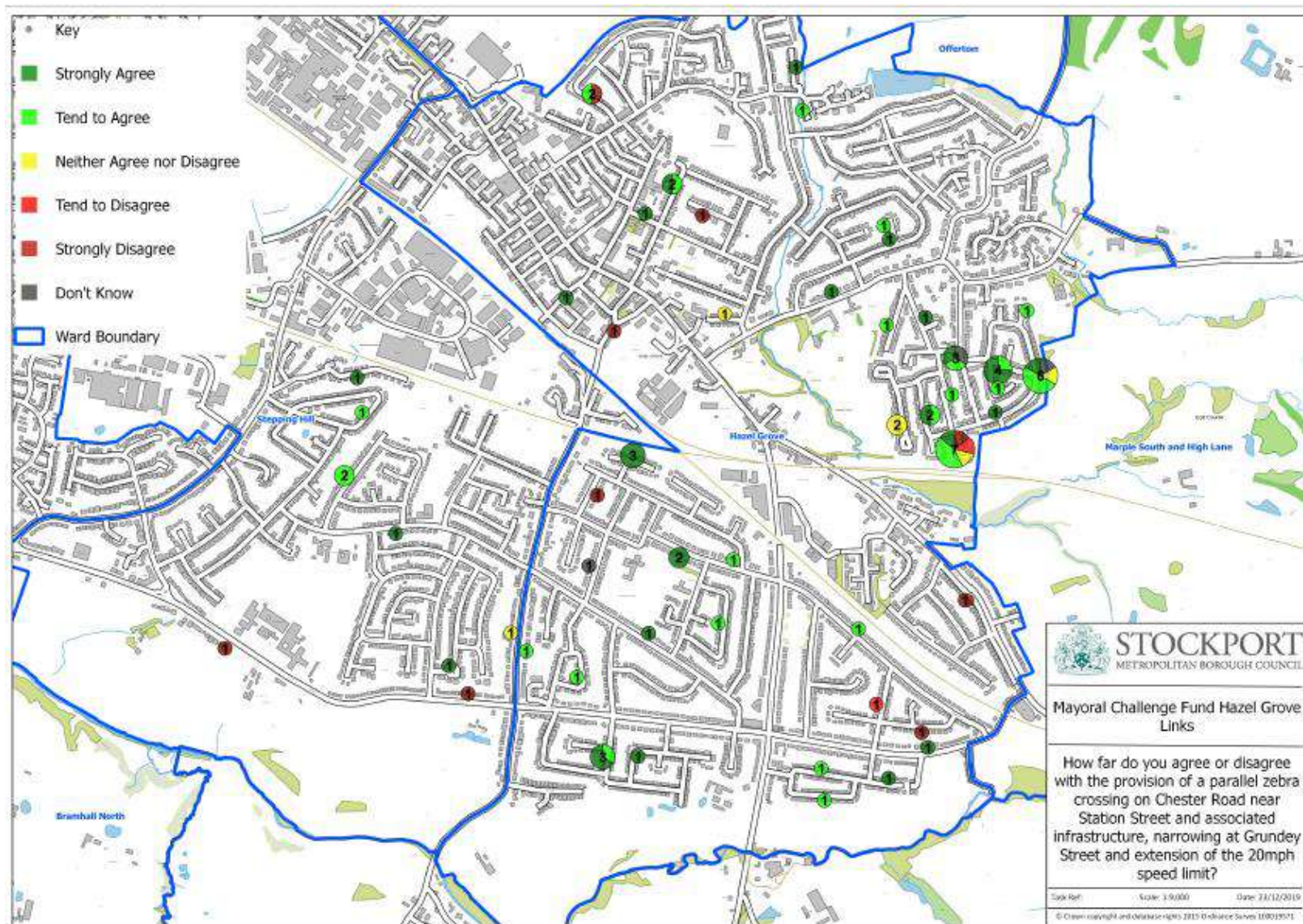
- 2.56. As shown by **Figure 2.11a** below, based on the response forms the majority of respondents agreed with the proposals for building out the kerbs of Chester Road to reduce speeds at Grundey Street. Of the 140 respondents to this question 63% (88) agreed and 22% (31) disagreed, 15% (21) neither agreed nor disagreed or didn't know.

Figure 2.11a – Chester Road kerb build out



2.57. The above responses have been further analysed to determine respondents' opinion in relation to where they live; Figure **2.11b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.11b – Chester Road kerb build out by Postcode

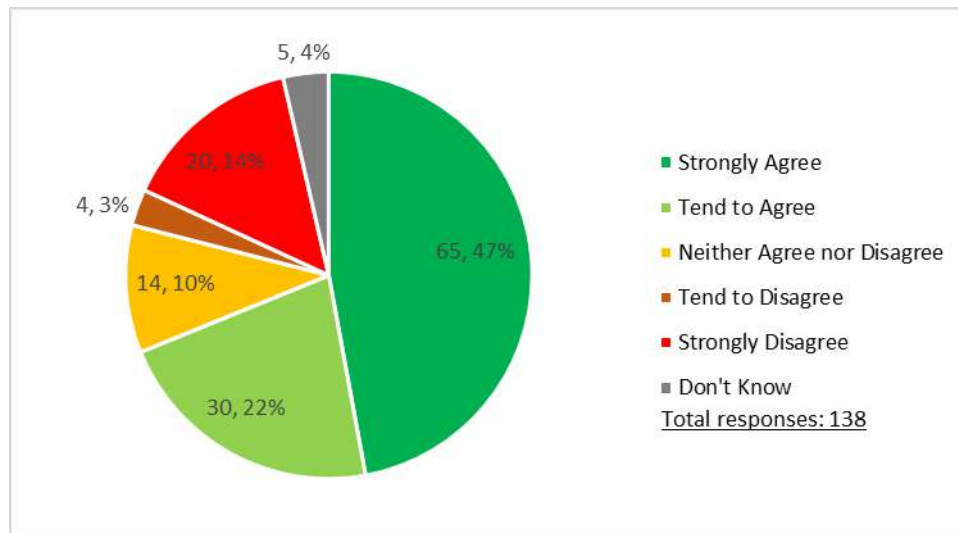


- 2.58. As shown by Figure **2.11b**, a high proportion of respondents who live locally agree with the proposals.
- 2.59. No comments were made by those in agreement with the proposals for building out the kerbs of Chester Road to reduce speeds at Grundey Street.
- 2.60. General comments by those who disagree with the proposals for building out the kerbs of Chester Road to reduce speeds at Grundey Street include:
- 'Chester Road on to Grundey Street is far too narrow as it is for cars in both directions, so when a larger vehicle is involved it is very dangerous.'

Chester Road 20mph

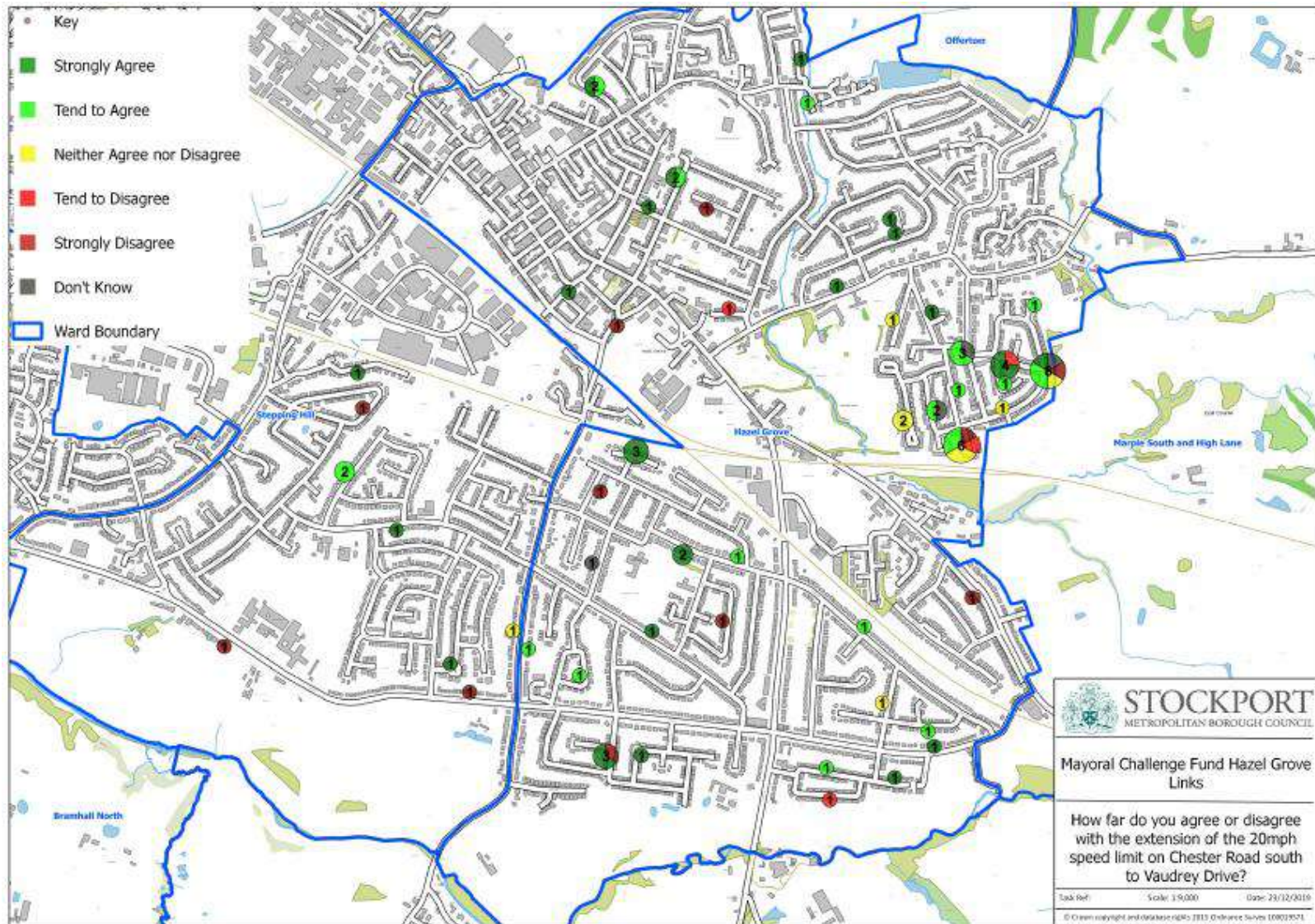
- 2.61. As shown by **Figure 2.12a** below, based on the response forms the majority of respondents agreed with the proposals for the extension of the 20mph speed limit on Chester Road south to Vaudrey Drive. Of the 138 respondents to this question 69% (95) agreed and 17% (24) disagreed, 14% (19) neither agreed nor disagreed or didn't know.

Figure 2.12a – Chester Road 20mph



- 2.62. The above responses have been further analysed to determine respondents' opinion in relation to where they live; Figure **2.12b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.12b – Chester Road 20mph by Postcode

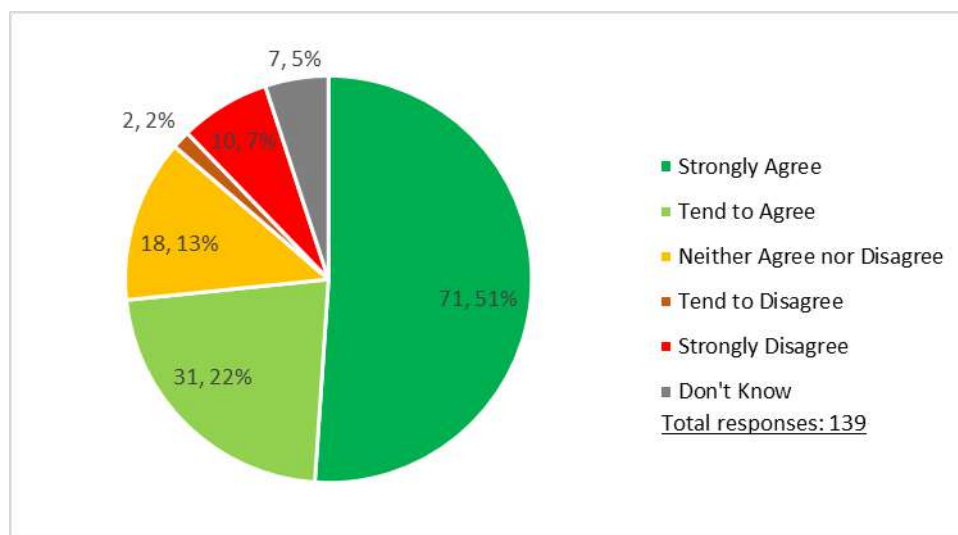


- 2.63. As shown by Figure **2.12b**, a high proportion of respondents who live locally agree with the proposals.
- 2.64. No comments were made by those in agreement with the proposals for the extension of the 20mph speed limit on Chester Road south to Vaudrey Drive.
- 2.65. General comments by those who disagree with the proposals for the extension of the 20mph speed limit on Chester Road south to Vaudrey Drive include:
- 'All roads off the A6 should be 20mph including the full length of Chester Road.'

Chester Road / Vaudrey Drive

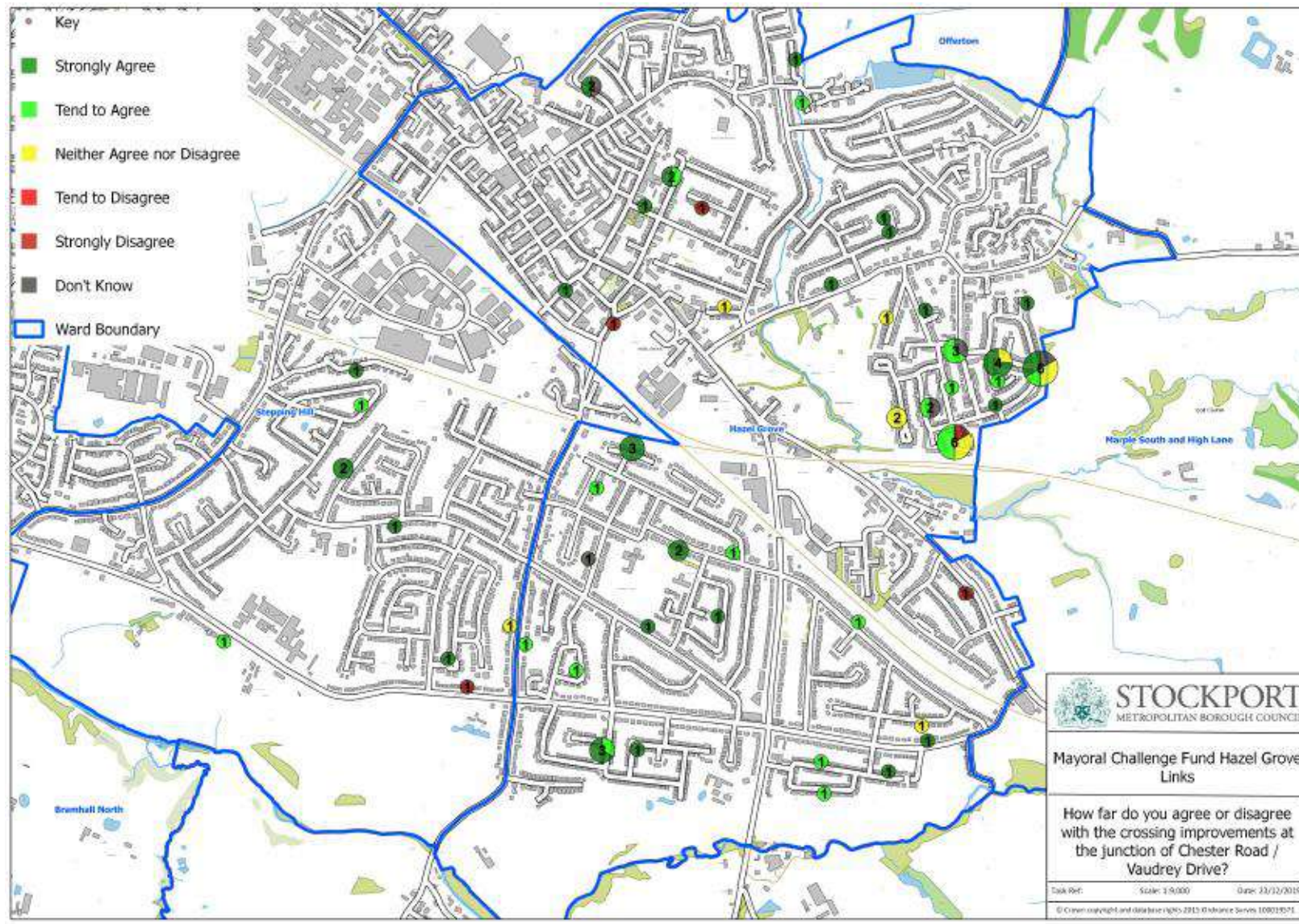
- 2.66. As shown by **Figure 2.13a** below, based on the response forms the majority of respondents agreed with the proposals for crossing improvements at the junction of Chester Road / Vaudrey Drive. Of the 139 respondents to this question 73% (102) agreed and 9% (12) disagreed, 18% (25) neither agreed nor disagreed or didn't know.

Figure 2.13a – Chester Road / Vaudrey Drive



- 2.67. The above responses have been further analysed to determine respondents' opinion in relation to where they live; Figure **2.13b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.13b – Chester Road / Vaudrey Drive by Postcode

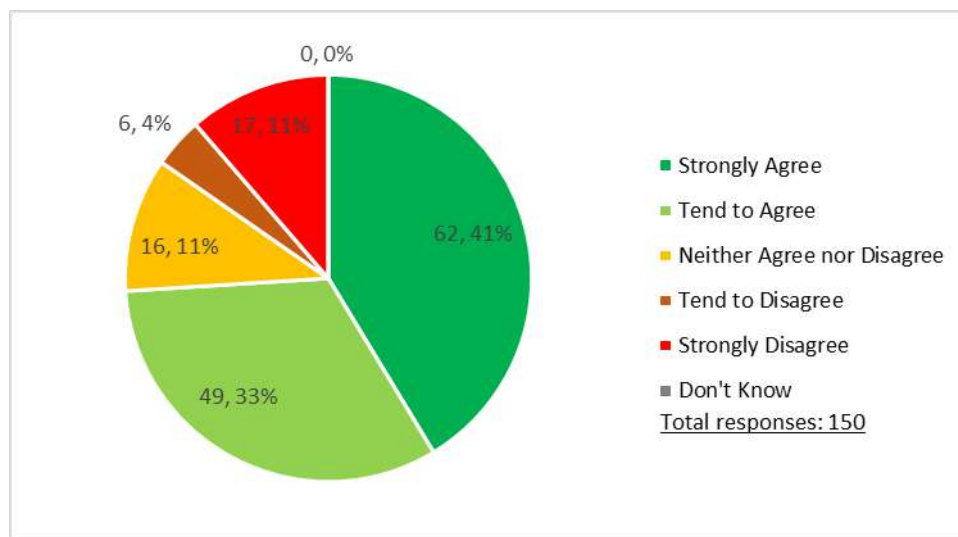


- 2.68. As shown by Figure **2.13b**, a high proportion of respondents who live locally agree with the proposals.
- 2.69. No comments were made by those in agreement with the proposals for crossing improvements at the junction of Chester Road / Vaudrey Drive.
- 2.70. No comments were made by those who disagree with the proposals for crossing improvements at the junction of Chester Road / Vaudrey Drive.

Pleasant Places

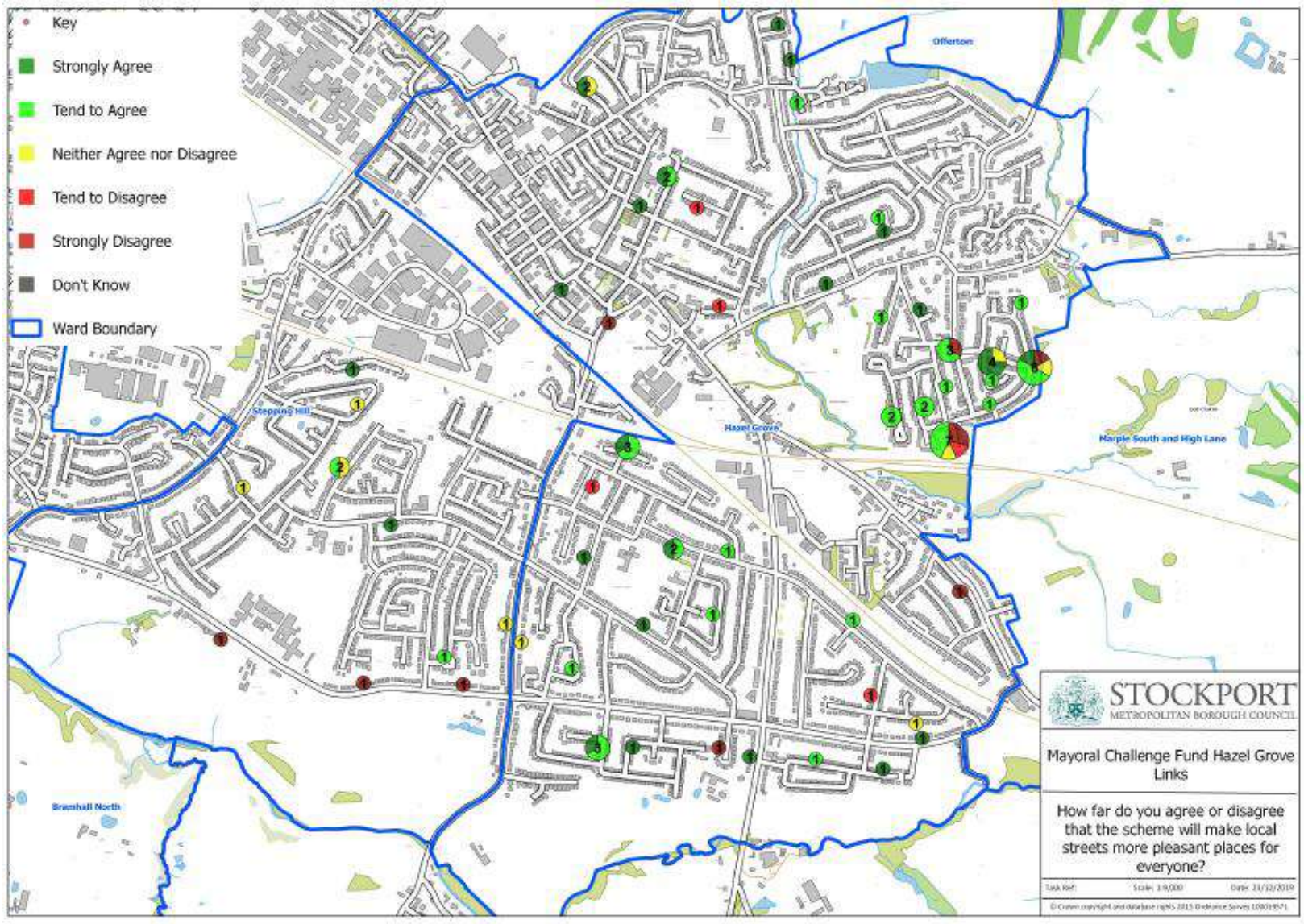
- 2.71. As shown by **Figure 2.14a** below, based on the response forms the majority of respondents agreed the Hazel Grove Links scheme would make local streets more pleasant places for everyone. Of the 150 respondents to this question 74% (111) agreed and 15% (23) disagreed, 11% (16) neither agreed nor disagreed.

Figure 2.14a – Pleasant Places



- 2.72. The above responses have been further analysed to determine respondents' opinion in relation to where they live; Figure **2.14b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.14b – Pleasant Places by Postcode



- 2.73. As shown by Figure **2.14b**, a high proportion of respondents who live locally agree with the proposals.

General Comments

- 2.74. General comments received regarding the Hazel Grove Links scheme include:

- 'Cycling in this area is very hazardous. I cycle to work around this area and have accidents monthly due to motor vehicles not taking care and the state of the roads.'
- 'I am totally in favour and this is long overdue. The volume of cars on the road is only getting higher and people who might consider walking or cycling are put off by the dangers involved.'
- 'Whilst the it is nice to get people more active we have to remember that people will not be removed from their cars, and penalising them in anyway to build cycling lanes, which half the time cyclists do not use anyway, is not the answer.'
- 'Very few people cycle in this area. You seem to be forcing a cycling agenda and making things better for the few to the detriment of the masses.'

Stakeholder Responses

- 2.75. Prior to public consultation, Local Ward Members were consulted at ward briefings. No adverse comments were reported.
- 2.76. The proposals were presented at the Traffic Management Unit meeting on the 7th November 2019. TMU includes the emergency service providers. No adverse comments were received.
- 2.77. Officers have met with land owner affected by the Sandown Road to A6 path. There is general support for the scheme from land owners subject to further details on surfacing lighting and clarification on equestrian access.
- 2.78. The Green Spaces team at SMBC have been consulted regarding the proposals in Torkington Park and they support the scheme.
- 2.79. Discussions with Network Rail with regards the installation of a wheeling and acquisition of and at Chester Road at the junction of Station Street are ongoing.
- 2.80. Discussions with a resident over a private property issue are also ongoing separate to the consultation process.

Annex ix – Bramhall Park to A6

1. Introduction

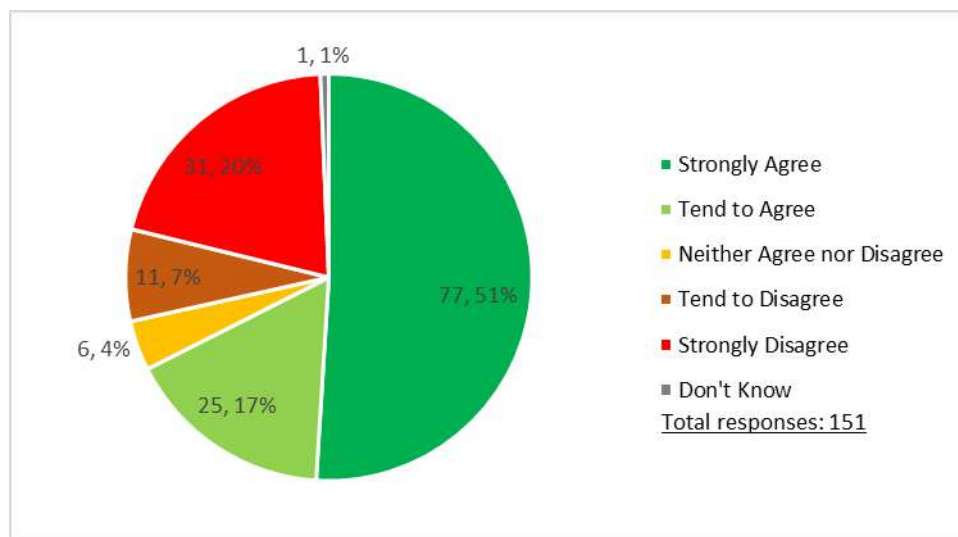
- 1.1. The following summarises the volume and content of responses received relating to the Bramhall Park to A6 scheme proposals.

2. Consultation Response – Bramhall Park to A6

Principle of Scheme

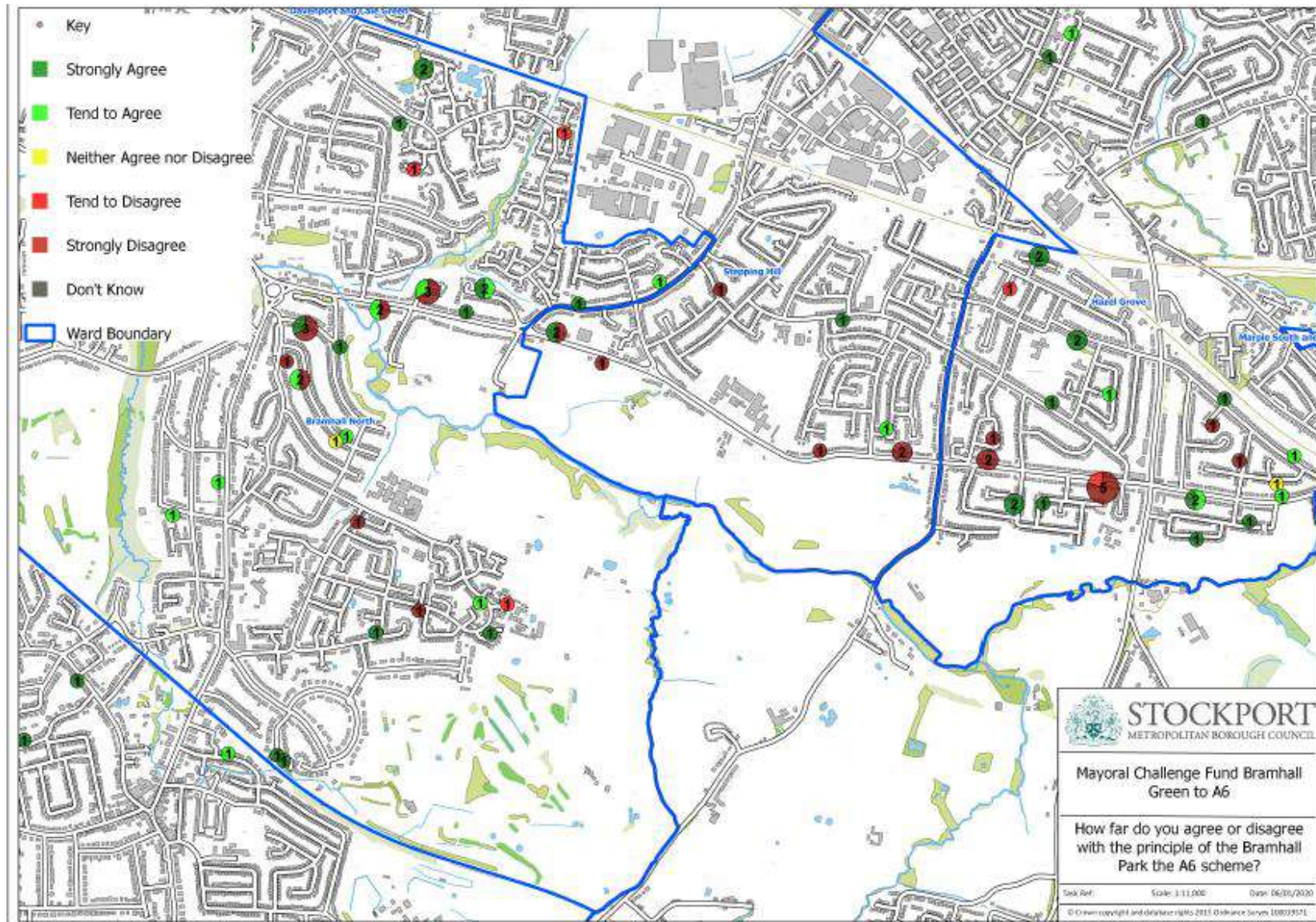
- 2.1. As shown by **Figure 2.1a** below, based on the response forms the majority of respondents agreed with the principle of the Bramhall Park to A6 scheme. Of the 151 respondents to this question 68% (102) agreed and 27% (42) disagreed, 5% (7) neither agreed nor disagreed or didn't know.

Figure 2.1a – Principles of Scheme



- 2.2. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.1b** below presents the response in relation to respondents' home postcode when it was provided in full.

Figure 2.1b – Principles of Scheme by Postcode

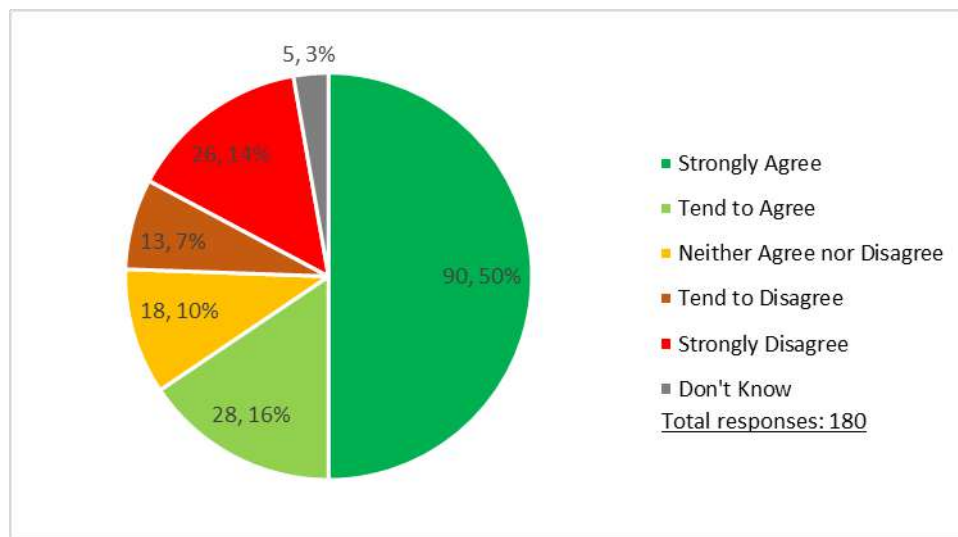


2.3. As shown by **Figure 2.1b**, the level of support local to the proposed route is less than the surrounding areas. Residents/businesses directly affected by the proposals tend to disagree with them.

2.4. Bramhall Park

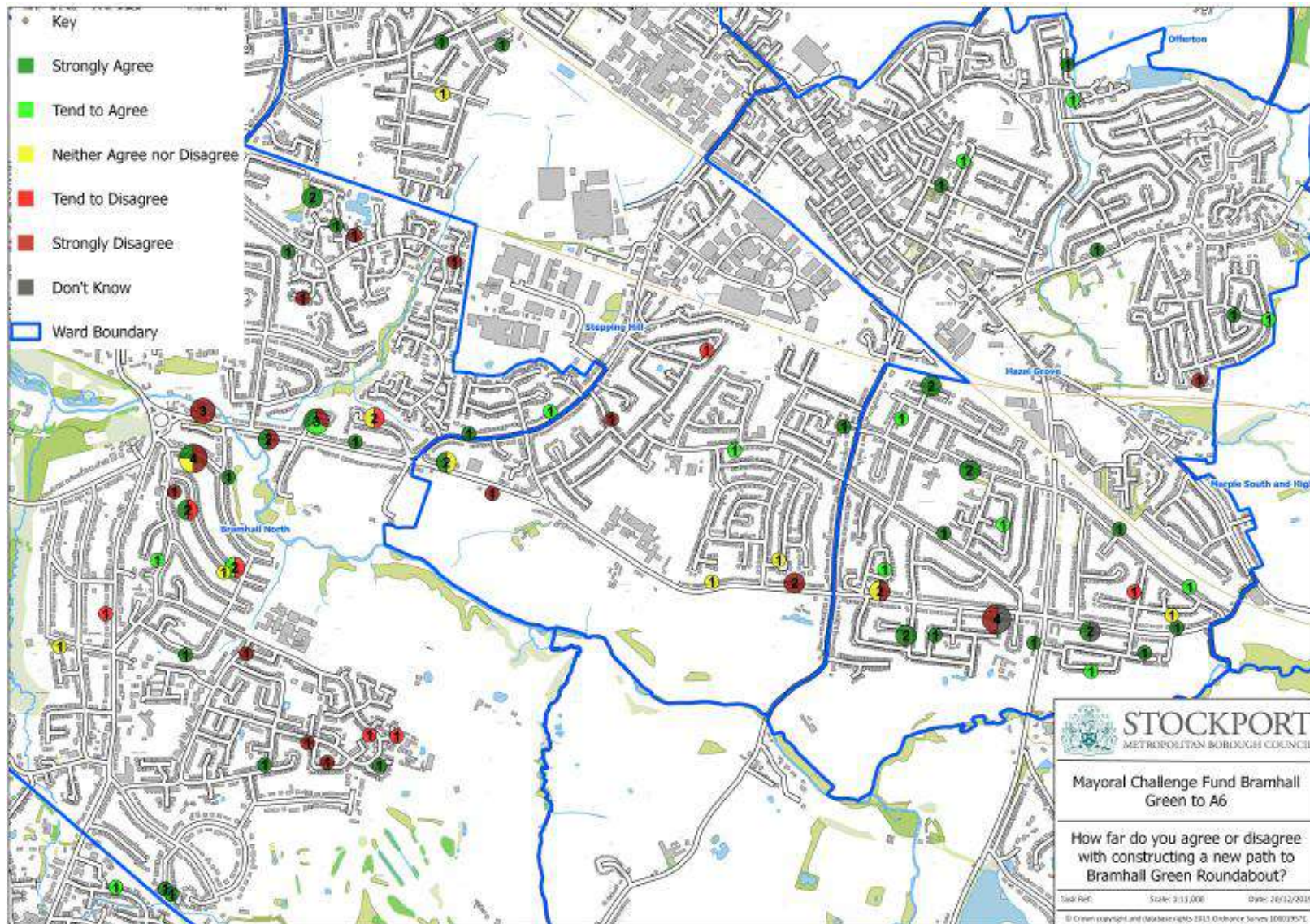
2.5. As shown by **Figure 2.2a** below, based on the response forms the majority of respondents agreed with the proposals to construct a new path in Bramhall Park to Bramhall Green Roundabout. Of the 180 respondents to this question 66% (118) agreed and 21% (39) disagreed, 13% (23) neither agreed nor disagreed or didn't know.

Figure 2.2a – Bramhall Park



2.6. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.2b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.2b – Bramhall Park by Postcode

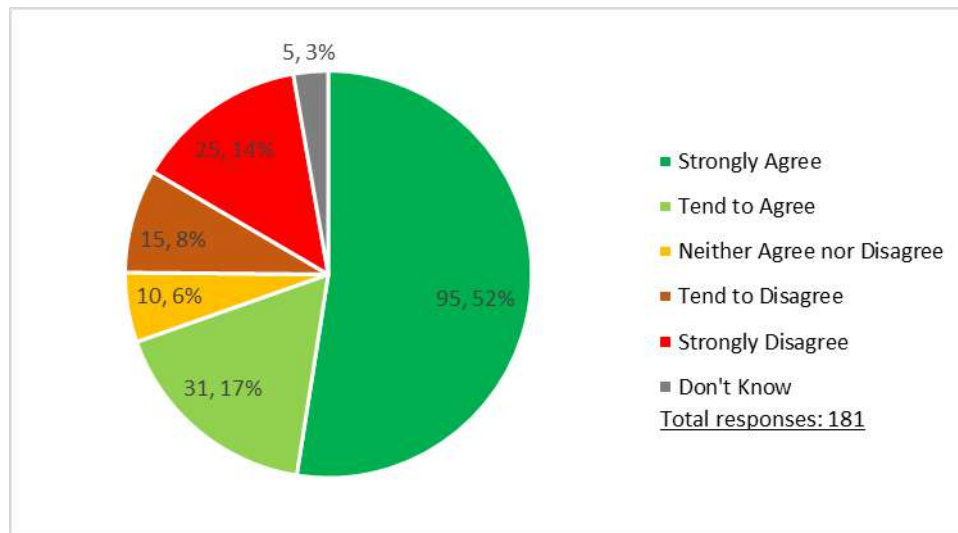


- 2.7. As shown by **Figure 2.2b**, the level of support local to the proposed path in Bramhall Park is split between agreeing/disagreeing with the proposal.

Bramhall Green Roundabout

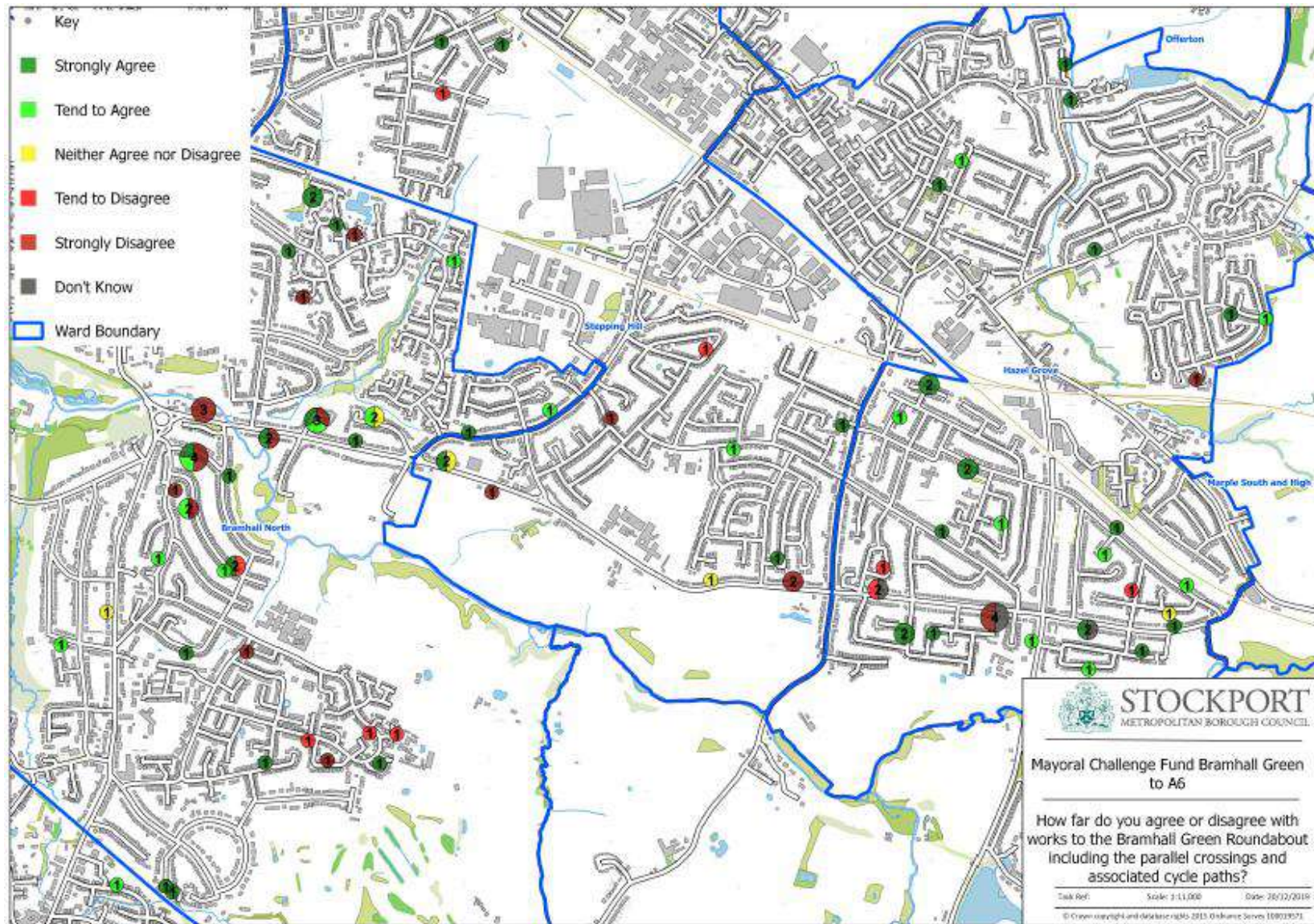
- 2.8. As shown by **Figure 2.3a** below, based on the response forms the majority of respondents agreed with proposed works to the Bramhall Green Roundabout including new parallel crossings and associated cycle paths. Of the 181 respondents to this question 69% (126) agreed and 22% (40) disagreed, 9% (15) neither agreed nor disagreed or didn't know.

Figure 2.3a – Bramhall Green Roundabout



- 2.9. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.3b** presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.3b – Bramhall Green Roundabout by Postcode

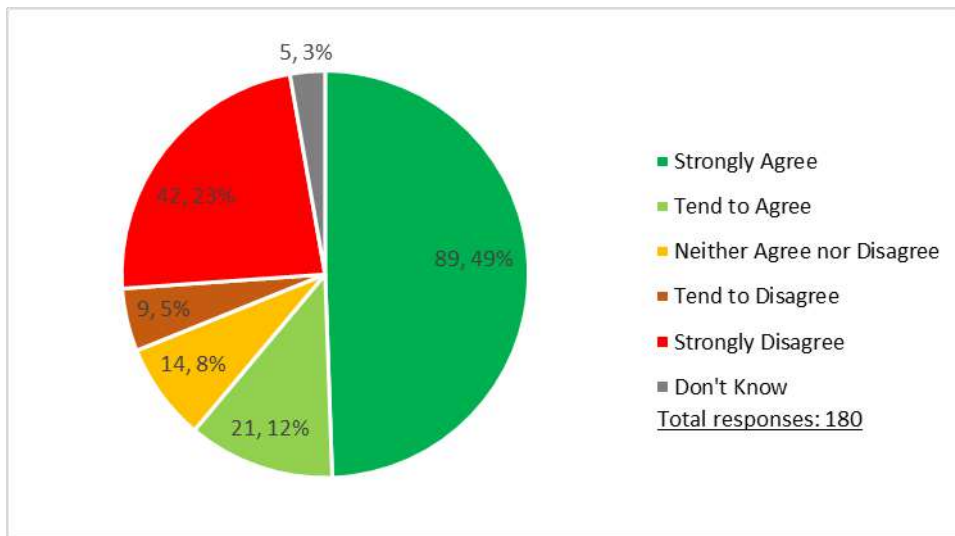


- 2.10. As shown by **Figure 2.3b**, the level of support local to the proposed works to Bramhall Green Roundabout including the parallel crossings and associated cycle paths is split between agreeing/disagreeing with the proposal.

Fir Road

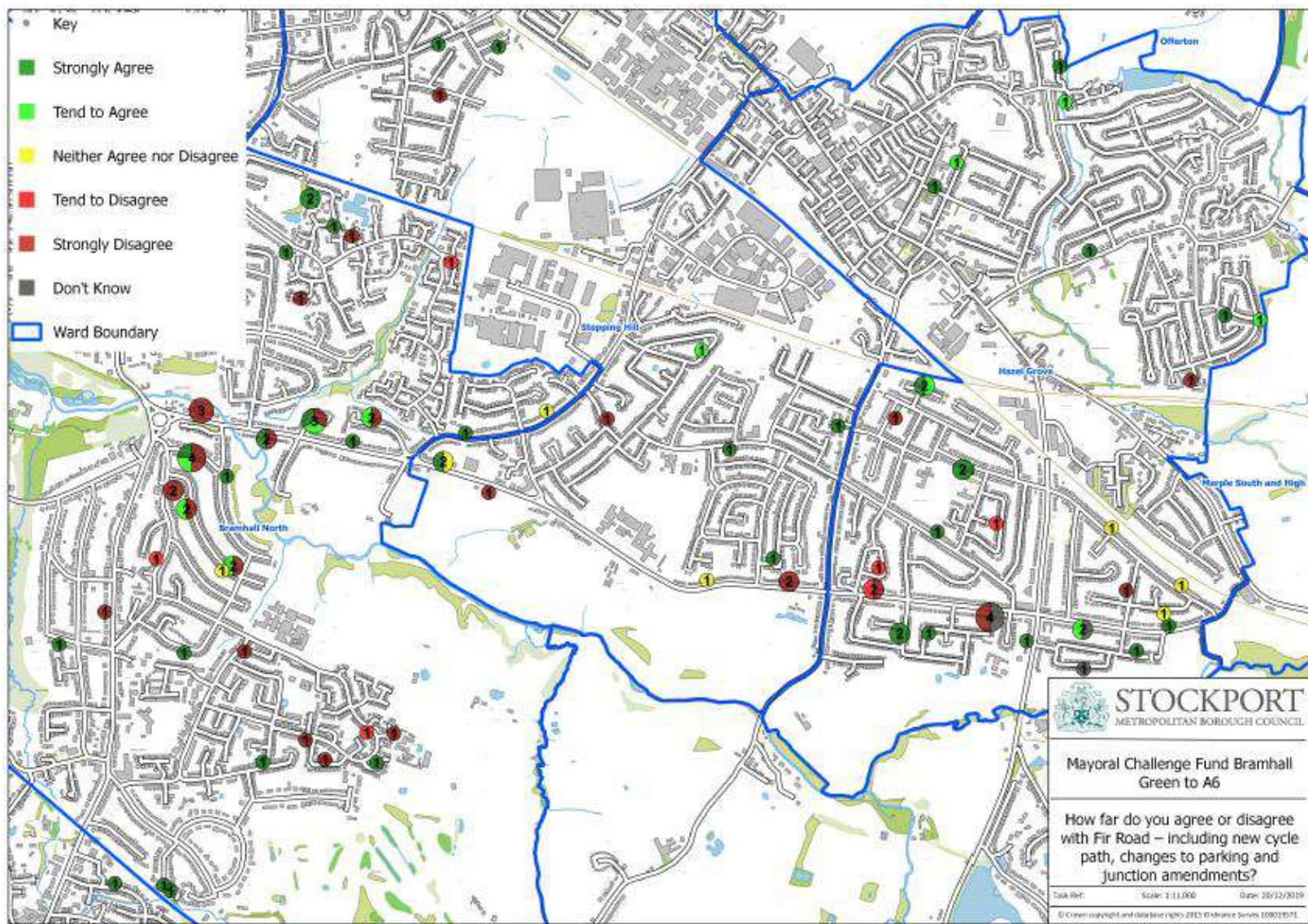
- 2.11. As shown by **Figure 2.4a** below, based on the response forms the majority of respondents agreed with proposed works to Fir Road including a new cycle path, changes to parking and junction amendments. Of the 180 respondents to this question 61% (110) agreed and 28% (51) disagreed, 11% (19) neither agreed nor disagreed or didn't know.

Figure 2.4a – Fir Road



- 2.12. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.4b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.4b – Fir Road by Postcode

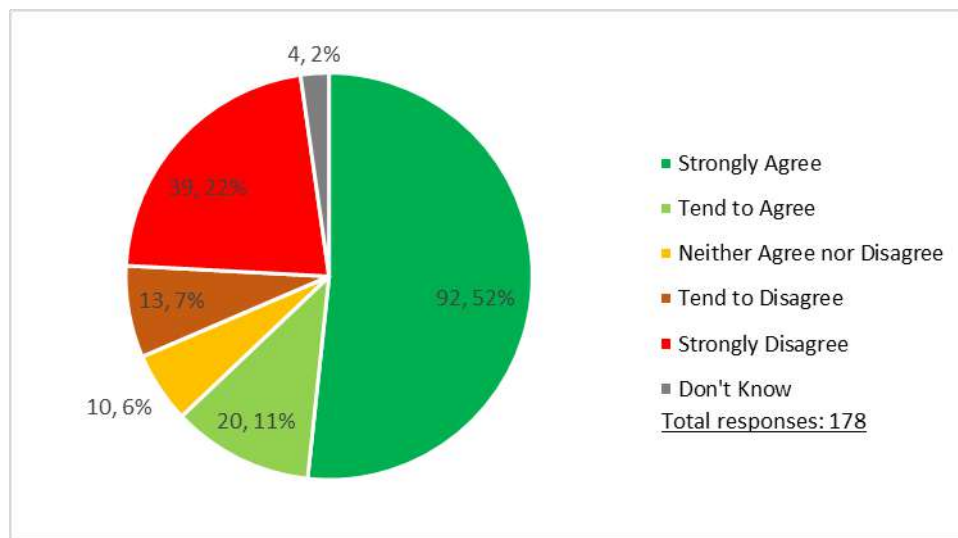


- 2.13. As shown by **Figure 2.4b**, the level of support local to the proposals on Fir Road was that residents/businesses that responded were slightly more in disagreement with the proposals compared to the number of respondents who agreed with the proposals.

Bridge Lane

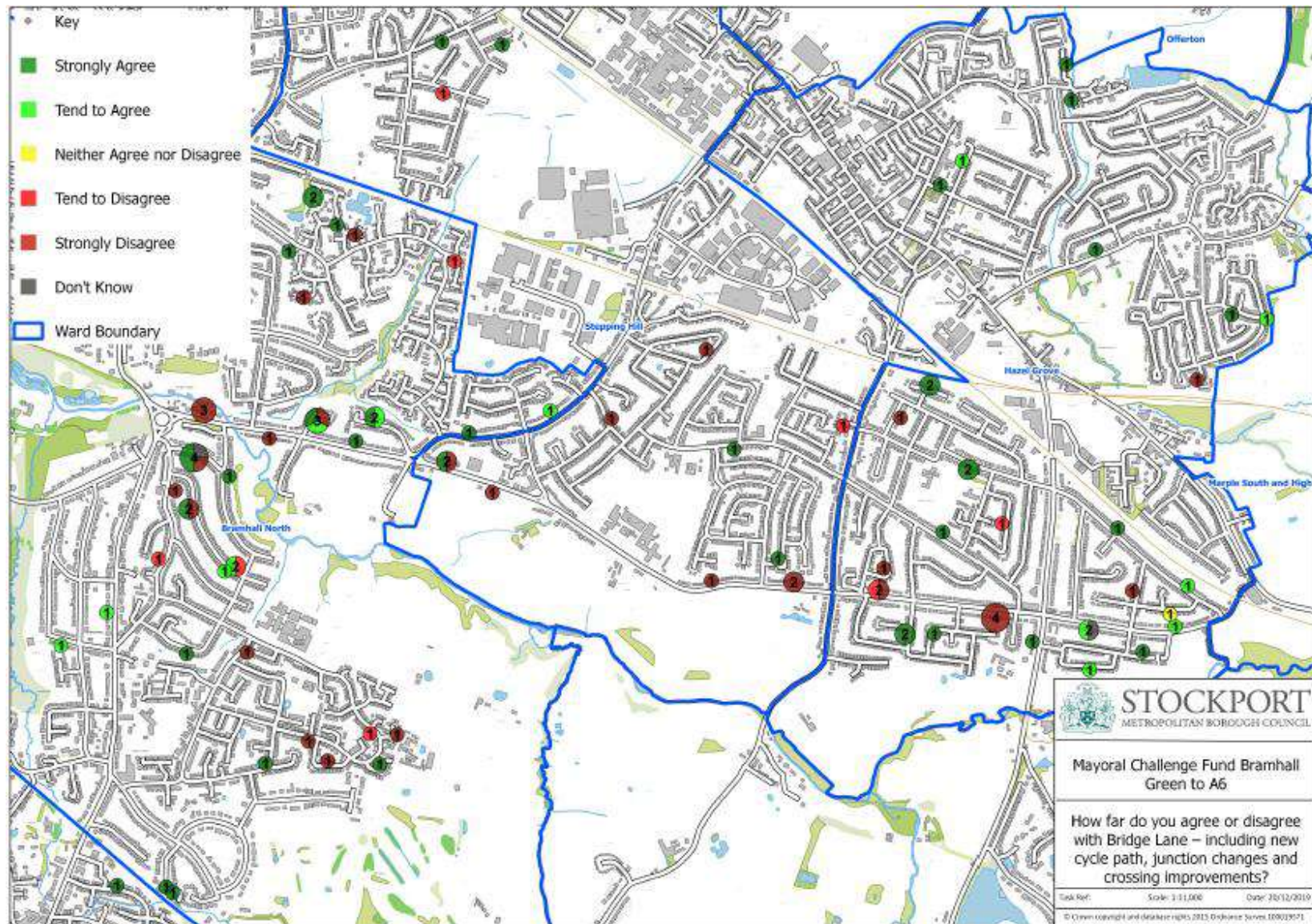
- 2.14. As shown by **Figure 2.5a** below, based on the response forms the majority of respondents agreed with proposed works to Bridge Lane including new cycle path, junction changes and crossing improvements. Of the 178 respondents to this question 63% (112) agreed and 29% (52) disagreed, 8% (14) neither agreed nor disagreed or didn't know.

Figure 2.5a – Bridge Lane



- 2.15. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.5b** presents the response in relation to respondents' home postcode when it was provided in full.

Figure 2.5b – Bridge Lane by Postcode

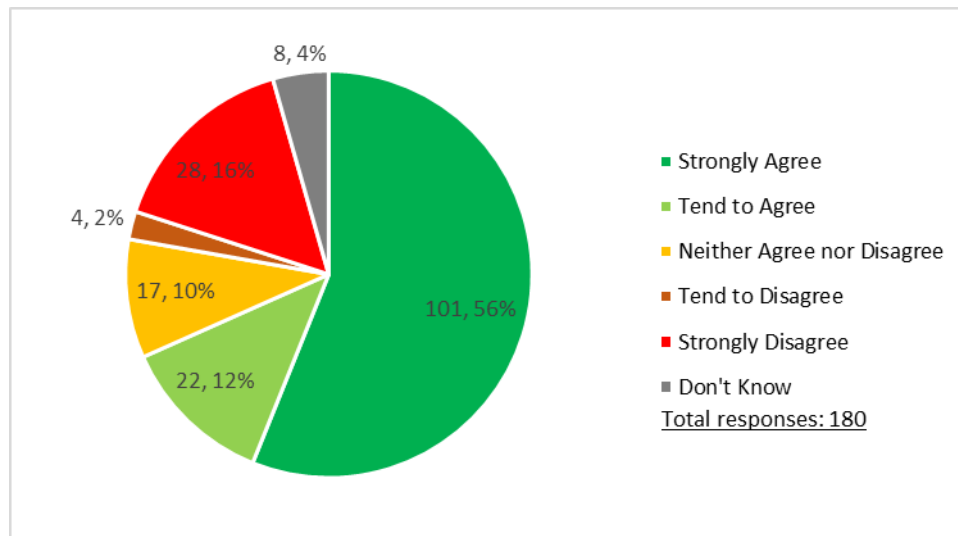


- 2.16. As shown by **Figure 2.5b**, the level of support local to the proposals on Bridge Lane was that residents/businesses that responded were slightly more in disagreement with the proposals compared to the number of respondents who agreed with the proposals.

Ladybrook Valley

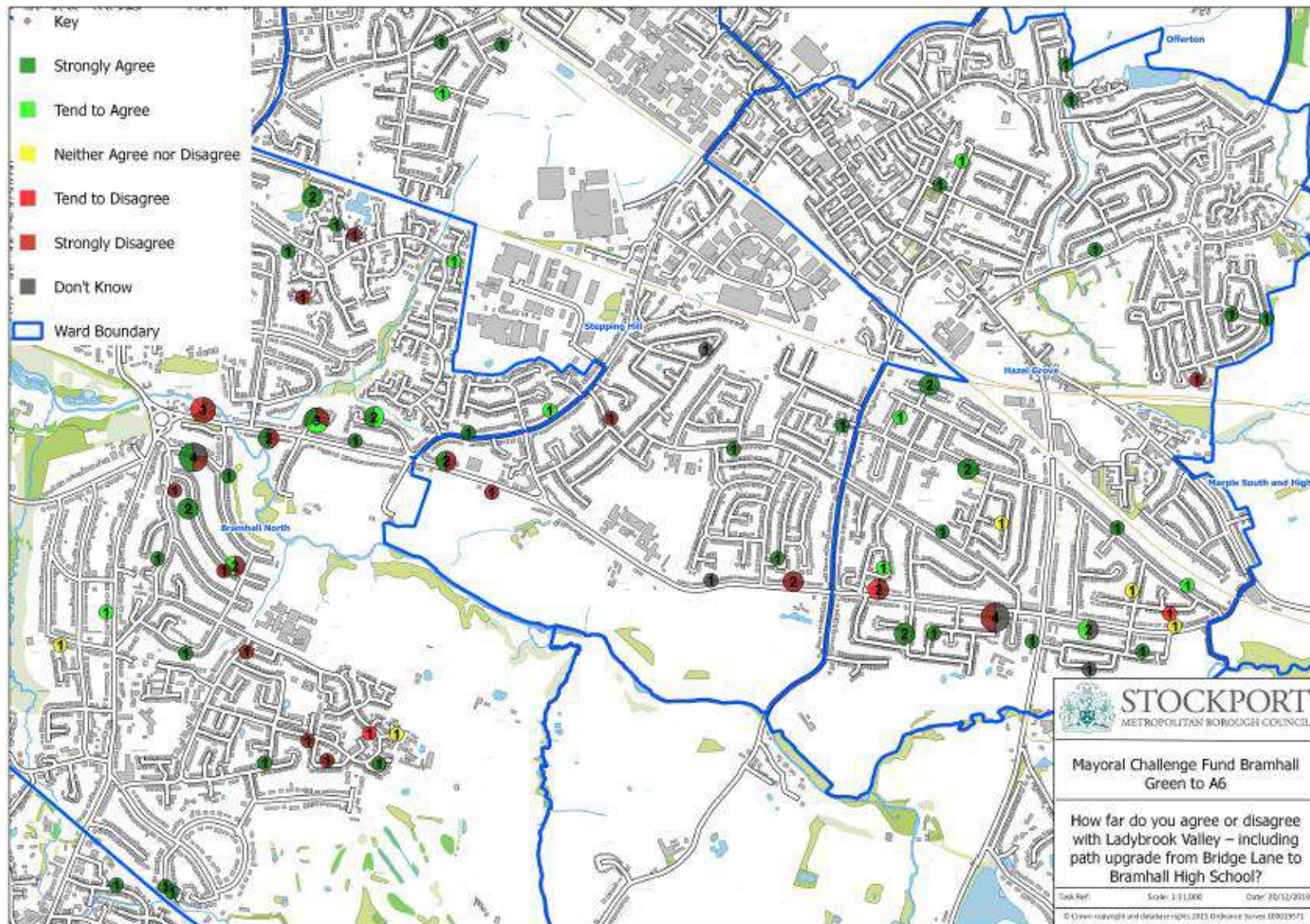
- 2.17. As shown by **Figure 2.6a** below, based on the response forms the majority of respondents agreed with proposed works to Ladybrook Valley including a path upgrade from Bridge Lane to Bramhall High School. Of the 180 respondents to this question 68% (123) agreed and 18% (32) disagreed, 14% (25) neither agreed nor disagreed or didn't know.

Figure 2.6a – Ladybrook Valley



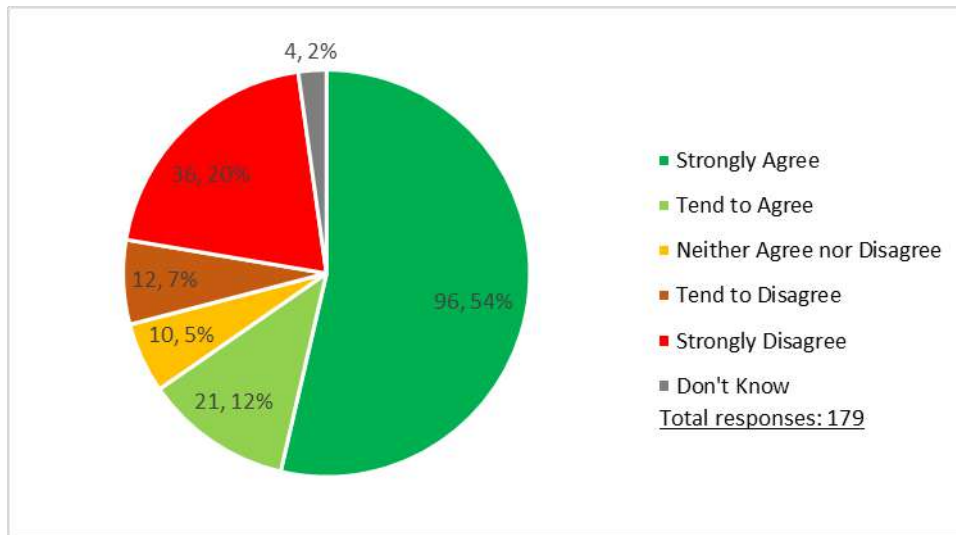
- 2.18. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.6b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.6b – Ladybrook Valley by Postcode



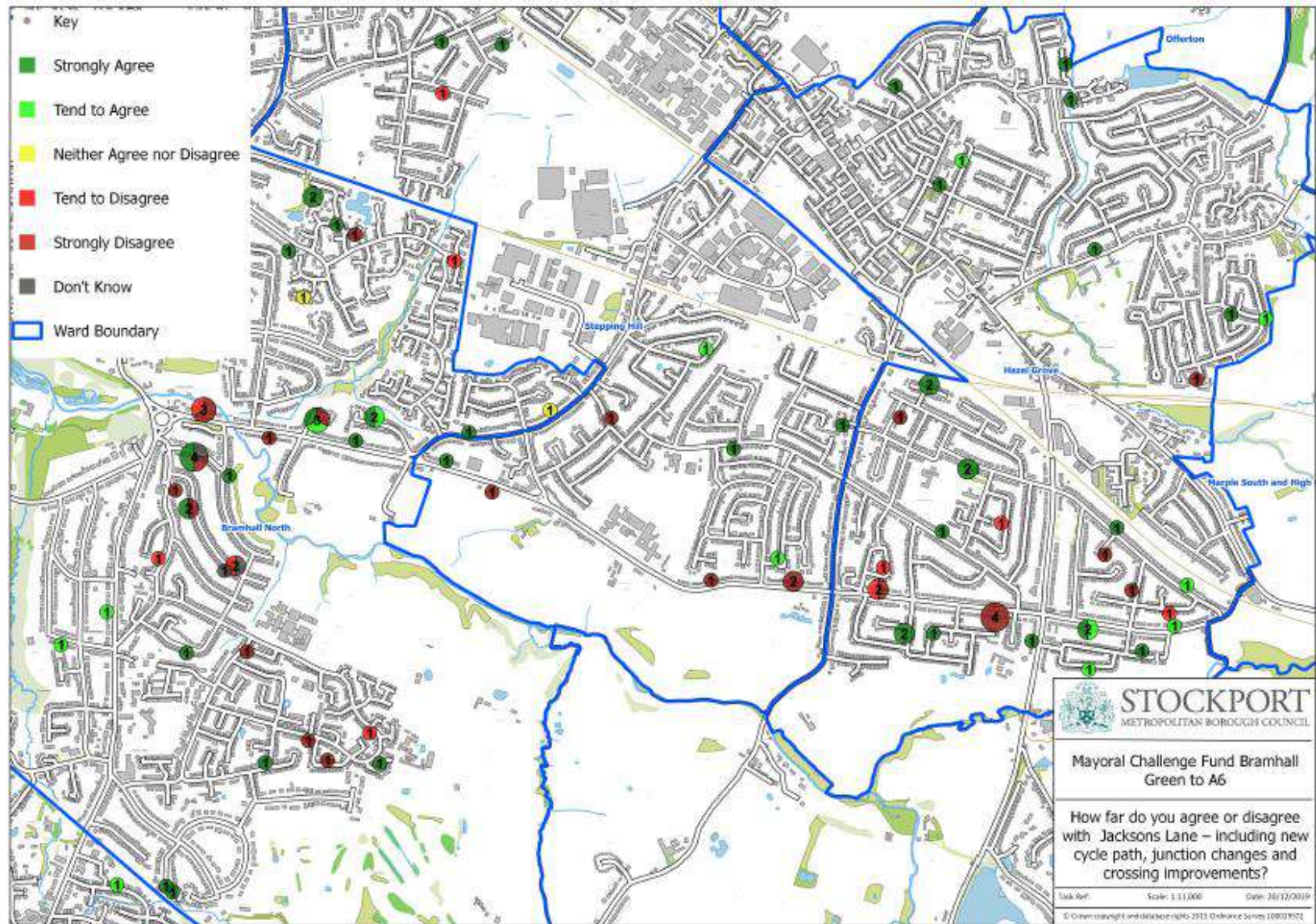
- 2.19. As shown by **Figure 2.6b**, the level of support local to the proposed works to the Ladybrook/Happy Valley is split between agreeing/disagreeing with the proposal.
Jacksons Lane
- 2.20. As shown by **Figure 2.7a** below, based on the response forms the majority of respondents agreed with proposed works to Jacksons Lane including a new cycle path, junction changes and crossing improvements. Of the 179 respondents to this question 66% (117) agreed and 27% (48) disagreed, 7% (14) neither agreed nor disagreed or didn't know.

Figure 2.7a – Jacksons Lane



- 2.21. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.7b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.7b – Jacksons Lane by Postcode

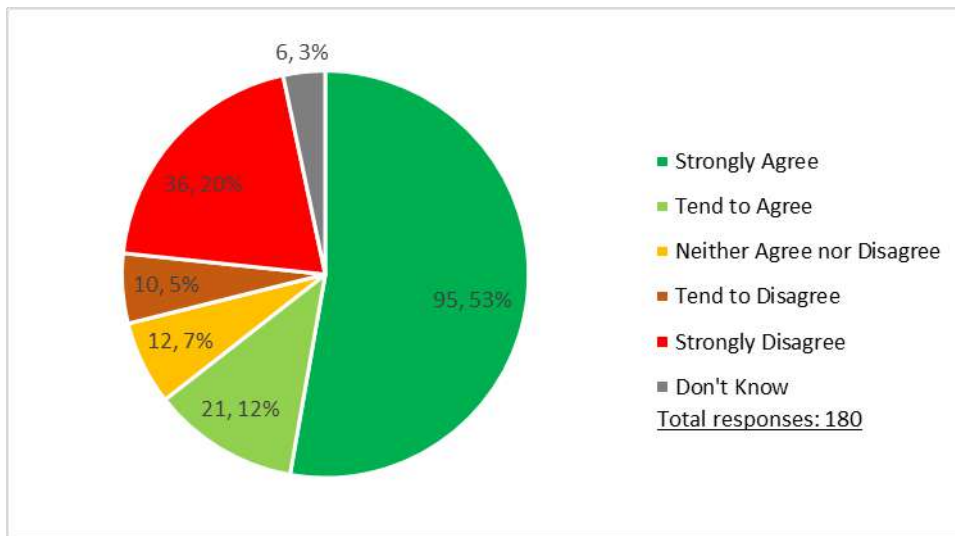


- 2.22. As shown by **Figure 2.7b**, the level of support local to the proposed works on Jacksons Lane was that slightly more residents/businesses disagreed with the proposals than agreed with the proposals.

Dean Lane

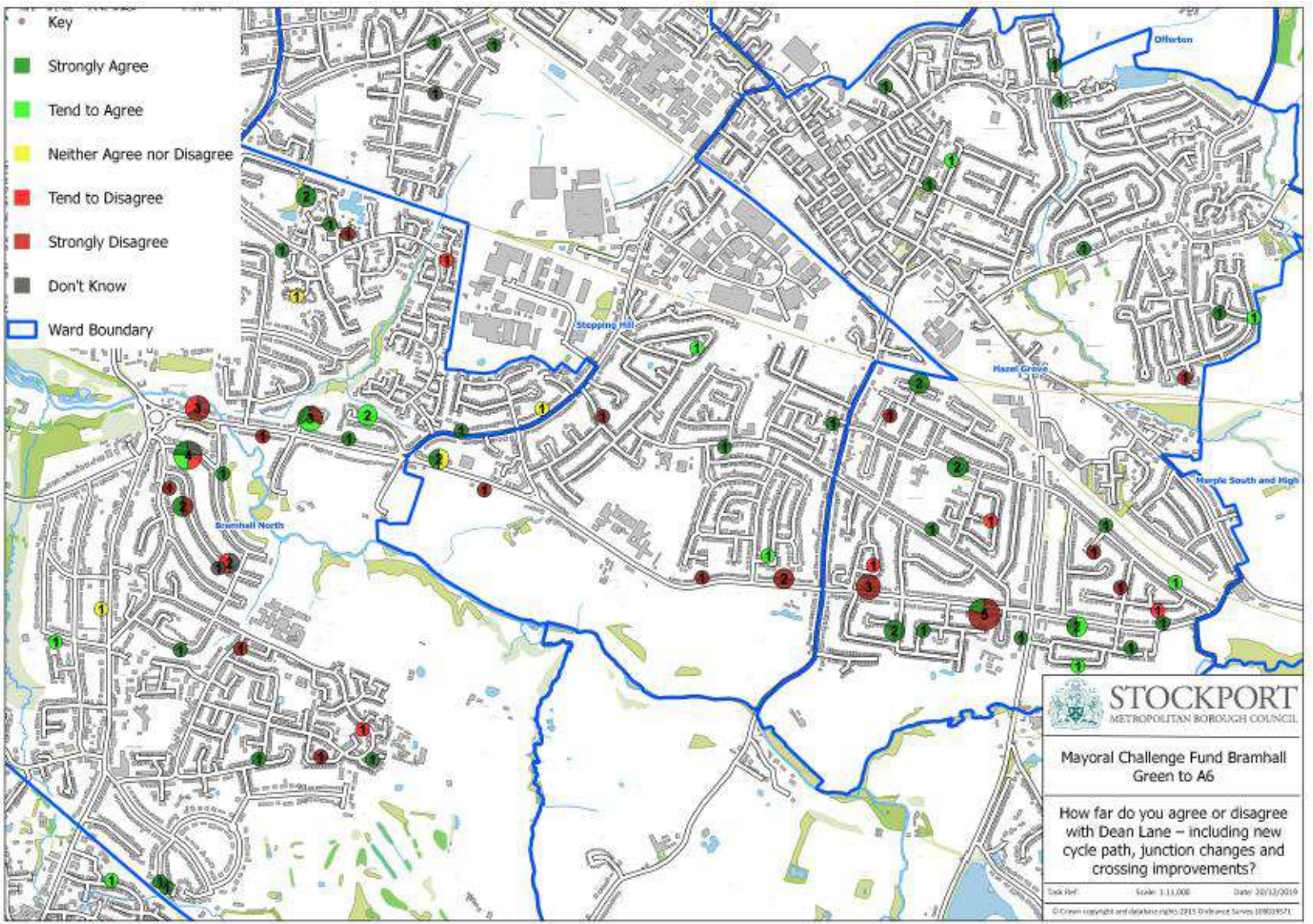
- 2.23. As shown by **Figure 2.8** below, based on the response forms the majority of respondents agreed with proposed works to Dean Lane including a new cycle path, junction changes and crossing improvements. Of the 180 respondents to this question 65% (116) agreed and 25% (46) disagreed, 10% (18) neither agreed nor disagreed or didn't know.

Figure 2.8a – Dean Lane



- 2.24. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.8b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.8b – Dean Lane by Postcode

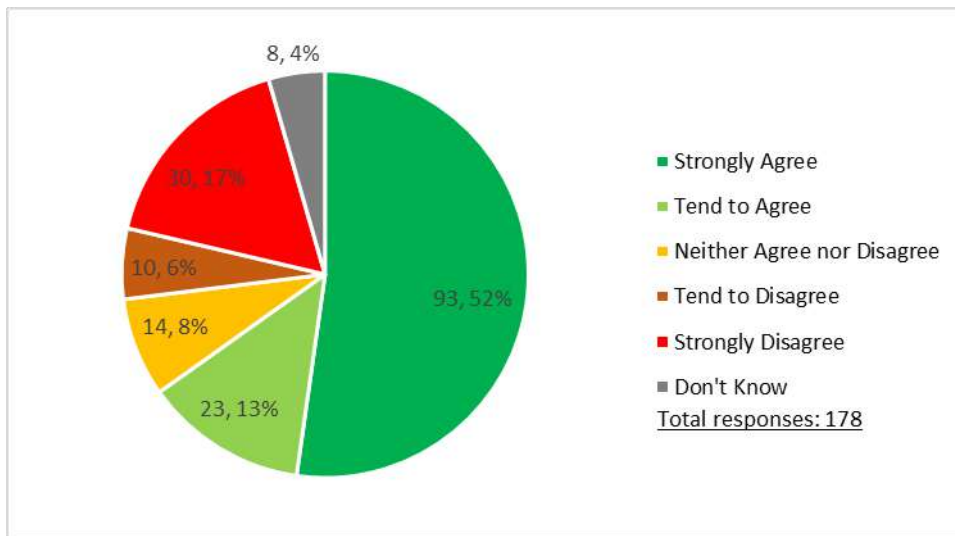


- 2.25. As shown by **Figure 2.8b**, the level of support local to the proposed works on Dean Lane was that more residents/businesses disagreed with the proposals than agreed with the proposals.

Dean Lane / Chester Road

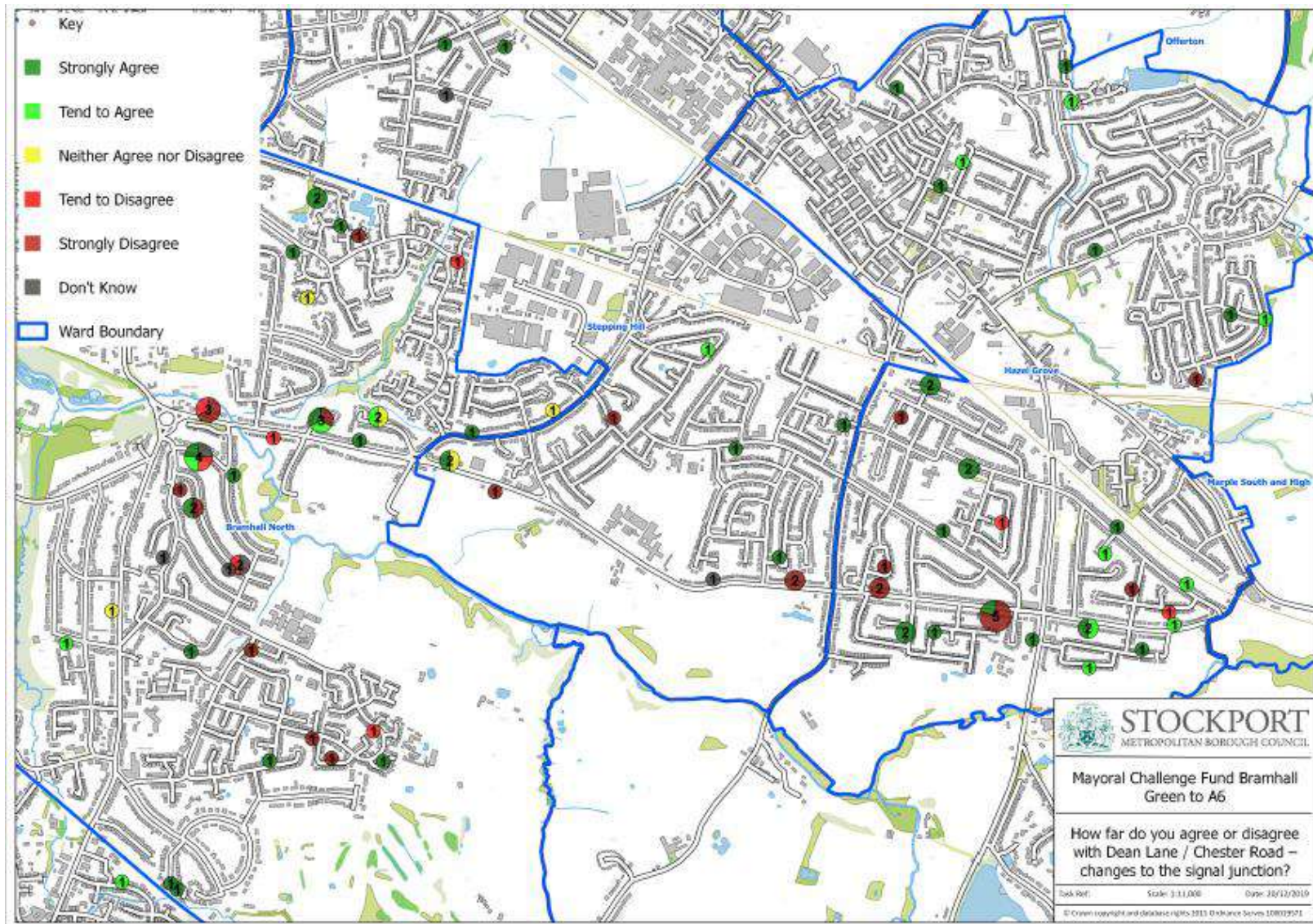
- 2.26. As shown by **Figure 2.9a** below, based on the response forms the majority of respondents agreed with proposed changes to the Dean Lane / Chester Road signal junction. Of the 178 respondents to this question 65% (116) agreed and 23% (40) disagreed, 12% (22) neither agreed nor disagreed or didn't know.

Figure 2.9a – Dean Lane / Chester Road



- 2.27. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.9b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.9b – Dean Lane / Chester Road by Postcode

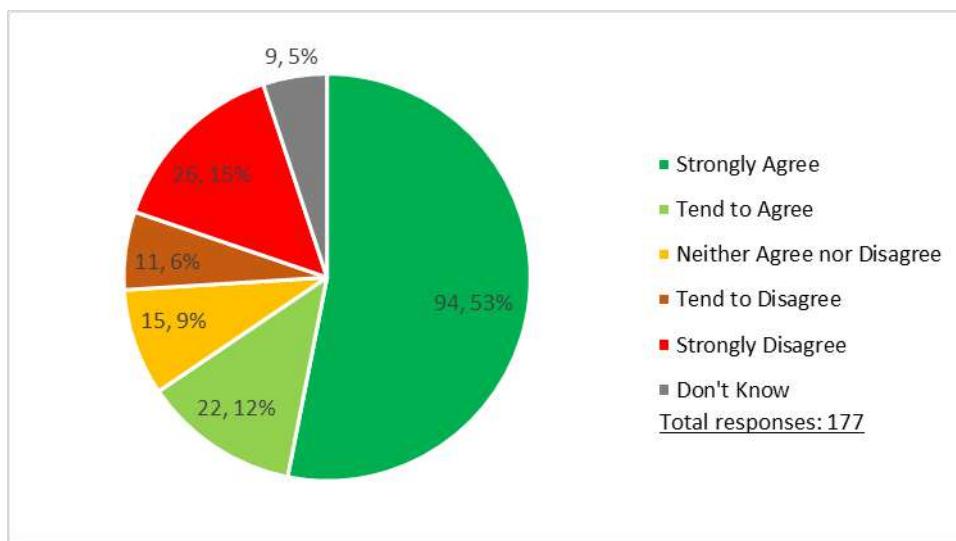


- 2.28. As shown by **Figure 2.9b**, the level of support local to the proposed works at the Dean Lane/Chester Road junction was that more residents/businesses disagreed with the proposals than agreed with the proposals.

Dean Lane / Macclesfield Road

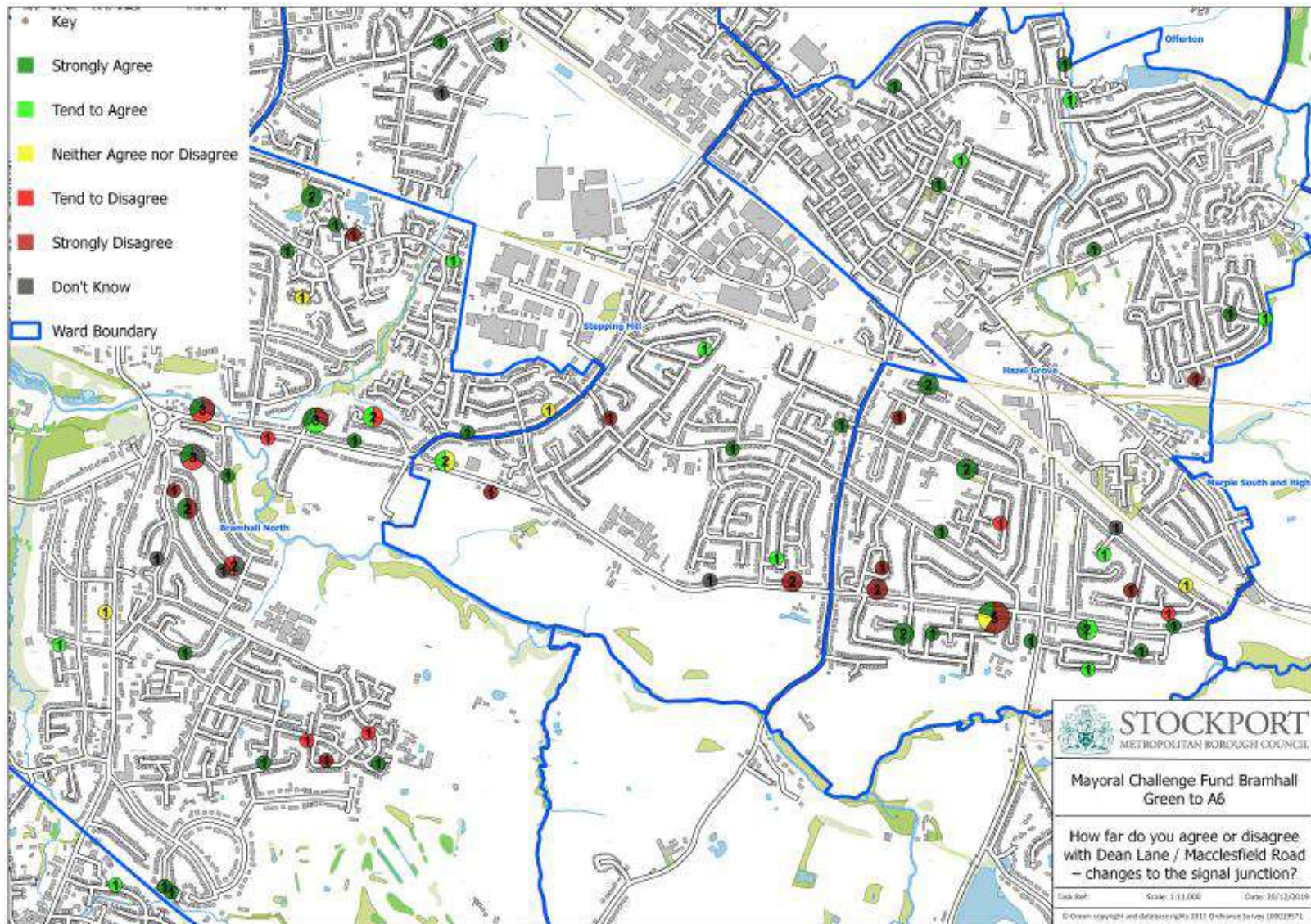
- 2.29. As shown by **Figure 2.10a** below, based on the response forms the majority of respondents agreed with proposed changes to the Dean Lane / Macclesfield Road signal junction. Of the 177 respondents to this question 65% (116) agreed and 21% (37) disagreed, 14% (24) neither agreed nor disagreed or didn't know.

Figure 2.10a – Dean Lane / Macclesfield Road



- 2.30. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.10b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.10b – Dean Lane / Macclesfield Road by Postcode

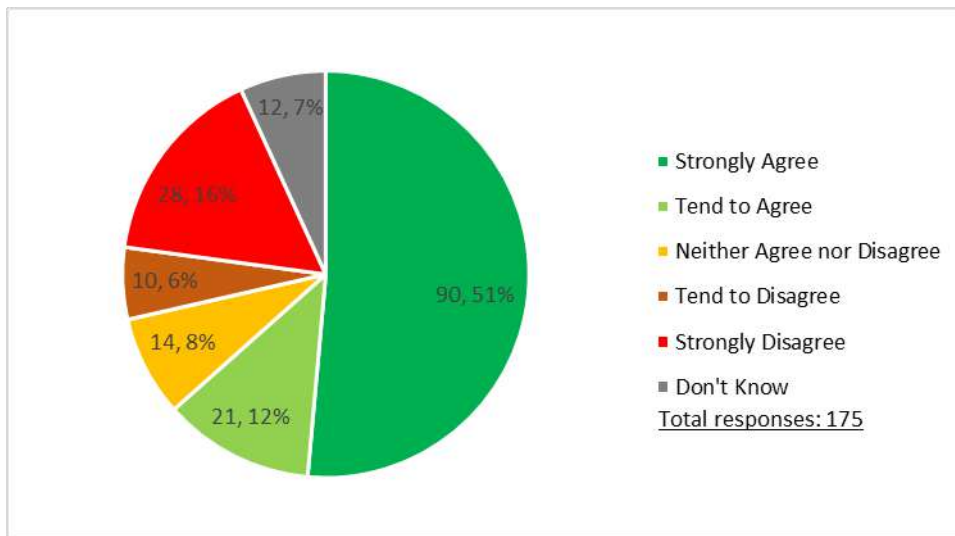


- 2.31. As shown by **Figure 2.10b**, the level of support local to the proposed works at the Dean Lane/Macclesfield Road junction was split between agreeing/disagreeing with the proposal.

Mill Lane Area

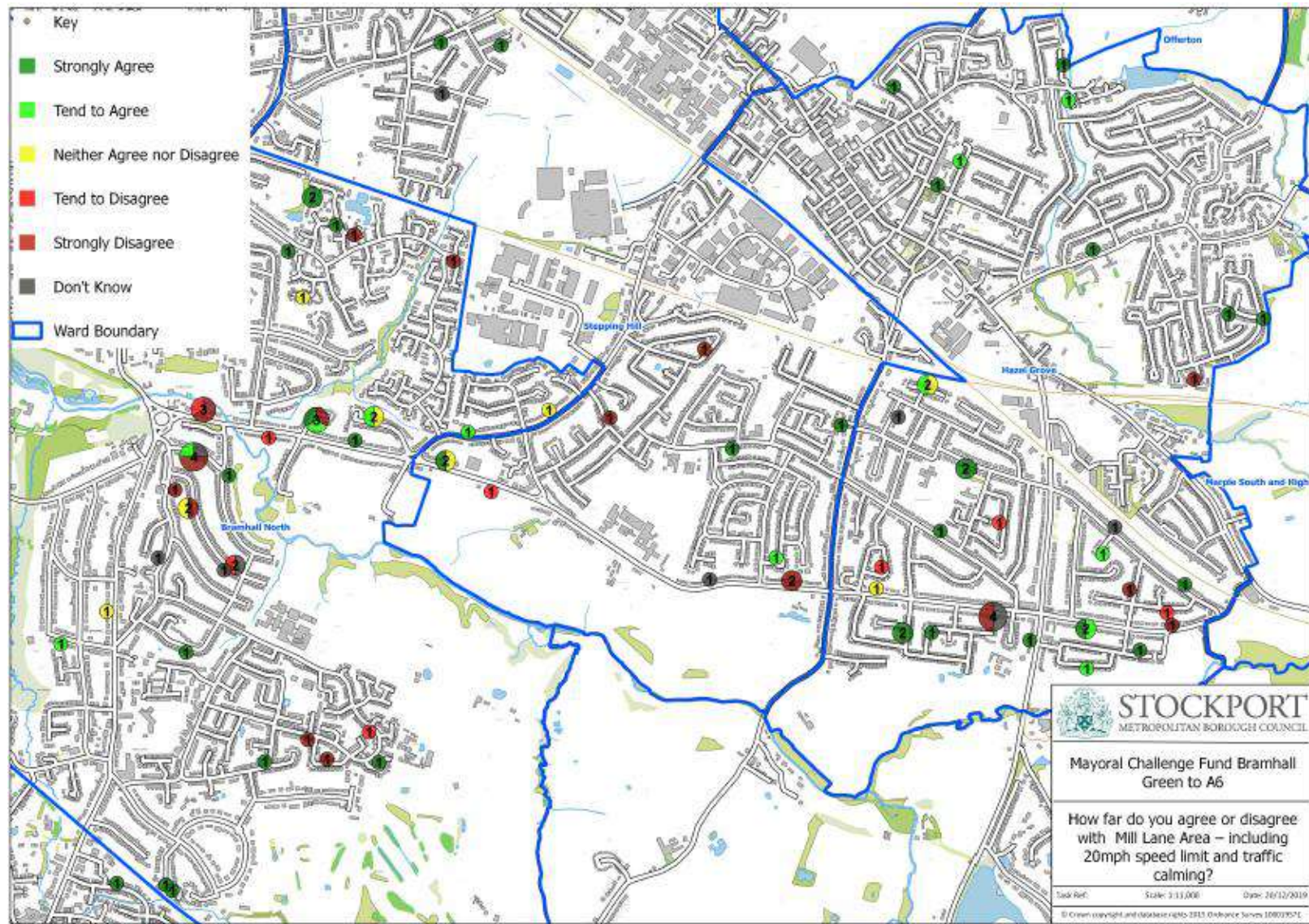
- 2.32. As shown by **Figure 2.11a** below, based on the response forms the majority of respondents agreed with proposed changes to the Mill Lane Area including a 20mph speed limit and traffic calming. Of the 175 respondents to this question 63% (111) agreed and 22% (38) disagreed, 15% (26) neither agreed nor disagreed or didn't know.

Figure 2.11a – Mill Lane Area



- 2.33. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.11b** presents the response in relation to respondents' home postcode when it was provided in full.

Figure 2.11b – Mill Lane Area by Postcode

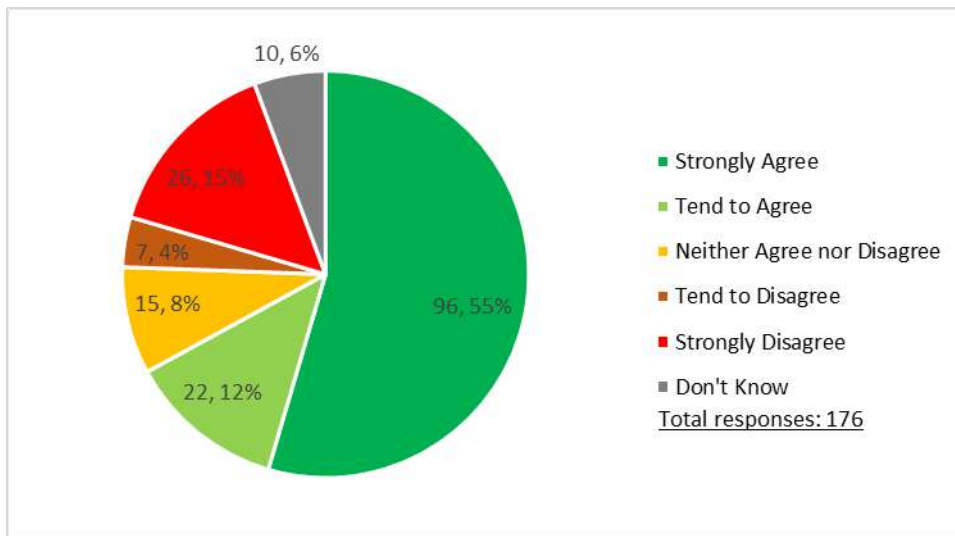


- 2.34. As shown by **Figure 2.11b**, the level of support local to the proposed works around the Mill Lane Area was more residents/businesses agreed with the proposals than disagreed with them.

A555 Spur

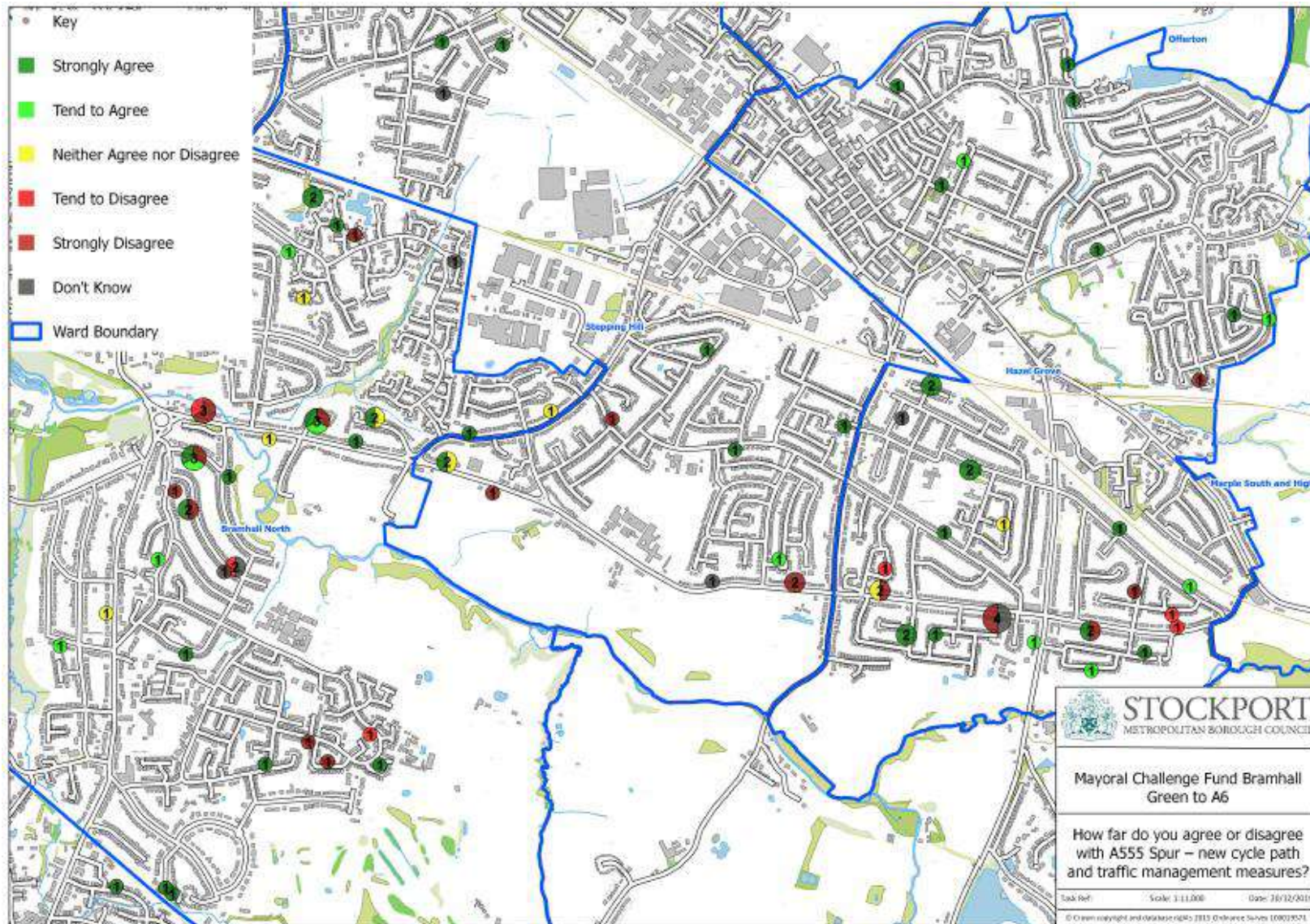
- 2.35. As shown by **Figure 2.12a** below, based on the response forms the majority of respondents agreed with A555 Spur proposals including a new cycle path and traffic management measures. Of the 176 respondents to this question 67% (118) agreed and 19% (33) disagreed, 14% (25) neither agreed nor disagreed or didn't know.

Figure 2.12a – A555 Spur



- 2.36. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.12b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.12b – A555 Spur by Postcode

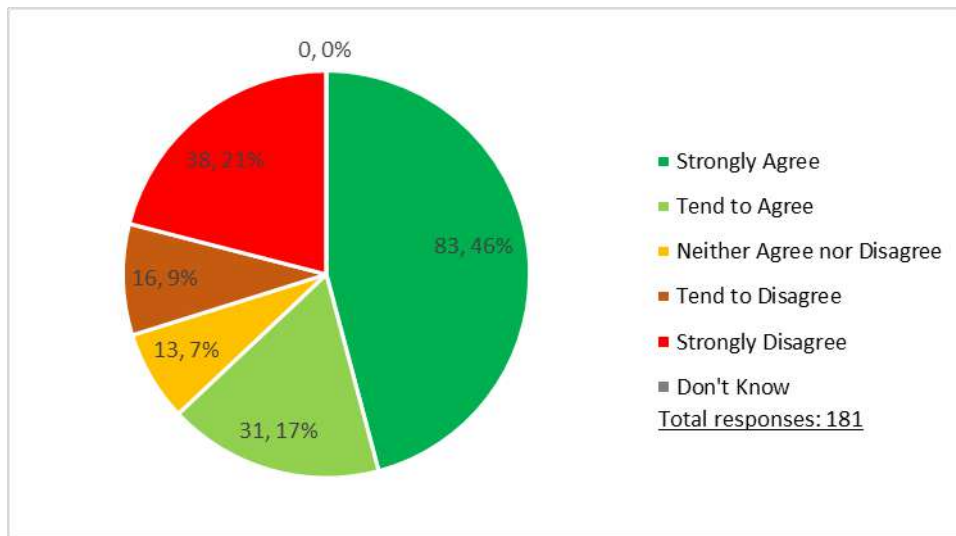


2.37. As shown by **Figure 2.12b**, the level of support local to the proposed route along Macclesfield Road was slightly in agreement with the scheme although only one response was received which provided a postcode.

Pleasant Places

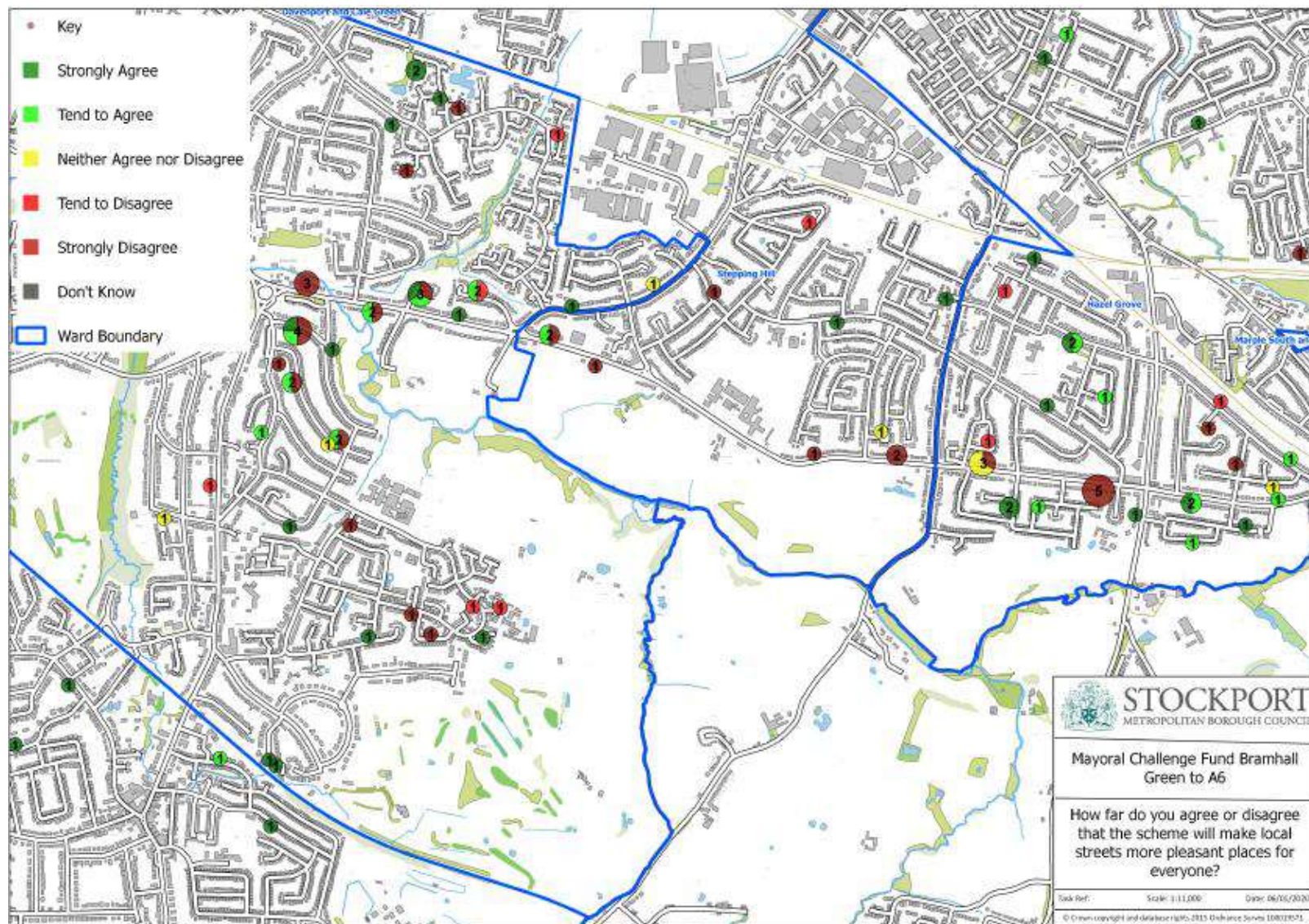
2.38. As shown by **Figure 2.13a** below, based on the response forms the majority of respondents agreed the Bramhall Park to A6 scheme would make local streets more pleasant places for everyone. Of the 181 respondents to this question 63% (114) agreed and 30% (54) disagreed, 7% (13) neither agreed nor disagreed.

Figure 2.13a – Pleasant Places



2.39. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.13b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.13b – Pleasant Places by Postcode



2.40. As can be seen from **Figure 2.13b** generally more residents who live along the route disagreed that the scheme would make the local streets more pleasant places for everyone.

General Comments

2.41. General comments received regarding the Bramhall Park to A6 scheme include:

- Concerns have been raised that the scheme will increase queue lengths at the Chester Road and Macclesfield Road junctions;
- Speeding cyclists along the whole route and in the shared space areas;
- The reduction of parking along Fir Road will have a detrimental effect on local business; This would also move the parking on to the private side roads;
- The removal of the well-established trees and areas of grass verges will make a big difference to the look and ambiance of the street scene;
- Where will the additional trees be planted? And what type of trees;
- Narrowing the main carriageway, increasing the number of crossing points and slowing down the side roads will increase air pollution in the area;
- Will the scheme increase the current flooding problem at Bramhall Roundabout?;
- The scheme will increase the risk of collisions between cyclists and vehicles exiting driveways as it will be difficult to see speeding cyclists;
- Relocating bus stops outside homes on Jackson Lane. This will de-value house prices. Further will the proposed bus stop bins be emptied on a daily basis?.

Consultation Meetings

2.42. Council Officers have met two stakeholder groups which are Friends of Happy Valley and Bramhall High School. The Friends group did have some concerns regarding scramblers, motorbikes, horse-riders, preventing cyclists from using the footpaths, speed of cyclists, blind corners and bio-diversity issues. These were discussed at a site meeting on the 5th December 2019 in which mitigation measures were discussed, such as introducing Access Controls to prevent unauthorised users using the route, introducing chicanes on downhill sections/on the approaches to bends to slow cycle speeds and introducing new trees/bat boxes to improve the biodiversity of the area.

A meeting with Bramhall High School was held in November 2019 to discuss the scheme proposals. The school provided positive feedback for the scheme proposals overall and keen to support for the Public Right of Way improvements through Happy Valley. A further meeting is planned for February 2020 to discuss the detail design proposals.

Annex x – A555 Community Links

1. Introduction

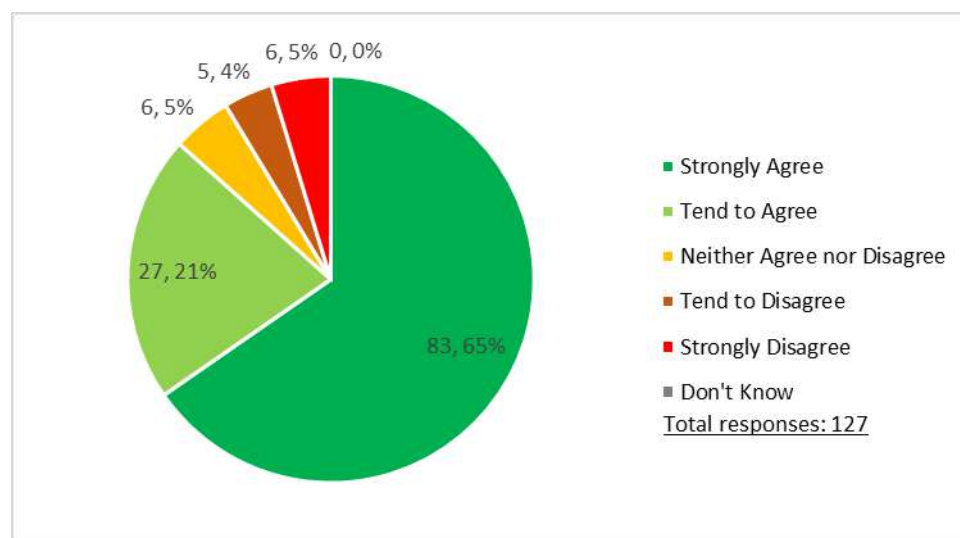
- 1.1. The following summarises the volume and content of responses received relating to the A555 Community Links scheme proposals.

2. Consultation Response – A555 Community Links

Principle of Scheme

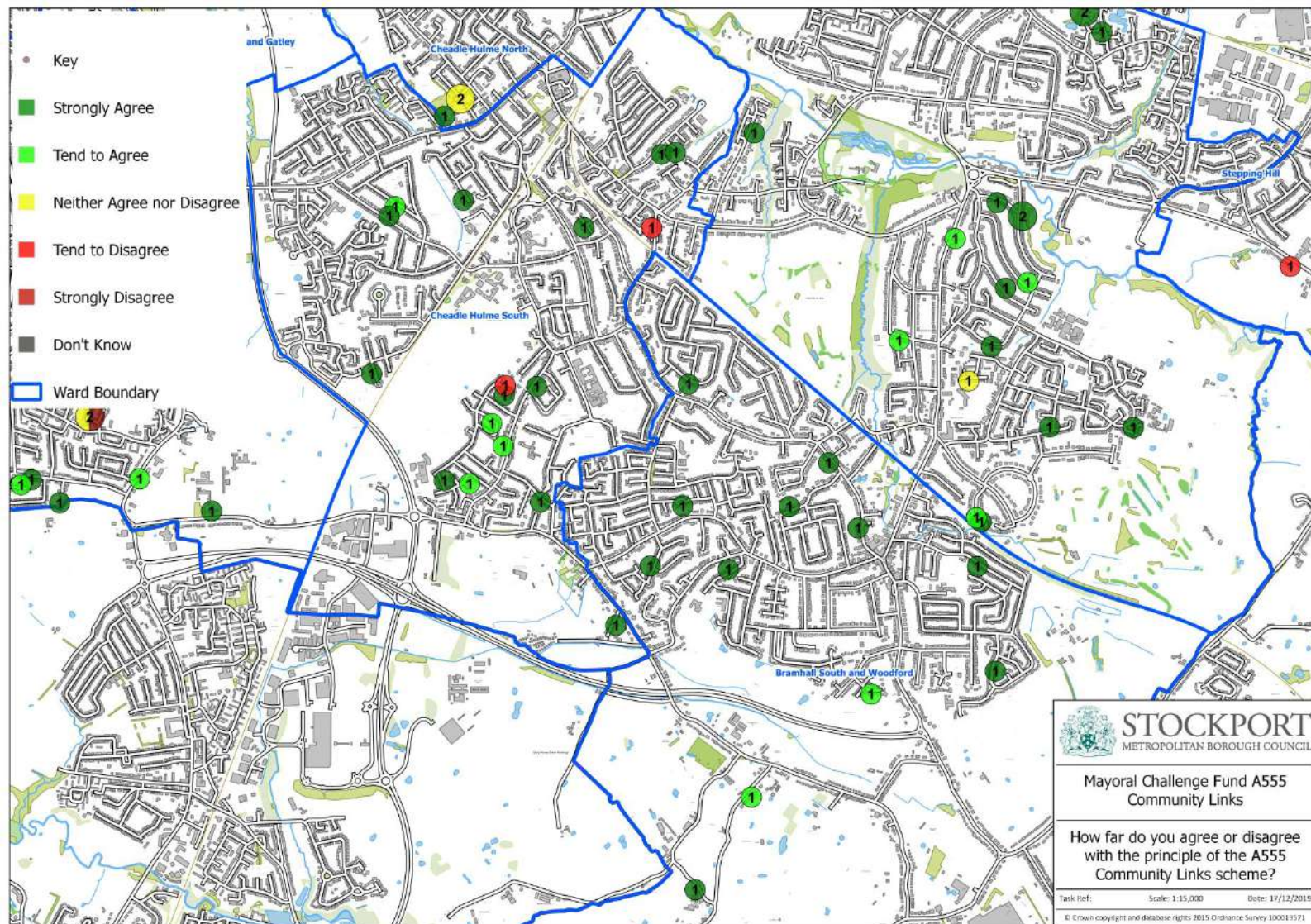
- 2.1. As shown by **Figure 2.1a** below, based on the response forms the majority of respondents agreed with the principle of the A555 Community Links scheme. Of the 127 respondents to this question 86% (110) agreed and 9% (11) disagreed, 5% (6) neither agreed nor disagreed.

Figure 2.1a – Principles of Scheme



- 2.2. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.1b** presents the response in relation to respondents' home post code when it was provided in full.
- 2.3. As shown by **Figure 2.1b**, the majority of respondents who live locally agree with the proposals.

Figure 2.1b – Principles of Scheme by Postcode



2.4. General comments by those in agreement with the principle of the scheme include:

- The creation of cycle routes will make the environment more pleasant and encourage cycling.
- Improvements to surfacing are much appreciated.
- I am totally in favour and this is long overdue. The volume of cars on the road is only getting higher and people who might consider walking or cycling are put off by the dangers involved.
- Strongly welcome the proposed developments. Good links to the A555 are necessary.

2.5. No general comments were received by those that disagreed with the principle of the scheme.

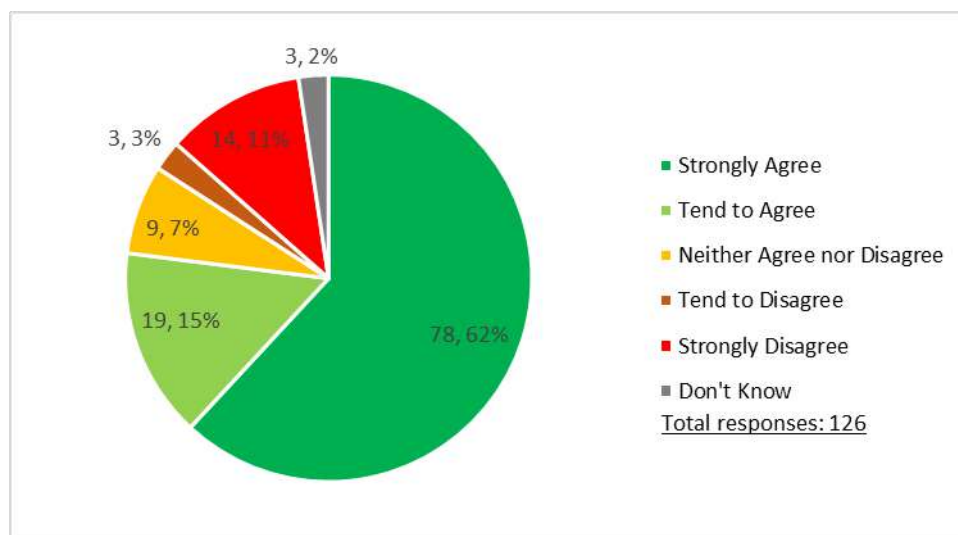
2.6. Other comments made by those with regards to the principle of the scheme include:

- Segregated facilities should be provided, not shared.
- The junction of Wilmslow road/Finney Lane/Etchells Road is impossible to cross without risk to one's life. Junction needs to be totally redesigned with 2 small roundabouts.
- It is impossible to cross the Wilmslow Road/A555 junction on the eastern side and there is no provision for pedestrians to walk between Heald Green and Handforth.

Link 1 Wilmslow Road cycletrack

2.7. As shown by **Figure 2.2a** below, based on the response forms the majority of respondents agreed with the proposals for a cycletrack on Wilmslow Road including junction works at Outwood Road, Greenway Road and Bolshaw Road. Of the 126 respondents to this question 77% (97) agreed and 14% (17) disagreed, 9% (12) neither agreed nor disagreed or didn't know.

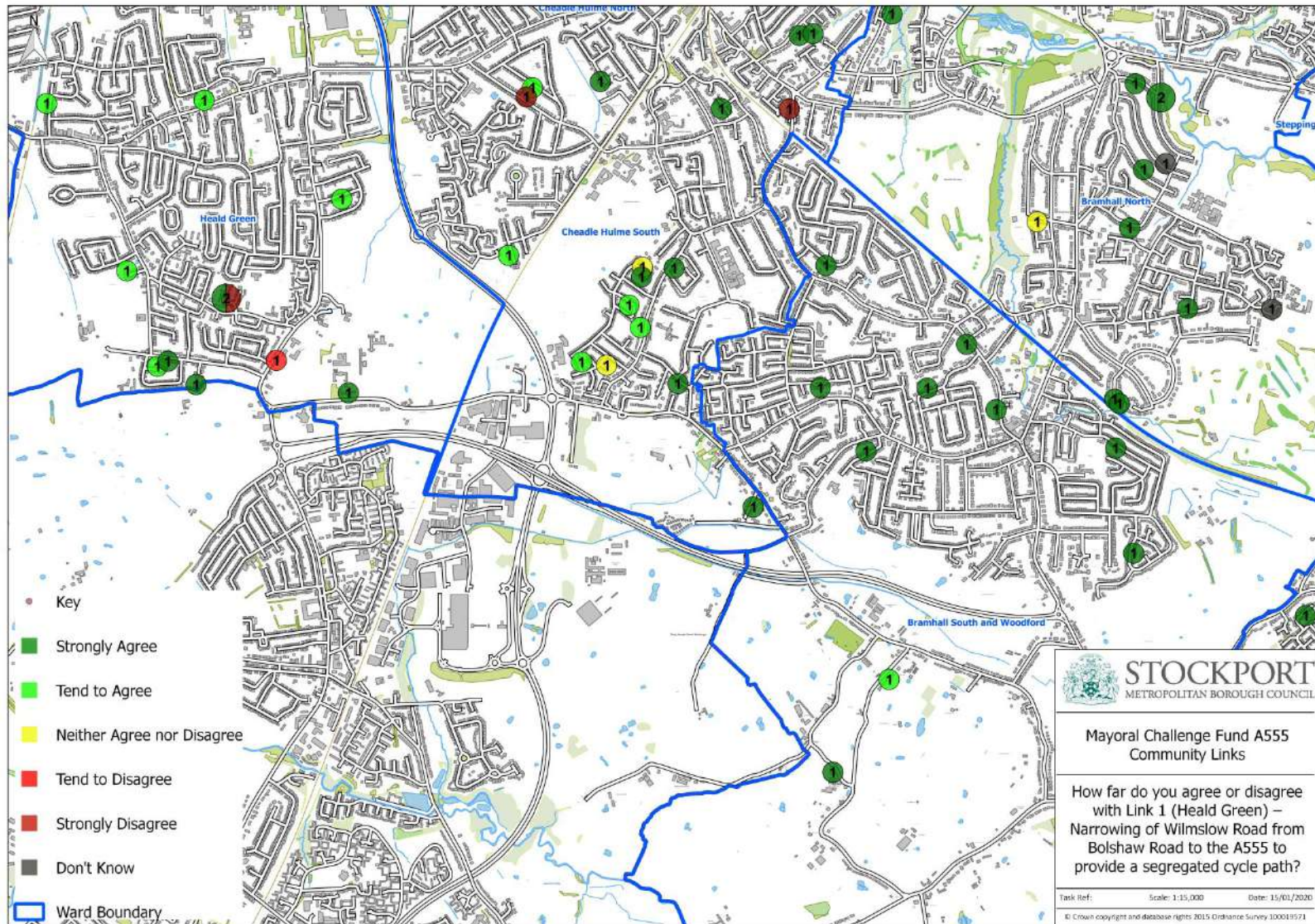
Figure 2.2a – Link 1 Wilmslow Road Cycletrack



2.8. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.2b** presents the response in relation to respondents' home post code when it was provided in full.

- 2.9. As shown by **Figure 2.2b**, the majority of those that disagreed with the proposals lived close by.
- 2.10. No comments were received by those specifically in agreement with the proposals for a cycletrack on Wilmslow Road.

Figure 2.2b – Link 1 Wilmslow Road Cycletrack by Postcode



2.11. General comments by those who disagree with the proposals for a cycletrack on Wilmslow Road including junction works at Outwood Road, Greenway Road and Bolshaw Road include:

- Motorists should not have to give way to cyclists, particularly at side roads.
- At the Bolshaw Road junction one vehicle stopping to give way to cyclists will lead to queuing vehicles on Wilmslow Road. This will be worse if HGVs that access the farm on Bolshaw Road stop and give way.
- The removal of mature trees on Wilmslow road is not acceptable to introduce a cycle path. Footways should be made into shared paths instead which would not require tree damage/removal.
- Cyclists travelling at speed may fail to ride over the humped crossings with caution and motorists may fail to give way if they haven't seen cyclists approaching.
- The proposal to have a dedicated cycle path cut across several driveways must be challenged. Dedicated cycle paths encourage faster cycling and this greatly increases the risk of a collision. There is also a significant risk from children/pets walking from the driveways directly into the cycle path.

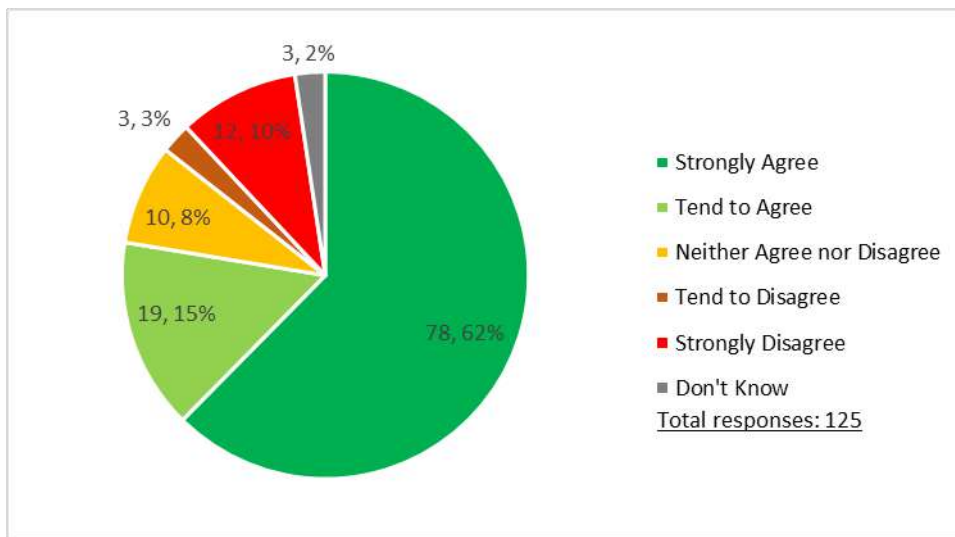
2.12. Other comments made by those with regards to the proposals for a cycletrack on Wilmslow Road including junction works at Outwood Road, Greenway Road and Bolshaw Road include:

- A pedestrian crossing close to the junction of Wilmslow Road/Bolshaw Road should be installed.
- Vehicles park on the footway on Bolshaw Road and measures to prevent this are required as pedestrians with prams/wheelchairs are forced to walk in the carriageway.
- Wilmslow Road/Outwood road would be better served by a Mini Roundabout to slow traffic and improve flow.

Link 1 Wilmslow Road narrowing

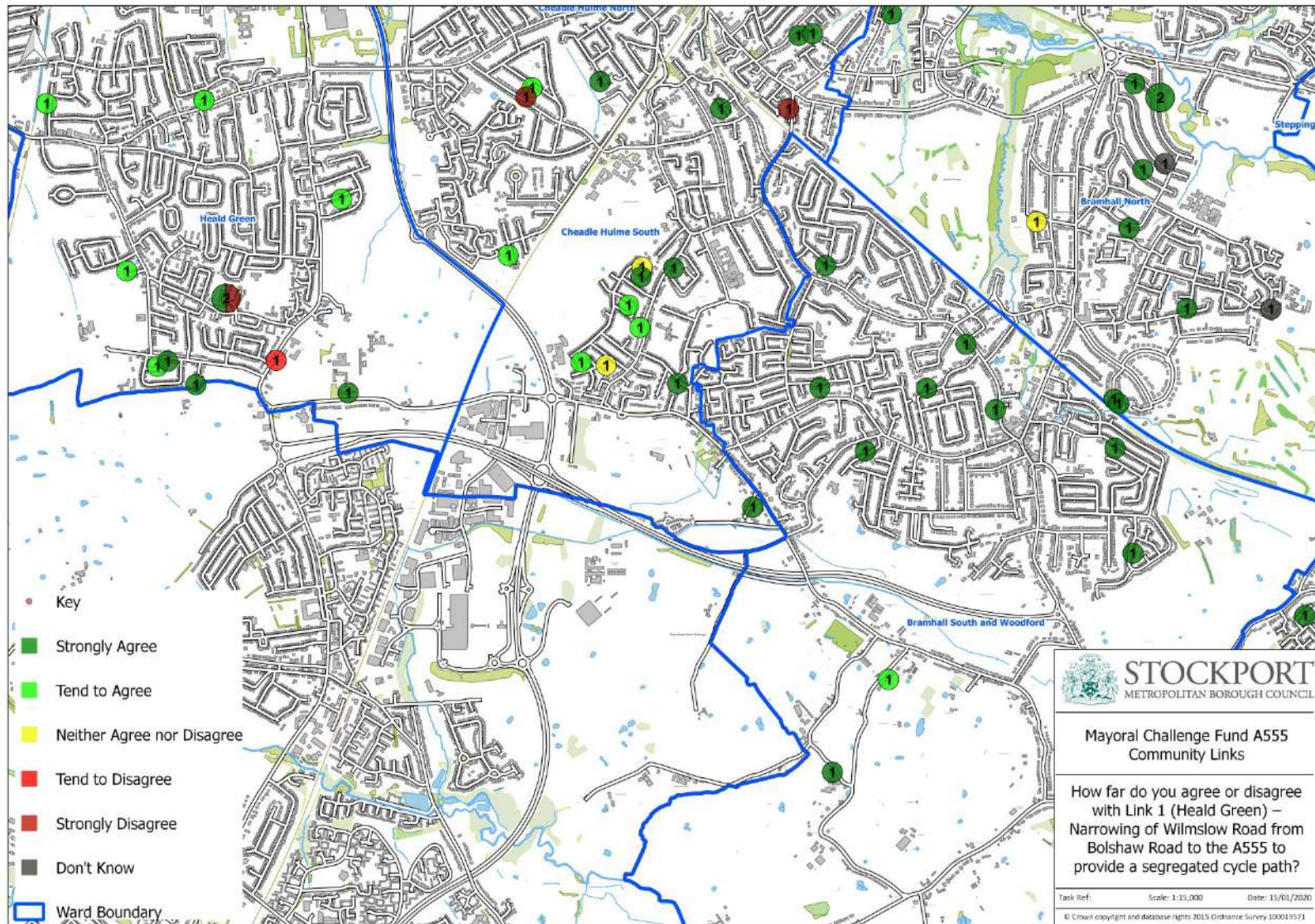
2.13. As shown by **Figure 2.3a** below, based on the response forms the majority of respondents agreed with the proposals for the narrowing of Wilmslow Road from Bolshaw Road to the A555 to provide a segregated cycle path. Of the 125 respondents to this question 77% (97) agreed and 13% (15) disagreed, 10% (13) neither agreed nor disagreed or didn't know.

Figure 2.3a – Link 1 Wilmslow Road Narrowing



- 2.14. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.3b** presents the response in relation to respondents' home post code when it was provided in full.
- 2.15. As shown by **Figure 2.3b**, those that disagree with the proposals tended to live close to the proposals.

Figure 2.3b – Link 1 Wilmslow Road Narrowing by Postcode



2.16. General comments by those in agreement with the proposals for the narrowing of Wilmslow Road from Bolshaw Road to the A555 to provide a segregated cycle path include:

- Making the access to Stanley road from Wilmslow Road easier is a very good idea.

2.17. General comments by those who disagree with the proposals for the narrowing of Wilmslow Road from Bolshaw Road to the A555 to provide a segregated cycle path include:

- The proposals will increase congestion.
- Congestion is already an issue that is not helped by frequent access and queuing to the mosque and car wash.
- Small sections of cycle paths are not used by cyclists and are a waste of time as cyclists have to keep stopping for side junctions.
- The proposals will cause further disruption in the area.
- Cyclists don't use existing shared cycle footpaths between Outwood Road and Finney Lane. They all use the road. Segregated on carriageway cycle lanes would be better.
- I do not want the trees destroyed for a lump of concrete which will not be used.
- These trees are some of the few remaining in our area.

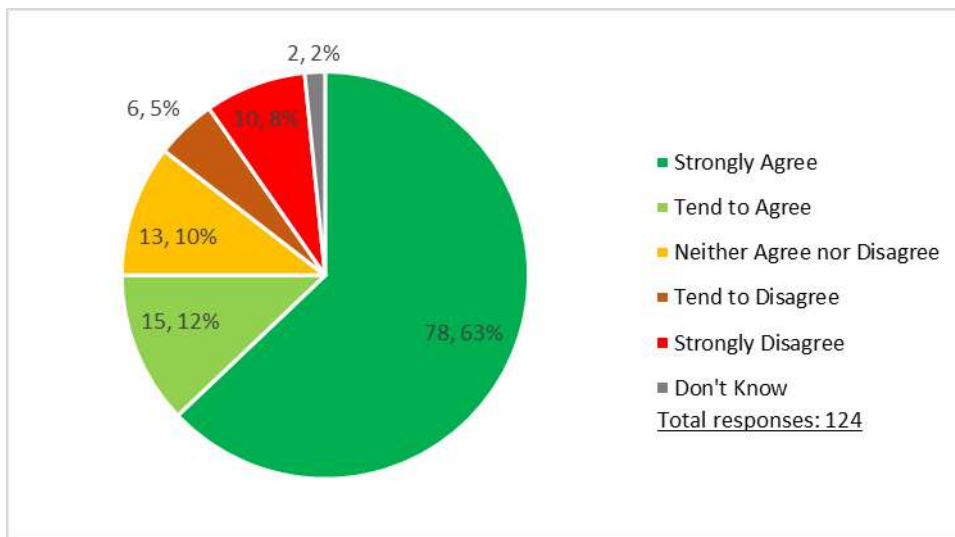
2.18. Other comments made by those with regards to the proposals for the narrowing of Wilmslow Road from Bolshaw Road to the A555 to provide a segregated cycle path include:

- Mosque traffic/parking also an issue with pavements being blocked.

Link 1 Stanley Road / Wilmslow Road

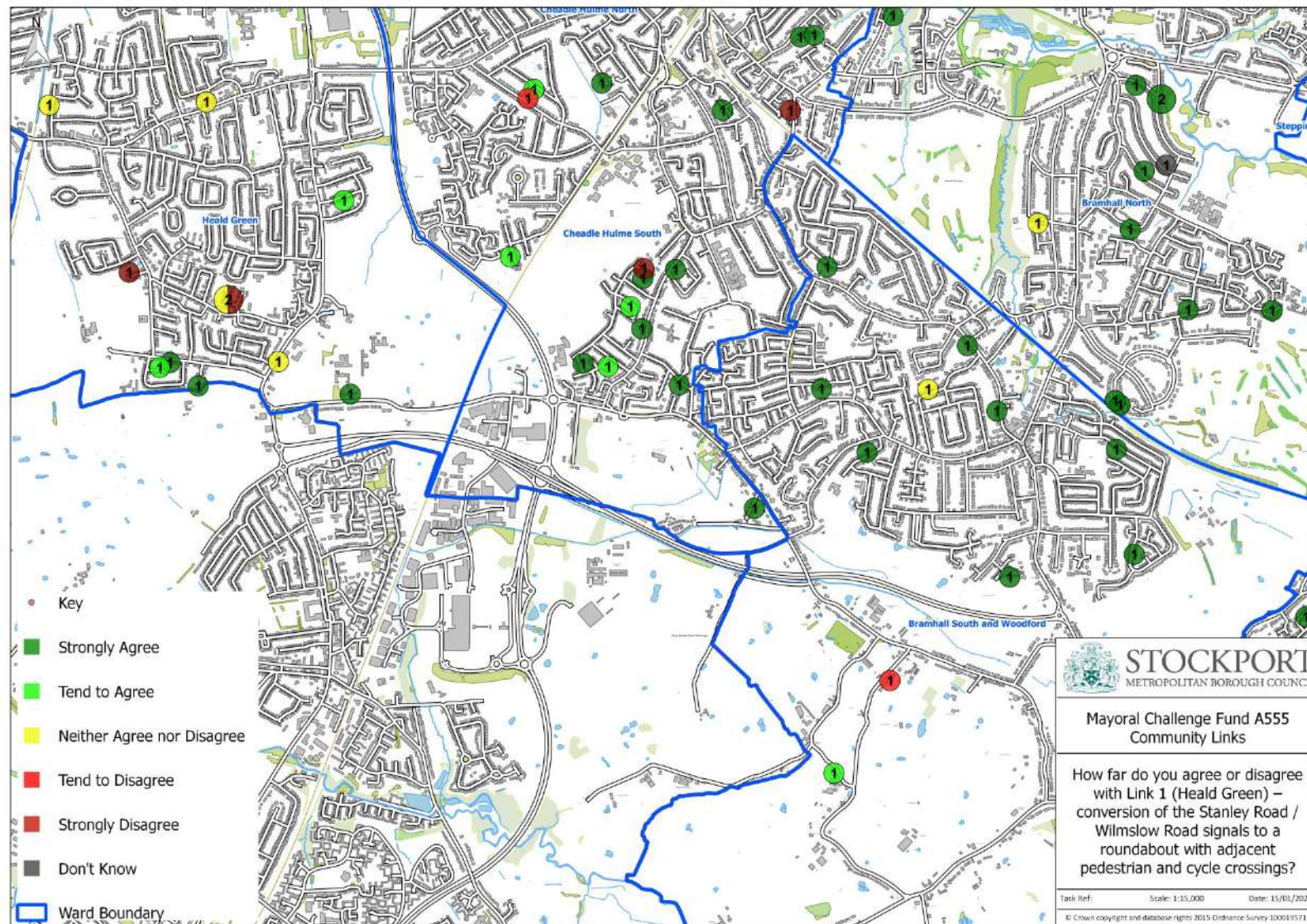
2.19. As shown by **Figure 2.4a** below, based on the response forms the majority of respondents agreed with the proposals for the conversion of the Stanley Road / Wilmslow Road signals to a roundabout with adjacent pedestrian and cycle crossings. Of the 124 respondents to this question 75% (93) agreed and 13% (16) disagreed, 12% (15) neither agreed nor disagreed or didn't know.

Figure 2.4a – Link 1 Stanley Road / Wilmslow Road



- 2.20. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.4b** presents the response in relation to respondents' home post code when it was provided in full.
- 2.21. As shown by **Figure 2.4b**, those that disagree with the proposals tend to live locally.

Figure 2.4b – Link 1 Stanley Road / Wilmslow Road by Postcode

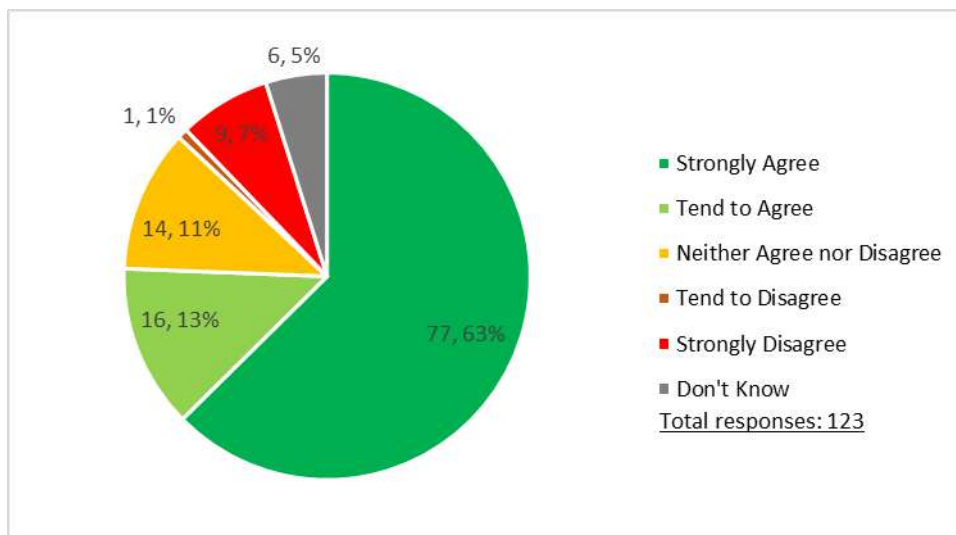


- 2.22. There were no comments received regarding the conversion of the Stanley Road / Wilmslow Road signals to a roundabout with adjacent pedestrian and cycle crossings.

Link 2 New Crossings at Stanley Green

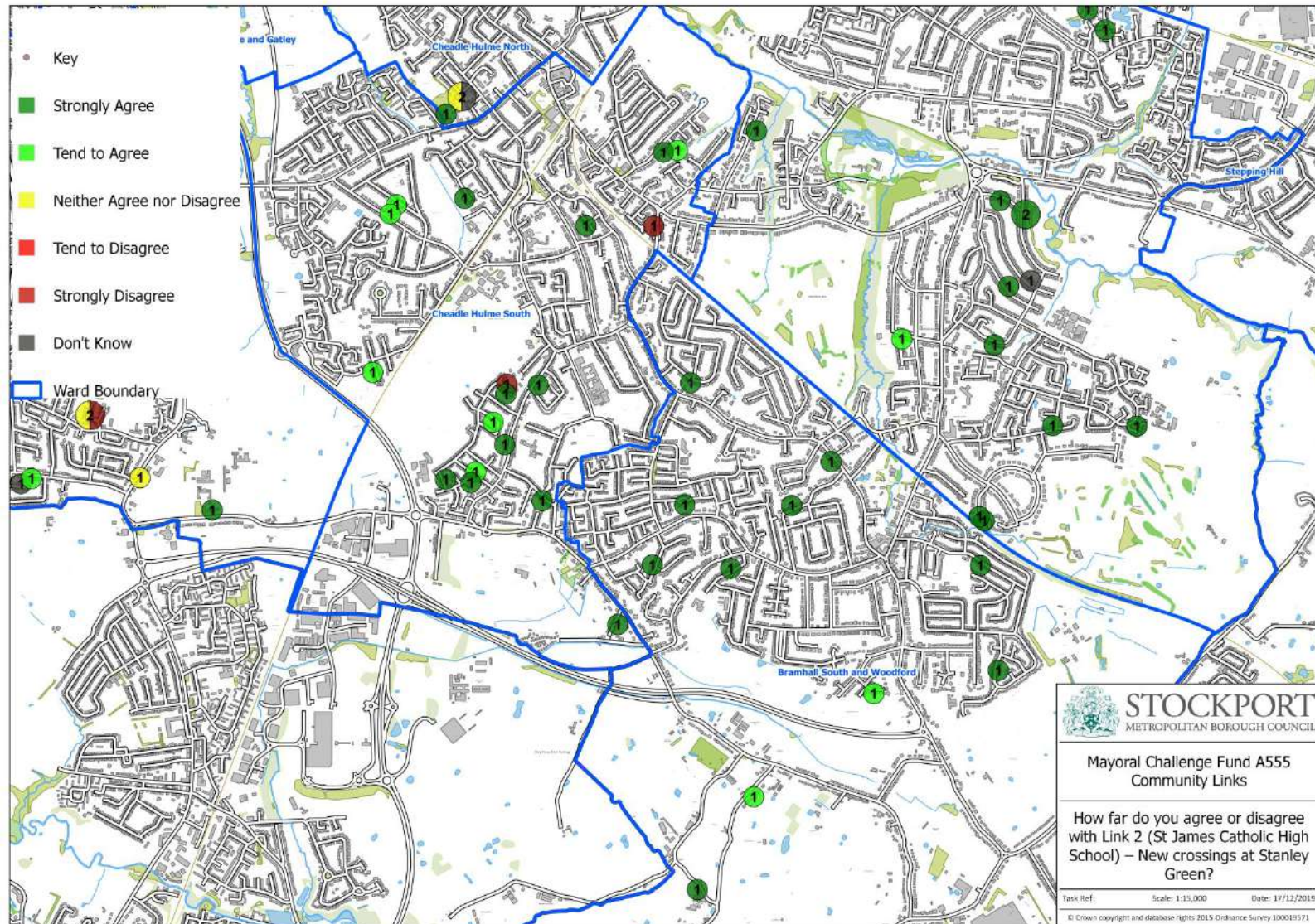
- 2.23. As shown by **Figure 2.5a** below, based on the response forms the majority of respondents agreed with the proposals for new crossings at Stanley Green. Of the 123 respondents to this question 76% (93) agreed and 8% (10) disagreed, 16% (20) neither agreed nor disagreed or didn't know.

Figure 2.5a – Link 2 New Crossings at Stanley Green



- 2.24. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.5b** presents the response in relation to respondents' home post code when it was provided in full.
- 2.25. As shown by **Figure 2.5b**, the majority of those that live locally to the proposals strongly agree or agree with the proposals.

Figure 2.5b – Link 2 New Crossings at Stanley Green by Postcode



2.26. General comments by those in agreement with the proposals for new crossings at Stanley Green include:

- The scheme will encourage cycle traffic to and from St James's High School.
- This should have been delivered as part of the A555 mitigation and complementary measures scheme. It's very clear to see the connectivity which would be established by the proposed work.

2.27. No comments were received from those who disagree with the proposals for new crossings at Stanley Green.

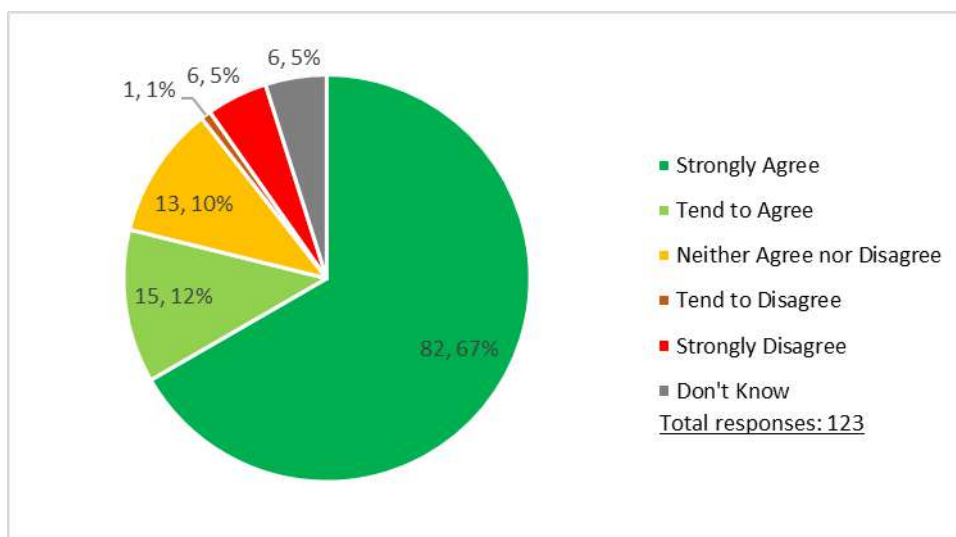
2.28. Other comments made by those with regards to the proposals for new crossings at Stanley Green include:

- The roundabout can be very busy with a lot of traffic turning off the A34, so the proposed new crossing needs to be synchronised with traffic exiting the roundabout towards Gillbent Road. If this isn't managed correctly it could cause considerable congestion on the roundabout and conflict between motorists and cyclists.
- A Pegasus crossing should be installed and equestrians included on the cycle track from Stanley Road and the link between Newlands Av and Woodstock Av.
- A link between Gillbent Road / St James High School to the Three Acres Lane residential area should also be provided.

Link 2 St James Way - Rushside Road

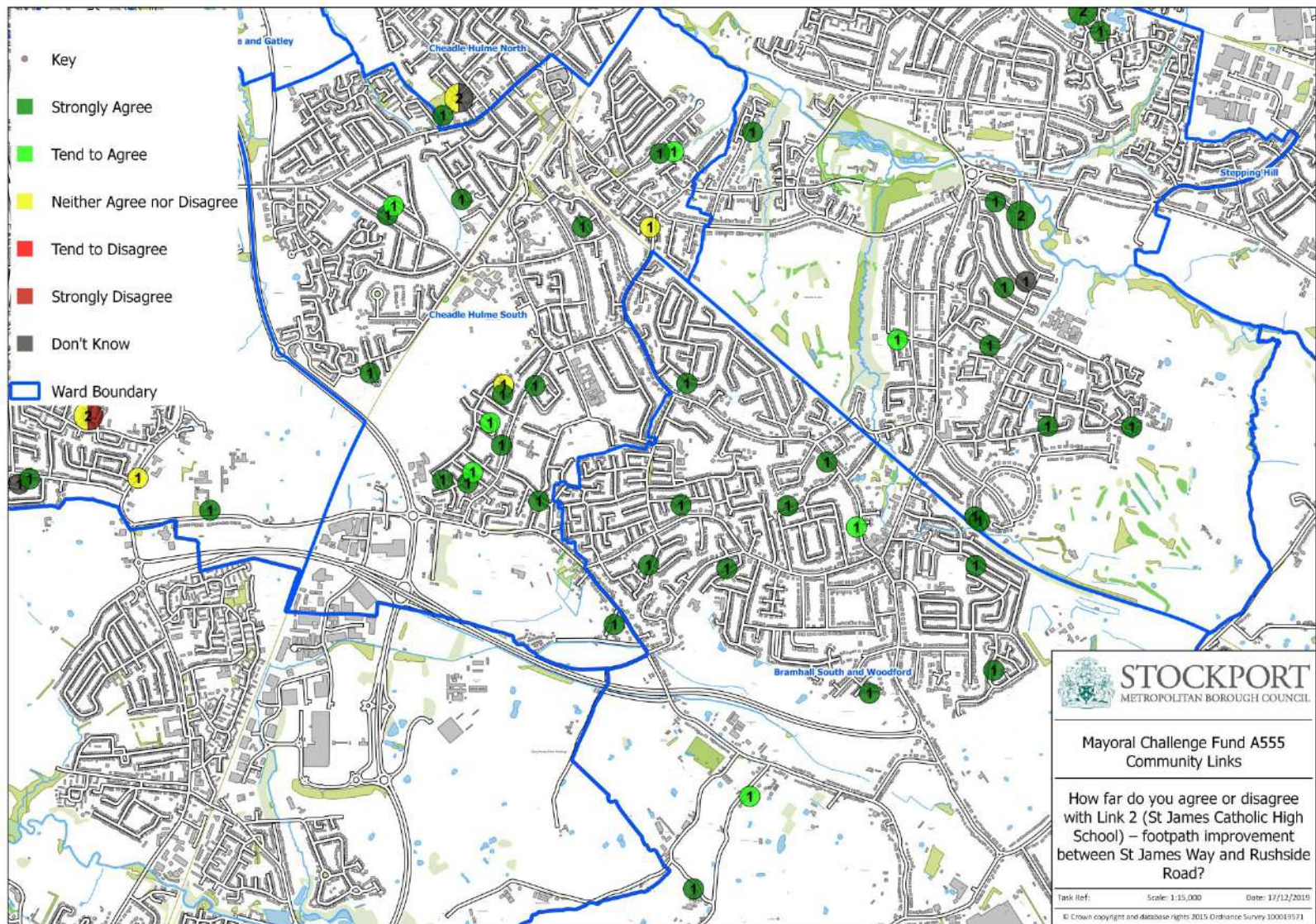
2.29. As shown by **Figure 2.6a** below, based on the response forms the majority of respondents agreed with the proposals for footpath improvement between St James Way and Rushside Road. Of the 123 respondents to this question 79% (97) agreed and 6% (7) disagreed, 15% (19) neither agreed nor disagreed or didn't know.

Figure 2.6a – Link 2 St James Way - Rushside Road



- 2.30. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.6b** presents the response in relation to respondents' home post code when it was provided in full.
- 2.31. As shown by **Figure 2.6b**, the majority of those that live locally to the proposals strongly agree or agree with the proposals.

Figure 2.6b – Link 2 St James Way - Rushside Road by Postcode

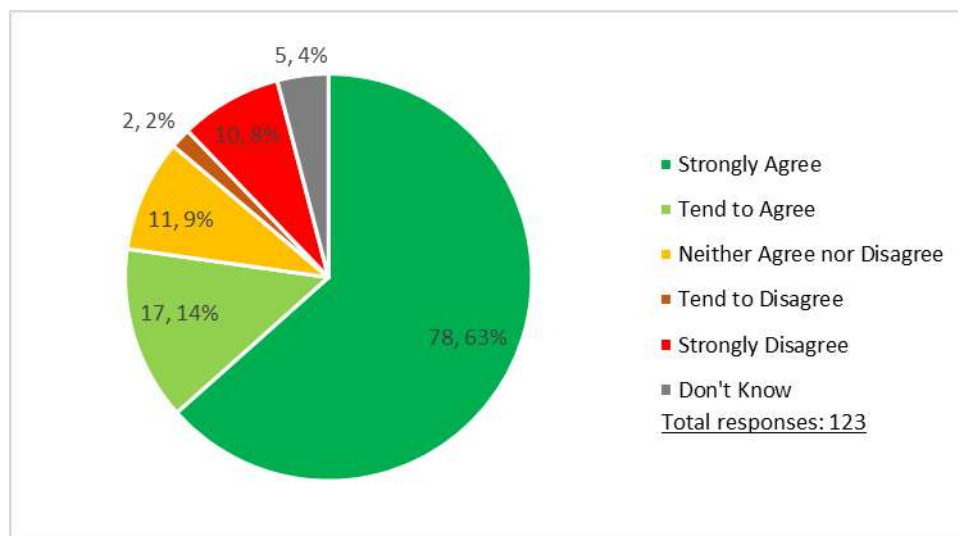


- 2.32. No comments were received with regards to the footpath improvement between St James Way and Rushside Road.

Link 2 20mph Zone

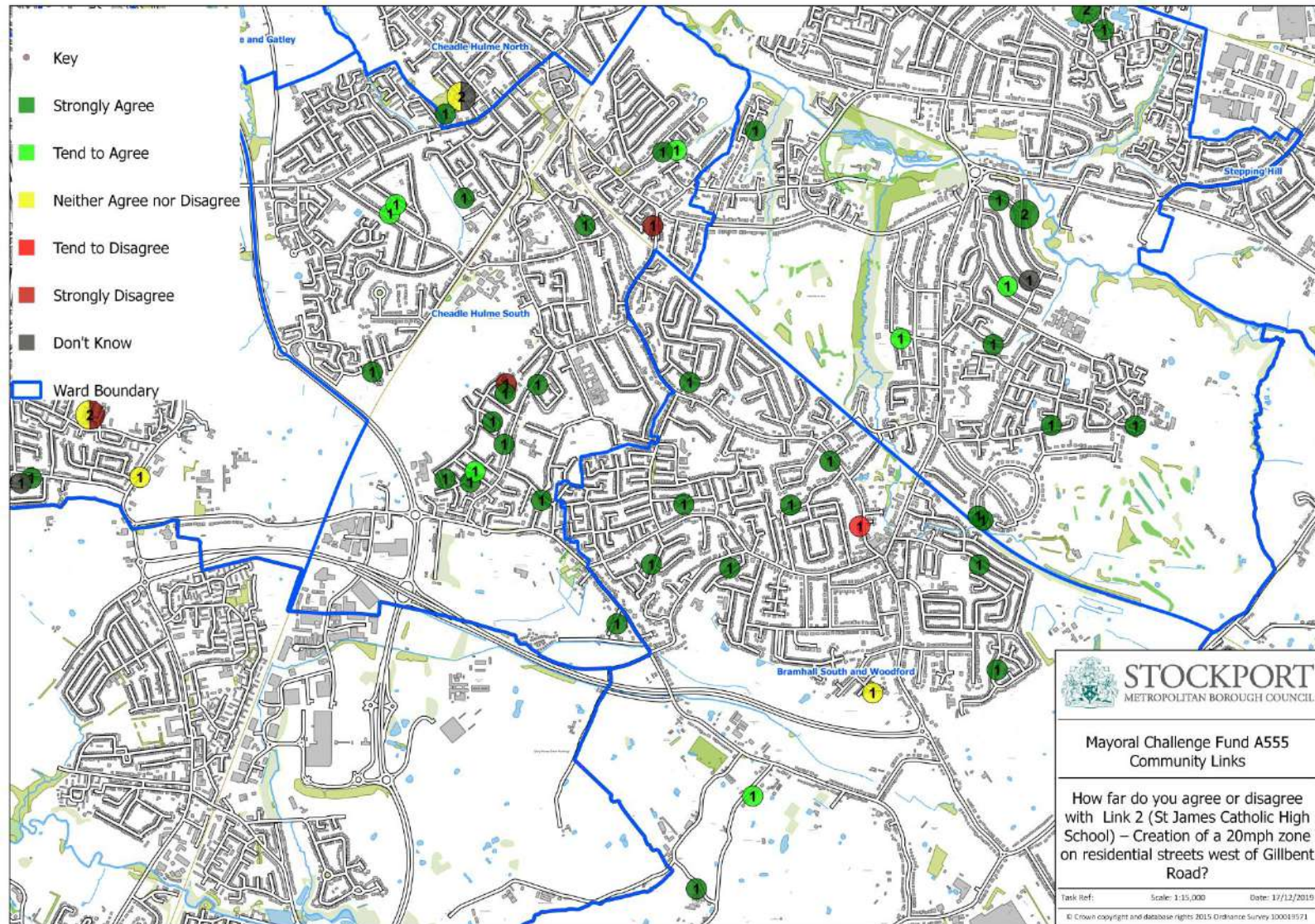
- 2.33. As shown by **Figure 2.7a** below, based on the response forms the majority of respondents agreed with the proposals for the creation of a 20mph zone on residential streets west of Gillbent Road. Of the 123 respondents to this question 77% (95) agreed and 10% (12) disagreed, 13% (16) neither agreed nor disagreed or didn't know.

Figure 2.7a – Link 2 20mph Zone



- 2.34. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.7b** presents the response in relation to respondents' home post code when it was provided in full.
- 2.35. As shown by **Figure 2.7b**, the majority of those that live locally to the proposals strongly agree or agree with the proposals.

Figure 2.7b – Link 2 20mph Zone by Postcode



2.36. General comments by those in agreement with the proposals for the creation of a 20mph zone on residential streets west of Gillbent Road include:

- Problems exist with vehicles speeding prior dropping off pupils heading to St James School in streets to the west of Gill Bent Road, predominantly Rushside Road and Leaffield Road during the morning rush hour. In the afternoon congestion/obstruction is caused in the same streets by parents & others waiting to pick up pupils from the school.
- The plans don't go far enough in ensuring that car transport in the areas of intended improvement is reduced to third or zero priority, leading to a complete closure to cars/access by permit if necessary.

2.37. General comments by those who disagree with the proposals for the creation of a 20mph zone on residential streets west of Gillbent Road include:

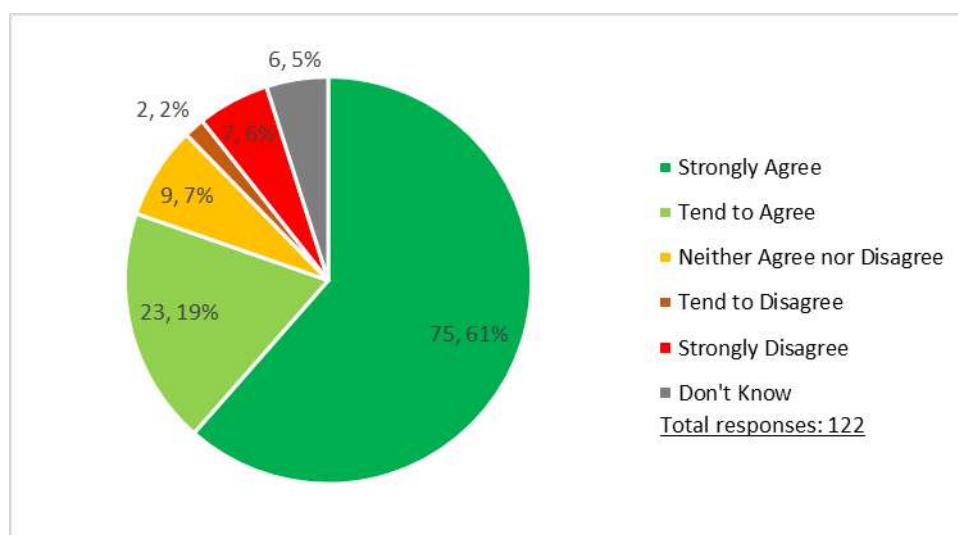
- 20mph zones will not be respected and, therefore the route along Rushside Close will not be safe for children.

2.38. There were no other comments made by those with regards to the proposals for the creation of a 20mph zone on residential streets west of Gillbent Road.

Link 2 Gillbent Road Crossing

2.39. As shown by **Figure 2.8a** below, based on the response forms the majority of respondents agreed with the proposals for the conversion of the crossing on Gillbent Road for pedestrian and cycle use, path improvements and changes to the junction of Newlands Avenue. Of the 122 respondents to this question 80% (98) agreed and 8% (9) disagreed, 12% (15) neither agreed nor disagreed or didn't know.

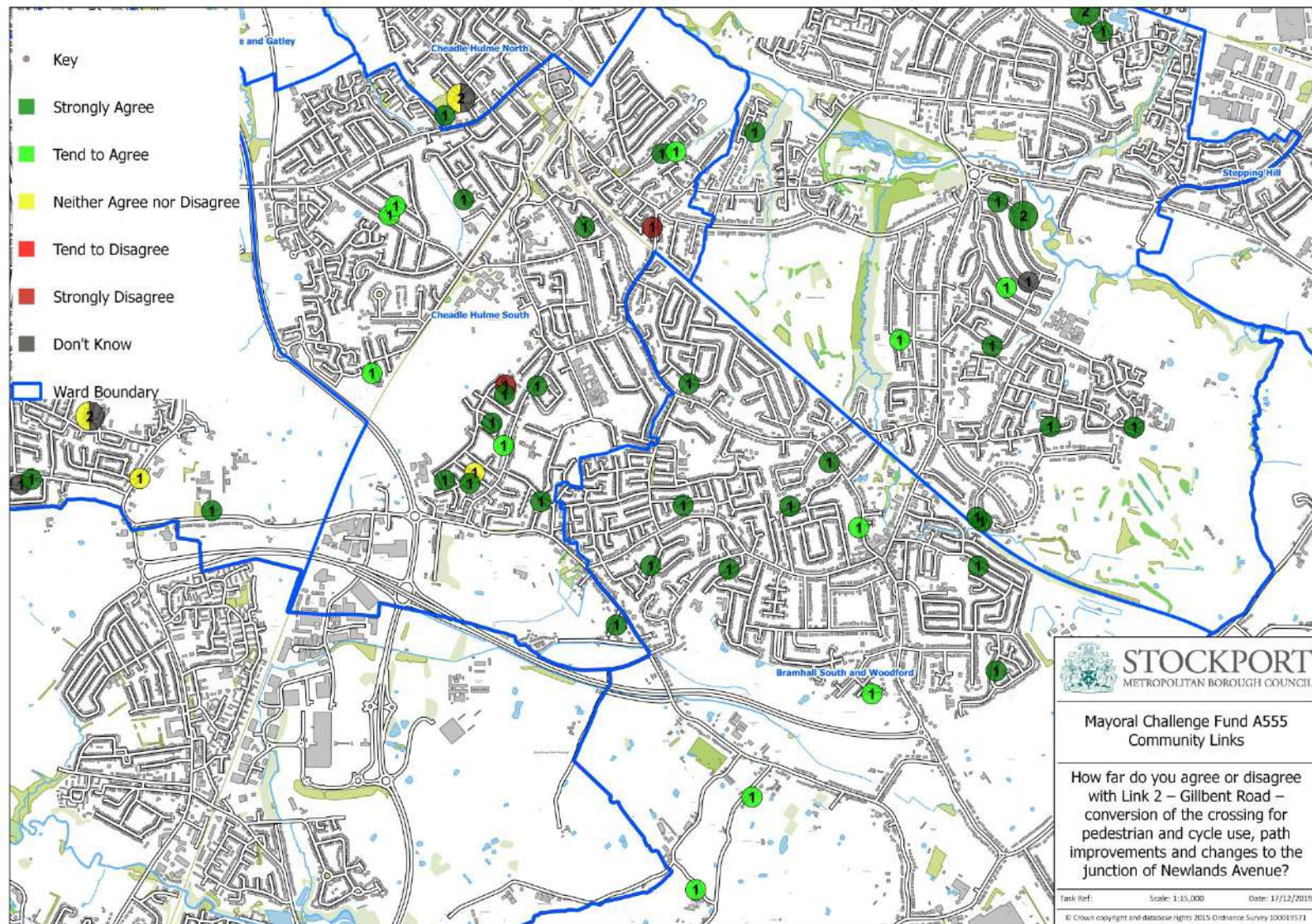
Figure 2.8a – Link 2 Gillbent Road Crossing



2.40. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.8b** presents the response in relation to respondents' home post code when it was provided in full.

- 2.41. As shown by **Figure 2.8b**, the majority of respondents that live locally to the proposals agreed with the proposals.

Figure 2.8b – Link 2 Gillbent Road Crossing by Postcode

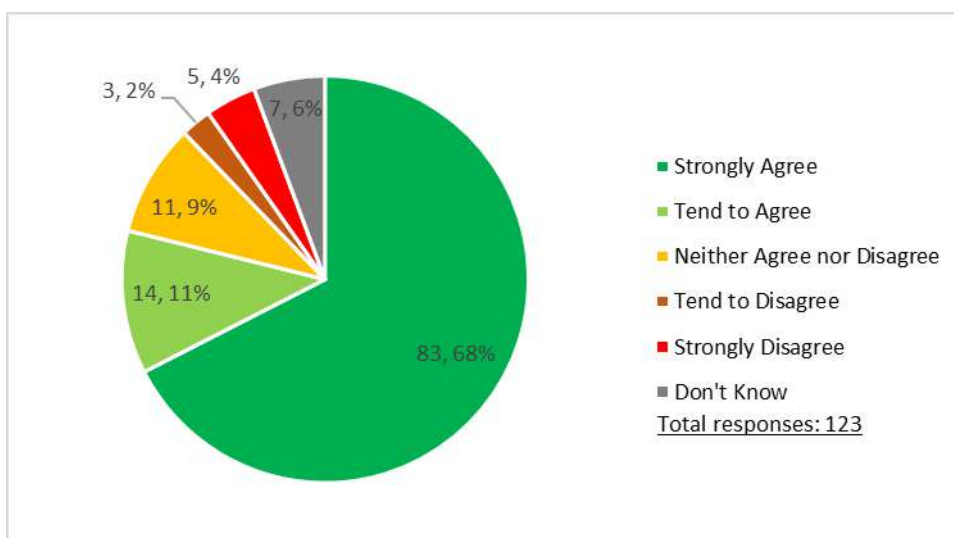


- 2.42. There were no general comments by those in agreement with the proposals for the conversion of the crossing on Gillbent Road for pedestrian and cycle use, path improvements and changes to the junction of Newlands Avenue.
- 2.43. General comments by those who disagree with the proposals for the conversion of the crossing on Gillbent Road for pedestrian and cycle use, path improvements and changes to the junction of Newlands Avenue include:
- These cosmetic measures will do very little to re-address the balance between pedestrians and cars on this road which is weighted far too heavily in the favour of the car with little regard to the families and children who live in the area and use the primary school.
- 2.44. Other comments made by those with regards to the proposals for the conversion of the crossing on Gillbent Road for pedestrian and cycle use, path improvements and changes to the junction of Newlands Avenue include:
- Cars go far too fast on Gillbent Road which is a road with no traffic calming measures despite being residential and with a primary school just off the road. This is an opportunity to create a shared space on Gillbent Road which pedestrians and cyclists can use as well as traffic. There is plenty of space for this.
 - Further significant measures should be taken to reduce the speed of traffic on Gillbent Road.
 - While good ideas, these proposals do nothing to remedy the huge congestion caused twice daily by Cheadle Hulme Independent School. This frequently causes queues the whole length of Gillbent road and Hulme Hall road. The width of the road puts queueing cars close to pedestrians, causing air quality issues and prevents cyclists filtering. Steps should be taken to enforce the use of school buses and by limiting queueing on public roads by forcing the school to provide more space within its own grounds for pick-ups.
 - Equestrians should be included in the scheme around Gillbent Road including the link between Newlands Av and Woodstock Av and the crossing should be a Pegasus.
 - Measures to stop parking around the junction of Newlands Avenue and Gillbent Road are required. Double yellow lines are not always a deterrent.
 - Cars parked on Gillbent Road pavements make walking more difficult for all, and especially more challenging for those with prams and wheelchairs.

Link 3 Highfield Parkway - A555

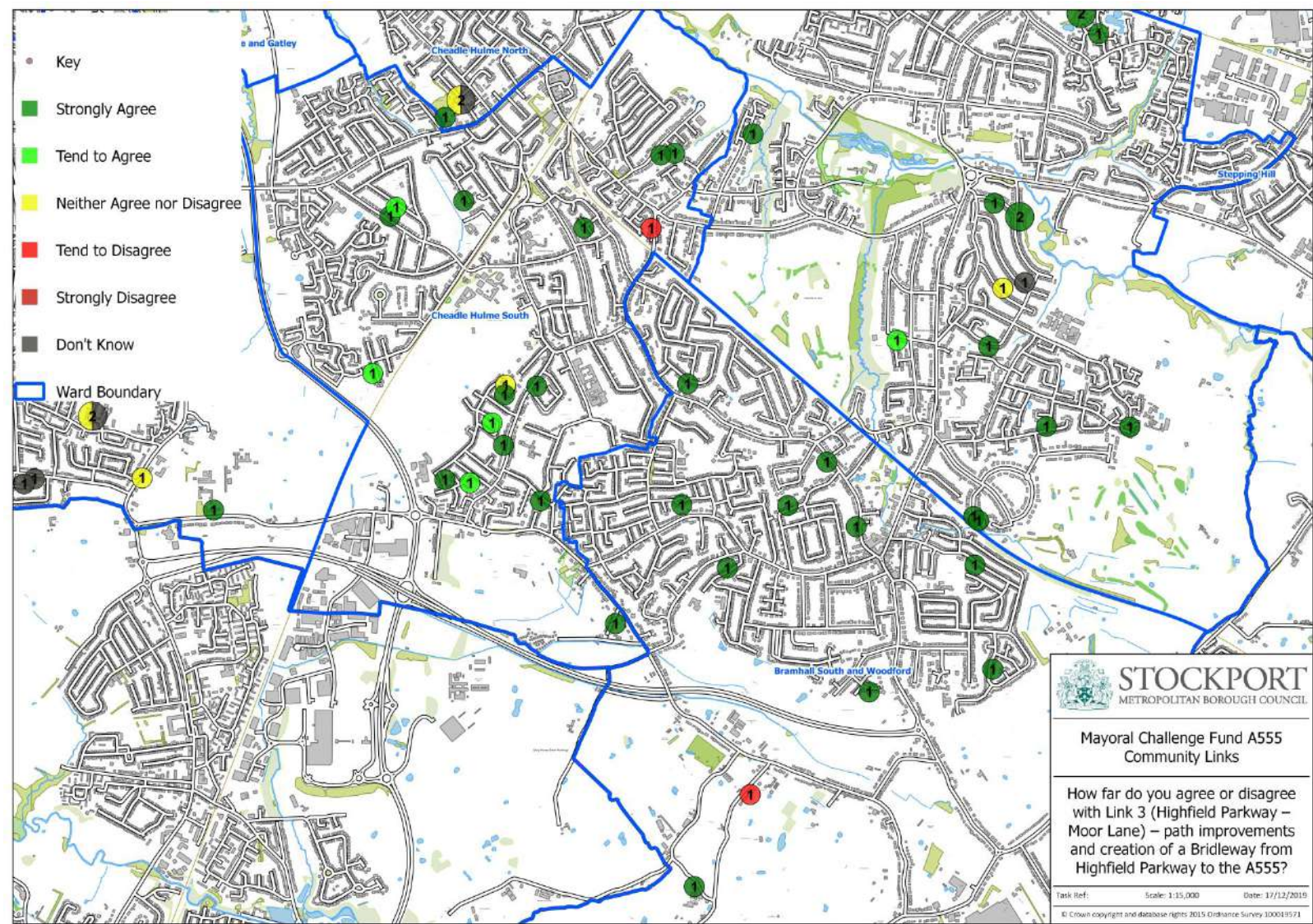
- 2.45. As shown by **Figure 2.9a** below, based on the response forms the majority of respondents agreed with the proposals for path improvements and the creation of a Bridleway from Highfield Parkway to the A555. Of the 123 respondents to this question 79% (97) agreed and 6% (8) disagreed, 15% (18) neither agreed nor disagreed or didn't know.

Figure 2.9a – Link 3 Highfield Parkway - A555



- 2.46. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.9b** presents the response in relation to respondents' home post code when it was provided in full.
- 2.47. As shown by **Figure 2.9b** the majority of respondents that live on the residential roads north of the A555 agreed with the proposals. One resident of Church Lane disagreed with the proposals.

Figure 2.9b – Link 3 Highfield Parkway - A555 by Postcode

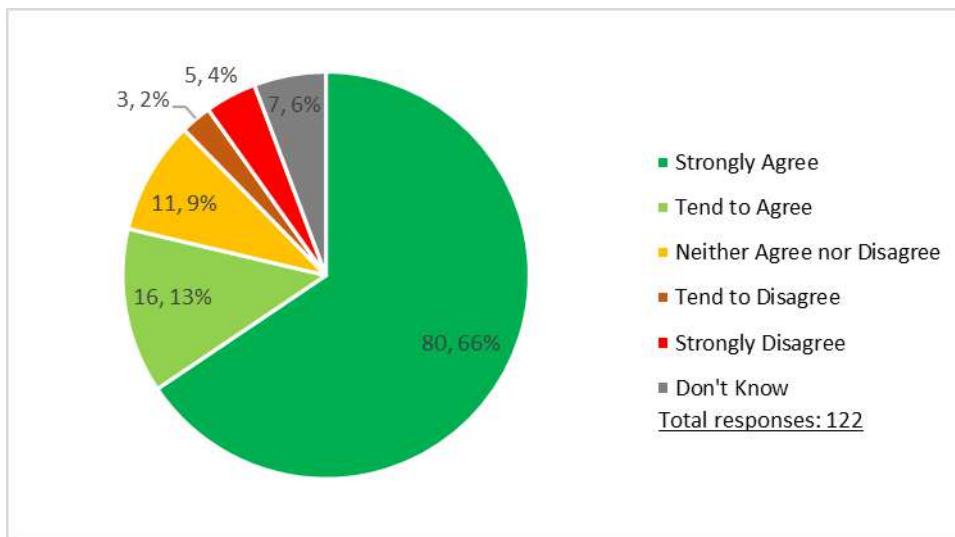


- 2.48. General comments by those in agreement with the proposals for path improvements and the creation of a Bridleway from Highfield Parkway to the A555 include:
- Strongly support the 'obvious' route from Highfield Parkway to A555 and onto Hall Moss Lane and beyond into Church Lane to Woodford.
 - Very happy for this to be bridleway, maybe cat's eyes instead of solar studs for less environmental impact.
- 2.49. General comments by those who disagree with the proposals for path improvements and the creation of a Bridleway from Highfield Parkway to the A555 include:
- Disagree with Link 3 as it's difficult to understand who would benefit. At the Bramhall end where the only connection is to Woodford Road it's not clear that this could connect to any other neighbourhood at all. Patch Lane doesn't connect to anywhere adjacent.
- 2.50. Other comments made by those with regards to the proposals for path improvements and the creation of a Bridleway from Highfield Parkway to the A555 include:
- It would be better to provide a route via the Hall Moss Lane road bridge with a toucan crossing there and shared use pathways.
 - The hedgerow alongside the footpath from Highfield Parkway to the A555 is a species rich native hedgerow (UK Biodiversity Action Plan 2008 and see Woodford environment survey report submitted as part of the Woodford Neighbourhood Plan) and so has protection under the governmental 'Countryside hedgerows: protection and management guidance' (2014 updated June 2019).

Link 3 A555 - Moor Lane

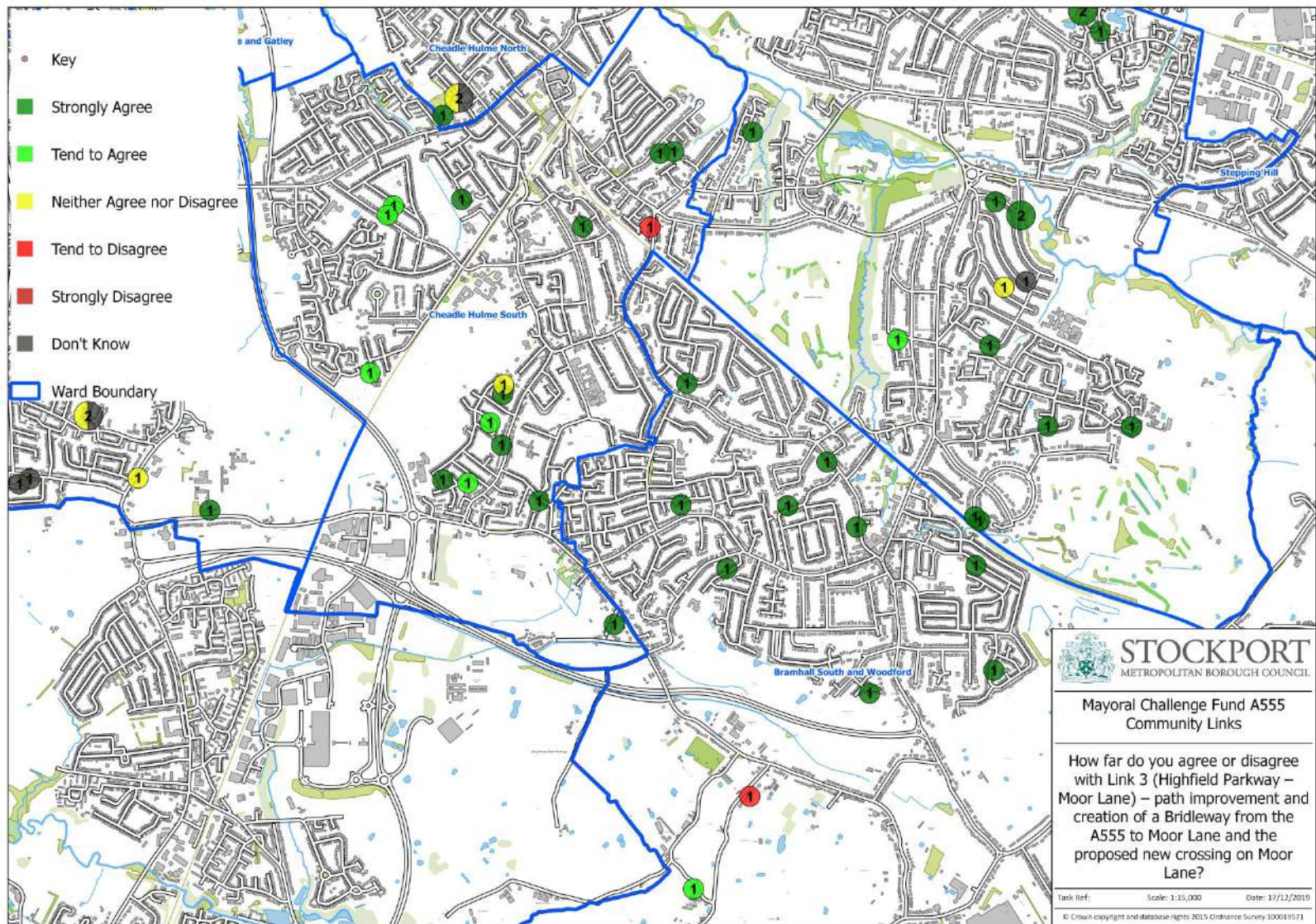
- 2.51. As shown by **Figure 2.10a** below, based on the response forms the majority of respondents agreed with the proposals for path improvements and the creation of a Bridleway from the A555 to Moor Lane and the proposed new crossing on Moor Lane. Of the 122 respondents to this question 79% (96) agreed and 6% (8) disagreed, 15% (18) neither agreed nor disagreed or didn't know.

Figure 2.10a – Link 3 Highfield Parkway - A555



- 2.52. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.10b** presents the response in relation to respondents' home post code when it was provided in full.
- 2.53. As shown by **Figure 2.10b**, the majority of respondents that live on the residential roads north of the A555 agreed with the proposals. One resident of Church Lane disagreed with the proposals.

Figure 2.10a – Link 3 Highfield Parkway - A555 by Postcode

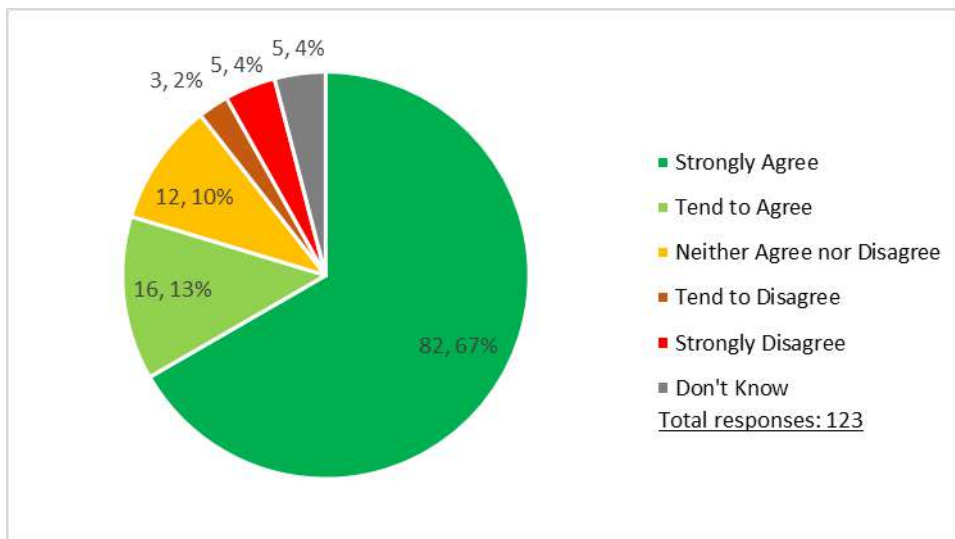


- 2.54. General comments by those in agreement with the proposals for path improvements and the creation of a Bridleway from the A555 to Moor Lane and the proposed new crossing on Moor Lane include:
- Strongly support the 'obvious' route from Highfield Parkway to A555 and onto Hall Moss Lane and beyond into Church Lane to Woodford.
 - Very happy for this to be bridleway, maybe cat's eyes instead of solar studs for less environmental impact.
- 2.55. General comments by those who disagree with the proposals for path improvements and the creation of a Bridleway from the A555 to Moor Lane and the proposed new crossing on Moor Lane include:
- Disagree with Link 3 as it's difficult to understand who would benefit. At the Woodford end there are not many residences on Church Road itself and most of Woodford would miss out.
- 2.56. Other comments made by those with regards to the proposals for path improvements and the creation of a Bridleway from the A555 to Moor Lane and the proposed new crossing on Moor Lane include:
- The hedgerows on either side of the footpath from the A555 to Moor Lane are species rich native hedgerows (UK Biodiversity Action Plan 2008 and see Woodford environment survey report submitted as part of the Woodford Neighbourhood Plan) and so have protection under the governmental 'Countryside hedgerows: protection and management guidance' (2014 updated June 2019). Any plans to widen the path from the A555 to Moor lane should not include the removal of any trees or other hedgerow species. This stretch of footpath is, for most of its length, bordered on both sides by fields and great care must be taken to avoid any feeling of urbanisation. Widening should not be necessary. Any proposals must take account of policies ENV1 to ENV4 contained in the adopted Neighbourhood Plan, as both of these proposals fall within the designated Neighbourhood area.

Link 4 Improved Crossing on Bramhall Lane South

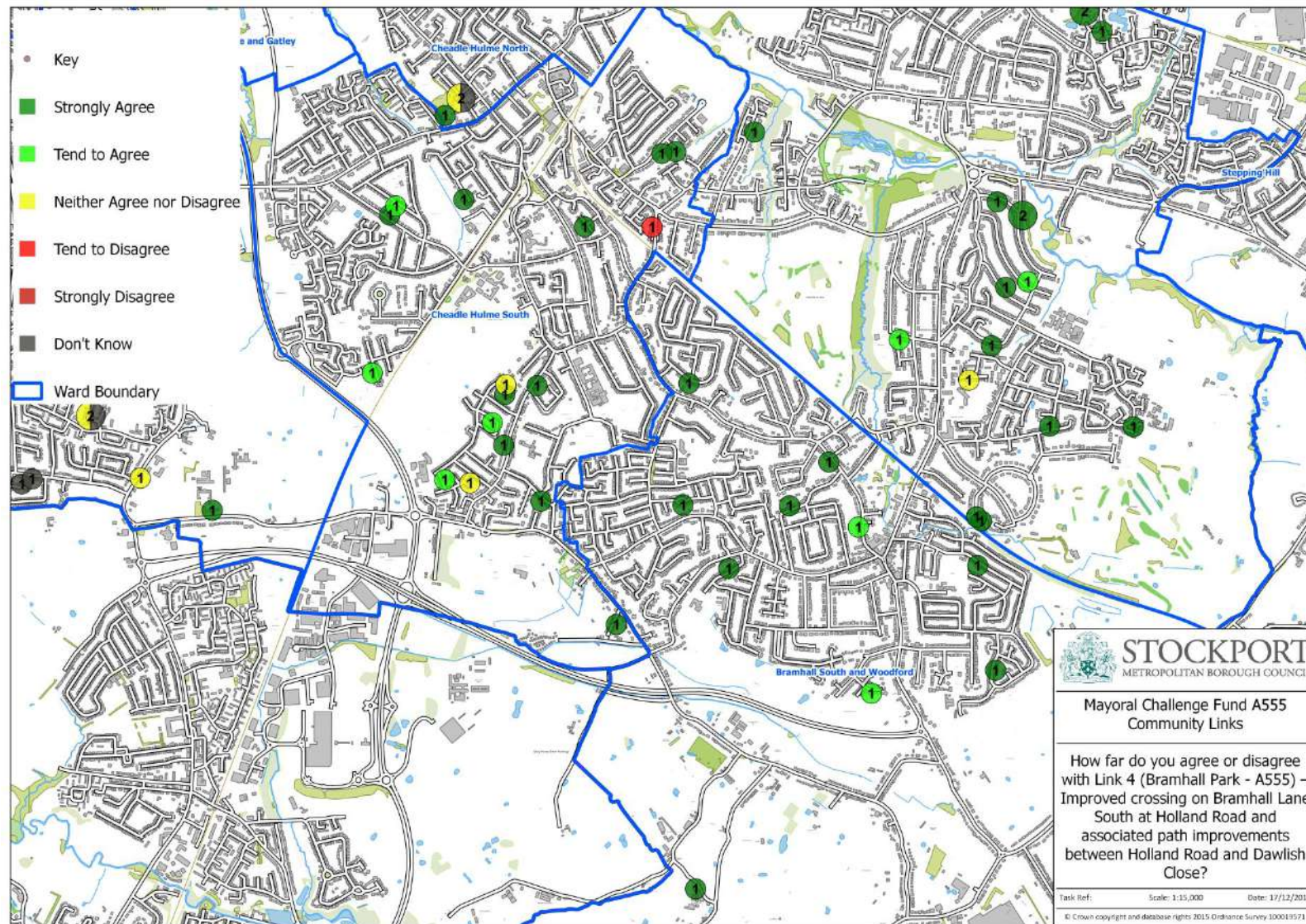
- 2.57. As shown by **Figure 2.11a** below, based on the response forms the majority of respondents agreed with the proposals for an improved crossing on Bramhall Lane South at Holland Road and associated path improvements between Holland Road and Dawlish Close. Of the 123 respondents to this question 80% (98) agreed and 6% (8) disagreed, 14% (17) neither agreed nor disagreed or didn't know.

Figure 2.11a – Link 4 Improved Crossing on Bramhall Lane South



- 2.58. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.11b** presents the response in relation to respondents' home post code when it was provided in full.
- 2.59. As shown by **Figure 2.11b** the majority of respondents who live locally agree with the proposals.

Figure 2.11b – Link 4 Improved Crossing on Bramhall Lane South by Postcode

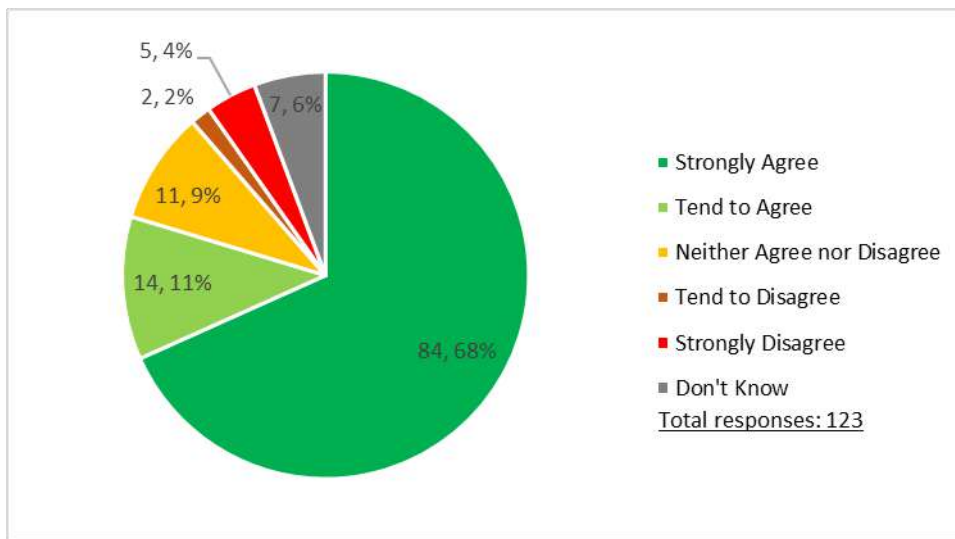


- 2.60. General comments by those in agreement with the proposals for an Improved crossing on Bramhall Lane South at Holland Road and associated path improvements between Holland Road and Dawlish Close include:
- The proposal to link Bramhall Park with residential areas of Bramhall will encourage greater use of the park and improve health and fitness.
 - Link 4 is just great as it builds on previous work and provides more connectivity to local schools and neighbourhoods. It would be nice to get this extended to provide linkages into Bramhall Village itself at some future time.
- 2.61. There was one response from a member of the public who disagreed with the proposals for an improved crossing on Bramhall Lane South at Holland Road and associated path improvements between Holland Road and Dawlish Close. The respondent disagreed on the grounds that the cycle path would not be safe as it exits onto Dawlish Close due to the issues caused by motorists parking inconsiderately at school pick up and drop off times. The respondent requested further parking restrictions and measures to prevent pavement parking.
- 2.62. Other comments made by those with regards to the proposals for an Improved crossing on Bramhall Lane South at Holland Road and associated path improvements between Holland Road and Dawlish Close include:
- Vehicles travel at excessive speeds on Bramhall Lane South and this needs to be addressed in advance of the crossing improvements.
 - The proposed new walking route from Carr Wood Road to Seal Road is unnecessarily long and complicated. The direct route is via Grasmere Crescent, over Bramhall Lane South into Damery Road. A new crossing near Damery Road will greatly help pedestrians as there is no crossing over Bramhall Lane South within sight in either direction there.

Link 4 Lytham Drive - Chester Road

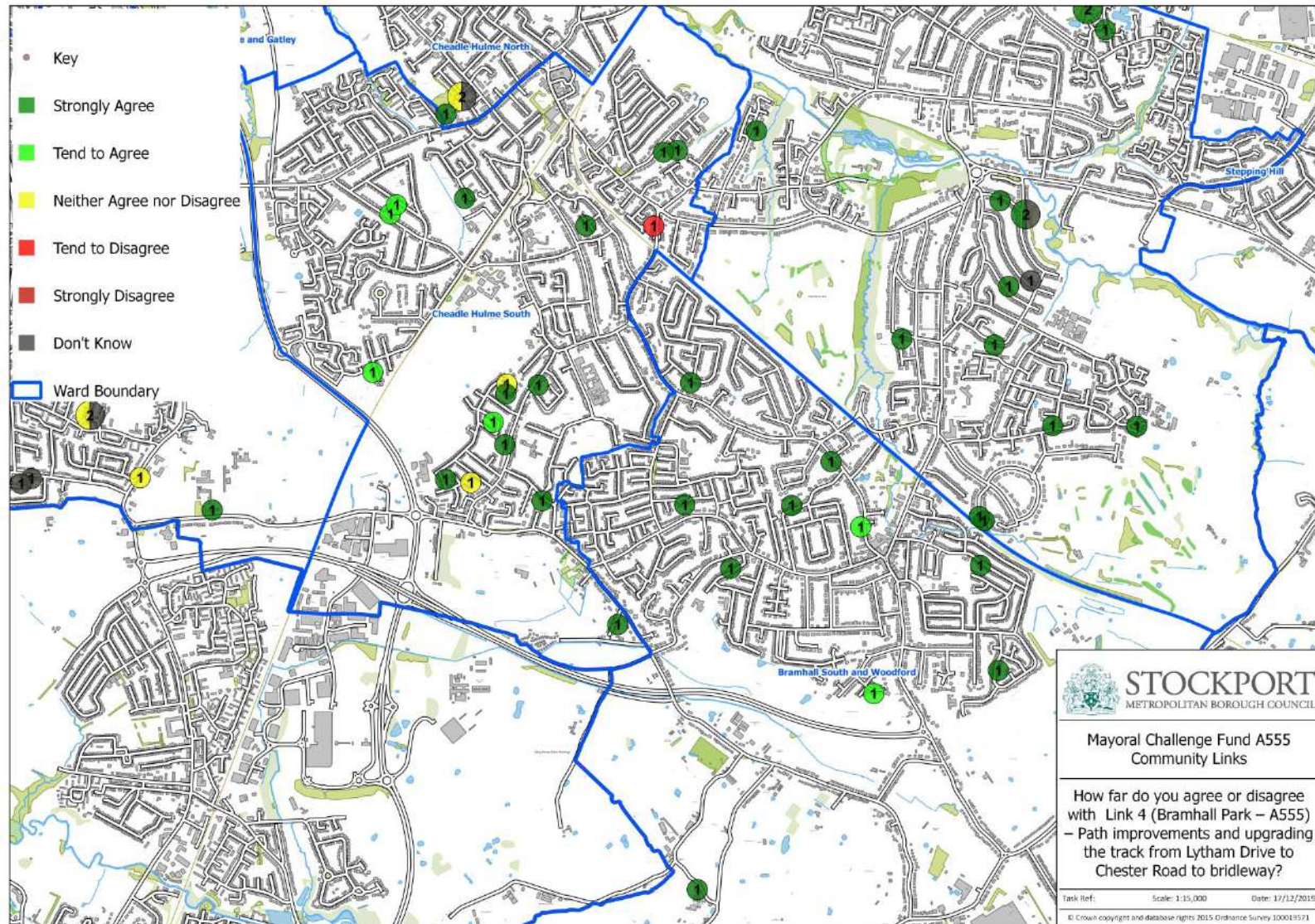
- 2.63. As shown by **Figure 2.12a** below, based on the response forms the majority of respondents agreed with the proposals for path improvements and upgrading the track from Lytham Drive to Chester Road to bridleway. Of the 123 respondents to this question 79% (98) agreed and 6% (7) disagreed, 15% (18) neither agreed nor disagreed or didn't know.

Figure 2.12a – Link 4 Lytham Drive - Chester Road



- 2.64. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.12b** presents the response in relation to respondents' home post code when it was provided in full.
- 2.65. As shown by **Figure 2.12b**, the majority of respondents who live locally agree with the proposals.

Figure 2.12b – Link 4 Lytham Drive - Chester Road by Postcode

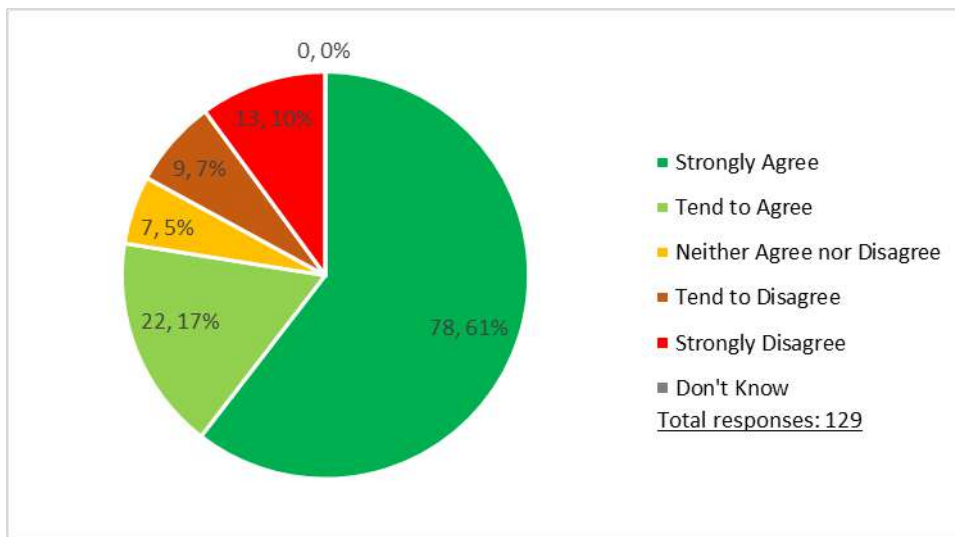


- 2.66. General comments by those in agreement with the proposals for path improvements and upgrading the track from Lytham Drive to Chester Road to bridleway include:
- Strongly agree with the upgrade of this current potholed surface to a surface that would suit all bike types
 - It would be lovely to cycle on this minus the potholes.
 - Fully in support of some form of traffic barrier at a midpoint to stop local use of the bridleway as a road from Dairyground estate to Chester Road.
 - Very strongly in favour, off-road routes such as this should be brought into use as much as possible.
- 2.67. No written comments were received from those who disagree with the proposals for path improvements and upgrading the track from Lytham Drive to Chester Road to bridleway. However, officers met a number of landowners of the PRow on site and during this meeting they expressed their concern for the safety of pedestrians, cyclists and equestrians using the PRow. The landowners are concerned that if numbers of vulnerable road users increase when the improvements are made that there is inadequate width for both the vulnerable users and large vehicles that currently use the PRow to access a Plant Nursery and other businesses along the PRow. In addition there is a concern that local residents are using the PRow as a rat run which may not be compatible with use by cyclists and equestrians.
- 2.68. Other comments made by those with regards to the proposals for path improvements and upgrading the track from Lytham Drive to Chester Road to bridleway include:
- Concerned that a good surface would mean many more cars would start to use this as a short cut between the Dairyground estate and Poynton. Measures to prevent this are required.
 - The proposed bridleway has vehicle use so the surface improvements may also require associated traffic calming.

Pleasant Places

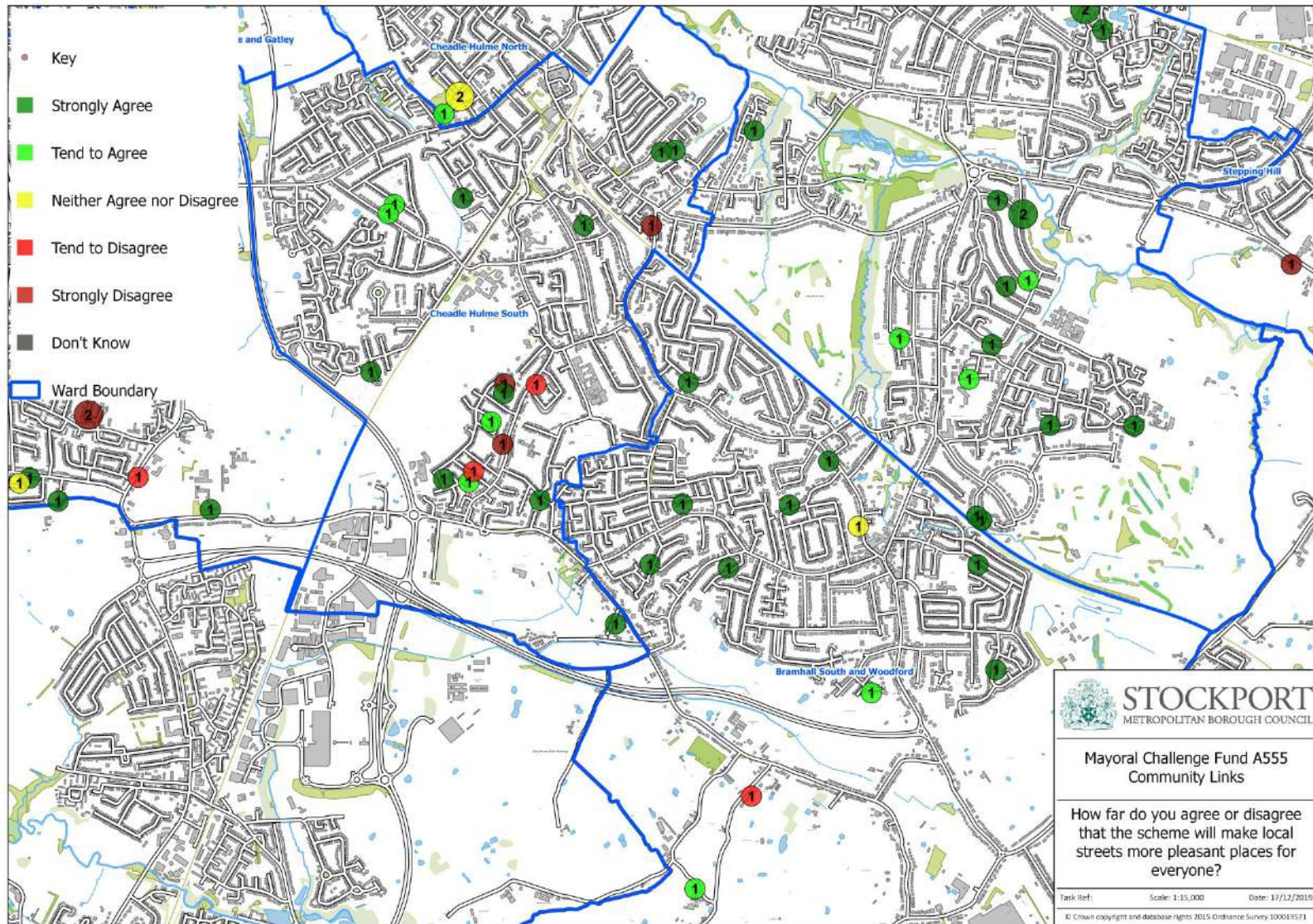
- 2.69. As shown by **Figure 2.13a** below, based on the response forms the majority of respondents agreed the A555 Community Links scheme would make local streets more pleasant places for everyone. Of the 129 respondents to this question 78% (100) agreed and 17% (22) disagreed, 5% (7) neither agreed nor disagreed.

Figure 2.13a – Pleasant Places



- 2.70. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.13b** presents the response in relation to respondents' home post code when it was provided in full.
- 2.71. As shown by **Figure 2.13b** there is a cluster of respondents that do not agree that the proposals make the streets pleasant for everyone along Gillbent Road.

Figure 2.13b – Pleasant Places by Postcode



Stakeholder Responses

Seashell Trust, Cheadle Hulme

- 2.72. For those working at Seashell Trust and the students who attend the special school and specialist college it will provide a much greater incentive to start cycling. Seashell Trust is preparing a bid to British Cycling to create an inclusive cycling hub. The improvements will encourage those using any new facility at Seashell to explore the opportunities presented by the improvements. It will also make the various junctions far safer for people with disabilities.

Cheadle Mosque Association, Heald Green

- 2.73. Cheadle Mosque Association submitted a detailed response to the consultation which will be considered during the detailed design process, however their comments have been summarised below:

- An additional shared footway to link between the roundabout and the entrance to the CMA centre would provide a vital link for those members of the CMA that wish to cycle.
- A full traffic modelling exercise should be undertaken to verify that the roundabout proposal will not adversely impact traffic queues.
- A right turn pocket and a 'KEEP CLEAR' marking adjacent to the entrance to the CMA centre would prevent northbound motorists on Wilmslow Road being blocked by vehicles waiting to turn right into the CMA centre.
- Double yellow lines on Wilmslow Road should be provided on both sides adjacent to the CMA site to prevent inappropriate parking.
- A zebra crossing and shared footways close to the Bolshaw Road junction would assist cyclists and pedestrians accessing the CMA site from the north.
- Double yellow lines should be provided on the eastern side of Wilmslow Road between the Bolshaw Road and Greenway Road junction.

Annex xi – Cheadle Hulme Crossings Package

1. Introduction

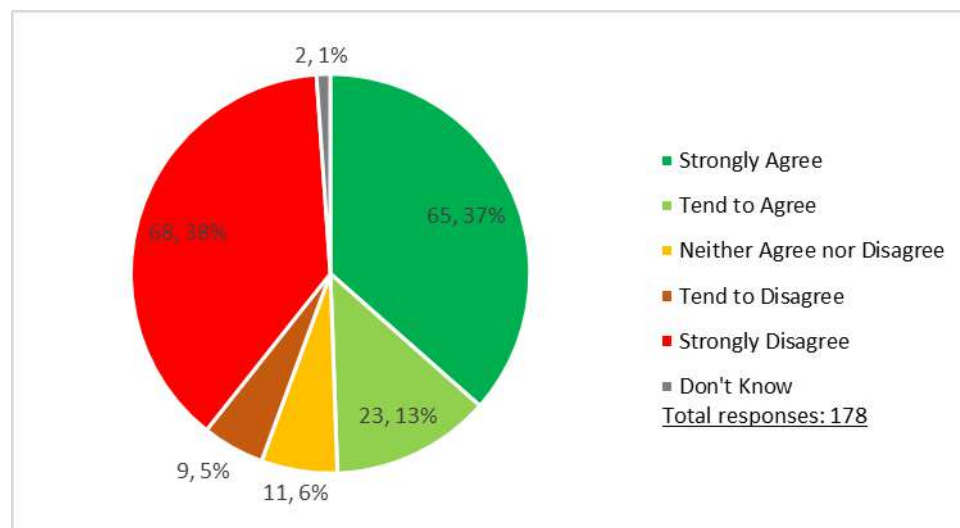
- 1.1. The following summarises the volume and content of responses received relating to the Cheadle Hulme Crossings Package scheme proposals.

2. Consultation Response – Cheadle Hulme Crossings Package

Principle of Scheme

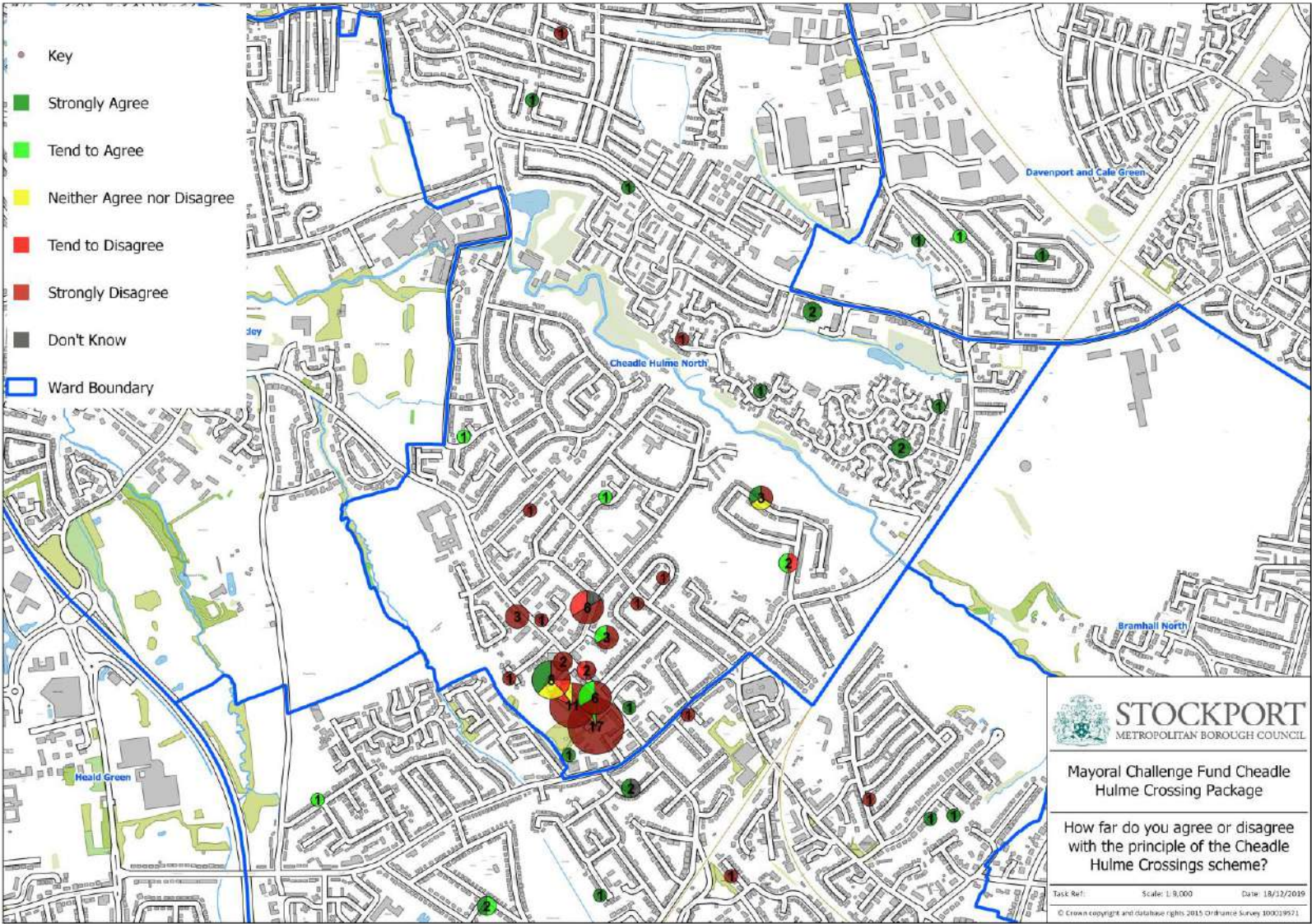
- 2.1. As shown by **Figure 2.1a** below, based on the response forms the relative majority of respondents agreed with the principle of the Cheadle Hulme Crossings Package scheme. Of the 178 respondents to this question 50% (88) agreed and 43% (77) disagreed, 7% (13) neither agreed nor disagreed or didn't know.

Figure 2.1a – Principles of Scheme



- 2.2. The above responses have been further analysed to determine respondents' opinion in relation to where they live; Figure **2.1b** below presents the response in relation to respondents' home postcode when it was provided in full.

Figure 2.1b – Principles of Scheme by Postcode



2.3. As shown by Figure 2.1b, a high proportion of respondents who live locally disagree with the principles of the scheme.

2.4. General comments by those in agreement with the principle of the scheme include:

- Get it built - gutted it doesn't come in to Edgeley & Cheadle Heath ward, if you can stretch it down Bird Hall Lane.
- It's great start and I hope it leads to further cycling infrastructure in the future

2.5. General comments by those who disagree with the principle of the scheme include:

- Waste of money, who are the proposed users? Adult cyclist use the roads why would they want a crossing? Might be useful for a child, but the existing crossings are perfectly adequate.
- I am afraid that I cannot support any of these proposals. In general, cyclists do not require specialised crossings - they are quite content, if they wish to cross a road, to use a normal crossing. The roads are congested enough in Cheadle Hulme and narrowing of roads, new traffic calming products and procedures and mixing pedestrians and cyclists will exacerbate the issues, and potentially cause accidents.

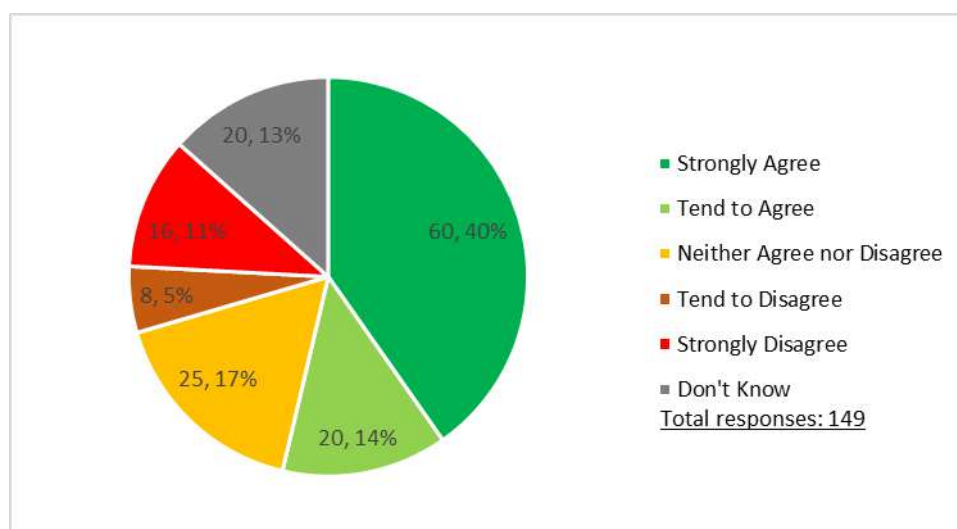
2.6. Other comments made by those with regards to the principle of the scheme include:

- 'I am all for more pedestrian and cycling routes but pedestrians need more protection, even from cyclists.'

Councillor Lane (near Tarvin Road) Crossing Upgrade

2.7. As shown by **Figure 2.2a** below, based on the response forms the majority of respondents agreed with the proposals for an upgrade of the existing crossing on Councillor Lane near Tarvin Road to allow pedestrian and cycle use with associated path widening. Of the 149 respondents to this question 54% (80) agreed and 16% (24) disagreed, 30% (45) neither agreed nor disagreed or didn't know.

Figure 2.2a – Councillor Lane (near Tarvin Road) Crossing Upgrade



2.8. The above responses have been further analysed to determine respondents' opinion in relation to where they live; Figure **2.2b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.2c – Councillor Lane (near Tarvin Road) Crossing Upgrade by Postcode

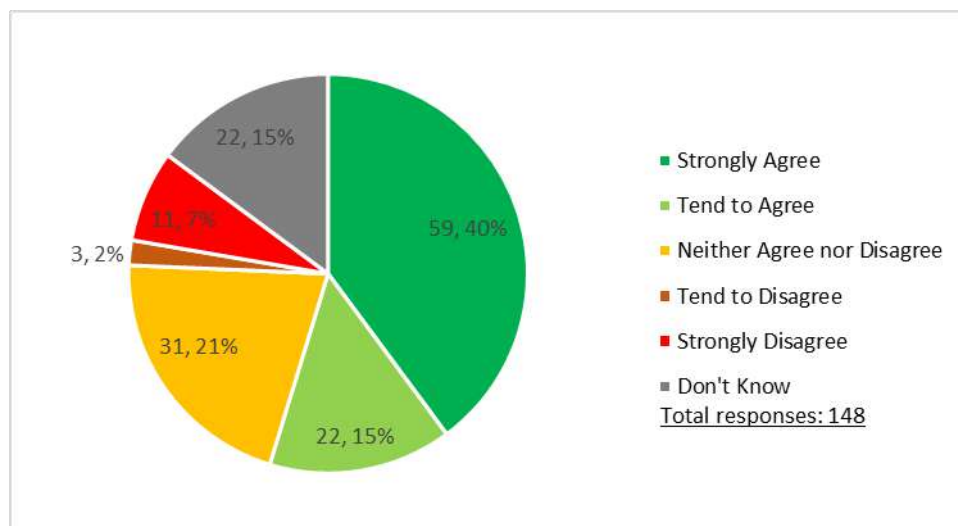


- 2.9. As shown by Figure **2.2b**, summary of level of support in geographic terms – a high proportion of respondents who live locally strongly agree with the proposals.
- 2.10. No comments were made by those in agreement with the proposals for an upgrade of the existing crossing on Councillor Lane near Tarvin Road to allow pedestrian and cycle use with associated path widening.
- 2.11. No comments were made by those who disagree with the proposals for an upgrade of the existing crossing on Councillor Lane near Tarvin Road to allow pedestrian and cycle use with associated path widening.
- 2.12. General comments made by those with regards to the proposals for an upgrade of the existing crossing on Councillor Lane near Tarvin Road to allow pedestrian and cycle use with associated path widening include:
- 'I am concerned that the access road in front of 127-145 Councillor Lane is one-way, with no legitimate route for cyclists wishing to travel westbound. There should have been some provision to link the upgraded Tarvin Road crossing with the existing cycle route 558.'

Councillor Lane (near Tarvin Road) 20mph Speed Limits

- 2.13. As shown by **Figure 2.3a** below, based on the response forms the majority of respondents agreed with the proposals for the introduction of a 20mph speed limit on Tarvin Road, Mottram Close, Malpas Close, Kelsall Road, Hoole Close, Birtles Close, Argyll Road, Tatton Close, Evesham Road, Hereford Road and the Councillor Lane south side Service Road. Of the 148 respondents to this question 55% (81) agreed and 9% (14) disagreed, 36% (53) neither agreed nor disagreed or didn't know.

Figure 2.3a – Councillor Lane (near Tarvin Road) 20mph Speed Limits



- 2.14. The above responses have been further analysed to determine respondents' opinion in relation to where they live; Figure **2.3b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.3b – Councillor Lane (near Tarvin Road) 20mph Speed Limits by Postcode

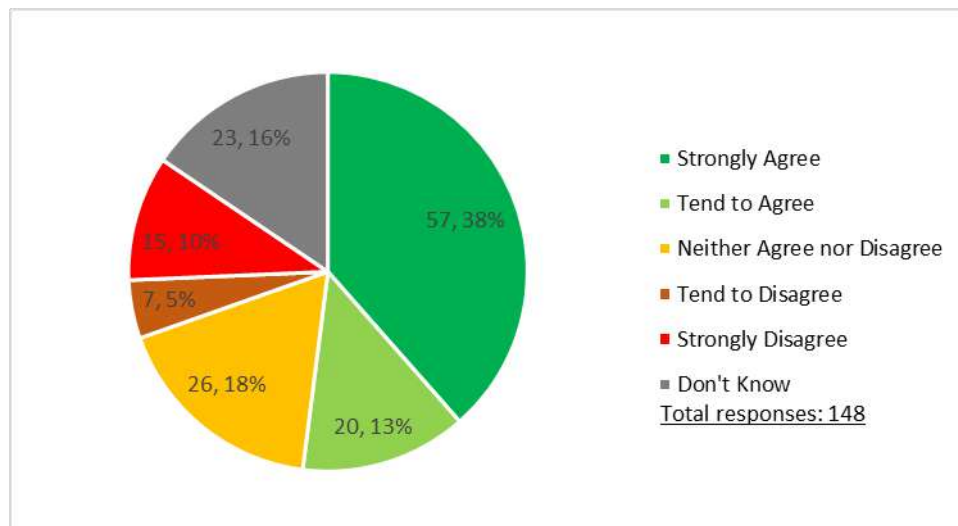


- 2.15. As shown by Figure **2.3b**, a high proportion of respondents who live locally agree with the proposals.
- 2.16. No comments were made by those in agreement with the proposals for the introduction of a 20mph speed limit.
- 2.17. No comments were made by those who disagree with the proposals for the introduction of a 20mph speed limit.

Councillor Lane (near Calderbrook Drive) New Crossing

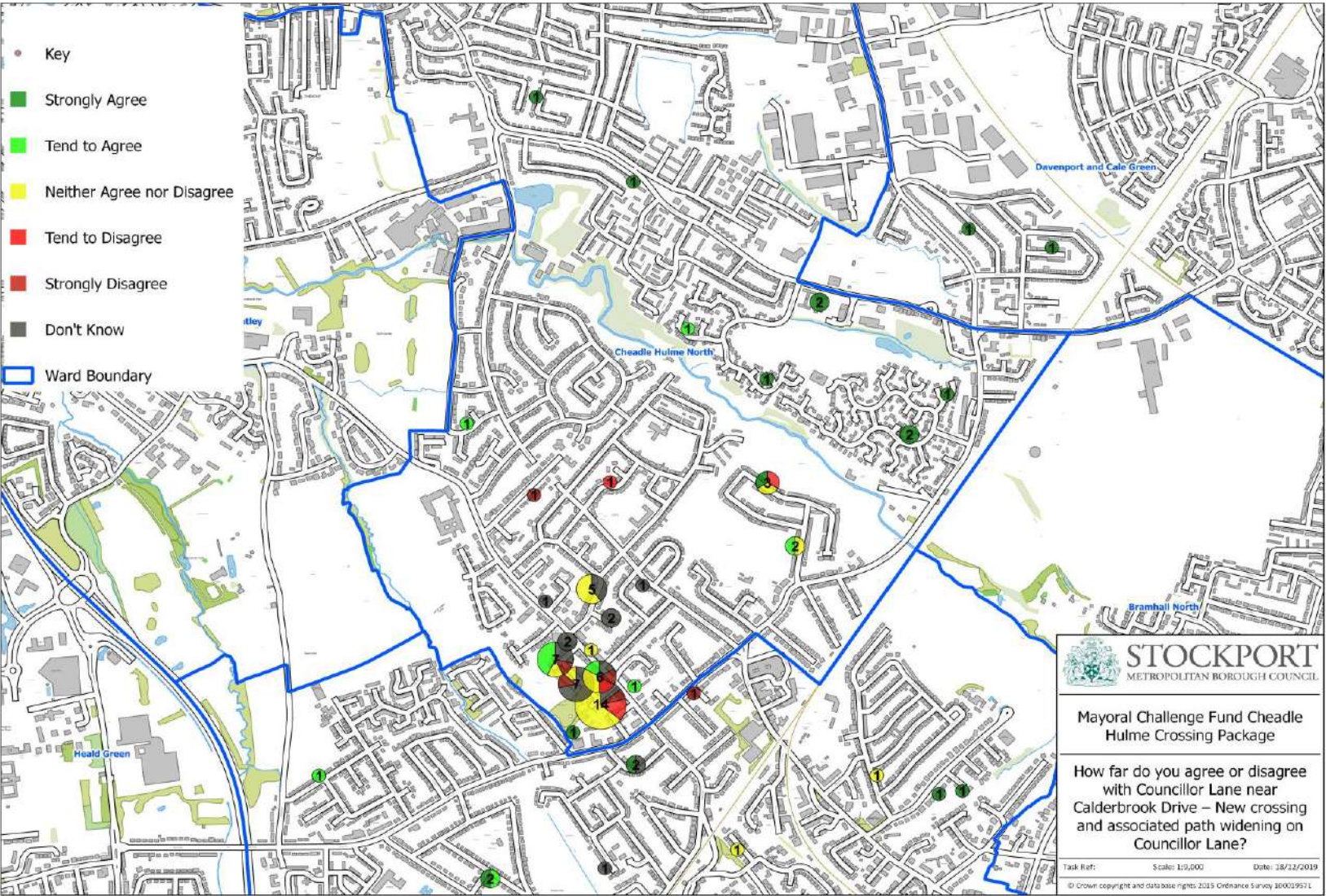
- 2.18. As shown by **Figure 2.4a** below, based on the response forms the majority of respondents agreed with the proposals for a new crossing and associated path widening on Councillor Lane near Calderbrook Drive. Of the 148 respondents to this question 51% (77) agreed and 15% (22) disagreed, 34% (49) neither agreed nor disagreed or didn't know.

Figure 2.4a – Councillor Lane (near Calderbrook Drive) New Crossing



- 2.19. The above responses have been further analysed to determine respondents' opinion in relation to where they live; Figure **2.4b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.4b – Councillor Lane (near Calderbrook Drive) New Crossing by Postcode

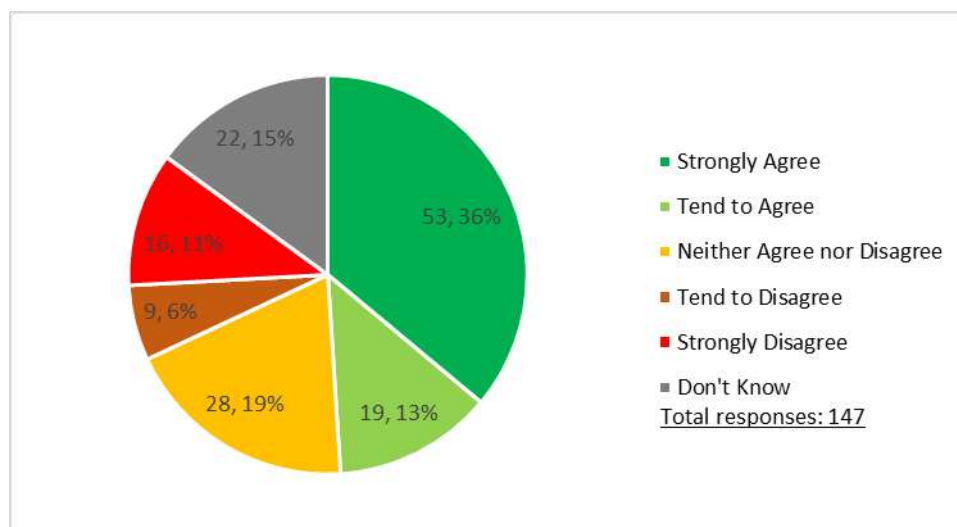


- 2.20. As shown by Figure **2.4b**, summary of level of support in geographic terms a high proportion of respondents who live locally strongly agree with the proposals”.
- 2.21. No comments were made by those in agreement with the proposals for a new crossing and associated path widening on Councillor Lane near Calderbrook Drive.
- 2.22. No comments were made by those who disagree with the proposals for a new crossing and associated path widening on Councillor Lane near Calderbrook Drive.
- 2.23. General comments made by those with regards to the proposals for a new crossing and associated path widening on Councillor Lane near Calderbrook Drive include:
- ‘I desperately need a safe link between Councillor Lane/Calderbrook Drive and South Stockport centre. Adswood road is currently my best option but the section near the recycling facility is terrifying thanks to the HGVs.’

Councillor Lane (near Calderbrook Drive) Narrowing

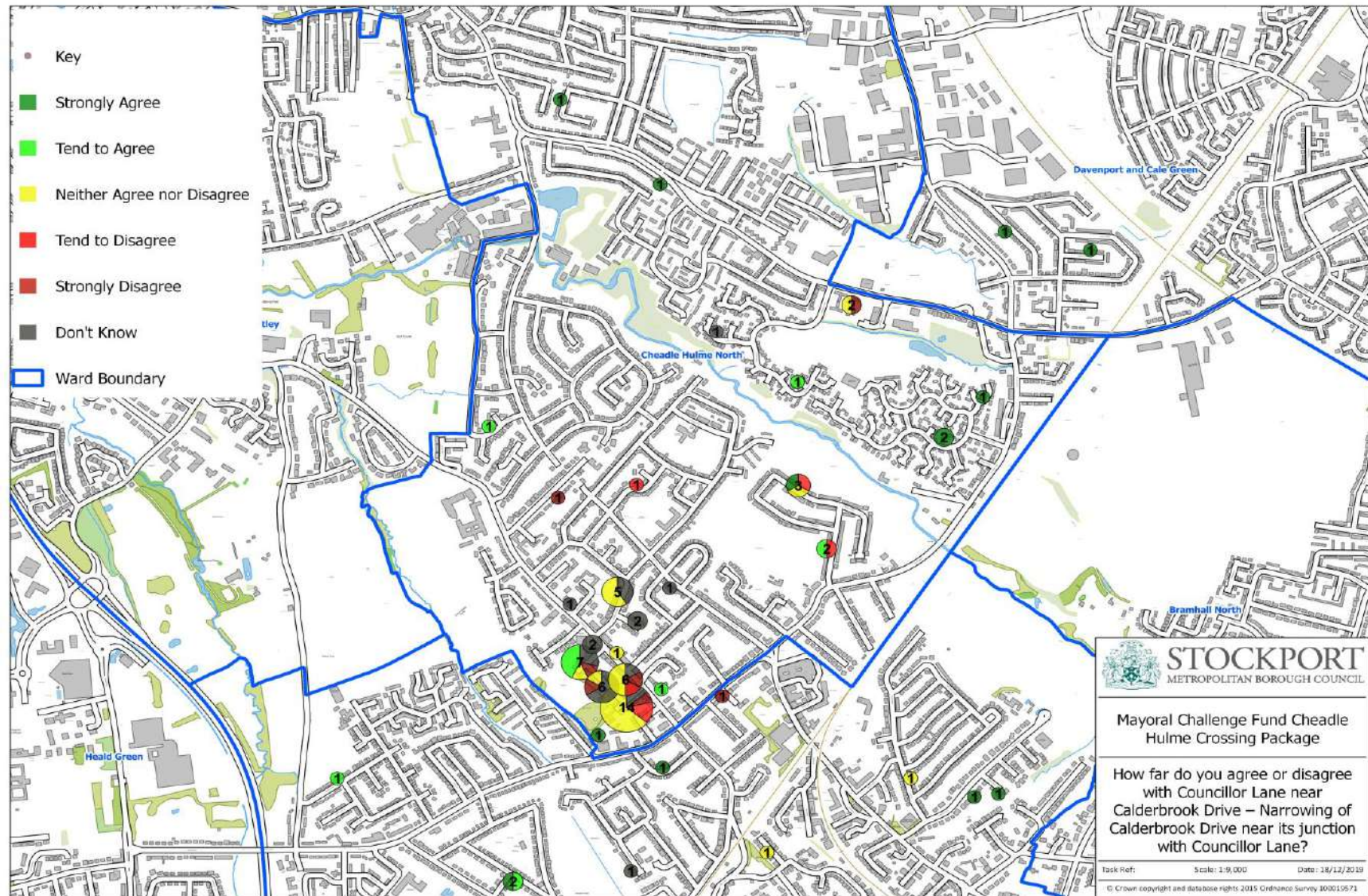
- 2.24. As shown by **Figure 2.5a** below, based on the response forms the relative majority of respondents agreed with the proposals for the narrowing of Calderbrook Drive near its junction with Councillor Lane. Of the 147 respondents to this question 49% (72) agreed and 17% (25) disagreed, 34% (50) neither agreed nor disagreed or didn't know.

Figure 2.5a – Councillor Lane (near Calderbrook Drive) Narrowing



- 2.25. The above responses have been further analysed to determine respondents' opinion in relation to where they live; Figure **2.5b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.5b – Councillor Lane (near Calderbrook Drive) Narrowing by Postcode

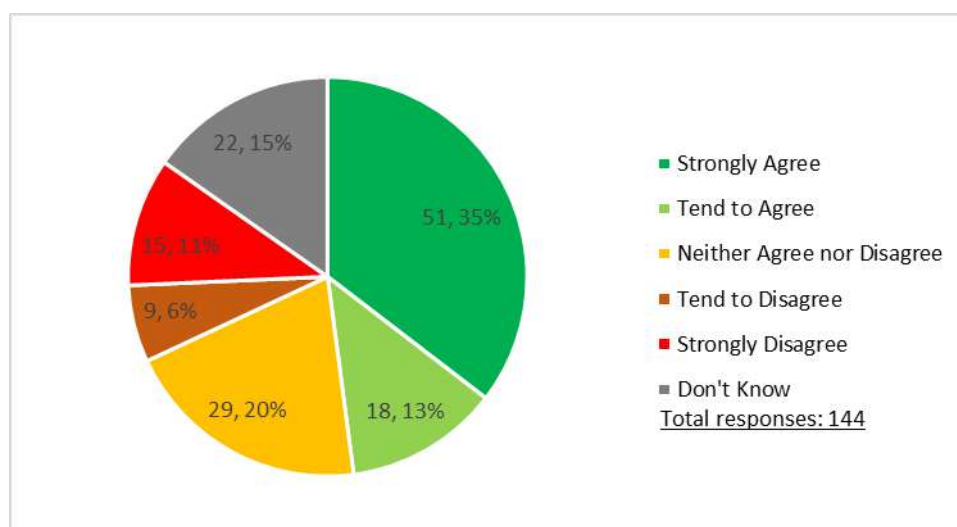


- 2.26. As shown by Figure **2.5b**, a high proportion of respondents who live locally agree with the proposals.
- 2.27. No comments were made by those in agreement with the proposals for the narrowing of Calderbrook Drive near its junction with Councillor Lane.
- 2.28. General comments by those who disagree with the proposals for the narrowing of Calderbrook Drive near its junction with Councillor Lane include:
- 'I strongly object to the narrowing of Calderbrook Drive at the junction with Councillor Lane. It will create dangers for traffic exiting and entering Calderbrook Drive. Compared to the amount of vehicle traffic using the junction, cyclist usage is low and does not warrant such heavy handed approach of restricting the width of Calderbrook Drive for such a short distance.'

Councillor Lane (near Calderbrook Drive) Tightening of Evesham Road

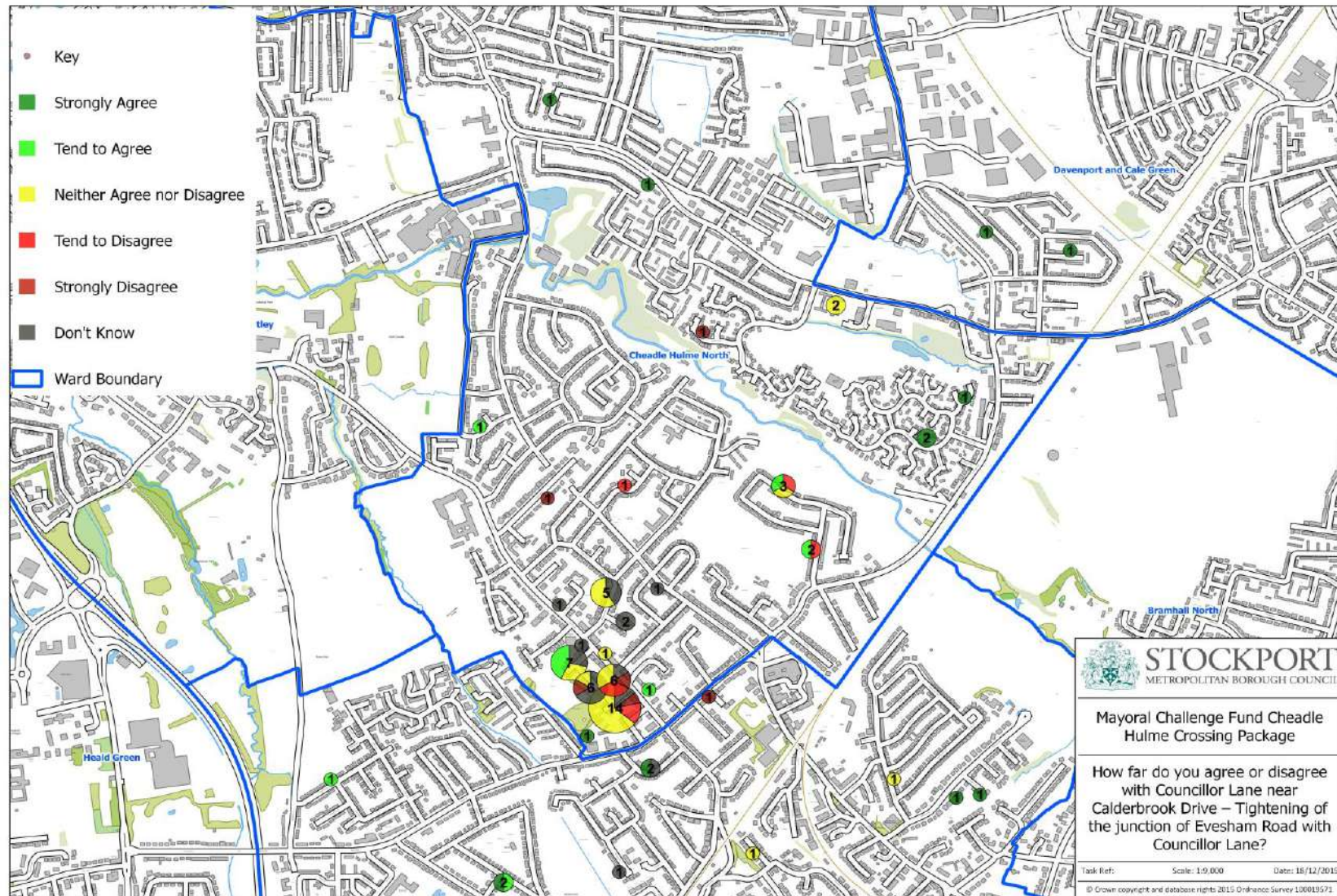
- 2.29. As shown by **Figure 2.6a** below, based on the response forms the relative majority of respondents agreed with the proposals for the tightening of the junction of Evesham Road with Councillor Lane. Of the 144 respondents to this question 48% (69) agreed and 17% (24) disagreed, 35% (51) neither agreed nor disagreed or didn't know.

Figure 2.6a – Councillor Lane (near Calderbrook Drive) Tightening of Evesham Road



- 2.30. The above responses have been further analysed to determine respondents' opinion in relation to where they live; Figure **2.6b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.6b – Councillor Lane (near Calderbrook Drive) Tightening of Evesham Road by Postcode

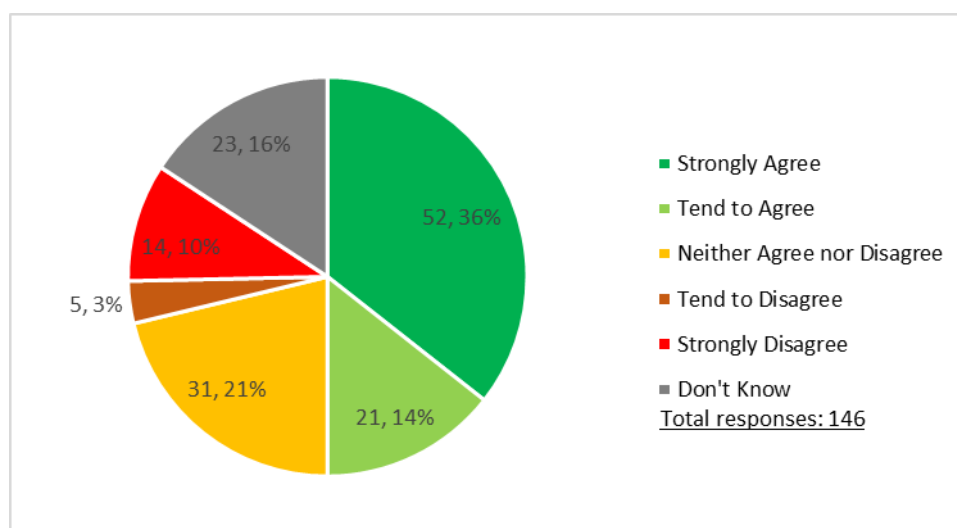


- 2.31. As shown by Figure 2.6b, a high proportion of respondents who live locally agree with the proposals.
- 2.32. No comments were made by those in agreement with the proposals for the tightening of the junction of Evesham Road with Councillor Lane.
- 2.33. No comments were made by those who disagree with the proposals for the tightening of the junction of Evesham Road with Councillor Lane.

Councillor Lane (near Calderbrook Drive) Traffic Calming

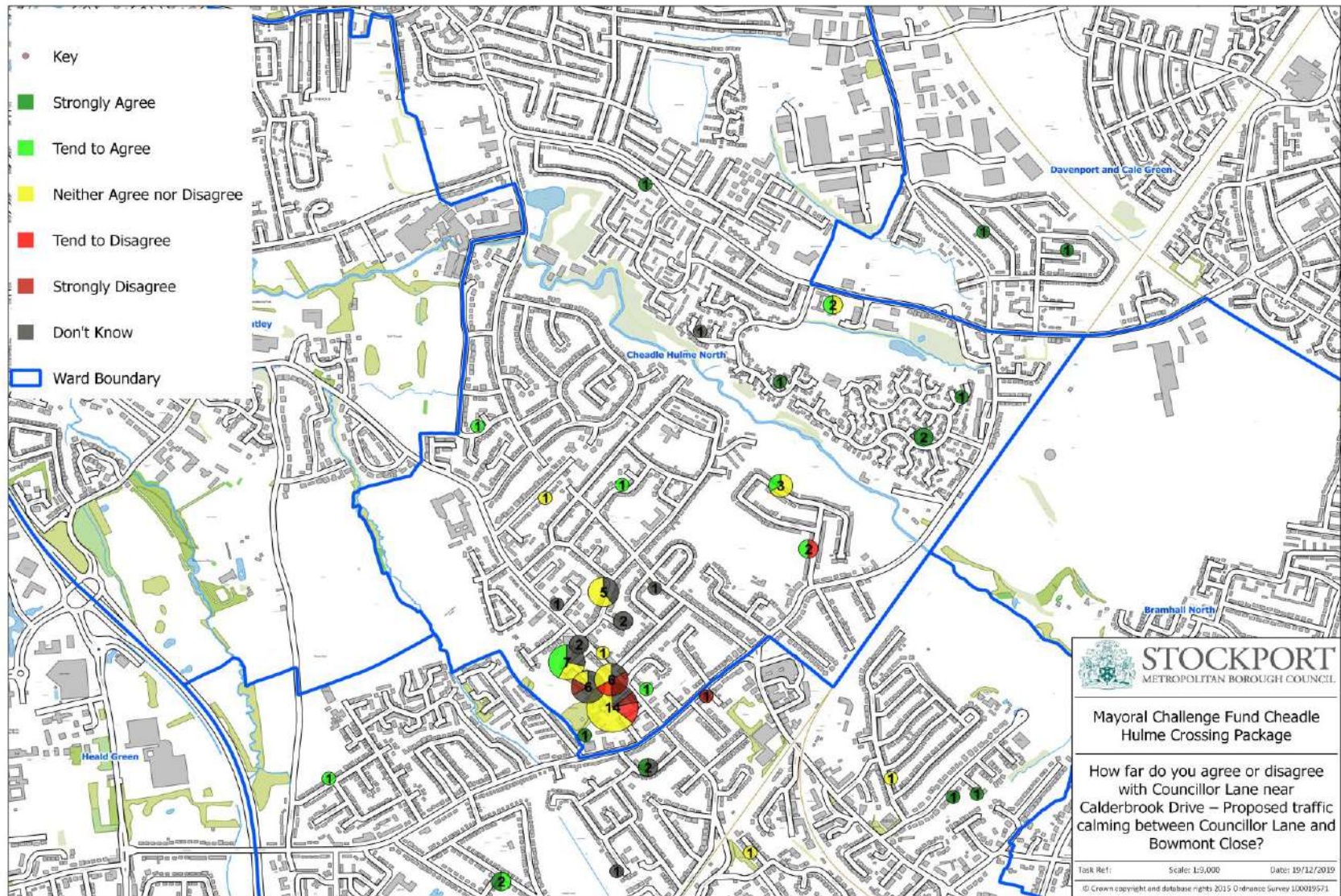
- 2.34. As shown by Figure 2.7a below, based on the response forms the relative majority of respondents agreed with the proposals for traffic calming between Councillor Lane and Bowmont Close. Of the 146 respondents to this question 50% (73) agreed and 13% (19) disagreed, 37% (54) neither agreed nor disagreed or didn't know.

Figure 2.7a – Councillor Lane (near Calderbrook Drive) Traffic Calming



- 2.35. The above responses have been further analysed to determine respondents' opinion in relation to where they live; Figure 2.7b below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.7b – Councillor Lane (near Calderbrook Drive) Traffic Calming by Postcode

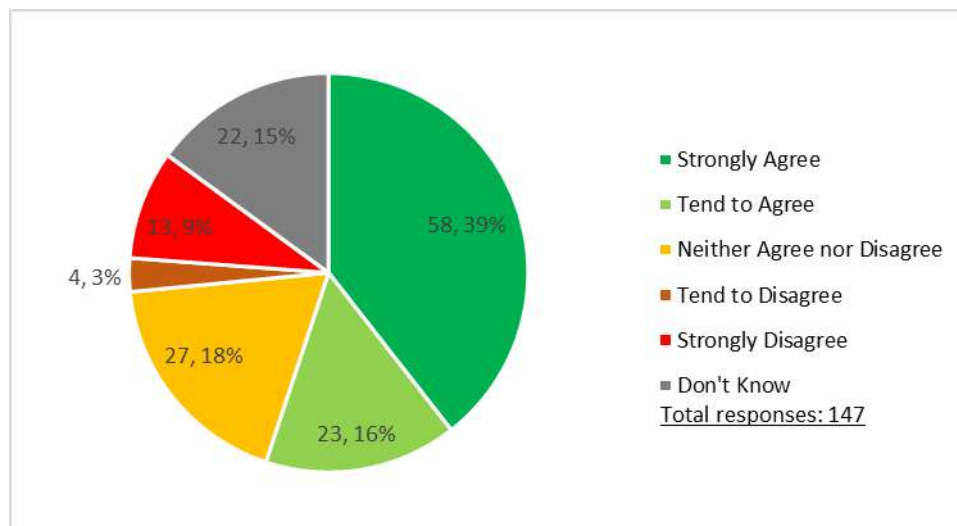


- 2.36. As shown by **Figure 2.7b**, a high proportion of respondents who live locally agree with the proposals.
- 2.37. No comments were made by those in agreement with the proposals for traffic calming between Councillor Lane and Bowmont Close.
- 2.38. General comments by those who disagree with the proposals for traffic calming between Councillor Lane and Bowmont Close include:
- I strongly object to speed bumps being installed along Calderbrook Drive. As a resident of Bowmont Close I am incensed that you are planning a 3 way raised speed bump at the junction of Bowmont and Calderbrook. Bowmont is a cul de sac, so vehicles don't have the opportunity to build up much speed before reaching Calderbrook. A 3 way raised bump will create more of a hazard to traffic at that junction. As a motorcyclist such a layout will be dangerous when entering or exiting Bowmont Close.

Councillor Lane (near Calderbrook Drive) 20mph Speed Limits

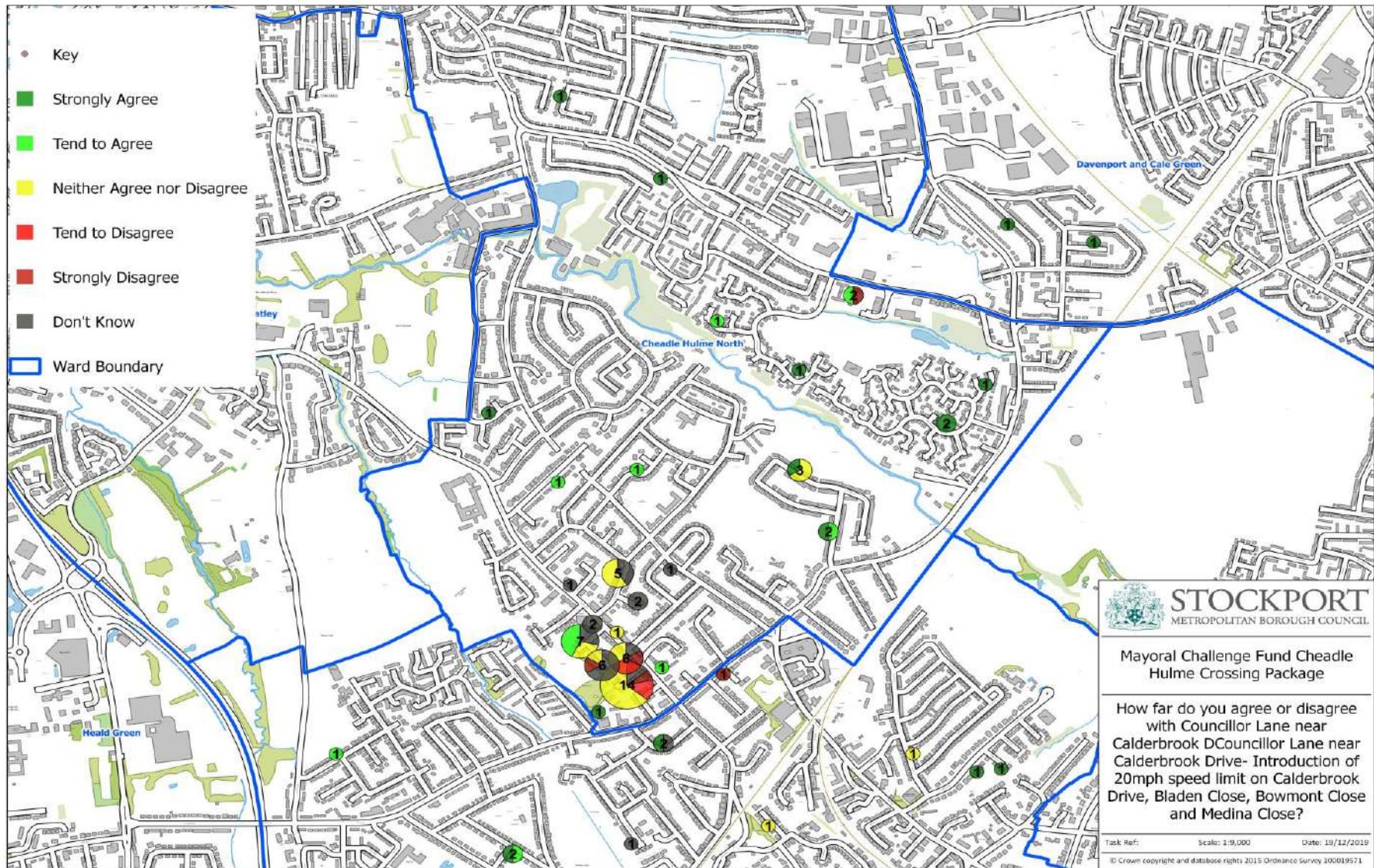
- 2.39. As shown by **Figure 2.8a** below, based on the response forms the majority of respondents agreed with the proposals for the introduction of a 20mph speed limit on Calderbrook Drive, Bladen Close, Bowmont Close and Medina Close. Of the 147 respondents to this question 55% (81) agreed and 12% (17) disagreed, 33% (49) neither agreed nor disagreed or didn't know.

Figure 2.8a – Councillor Lane (near Calderbrook Drive) 20mph Speed Limits



- 2.40. The above responses have been further analysed to determine respondents' opinion in relation to where they live; Figure **2.8b** presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.8b – Councillor Lane (near Calderbrook Drive) 20mph Speed Limits by Postcode

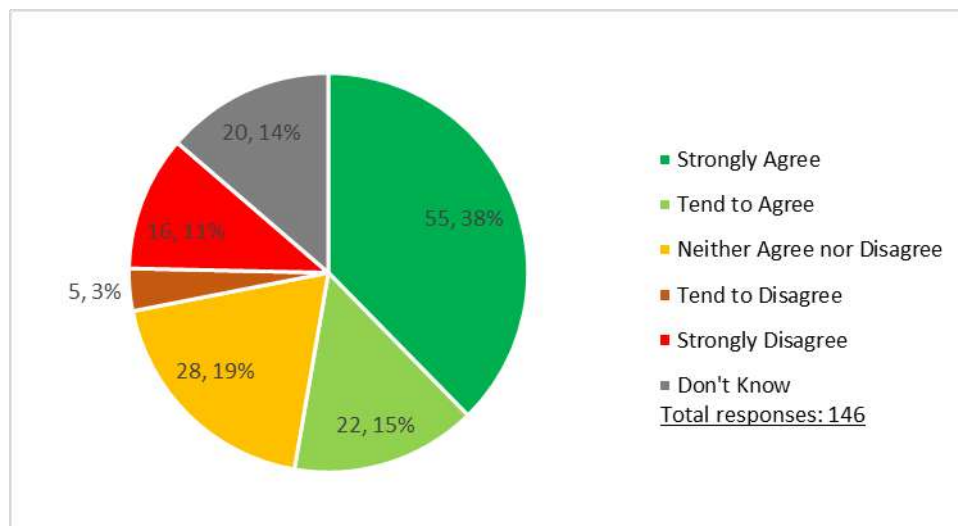


- 2.41. As shown by Figure **2.8b** a high proportion of respondents who live locally strongly agree with the proposals.
- 2.42. General comments by those in agreement with the proposals for the introduction of a 20mph speed limit include:
- 'I agree with a 20mph speed limit being applied to Calderbrook Drive.'
- 2.43. No comments were made by those who disagree with the proposals for the introduction of a 20mph speed limit.

Bird Hall Road (near Carnforth Road) New Crossing

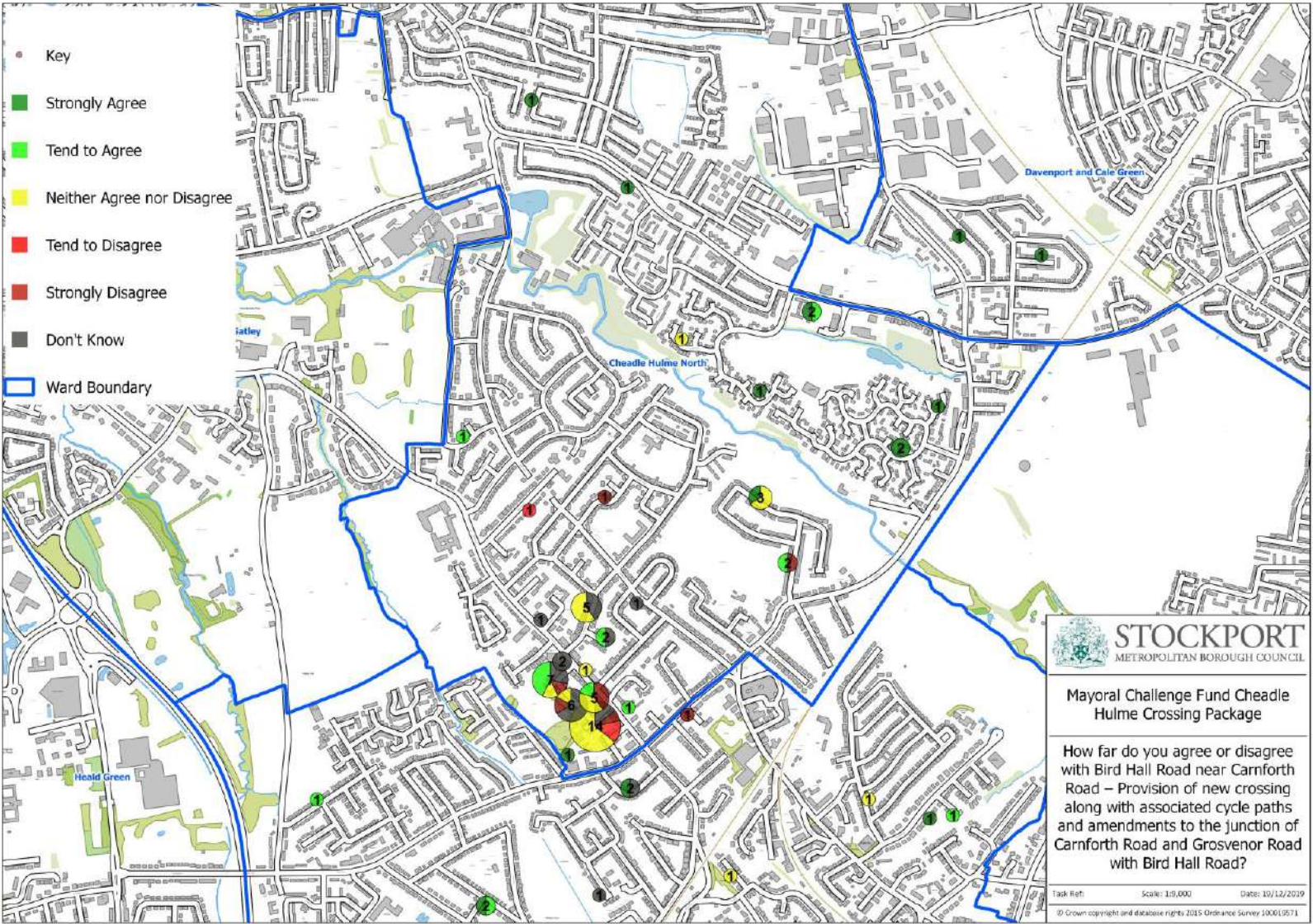
- 2.44. As shown by **Figure 2.9a** below, based on the response forms the majority of respondents agreed with the proposals to provide a new crossing on Bird Hall Road with associated cycle paths and amendments to the junction of Carnforth Road / Grosvenor Road / Bird Hall Road. Of the 146 respondents to this question 53% (77) agreed and 14% (21) disagreed, 33% (48) neither agreed nor disagreed or didn't know.

Figure 2.9a – Bird Hall Road (near Carnforth Road) New Crossing



- 2.45. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.9b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.9b – Bird Hall Road (near Carnforth Road) New Crossing by Postcode

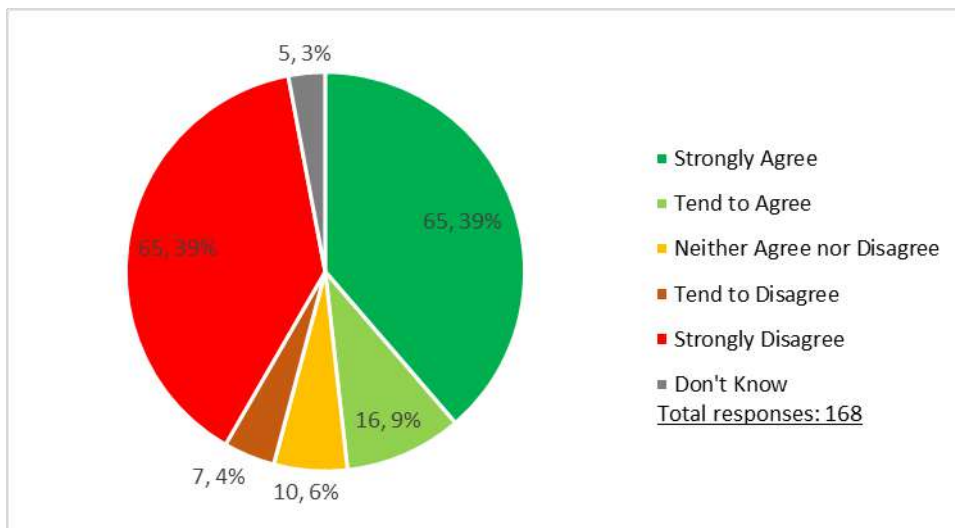


- 2.46. As shown by **Figure 2.9b** a high proportion of respondents who live locally agree with the proposals.
- 2.47. General comments by those in agreement with the proposals to provide a new crossing on Bird Hall Road with associated cycle paths and amendments to the junction of Carnforth Road / Grosvenor Road / Bird Hall Road include:
- 'I am on bird hall road, have two young kids and I don't drive, so to have clearer pathways, slower speed limits and better access around the park and down councillor lane would be brilliant and would lessen my anxiety when we are out and about.'
- 2.48. General comments by those who disagree with the proposals to provide a new crossing on Bird Hall Road with associated cycle paths and amendments to the junction of Carnforth Road / Grosvenor Road / Bird Hall Road include:
- 'Due to the number of pelican crossings in the Cheadle Hulme (4 in less than half a mile), the traffic already backs up from the centre down Bird Hall Road, often as far as Park Square. These proposals will add yet another series of delays. The situation calls for fewer enforced stops and better flow, not more stops.'
- 2.49. Other comments made by those with regards to the proposals to provide a new crossing on Bird Hall Road with associated cycle paths and amendments to the junction of Carnforth Road / Grosvenor Road / Bird Hall Road include:
- Whilst the crossing point is required and welcomed! (Cars often use the bus lane to divert around cars turning right onto Grosvenor. It is also very difficult for children and adults to cross safely for access to the park or school.

Cheadle Road (near Buckingham Road) Relocated Crossing

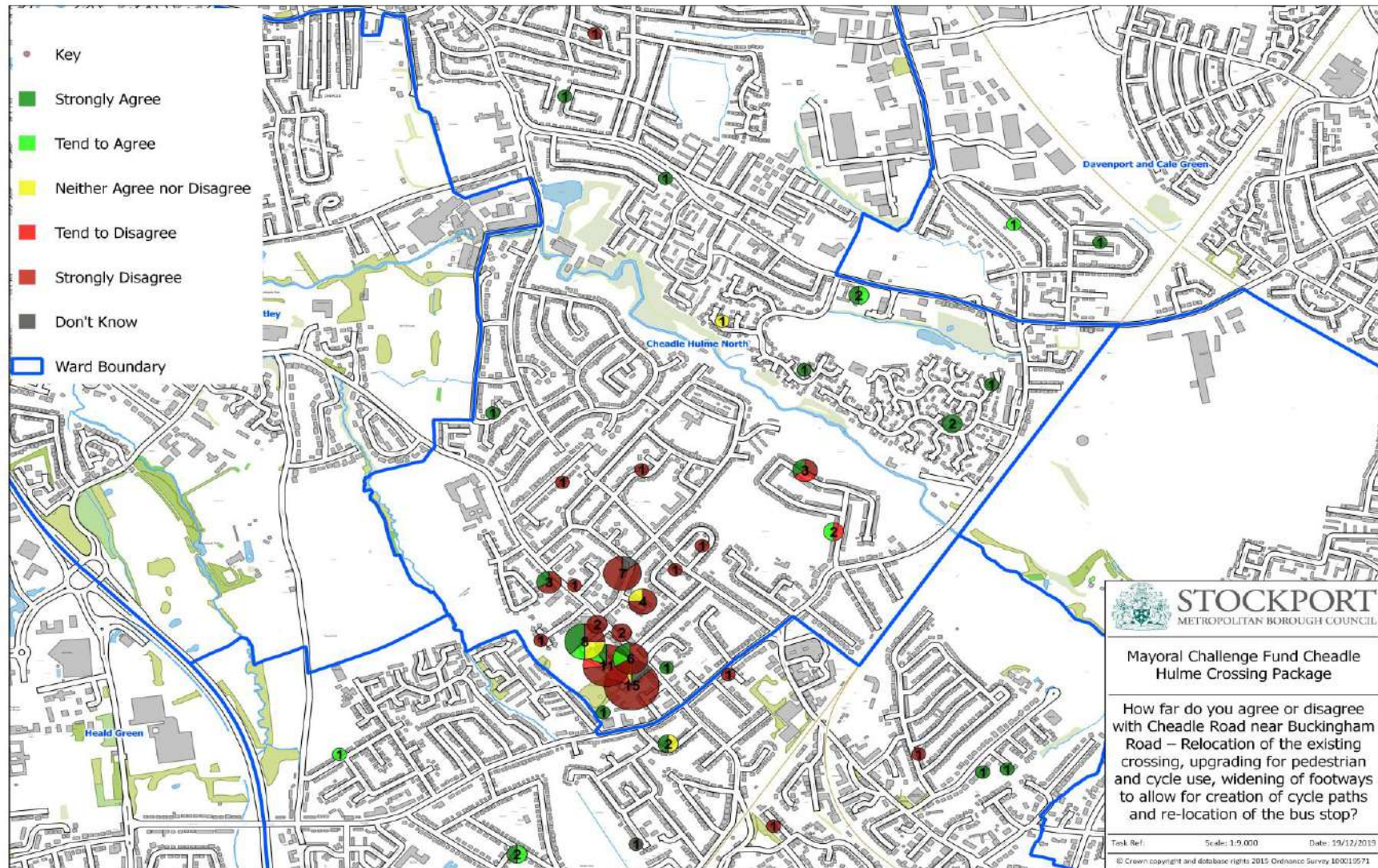
- 2.50. As shown by **Figure 2.10a** below, based on the response forms the relative majority of respondents agreed with the proposals to relocate the existing crossing on Cheadle Road near Buckingham Road, upgrade it for pedestrian and cycle use, widen footways to allow for the creation of cycle paths and re-locate the bus stop. Of the 168 respondents to this question 48% (81) agreed and 43% (72) disagreed, 9% (15) neither agreed nor disagreed or didn't know.

Figure 2.10a – Cheadle Road (near Buckingham Road) Relocated Crossing



2.51. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.10b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.10b – Cheadle Road (near Buckingham Road) Relocated Crossing by Postcode



- 2.52. As shown by **Figure 2.10b**, a high proportion of respondents who live locally disagree with the proposals.
- 2.53. General comments by those in agreement with the proposals to relocate the existing crossing on Cheadle Road near Buckingham Road, upgrade it for pedestrian and cycle use, widen footways to allow for the creation of cycle paths and re-locate the bus stop include:
- 'Double yellow lines outside of the coop on Cheadle Road would make the road safer for cyclists and pedestrians; hopefully the crossing would help with this.'
- 2.54. General comments by those who disagree with the proposals to relocate the existing crossing on Cheadle Road near Buckingham Road, upgrade it for pedestrian and cycle use, widen footways to allow for the creation of cycle paths and re-locate the bus stop include:
- 'I can't understand why the crossing on Cheadle Road has to be moved! The bicycles should be familiar with the roads and Highway Code, and further more when the Kenilworth Pub closes, the customers use the crossing to get safely to the other side to get to the Take-Away restaurants.'
- 2.55. Other comments made by those with regards to the proposals to relocate the existing crossing on Cheadle Road near Buckingham Road, upgrade it for pedestrian and cycle use, widen footways to allow for the creation of cycle paths and re-locate the bus stop include:
- 'I would very much like to see further measures for speed reduction on Cheadle rd. The speeds at which many drivers travel is frightening in an area which is very residential and used by many school children going to Oak Road and Cheadle Hulme primary schools and I fear it's only a matter of time before there is a serious accident.'

Cheadle Road (near Buckingham Road) Narrowing and One-Way (Maple Road)

- 2.56. As shown by **Figure 2.11a** below, based on the response forms the relative majority of respondents disagreed with the proposals to narrow Maple Road and make it one-way from Cheadle Road to Lingdale Road. Of the 164 respondents to this question 40% (66) agreed and 47% (77) disagreed, 13% (21) neither agreed nor disagreed or didn't know.

Figure 2.11a – Cheadle Road (near Buckingham Road) Narrowing and One-Way (Maple Road)

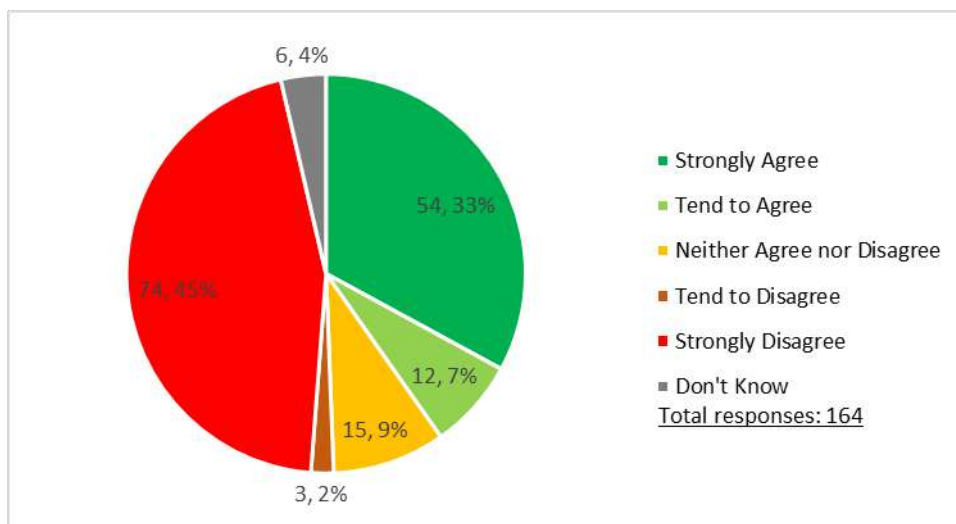
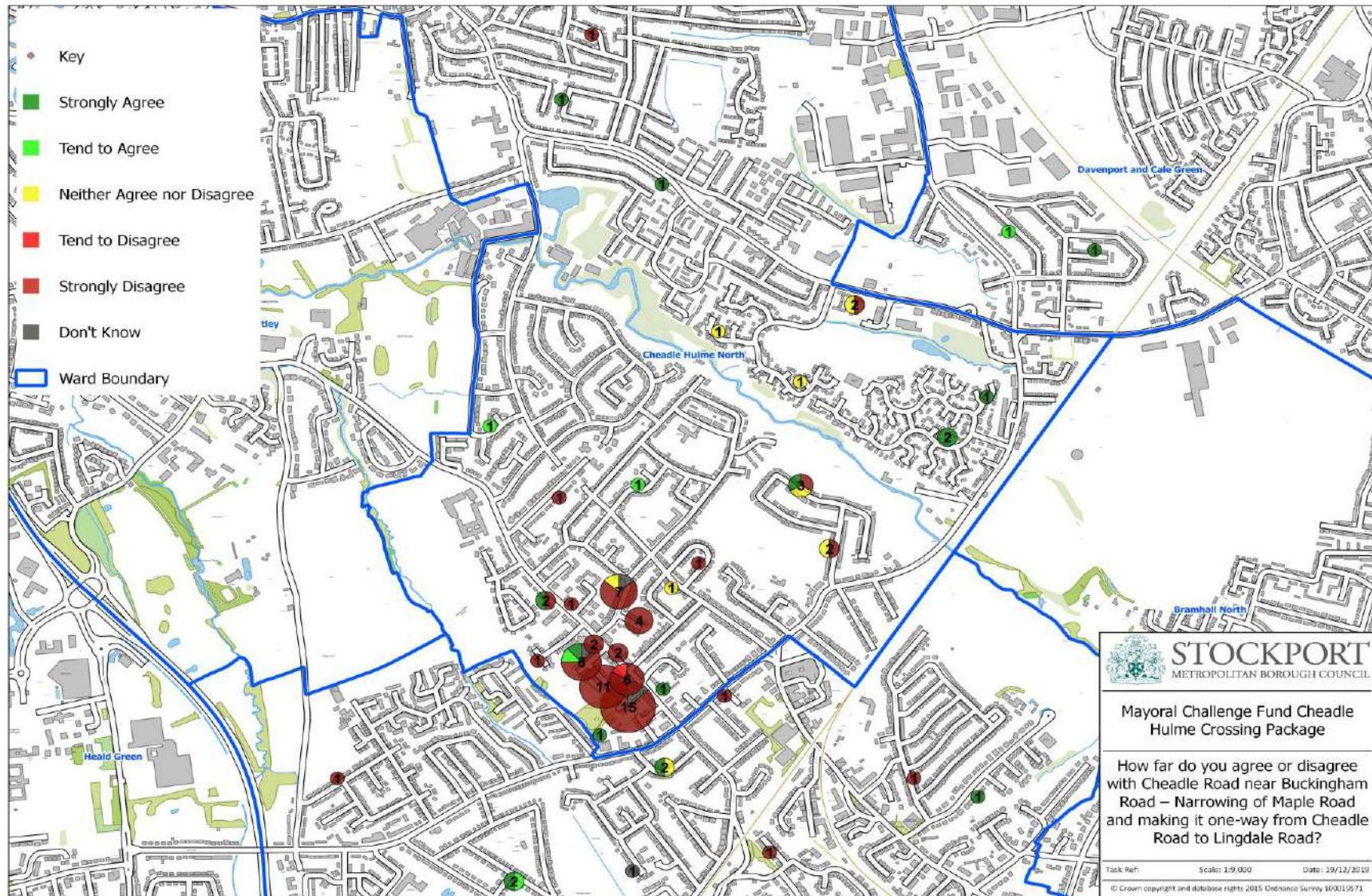


Figure 2.11b – Cheadle Road (near Buckingham Road) Narrowing and One-Way (Maple Road) by Postcode

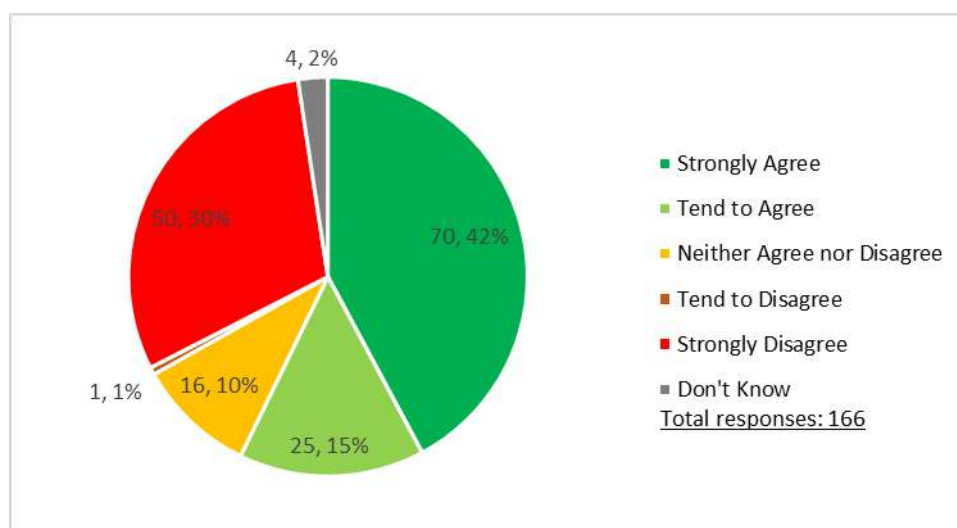


- 2.57. The above responses have been further analysed to determine respondents' opinion in relation to where they live; Figure **2.11b** presents the response in relation to respondents' home post code when it was provided in full.
- 2.58. As shown by Figure **2.11b**, a high proportion of respondents who live locally disagree with the proposals.
- 2.59. No comments were made by those in agreement with the proposals to narrow Maple Road and make it one-way from Cheadle Road to Lingdale Road.
- 2.60. General comments by those who disagree with the proposals to narrow Maple Road and make it one-way from Cheadle Road to Lingdale Road include:
- I am totally confused what you think you will achieve by narrowing Maple Avenue, with a one way system which will impact Oak Road which is already extremely tight.
- 2.61. Other comments made by those with regards to the proposals to narrow Maple Road and make it one-way from Cheadle Road to Lingdale Road include:
- 'Concerned about the impact on Queens Road and Orrishmere Schools as shown on the scheme map. Cycles can be just as dangerous to children as cars, they can be a silent menace.'

Cheadle Road (near Buckingham Road) 20mph Speed Limits

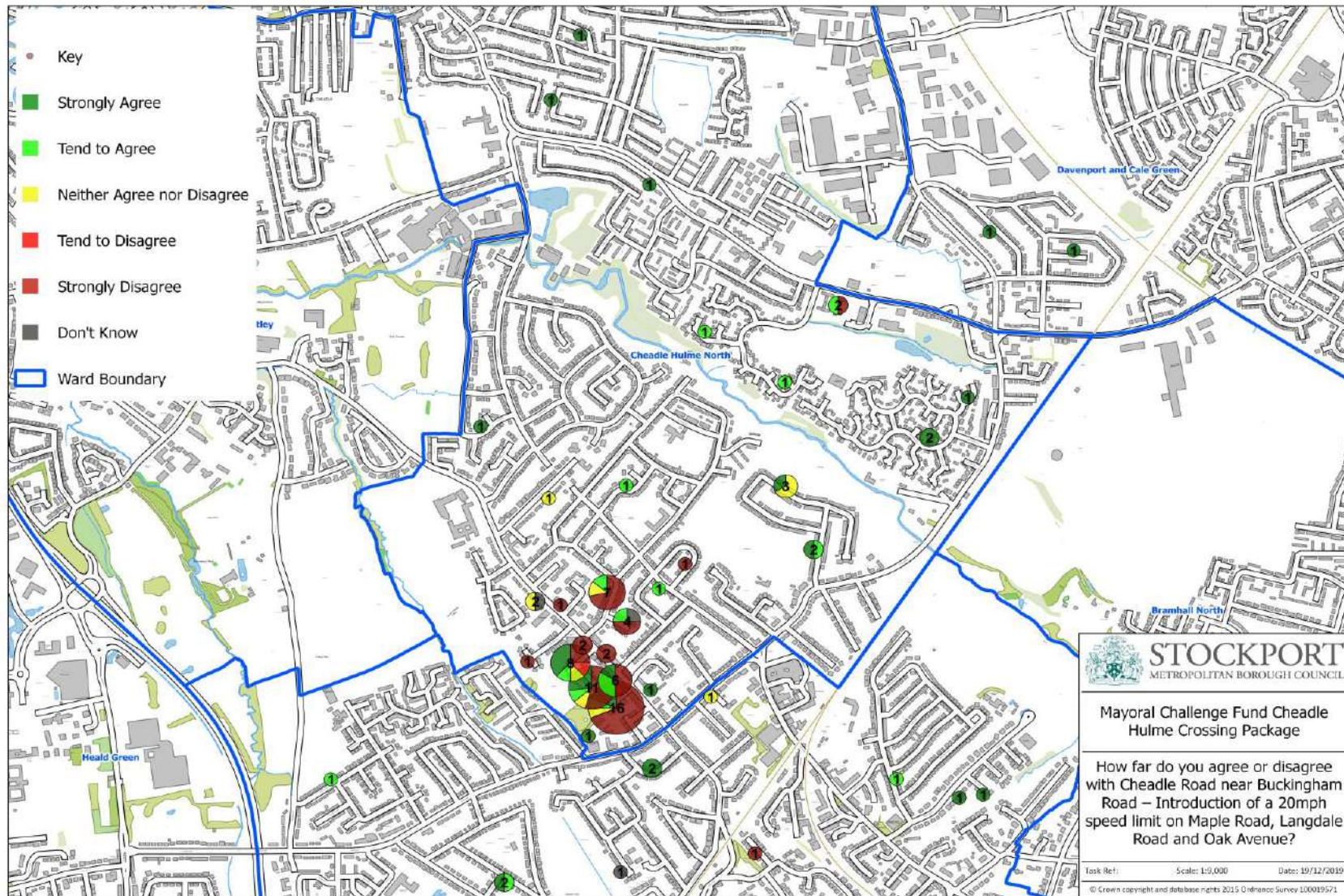
- 2.62. As shown by **Figure 2.12a** below, based on the response forms the majority of respondents agreed with proposals for the introduction of a 20mph speed limit on Maple Road, Langdale Road and Oak Avenue. Of the 166 respondents to this question 57% (95) agreed and 31% (51) disagreed, 12% (20) neither agreed nor disagreed or didn't know.

Figure 2.12a – Cheadle Road (near Buckingham Road) 20mph Speed Limits



- 2.63. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.12b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.12b – Cheadle Road (near Buckingham Road) 20mph Speed Limits by Postcode

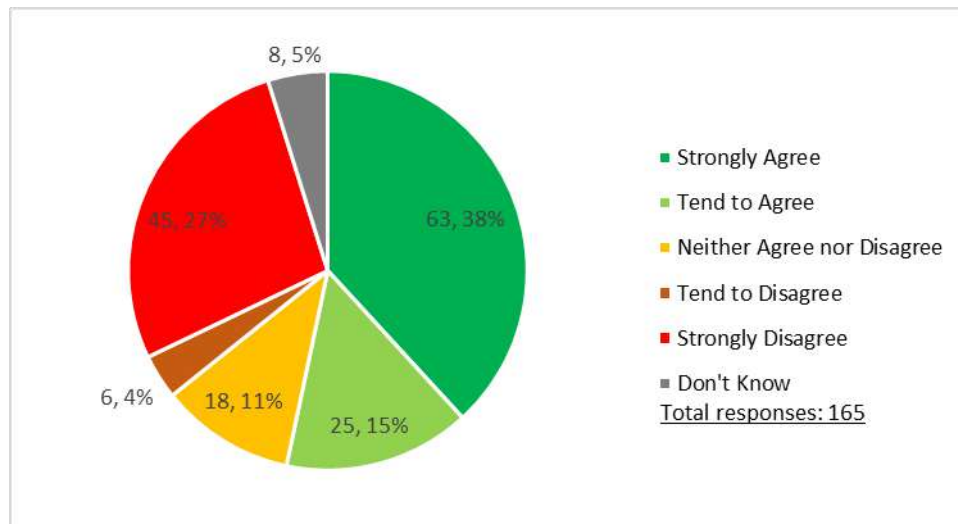


- 2.64. As shown by Figure **2.12b**, a high proportion of respondents who live locally disagree with the proposals”.
- 2.65. No comments were made by those in agreement with proposals for the introduction of a 20mph speed limit on Maple Road, Langdale Road and Oak Avenue.
- 2.66. General comments by those who disagree with proposals for the introduction of a 20mph speed limit on Maple Road, Langdale Road and Oak Avenue include:
- I would be worried if vehicles could reach 20mph, it should be 5 or 10 for safety of road users and pedestrians.

Cheadle Road (near Buckingham Road) Refuge Island

- 2.67. As shown by **Figure 2.13a** below, based on the response forms the majority of respondents agreed with proposals for the introduction of a pedestrian refuge on Cheadle Road north of Anfield Road. Of the 165 respondents to this question 53% (88) agreed and 31% (51) disagreed, 16% (26) neither agreed nor disagreed or didn't know.

Figure 2.13a – Cheadle Road (near Buckingham Road) Refuge Island



- 2.68. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 2.13b** below presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.13b – Cheadle Road (near Buckingham Road) Refuge Island by Postcode

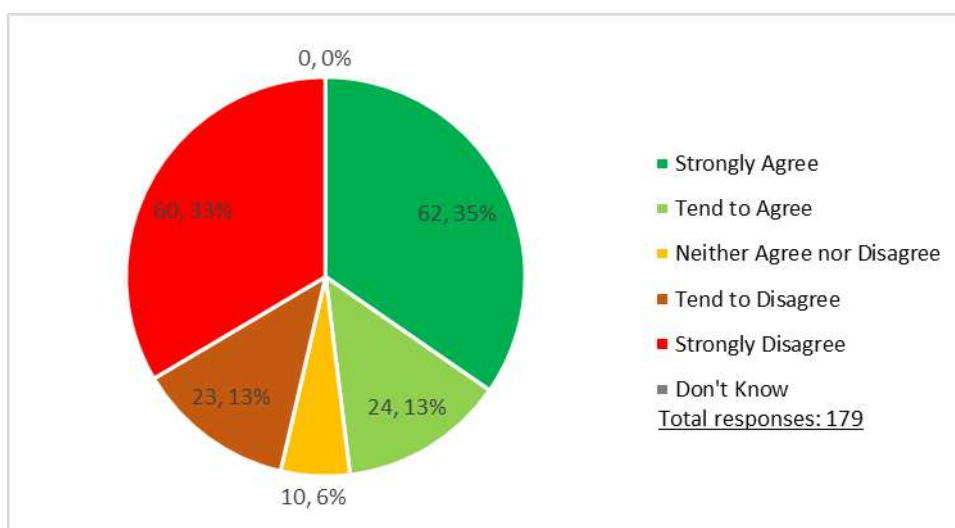


- 2.69. As shown by **Figure 2.13b**, summary of level of support in geographic terms high proportion of respondents who live locally disagree with the proposals.
- 2.70. No comments were made by those in agreement with proposals for the introduction of a pedestrian refuge on Cheadle Road north of Anfield Road.
- 2.71. No comments were made by those who disagree with proposals for the introduction of a pedestrian refuge on Cheadle Road north of Anfield Road.

Pleasant Places

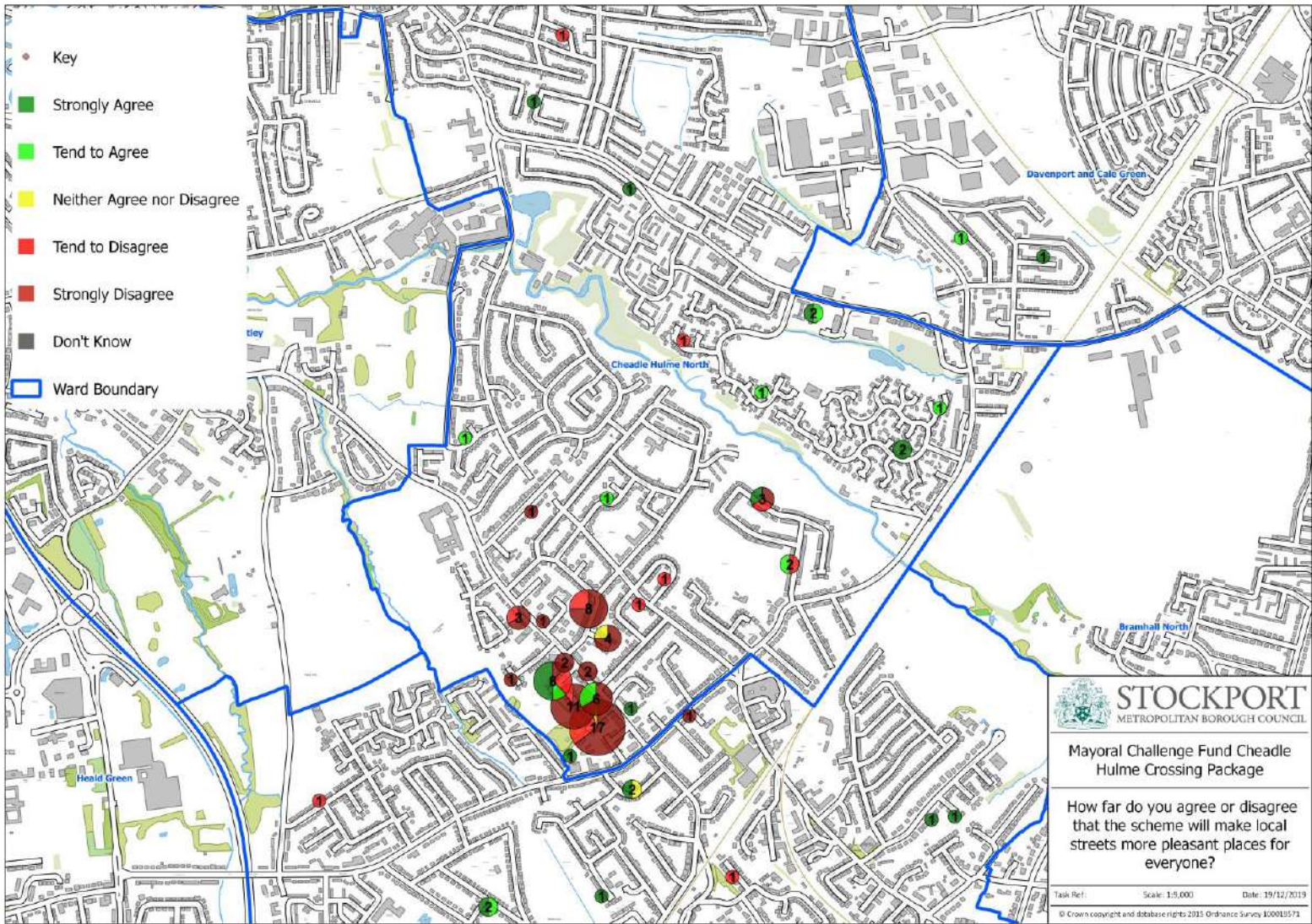
- 2.72. As shown by **Figure 2.14a** below, based on the response forms the relative majority of respondents agreed the Cheadle Hulme Crossings Package scheme would make local streets more pleasant places for everyone. Of the 179 respondents to this question 48% (86) agreed and 46% (83) disagreed, 6% (10) neither agreed nor disagreed.

Figure 2.14a – Pleasant Places



- 2.73. The above responses have been further analysed to determine respondents' opinion in relation to where they live; Figure **2.14b** presents the response in relation to respondents' home post code when it was provided in full.

Figure 2.14b – Pleasant Places by Postcode



- 2.74. As shown by Figure **2.14b**, a high proportion of respondents who live locally disagree with the proposals.
- 2.75. It was commented that 'The proposal will not "make local streets more pleasant places for everyone". Instead it will spoil the traditional shopping street, disrupt the status quo of residents and businesses living in harmony and divide the pavements up causing confusion and danger.'

General Comments

- 2.76. General comments received regarding the Cheadle Hulme Crossings Package scheme include:
- 'The 20mph speed limits are good for safety.'
 - 'Most of the roads are grid locked and especially with bad weather, the roads are unsafe to cycle sometimes. Limiting the speed may send commuters to other areas. Grids and potholes at the side of the roads are a hazard to cyclists.'
 - 'Any measures which will make cycling and walking easier and more safe in this area are very much welcomed. In particular segregated cycle lanes are very important.'
 - 'I commute to work every day on my bike. I don't need or want special crossings or special lanes that stop and start. All I need is safe roads and motorists that understand the highway code and can show me respect and a little bit of patience. I'm not afraid of the road, I have the same right to be there as motorists.'

Stakeholder Responses

- 2.77. Prior to public consultation, Local Ward Members were consulted at ward briefings. No adverse comments were reported.
- 2.78. The proposals were presented at the Traffic Management Unit meeting on the 7th November 2019. TMU includes the emergency service providers. No adverse comments were received.
- 2.79. Officers have met with land owner affected by the Councillor Road, Tarvin Road proposal. There is general support for the scheme from land owners.
- 2.80. The Green Spaces team at SMBC have been consulted regarding the proposals in Councillor Lane, Calderbrook Drive due to the works at Adswood Park and they support the scheme.
- 2.81. Discussions with Co-op with regards to the widening of the footpath at Cheadle Road are ongoing.