

# Heaton Chapel Active Neighbourhood Consultation

Stockport Metropolitan Borough Council

March 2022

## Quality information

Prepared by	Checked by	Verified by	Approved by
Hannah Dodd Consultant	Neil Rogers Principal Consultant	Jodie Knight Principal Consultant	Tamsin Stuart Regional Director
Grace Butler Graduate Consultant			

## Revision History

Revision	Revision date	Details	Authorized	Name	Position
1	1 March 2022	Adjacent postcode analysis per measure	Neil Rogers	Neil Rogers	Principal Consultant
1	1 March 2022	Appendices added	Neil Rogers	Neil Rogers	Principal Consultant

## Distribution List

# Hard Copies	PDF Required	Association / Company Name

**Prepared for:**

Stockport Metropolitan Borough Council

**Prepared by:**

Hannah Dodd  
Consultant  
T: 0161 602 7529

AECOM Limited  
1 New York Street  
Manchester M1 4HD  
United Kingdom

T: +44 161 601 1700  
aecom.com

© 2022 AECOM Limited. All Rights Reserved.

This document has been prepared by AECOM Limited ("AECOM") for sole use of our client (the "Client") in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM.

## Table of Contents

1	Introduction .....	5
2	Methodology .....	8
3	Response Profile .....	9
4	Findings.....	11
4.1	One-way entry at Ash Grove.....	11
4.2	Mini roundabout at the junction of Carnforth Road and Maybury Road .....	16
4.3	Controlled pedestrian crossing on Manchester Road.....	20
4.4	Extension of the 20mph speed limits .....	24
4.5	Development of a permanent outdoor space/pocket park .....	27
4.6	Modal Filters.....	30
4.7	Response from business and organisations .....	45
5	Additional feedback .....	47
5.1	Other comments and suggestions made for the trial area.....	47
5.2	Future Active Neighbourhood .....	50
6	Summary .....	51
	Appendix A Questionnaire .....	52
	Appendix B Response per question .....	70
	Appendix C Themes from comments .....	78

# 1 Introduction

## 1.1 Background

Active Neighbourhoods in Stockport are part of a Greater Manchester-wide programme to improve the areas where people live, by helping residents to make short trips on foot, by bicycle or public transport. This can be achieved through:

- new crossings;
- new walking and cycling facilities;
- traffic calming;
- introduction of measures around schools to improve road safety;
- measures to prevent 'rat running' in residential streets;
- pocket parks.

## 1.2 The Consultation

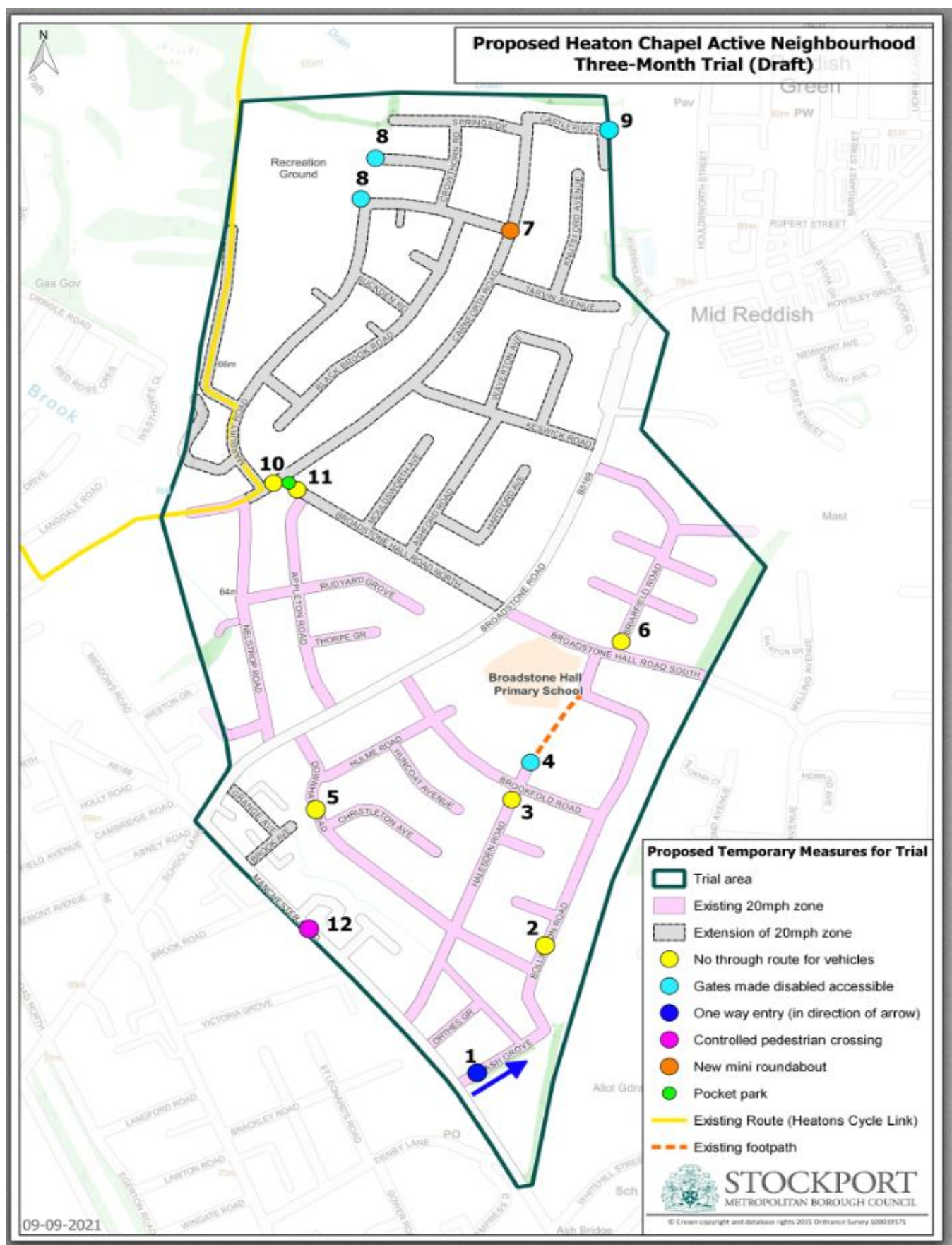
Stockport Metropolitan Borough Council (SMBC) introduced an Active Neighbourhood scheme in the Heaton Chapel area of Stockport. Temporary measures were introduced for a three-month trial period (September – November 2021), the map (**Figure 1.1**) shows the trial area, location and type of interventions implemented and was provided to residents by SMBC.

The temporary measures were removed in December 2021, however in October 2021 the Pocket Park<sup>1</sup> located at the corner of Broadstone Hall Road North and Carnforth Road was removed following feedback of anti-social behaviour.

---

<sup>1</sup> <https://www.stockport.gov.uk/news/update-on-heaton-chapel-active-neighbourhood-project>

Figure 1.1: SMBC Active Neighbourhood Trial



AECOM was commissioned by SMBC to undertake a consultation into the trial active neighbourhood to provide feedback on temporary measures. The purpose of the consultation was to identify which, if any, of the measures, residents wanted to be made permanent and whether they had suggestions for improvements for those they wanted to be kept permanent.

The consultation took place between Monday 17<sup>th</sup> January and Sunday 6<sup>th</sup> February 2022, covering a three-week period. Between the 14<sup>th</sup> and 17<sup>th</sup> January 2022, residents within the trial area received the consultation flyer (Figure 1.2) informing them of the consultation and how to provide their feedback.

Figure 1.2: SMBC Consultation Flyer



In addition to the flyer, the consultation was promoted via the Stockport Metropolitan Borough Council<sup>2</sup> news webpage and social media and billboards within the trial area.

## 1.3 Format of report

Following this introduction:

- Section 2: describes the methodology with further detail in **Appendix A**;
- Section 3: discusses the response profile to the questionnaire
- Section 4: discusses the findings of the questionnaire, providing charts and quotes.
- Section 5: discusses any additional feedback on the trial and scheme suggestions.

<sup>2</sup> <https://www.stockport.gov.uk/news/consultation-begins-following-three-month-heaton-chapel-active-neighbourhood>

## 2 Methodology

### 2.1 The questionnaire

A questionnaire was designed by AECOM, with input and approval from SMBC. A copy of the questionnaire can be found in **Appendix A**.

The main purpose of the questions was to identify:

- Whether the trial element should be made permanent;
- Any suggested improvements for trial measures; and
- Reasons why those who responded wanted or did not want each trial element to be made permanent.

### 2.2 Response Mechanisms

Respondents were able to provide feedback through:

- **An online questionnaire:** Accessible via a QR code or Stockport Council's dedicated website [www.stockport.gov.uk/haveyoursay](http://www.stockport.gov.uk/haveyoursay); and
- **A paper questionnaire:** A print ready version was provided by AECOM and printed and distributed by Stockport Council on request of anyone who preferred to respond on paper. A freepost address was provided for paper questionnaires to be returned and an email address ([activeheatons@stockport.gov.uk](mailto:activeheatons@stockport.gov.uk)) was also provided.

### 2.3 Managing data

#### 2.3.1 Data processing

Response data was downloaded from the online portal, the data was cleaned to ensure accuracy as follows:

- All questions not answered by a respondent were given the same value as "missing" data to ensure these were not included in the analysis; and
- All responses provided on the paper questionnaire were received and entered into the online survey link by Stockport Council.

#### 2.3.2 Coding

All free-text responses were grouped into themes to allow meaningful analysis. Free text responses have been analysed by question, however repetition over several questions such as suggested improvements and other comment not directly associated with a trial element have been coded by topic to allow meaningful analysis and avoid double counting. Comments by themes can be found in **Appendix C**.

Throughout the report quotes from the free text responses have been used to illustrate the points raised. Quotes have been selected to best show the essence of what was said for each theme.

#### 2.3.3 Analysis of closed questions

As respondents were not obliged to answer all questions in the questionnaire, the percentages shown only include those that responded to each question.

Where percentages do not sum to 100% in the main body of the report, this is due to rounding. An asterisk (\*) denotes less than 0.5%.

Statistical significance testing was completed at the 95% confidence level. Where results are reported as different between sub samples, this means the differences are significant at the 95% confidence



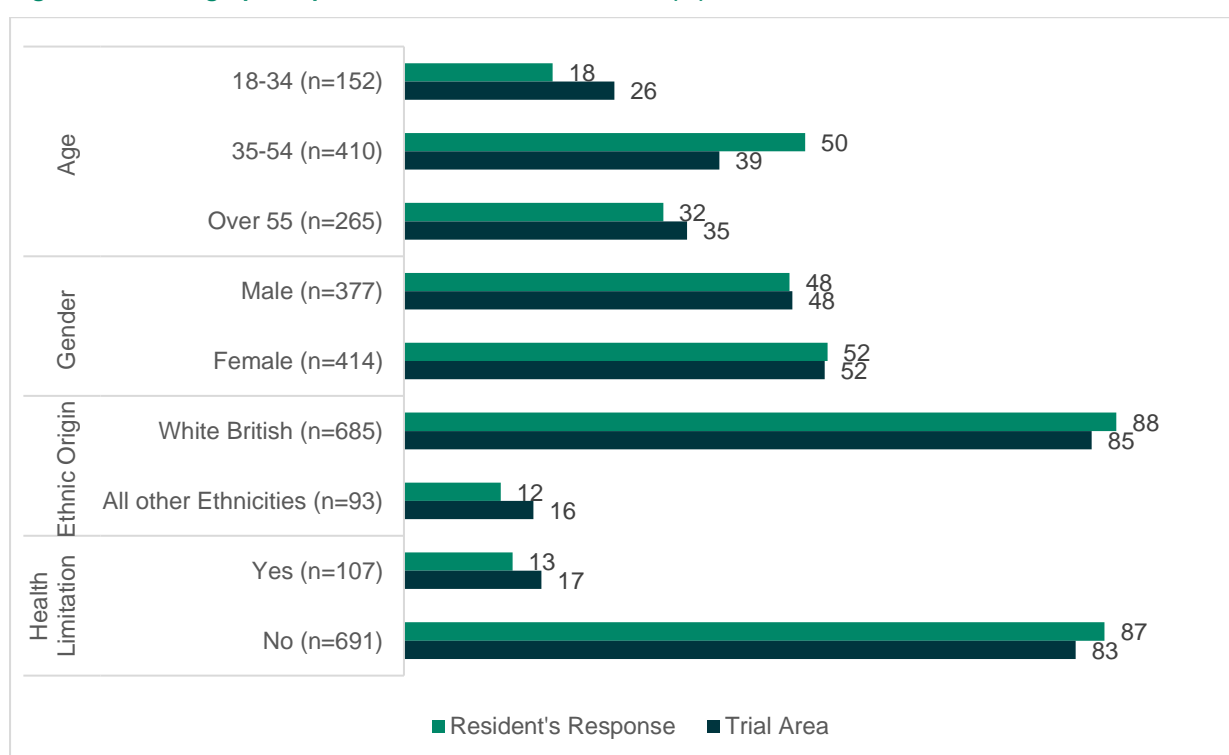
level. Only data which is significant has been referenced in the report. Frequency for closed questions by all respondents and residents only can be found in **Appendix B**.

## 3 Response Profile

A total of **1,095 responses** were received, of these 871 identified as residents of the trial area and 214 identified as non-residents, of which 136 live within a mile of the trial area. Most responses were received through the online questionnaire (n=1082), SMBC entered a total of 13 paper surveys. Seven responses came from businesses and three from organisations.

**Figure 3.1** illustrates the demographic profile of residents who live within the trial area who responded to the questionnaire compared to census data for the trial area. Those aged under 35, have a lower representation compared to the trial area population whereas those aged 35-54 are slightly over represented. Male and females, have an equal representation reflecting the trial area population.

**Figure 3.1: Demographics profile for residents within trial (%)**



Bases: Residents in the trial area who responded to each question (number shown in brackets).

\*Notes: Prefer not to say removed from data for comparison purposes.

Nine responses from under 18s removed from data for comparison purposes.

The profile of respondents not living in the trial area, organisations and businesses was similar as shown in the table below.

**Table 3.3.1: Non-resident respondent profile including business and organisations**

Response	Comment	n	%
<b>Age</b>	18 - 34	177	17
	35 - 54	89	8
	55 +	62	9
<b>Gender</b>	Male	99	50
	Female	99	50
<b>Ethnic Origin</b>	White British	162	84
	All other ethnicities	32	16
<b>Health Limitation</b>	Yes	32	16
	No	170	84

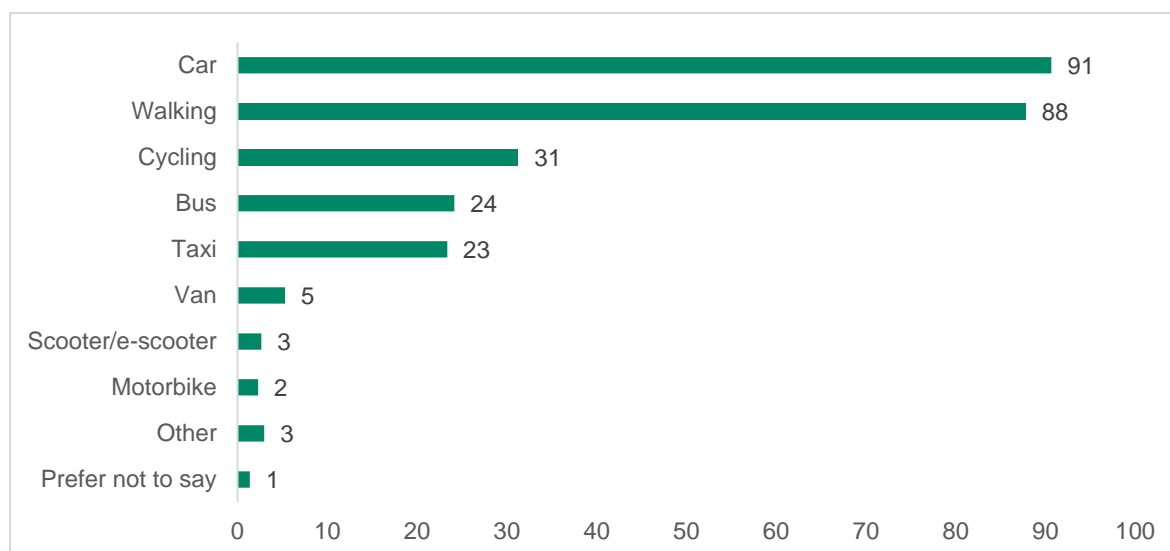
Bases: Non-residents, businesses and organisations who responded to each question

\*Notes: Prefer not to say removed from data for comparison purposes.

One response from under 18s removed from data for comparison purposes.

**Figure 3.2** illustrates the mode of transport residents of the trial area use to travel in and around the area. Cars (91%) and walking (88%) were the two modes of transport mainly used to travel around the area, just under a third (31%) travel in and around the trial area by bicycle.

**Figure 3.2: Resident's mode of transport used to travel in and around the area (%) (Multiple Response)**



Base: 869 Two respondents did not provide an answer

Each respondent may use more than one mode of transport

## 4 Findings

This section shows the views of members of the public for each of the trial measures. Every person responding to the consultation was asked:

1. Whether the measure should be made permanent, or not;
2. An additional option was included for those who said yes a measure should be made permanent but with suggested improvements; and
3. About the impact of the measure had on them, their family or business.

Each respondent was also able to comment, explaining the reason for their response and the most common themes are shown.

Respondents were asked about the:

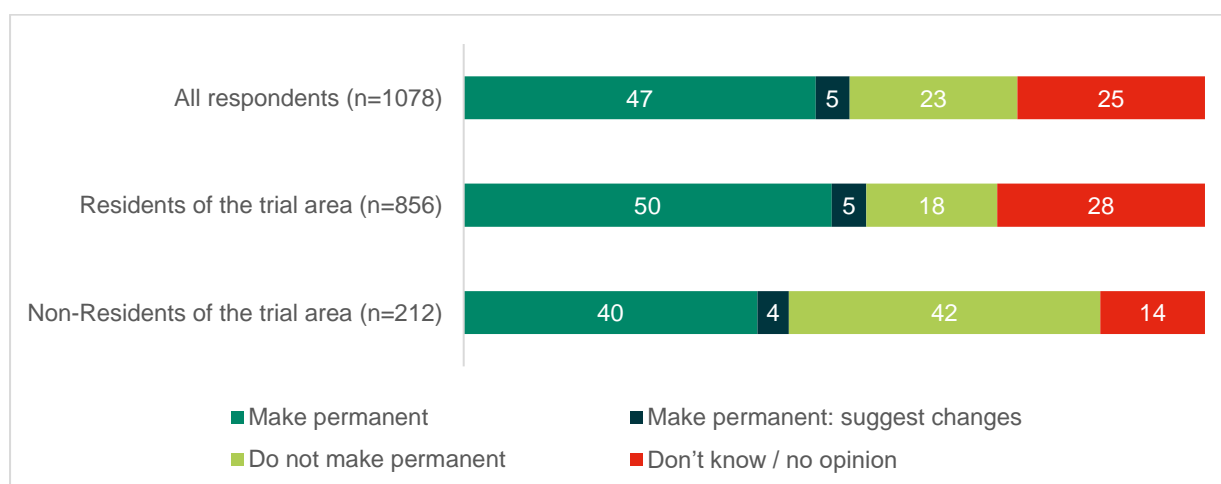
- One-way entry at Ash Grove;
- Mini roundabout at junction of Carnforth Road and Marbury Road;
- Pedestrian Crossing on Manchester Road;
- Extension of 20mph speed zones;
- Outdoor space / Pocket park; and
- Individual modal filters (each in turn);

### 4.1 One-way entry at Ash Grove

#### 4.1.1 Summary of responses: One-Way entry

Half of respondents (52%) stated they wanted to see the one-way entry at Ash Grove made permanent. Just over a fifth (23%) stated they did not want to make the one-way permanent.

**Figure 4.1: Do you want to make the One-Way entry at Ash Grove permanent (%)**



*Base: All respondents who answered (number shown in brackets)*

- Those who travel into the trial area were more likely to state they do not want the **one-way entry at Ash Grove** to be made permanent, such as those who travelled to see family friends (40%) or to work (39%) compared with those who live in the area (18% stated do not make this permanent), and those

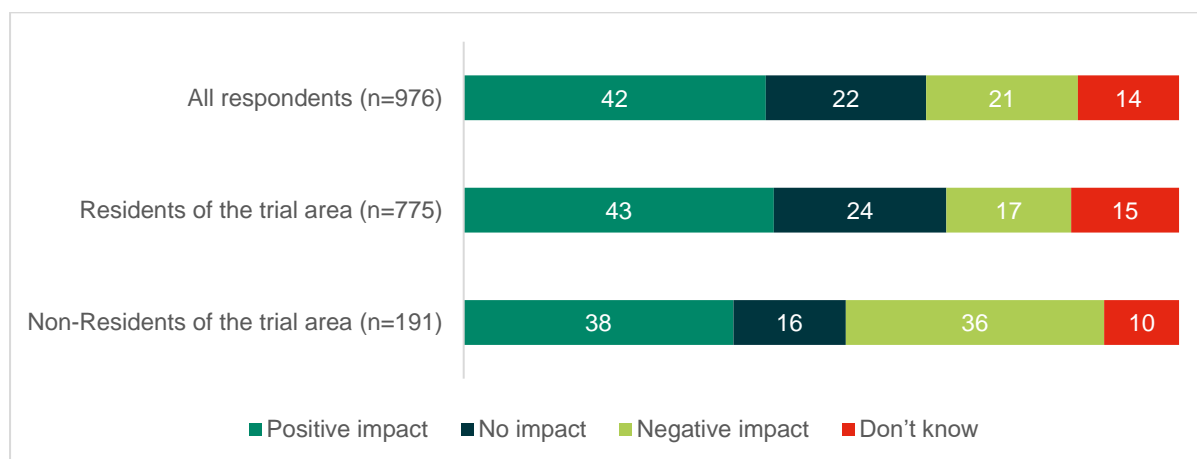
who live within a mile of the area do not want the one-way entry at Ash Grove to be made permanent (35%).

- A higher proportion of residents with a long-term health concern or disability were likely to state they did not want the **one-way entry at Ash Grove** to be made permanent compared with those without a health concern (31% and 20% respectively), although overall 46% of those with a health concern wanted the one-way entry to be made permanent.

#### 4.1.1.1 Impact of the measure

Over two-fifths respondents (42%) stated that the one-way entry had a positive impact on them, their business or their family, just over a fifth (21%) stated it had a negative impact.

**Figure 4.2: What impact did the one-way entry have on you, your business or your family (%)**



Base: All respondents who answered (number shown in brackets)

#### 4.1.2 One-way entry at Ash Grove: Those who live in adjacent postcodes

SMBC provided a list of postcodes whose households were considered to be in close proximity of the one-way entry at Ash Grove, the postcodes are shown in the table below together with the number of responses by outcomes.

Respondents were asked, but not required to provide a postcode in the survey, 957 postcodes were received from the 1095 responses. A total of 24 respondents who provided a postcode lived within proximity of the one-way entry.

**Table 4.62: Response based on postcode proximity to the One-Way entry at Ash Grove**

Postcodes in close proximity to a ONE-WAY entry	Make Permanent (n)	Do not make permanent (n)	Don't know / No opinion (n)
SK4 5ET SK4 5EU	23	1	0

#### 4.1.3 Summary of themes from comments: One-Way entry

Table 4.14.1 provides a breakdown of the key themes (received more than 10 comments) that were identified from the comments received. A total of 536 respondents provided comments some of which included more than one theme, this number excludes those who had stated n/a, no comment or similar.

**Table 4.1: Comments for and against making the One-Way entry permanent (Counts)**

Response	Comment	Residents	Non-residents
<b>Yes, make permanent</b>	Support as road causes issues when its two-way traffic	177	17
	Improved safety	89	8
	General support One way at Ash Grove	62	9
	Improved safety for children	35	4
	Improved safety for pedestrians	26	2
	Helped reduce 'rat running'	22	3
	Helped reduce traffic	19	6
	Suggest improving signage (including one-way sign)	18	5
	Suggestions to improve one-way further	17	3
	Slows traffic flow or discourages speeding	13	2
	Change direction of one-way	10	1
	Reduced congestion	9	2
<b>No, do not make permanent</b>	Will increase congestion, delays and journey times	16	6
	Increased pollution	13	10
	Will displace traffic onto other roads	13	6
	Displaced traffic onto other roads	13	6
	Caused more issues than prior to measure being implemented	13	2
	Measure was not acknowledged	13	2
	Not necessary	10	8
	Negatively impacted emergency vehicle access	9	5

### Support of the one-way entry at Ash Grove being made permanent

**Road causes issues for two-way traffic (road too narrow, parking on pavements):** 177 residents commented about the current two-way traffic on Ash Grove, respondents felt that permanent one-way entry would improve traffic flow as currently the road is generally too narrow, and cars parking on pavements results in issues for traffic flow, congestion and access when the road is two-way.

*'The street is too narrow to allow cars to pass in each direction, which causes a bottle neck in both directions while people wait for an opportunity pass' (Resident 75001)*

**One-way entry would improve safety:** 89 resident comments felt that making the one-way entry permanent would improve safety in general for all modes of transport, with comments highlighting the

improvement to safety by only crossing one lane of traffic compared to two-lanes, which currently respondents feel is unsafe

*'This narrow road has been difficult to navigate at times when operating in both directions. It feels much safer now' (Resident 75252)*

An additional 35 resident comments referred to the improvement a permanent one-way entry would have on **children's safety** specifically, some comments refer to children's safety being improved in particularly due to the close proximity of the park to Ash Grove

*'it has reduced through traffic and makes the crossing by the park safer by allowing people crossing (especially children) to focus on traffic from one direction.'* (Resident 75480)

A further 26 resident comments specifically mentioned the measure would improve **safety for pedestrians** along Ash Grove

*'It improved traffic flow and make the road safer for pedestrians'* (Resident 75164)

**General support of the one-way system at Ash Grove being permanent:** 63 resident comments mentioned supporting the one-way entry being permanent, these respondents felt the one-way had brought general improvements.

*'An important improvement, in my opinion'* (Resident 75741)

**One-way entry would reduce traffic and congestion:** 28 resident comments supported the one-way entry on Ash Grove as they felt it had reduced traffic (19) and congestion (9) during the trial period and would continue to reduce traffic if made permanent, respondents expressed that this would be beneficial and improve the current situation.

*'Making Ash Grove one way has reduced overall traffic levels along this very narrow road, and has also significantly reduced the amount of morning rush hour traffic that we used to get in both directions along Ash Grove'* (Resident 75191)

*'As a driver it has eased congestion caused by cars waiting to enter/exit Ash Grove at the same time onto Manchester Road'* (Resident 75198)

**One-way entry reduced 'rat-running':** Some resident comments (22) support the one-way entry as it reduced 'rat-running' during the trial period, respondents noticed a decline in the number of vehicles using Ash Grove as a cut through and therefore supported the measure being made permanent.

*'Residents can still access but will reduce the 'cut through' cars, with parking the road is too narrow to have two way and be safe for vulnerable road users.'* (Resident 74706)

**One-way entry would discourage speeding and slow traffic flows:** Some resident comments (13) support the one-way entry as it discouraged speeding and slowed traffic flow during the trial, respondents noted that Ash Grove being a one-way stopped vehicles speeding compared to prior to the trial when it was two-way.

*'Making it one way reduces the risk of conflict ... also reduces the number of speeding motorists that we used to get on the road'* (Resident 75191)

## Suggested changes to the One-Entry at Ash Grove

**Suggestion to improve signage:** 18 resident comments supported the one-way entry onto Ash Grove being made permanent but highlighted the need for improved signage. Respondents felt that one-way signs and generally improving signage would help drivers to obey the one-way system and therefore reduce confusion and potential conflict.

13 resident comments highlighted concerns with the one-way on Ash Grove as the **measure was not acknowledged** by vehicles, respondents were concerned this was dangerous and suggested **improved signage** was necessary.

*'If this were to stay as a one-way street then I think better, bolder road signs need to be installed ... the signage is not adequate and doesn't stand out enough. On-road markings may be an idea also.'* (Resident 75877)

Other suggested improvements include **changing the direction of the one-way** (17).

**Suggestions to improve the one way further:** There were 17 resident comments that suggested other ideas to improve the one-way entry on Ash Grove, comments included; (i) removing bollards on the road or the verge, (ii) restricting resident parking and general parking on street and (iii) extending the one-way street.

### Opposition to the one-way entry at Ash Grove being made permanent

**One-way entry would increase congestion, delays and journey times:** 16 resident comments did not support the one-way entry on Ash Grove as they felt it increased congestion, delays and journey times during the trial period and would continue to exacerbate the issue if made permanent, respondents expressed that this would impact the current situation negatively.

*'Congestion, pollution, nightmare. Please do not do this again'* (Resident 79034)

**Not necessary (no issue present in the first place):** 10 resident comments expressed that there was no existing issue that needed to be addressed and therefore the one-way entry on Ash Grove is unnecessary and therefore opposed the measure being permanent.

*'It's been fine for the 39 years I've lived here. Why change something that's not broken!'* (Resident 75549)

**Caused more issues than prior to the measure being implemented:** Some resident comments (13) felt the one-way measure had generally made issues worse.

*'This has not achieved anything in my view, only made it more inconvenient, causing some traffic to surrounding areas.'* (Resident 75531)

**Measure was not acknowledged:** 13 resident comments noted that the one-way measure was not acknowledged

*"Yes, however needs enforcing - I have seen several vehicles ignoring one-way signs."*  
(Resident 77836)

**Increased pollution:** 13 resident comments felt the one-way measure had increased pollution as people were forced to drive longer routes as they had to reroute due to the one-way entry on Ash Grove. Concerns were raised over the negative impact this has on air quality and the objectives of an active neighbourhood.

*'This only impedes the local residents causing them to drive further and pollute the atmosphere which is against the local plans to improve the air quality in the region.'* (Resident 75976)

**Caused traffic to be displaced:** 13 resident comments identified that traffic was being displaced to other nearby roads, therefore moving traffic and congestion issues elsewhere as people could not travel both directions on Ash Grove.

*'Again, this was an inconvenience that just pushed traffic elsewhere'* (Resident 75553)

**Negatively impacted emergency vehicles:** 9 resident comments referred to issues emergency vehicles faced as an implication of the one-way entry on Ash Grove, they believe emergency vehicles have struggled to access patients.

*'All it did was cause anguish to residents and problems to emergency vehicles.'* (Resident 75582)

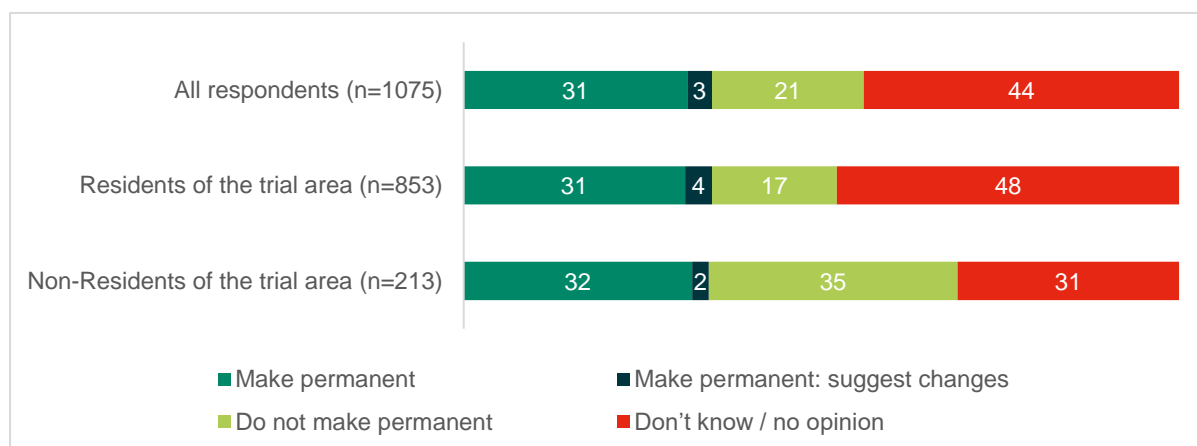


## 4.2 Mini roundabout at the junction of Carnforth Road and Maybury Road

### 4.2.1 Summary of responses: Mini Roundabout

One-third (34%) of all respondents stated they wanted to see the mini roundabout at the junction of Carnforth Road and Maybury Road made permanent. Just over a fifth (21%) stated they did not want to make the mini roundabout permanent, with 44% stating that they 'don't know or had no opinion'.

**Figure 4.3: Do you want to make the mini roundabout permanent (%)**



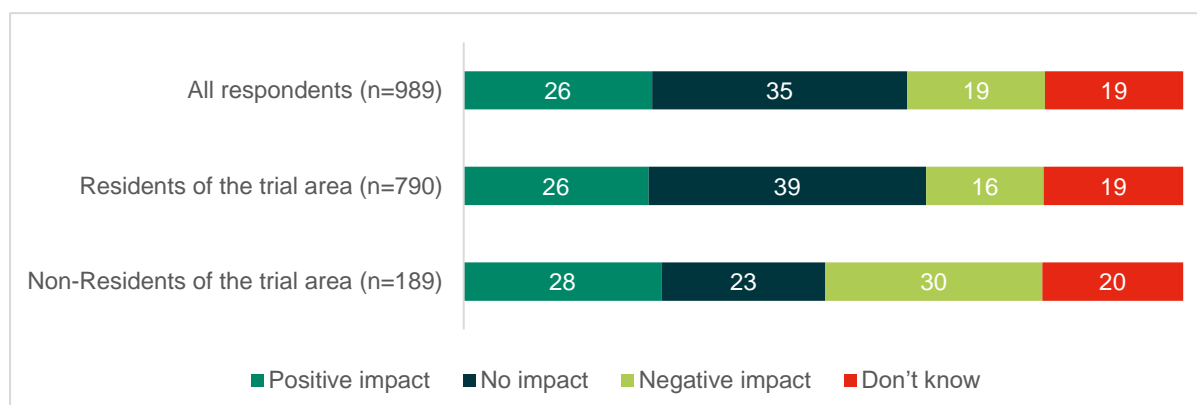
Base: All respondents who answered (number shown in brackets)

- Non-residents of the trial area were more likely to state that they did not want the **mini roundabout** to be made permanent than residents of the trial area (35% and 17% respectively);
- Those who travel into the trial area were more likely to state they do not want the **mini roundabout** to be made permanent, such as those who travelled to work (34%) or to see family friends (31%) compared with those who live in the area (17% stated do not make this permanent), and those who live within a mile of the area do not want the **mini-roundabout** at Ash Grove to be made permanent (33%).

#### 4.2.1.1 Impact of the measure

Just over a quarter of all respondents (26%) stated that the mini roundabout had a positive impact on them, their business or their family, just under a fifth (19%) stated it had a negative impact.

**Figure 4.4: What impact did the mini roundabout have on you, your business or your family (%)**



Base: All respondents who answered (number shown in brackets)

Those who are non-residents are more likely to state the **mini roundabout** had a negative impact than residents (30% compared to 16%). Most residents felt it had no impact on them (39%).

## 4.2.2 Mini roundabout: Those who live in adjacent postcodes

SMBC provided a list of postcodes whose households were considered to be in close proximity of the mini roundabout, the postcodes are shown in the table below together with the number of responses by outcomes.

Respondents were asked, but not required to provide a postcode in the survey, 957 postcodes were received from the 1095 responses. A total of 25 respondents who provided a postcode lived within proximity of the mini roundabout.

**Table 4.62: Response based on postcode proximity to the mini roundabout**

Postcodes in close proximity to a modal filter	Make Permanent (n)	Do not make permanent (n)	Don't know / No opinion (n)
SK4 5LH SK4 5NU SK4 5LJ	17	7	1

## 4.2.3 Summary of themes from comments: Mini Roundabout

The table below provides a breakdown of the key themes that were identified from the comments received. A total of 387 comments were provided some of which included more than one theme, this number excludes those who had stated n/a, no comment or similar.

**Table 4.2: Comments for and against making the mini-roundabout permanent (Counts)**

Response	Comment	Residents	Non-residents
<b>Yes, make permanent</b>	Slows traffic flow and discourages speeding	101	15
	General support of mini roundabout	31	2
	Improves safety	17	8
	Suggestions to improve mini roundabout	17	3
<b>No, do not make permanent</b>	Measure was not acknowledged	40	2
	Made no difference	30	0
	Not necessary	15	7
	Roundabout is dangerous / confusing	11	1

### Support of the mini roundabout being made permanent

**Slows traffic flow and discourages speeding:** 101 residents commented about the positive impact the measure had at slowing traffic and reducing the number of vehicles speeding during the trial period.

*'It seems to be serving as a traffic calming measure so slows traffic down stopping the handful of antisocial drivers who live around the estate from driving at speed' (Resident 75846)*

**General support of the mini roundabout being permanent:** 31 residents expressed general support for the mini roundabout, highlighting that it was a good idea and successfully slowed traffic, improved traffic flow and safety for residents and others travelling along Carnforth Road or Maybury Road.

*'Good idea should have been done sooner' (Resident 75828)*

**Would improve safety:** 17 residents commented about the safety benefits of the mini roundabout being permanent. Respondents commented that the mini roundabout at the junction during the trial had made drivers pay more attention at the junction compared to before, therefore improving safety for road users and those on foot or bike. Some respondents also felt that safety would be improved with a permanent roundabout as vehicles would reduce speed making it safer.

*'Roundabouts tend to make most drivers consider the junction as a point to take care' (Resident 74706)*

### Suggested changes to the mini roundabout

**Supported the mini roundabout being permanent but made suggestions to improve it:** 17 residents made suggestions of how the mini roundabout could be improved to increase success; the main suggestions put forward are;

- Increase the scale and size of the mini roundabout to stop vehicles ignoring the measure and driving straight over, in addition some comments suggested a central planter would stop vehicles driving over;

*'Build up the centre of the roundabout so it can be used properly' (Resident 76209)*

- Further traffic calming measures around the mini roundabout were suggested, such as speed bumps, situated off the mini roundabout entry points to further slow traffic;
- Improve the overall road layout, including expanding the size of the roundabout and making the road wider so that people can manoeuvre with ease, particularly buses and large vehicles that struggled during the trial; and

*'[The roundabout] has too small a turning circle, it is impossible to turn round it without going on the verge or reversing back on the roundabout' (Resident 76043)*

- Restrict parking around the mini roundabout, comments highlighted that vehicles were parked near and on the roundabout which cause safety and access issues.

*'There's a lot of cars parking on or very close to the roundabout. Can double yellow lines be painted there as it's very dangerous and visibility is low' (Resident 77111)*

### Opposition to the mini roundabout being made permanent

**Measure was not acknowledged and therefore served no purpose:** 40 residents comments were about how they felt the mini roundabout was unsuccessful during the trial as it was not acknowledged by road users because it was ignored it posed a further safety issue as vehicles drove over it, a safety issue that was not present prior to the trial.

*'It is an unnecessary roundabout and it will cause accidents. Not everyone is adhering to it and just drives over it' (Resident 76467)*

**The mini roundabout made no difference:** 30 residents commented that they felt there was no difference in traffic flow or speed at the junction after the implementation of the mini roundabout to prior to implementation, some respondents felt it was a waste of resources and money, and therefore should not be permanent.

*'It doesn't make any difference to what was there in the first place' (Resident 75273)*

**Not necessary (no issue present in the first place):** 15 residents commented that they felt there was no existing issue at the junction that needed to be addressed and so the mini roundabout is unnecessary and therefore opposed the measure being permanent.

*'The aim of roundabouts is to ease people's ability to pull out of a junction which would otherwise be difficult due to high levels of traffic. This is not a problem that we suffer with here we do not need a solution to a problem that is not there' (Resident 76024)*

**The mini roundabout is dangerous and confusing:** 11 residents commented that they felt the mini roundabout caused confusion and dangerous driving during the trial, respondents felt that the mini roundabout was more confusing than junction previously there and therefore dangerous.

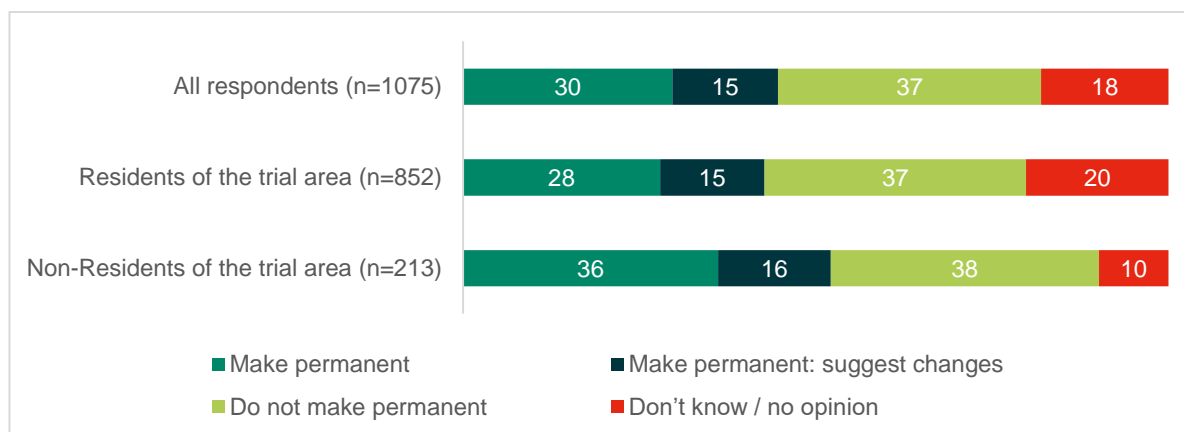
*'It has caused lots of confusion to who has right of way being opposite to just being a normal Junction' (Resident 75783)*

## 4.3 Controlled pedestrian crossing on Manchester Road

### 4.3.1 Summary of responses: Pedestrian Crossing

Just under half of all respondents (45%) stated they wanted to see the pedestrian crossing on Manchester Road made permanent. Just over a third (37%) stated they did not want to make the pedestrian crossing permanent.

**Figure 4.5: Do you want to make the pedestrian crossing on Manchester permanent (%)**



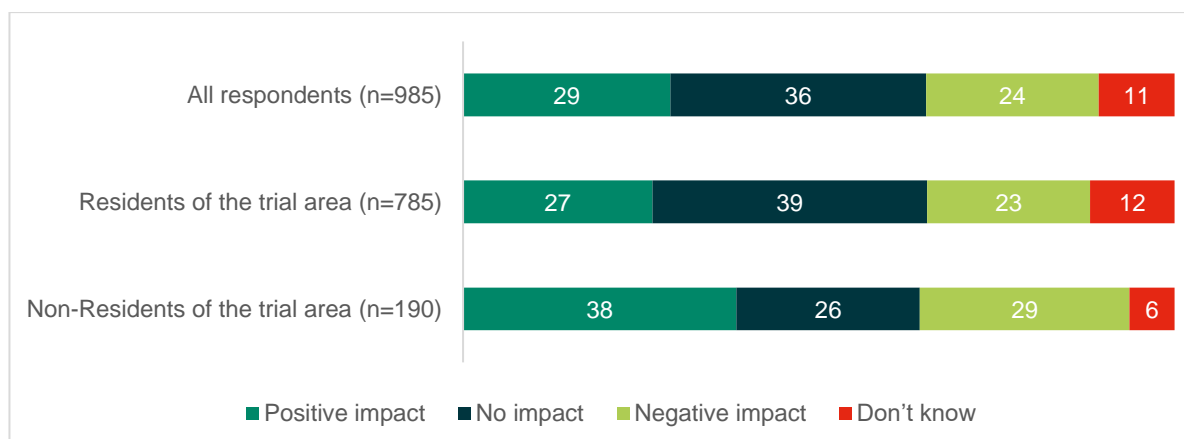
Base: All respondents who answered (number shown in brackets)

- Those who work in the trial area were more likely to state they did not want the **pedestrian crossing on Manchester Road** to be made permanent (54%) compared to those who lived in the area (37%) or visit friends and family in the area (36%).
- Those without a health limitation or disability were more likely to state they want the **pedestrian crossing on Manchester Road** to be made permanent than those who have a health limitation or disability (32% and 22% respectively), noting that 42% of residents with a disability stating they do not want the crossing to be permanent.

#### 4.3.1.1 Impact of the measure

Just under a third of all respondents (29%) stated that the pedestrian crossing had a positive impact on them, their business or their family, just under a quarter (24%) stated it had a negative impact.

**Figure 4.6: What impact did the pedestrian crossing have on you, your business or your family (%)**



Base: All respondents who answered (number shown in brackets)

Those who live outside the trial area are more likely to state they were positively impacted by the **pedestrian crossing on Manchester Road** than those who live in the trial area (38% compared to 27%).

### 4.3.2 Summary of themes from comments: Pedestrian Crossing

The table below provides a breakdown of the key themes that were identified from the comments received. A total of 588 comments were provided some of which included more than one theme, this number excludes those who had stated n/a, no comment or similar.

**Table 4.3: Comments for and against making the pedestrian crossing permanent (Counts)**

Response	Comment	Residents	Non-residents
<b>Yes, make permanent</b>	Suggested other locations for the pedestrian crossing	160	36
	Improves ease of crossing the road with high traffic volumes	50	9
	Improves Safety	29	6
	General support Pedestrian Crossing on Manchester Road	38	8
	Improves safety for children	18	2
	Slow traffic and discourages speeding	16	2
	Improves safety for pedestrians	14	7
<b>No, do not make permanent</b>	In the wrong location	107	16
	Not necessary	90	13
	Wasn't utilised	75	8
	Made no difference	28	5
	Increased congestion, delays and journey times	26	3
	I did not use the measure	18	2

#### Support of the pedestrian crossing on Manchester Road being made permanent

**Improves ease of crossing Manchester Road:** 50 comments from residents related to the pedestrian crossing on Manchester Road improving the ease of crossing, highlighting that Manchester Road is difficult to cross safely due to the high traffic volumes and speed of vehicles. Some comments highlighted that during peak hours, crossing Manchester Road was particularly difficult and unsafe as a pedestrian.

*'Manchester Road has become increasingly busy over recent years and there have been a number of serious RTA's. This crossing would provide much needed additional safe crossing point' (Resident 75160)*

**Support the pedestrian crossing on Manchester Road, improving safety:** 38 residents expressed general support for the pedestrian crossing, highlighting that it was a good idea which will make crossing the road easier. 29 residents commented specifically about the crossing **improving safety**.

*'This crossing was the biggest personal benefit during the trial. It made crossing Manchester Road a lot more convenient and safer' (Resident 75530)*

*'Safer to cross, slows down the traffic on this stretch of road which can sometimes feel very dangerous' (Resident 75966)*

An additional 18 residents comments specifically about how this improved **children's safety**.

**Slows traffic and discourages speeding:** 16 residents commented about the benefits the pedestrian crossing had on traffic speeds on Manchester Road. Respondents valued the effect the pedestrian crossing had on discouraging speeding, some comments highlighted that the reduced vehicle speeds due to the implementation of the pedestrian crossing on Manchester Road had encouraged people to actively travel.

*'Slowing traffic on Manchester Road ... is THE MOST important factor in creating a more active neighbourhood. The speeds people drive on these roads is often frightening. If you want to encourage people to walk and cycle more, you have to make these roads safer for pedestrians. Anything you can do to slow down traffic is hugely welcomed' (Resident 76009)*

### Suggested Changes to the pedestrian crossing on Manchester Road

**Suggestions of other locations for a pedestrian crossing:** Over a third of residents (160) suggested alternative locations for the pedestrian crossing on Manchester Road. The main locations suggested, using the local reference provided by each respondent, were:

- (i) Lambs Ford;
- (ii) Manchester Road (General);
- (iii) Near Manchester Road Park;
- (iv) Dace Garage;
- (v) Halesden Road;
- (vi) Bridge / St Anne's;
- (vii) Nearer to School; and
- (viii) George and Dragon (Manchester Road / Broadstone Road Junction).

Some residents felt these locations would improve access for those walking, cycling as they are busy or dangerous roads to cross.

*'Where it was situated during the trial was inconvenient. It would be better placed at the Halesden Road / Lambs Fold crossing as this is where a majority of pedestrians cross Manchester Road to gain access to the A6' (Resident 75953)*

*'The crossing should be located further up Manchester Road towards the park. Many people cross at the Dace Garage at present so perhaps it could be located closer to there' (Resident 75557)*

### Opposition to the pedestrian crossing on Manchester Road being made permanent

**The pedestrian crossing was in the wrong location (no alternative location suggested):** 107 resident comments stated no they did not want the pedestrian crossing to be made permanent and their stated reason included that the pedestrian crossing was in the wrong location on Manchester Road. These respondents did not suggest alternative location for a pedestrian crossing.

*'It's positioned at the wrong place. Rarely does anyone cross at this point of Manchester Road' (Resident 75628)*

**Not necessary (no issue present in the first place):** 90 residents commented that there was no existing need for a pedestrian crossing on Manchester Road and therefore opposed the measure

being made permanent. Respondents felt the current traffic light-controlled crossing and island crossings on Manchester Road were sufficient and so there was no need for the additional crossing.

*'A set of traffic lights at Heaton Chapel is only 500 yards ahead, and a traffic island 100 yards behind it. No need for this whatsoever' (Resident 75877)*

**It was not utilised:** 75 resident commented that during the trial period the pedestrian crossing was not being used and they felt as a result they opposed the crossing in that location being permanent, generally comments were made by those driving along Manchester Road and several comments were from those using modes of active travel.

*'Didn't see a single person using it and I drive down that road at peak times every weekday in the morning' (Resident 76007)*

*'I am a regular dog walker and often cross this road. I did not once need to use this crossing - I do not find it challenging to cross Manchester Road. There are existing options such as central islands and other sets of lights' (Resident 75252)*

**Made no difference:** 9 resident comments felt that there had been no additional benefits when comparing the situation prior to the trial and during the trial, generally the comments refer to there being no change or improvement in traffic flow or congestion and had not facilitated additional active travel during the trial period.

*'Made no difference whatsoever, traffic was tailed back during rush hour, ridiculous idea' (Resident 75549)*

**Increased congestion, delays and journey times:** 26 residents commented that the pedestrian crossing on Manchester Road increased congestion, delays and journey times, respondents felt that the stop start of lights created more traffic flow problems, increasing congestion during peak hours and increasing journey times.

*'During the trial the traffic on Manchester Road also increased. The crossing added to increased journey times as cars were sitting in traffic for longer hence defeating the object of this trial' (Resident 76507)*



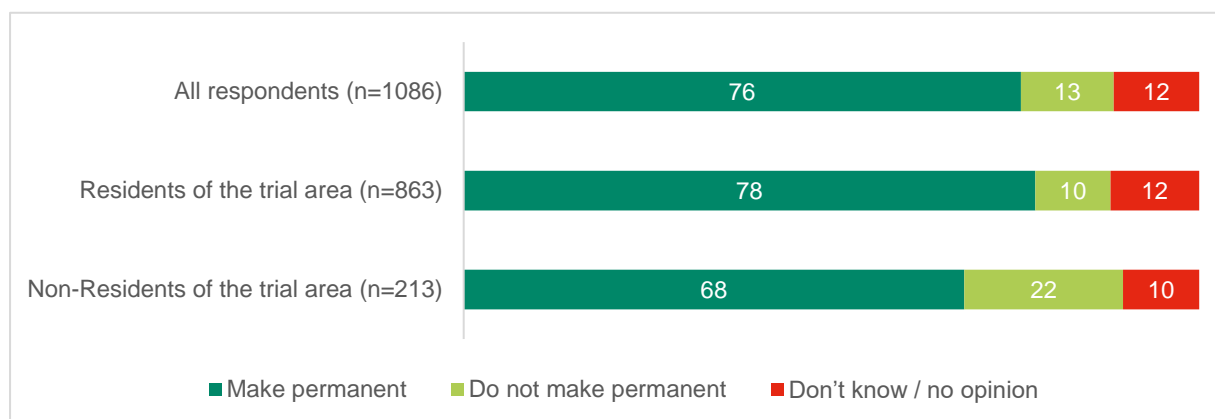
## 4.4 Extension of the 20mph speed limits

The consultation asked a single overview question about the extension of the 20mph speed limits which included all roads, namely, Broadstone Hall Road North, Keswick Road, Carnforth Road and Maybury Road.

### 4.4.1 Summary of responses: 20mph speed limits

The majority of respondents (76%) stated they wanted to see the extension of the 20mph speed limits made permanent. Only 13% stated they did not want to make the 20mph speed limits permanent.

**Figure 4.7: Do you want to make the 20mph speed limits permanent (%)**



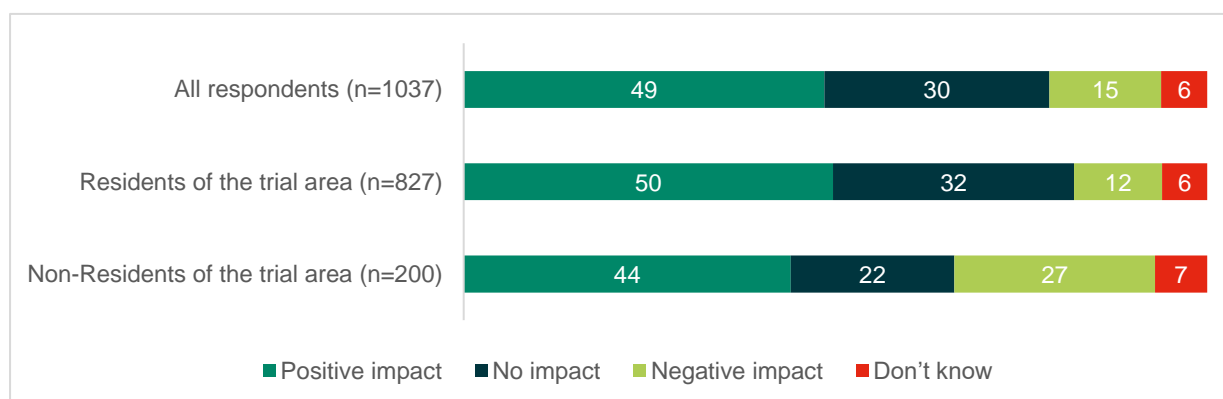
Base: All respondents who answered (number shown in brackets)

- Residents of the trial area were more likely to state that they want the **20mph speed limits** to be made permanent than those who live outside the trial area (78% and 68% respectively); and
- Those who work in the trial area were more likely to state that they do not want the **20mph speed limits** to be made permanent than those who live in the trial area (31% and 10% respectively).

#### 4.4.1.1 Impact of the measure

Half of respondents (49%) stated that the one-way entry had a positive impact on them, their business or their family, just under a fifth (15%) stated it had a negative impact.

**Figure 4.8: What impact did the 20mph speed limits have on you, your business or your family (%)**



Base: All respondents who answered (number shown in brackets)

- Those who live in the trial area were more likely to state they were **positively impacted** by the 20mph speed limits than those who work in the trial area (50% compared to 30%);

- Those who state they have been **negatively impacted** by the 20mph extension are those who visit the area for work (39%), family and friends (26%), businesses reasons or deliveries (39%), or live nearby (20%), whereas only 12% of those who live in the trial area stated they have been negatively impacted by the extension of the 20mph limit; and
- Those who did not have a health limitation or disability were more likely to state they have been **positively impacted** than those who have these limitations or disabilities (52% and 41% respectively). While 23% of those with a health limitation or disability stated they were negatively impacted, compared with 12% of those who do not.

## 4.4.2 Summary of themes from comments: 20mph speed limits

The table below provides a breakdown of the key themes that were identified from the comments received. A total of 531 comments were provided some of which included more than one theme, this number excludes those who had stated n/a, no comment or similar.

**Table 4.4: Comments for and against making 20mph speed limits permanent (Counts)**

Response	Comment	Residents	Non-residents
<b>Yes, make permanent</b>	Support 20mph	157	35
	Improves safety	106	23
	Slows traffic flow and discourages speeding	59	13
	Improves safety for children	41	7
	All residential streets in the study area should have 20mph limits	40	7
	Improves safety for pedestrians	29	8
<b>No, do not make permanent</b>	Measure was not acknowledged	51	5

### Support of the 20mph speed limits being made permanent

**General support of the 20mph speed limits being permanent:** 157 resident comments generally supported the 20mph speed limits being permanent. It was stated that as these are primarily residential streets they are better suited to a lower speed limit and so the 20mph limit should be permanent.

*'These are primarily residential roads and 20mph is entirely appropriate for residents to get to their homes from the main roads. This limit helped remind people that these are primarily residential roads and also further de-incentivises them being used as rat runs from the main roads' (Resident 76421)*

**Improves safety:** 106 resident comments referred to the 20mph speed limits improving safety by reducing the risk of serious accidents, which created an improved local environment for those walking, encouraging people to actively travel.

*'I agree with this. People do not need to race down any roads and it provides a safer environment for everybody' (Resident 75553)*

41 a resident comment specifically related to the 20mph speed limits **improving safety for children**.

*'Residential streets should be 20 miles an hour particularly as most of the routes have children walking to and from school' (Resident 76233)*

29 resident comments specifically referred to the 20mph speed limits **improving safety for pedestrians**.

*'It would make it much safer for pedestrians and cyclists with such minimal inconvenience on motorists. I do drive but don't think any degree of speed is necessary on those streets' (Resident 75552)*

**All residential streets should have 20mph limits:** 40 respondents felt it was important for all residential streets to have 20mph speed limits in place. Comments highlighted the benefits 20mph speed limits have on residential areas, including improved safety, noise and air pollution, general improved liveability and reduced traffic.

*'Yes, all the roads around the area should be made 20 mile an hour. 20 mile an hour should be introduced to the main artery roads as well. this will reduce pollution and educe the noise level and made the pavements and crossings safer for pedestrians and for cyclists' (Resident 75493)*

**Slows traffic flow and discourages speeding:** 59 comments referred to the slower traffic flows on the 20mph roads during the trial period and expressed that the measure to discourage speeding was beneficial for residents on those streets, and therefore support the 20mph speed limits being permanent.

*'As a resident of Carnforth Road, this road is so dangerous and since the scheme has been removed there are cars and bikes speeding again' (Resident 76479)*

### Suggested Changes to the 20mph speed limits

**Suggested other alternative locations for a 20mph speed limit:** There were a few (7) resident comments that suggested other locations for a 20mph speed limit, some of these comments wanted to see 20mph speed limits at other locations whether in addition to Broadstone Hall Road North, Keswick Road, Carnforth Road and Maybury Road or instead of these roads. These locations included; (i) roads surrounding schools, (ii) residential streets and (iii) Manchester Road.

*'Anywhere residential or near schools should be 20 mph' (Resident 78215)*

### Opposition to the 20mph speed limits being made permanent

**The 20mph speed limits were not acknowledged:** 51 resident comments expressed their opposition to the 20mph speed limits as they did not feel the measure was acknowledged by vehicles using these roads, some respondents felt the measure was a waste of time as vehicles did not adhere to the new imposed speed limits.

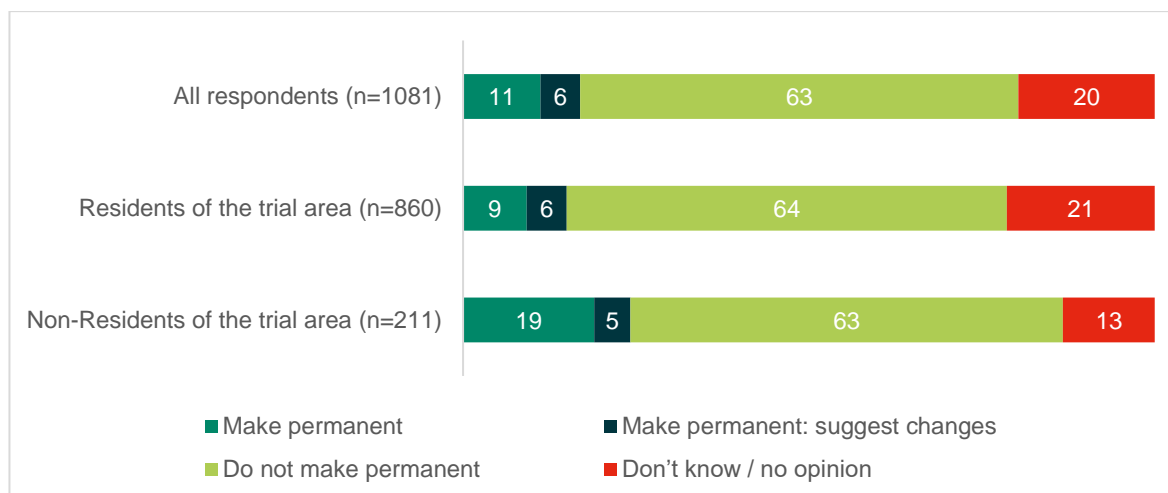
*'No one drives 20mph so there is no point' (Resident 75764)*

## 4.5 Development of a permanent outdoor space/pocket park at the junction of Carnforth Road and Broadstone Hall Road North

### 4.5.1 Summary of responses: Outdoor space / Pocket park

Almost two-thirds of respondents (63%) stated they did not want to see the outdoor space / pocket park at the junction of Carnforth Road and Broadstone Hall Road North made permanent. Under a fifth of residents (17%) stated they want to make the outdoor space / pocket park permanent.

**Figure 4.9: Do you want to make the outdoor space / pocket park permanent (%)**

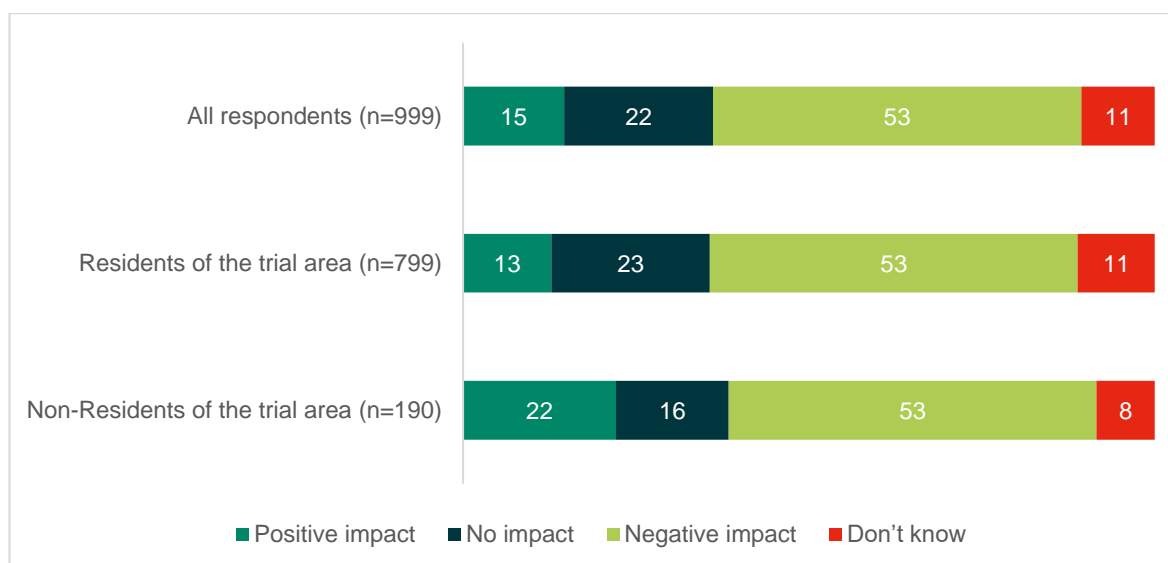


Base: All respondents who answered (number shown in brackets)

#### 4.5.1.1 Impact of the measure

Just over half of overall respondents (53%) of the trial area stated that the outdoor space / pocket park had a negative impact on them, their business or their family, just over a third (37%) stated it had either a positive impact or no impact.

**Figure 4.10: What impact did the outdoor space / pocket park have on you, your business or your family (%)**



Base: All respondents who answered (number shown in brackets)

## 4.5.2 Summary of themes from comments: Outdoor space / Pocket park

The table below provides a breakdown of the key themes that were identified from the comments received. A total of 620 comments were provided some of which included more than one theme, this number excludes those who had stated n/a, no comment or similar.

**Table 4.5: Comments for and against making the pocket park permanent (Counts)**

Response	Comment	Residents	Non-residents
<b>Yes, make permanent</b>	Generally support	35	6
	Suggest the introduction of protected green space	25	5
	Support the idea of outdoor space for the community	18	7
	Suggest extending the green area	13	3
<b>No, do not make permanent</b>	Encouraged anti-social behaviour	270	47
	Generally oppose Pocket Park	87	11
	Not necessary	69	16
	An eyesore / unattractive and unappealing	50	12
	Negatively impacted local residents	48	11
	Increased littering	37	4
	In the wrong location	19	2

### Support of the outdoor space / pocket park being made permanent

**Generally support the outdoor space / pocket park being permanent:** 35 resident comments generally supported the outdoor space / pocket park that was introduced during the trial. Some comments referred to the good use of the dead end and others felt the idea was good in principle, but the anti-social behaviour spoiled this, hence the pocket park being removed during the trial as explained in the introduction.

*'The idea was great, however this was spoilt by a small number of people' (Resident 75952)*

15 residents highlighted that they supported some kind of permanent outdoor space for the local community to utilise in the local area.

*'Spend money on creating actual spaces for young people that encourage community' (Resident 75750)*

### Suggested Changes to the outdoor space / pocket park

**Suggested the introduction of protected green space:** 25 resident comments suggested that the introduction of protected green space in the location of the pocket park would be an improvement to tarmac, respondents wanted to see greenery, flowers, trees and plants, some of these comments highlighted the benefits this space would have for the community to enjoy and for environmental and educational purposes.

*'More greenery / plants / trees on the space there and adjacent to it' (Resident 76019)*

**Suggested extending the green space at the junction of Carnforth Road and Broadstone Hall Road North:** 18 resident comments supported the idea of outdoor space at the junction of Carnforth Road and Broadstone Hall but suggested the space would be better if it were an extension of green space as opposed to a road.

*'If the modal filters are made permanent it would be nice to extend the existing green area'*  
(Resident 75198)

### Opposition to the outdoor park / pocket park being made permanent

**The outdoor space / pocket park encouraged anti-social behaviour:** 270 resident comments (just under half of the comments) expressed concern that the pocket park had led to anti-social behaviour. The main concerns were:

- the effect this had on residents within close proximity to the park;
- the negative implications this had for the local community,
- people's safety and;
- concerns for young people if anti-social behaviour is facilitated through the introduction of an unmonitored outdoor space.

*'The trial has shown the increase of damage and anti-social behaviour whilst in place, hence the removal of the table tennis table... being in a place close to houses is not perhaps ideal'* (Resident 75273)

**Generally oppose the outdoor space / pocket park at the junction of Carnforth Road and Broadstone Hall:** 87 resident comments generally opposed the outdoor space / pocket park introduced at the junction of Carnforth Road and Broadstone Hall, respondents generally felt the outdoor space / pocket park was unsuccessful and a bad idea and therefore should not be made permanent.

*'It was removed for a reason. It was a disgrace and something that should have been expected'*  
(Resident 75553)

**The outdoor space / pocket park is not necessary:** 69 resident comments felt the addition of the outdoor space / pocket park at the junction was an unnecessary measure. Respondents highlighted that there were already several green spaces and parks in the local area, and these existing green spaces were favoured over the temporary pocket park during the trial and therefore felt it was an unnecessary addition and should not be made permanent.

*'We have ample parks and green spaces in the area which money could be used to improve e.g., Keswick Park, The Meadows, Highfield Park, Manchester Road Park are all a short walking distance away'* (Resident 75846)

**It was an eyesore and unappealing:** 50 resident comments referred to the pocket park being an eyesore, respondents felt that the pocket park was unattractive as it was in the middle of a road. The unappealing aspect of the measure was highlighted as a barrier for people using the space, and some felt that a greenspace away from the road would be more attractive.

*'I don't know how you can call it a 'pop up park'. It was an eye sore! People would love more green space, a community garden/growing space not a hideous monstrosity!!'* (Resident 76243)

**Negatively impacted local residents:** 48 resident comments expressed concern that the outdoor space / pocket park during the trial negatively impacted local residents, particularly those who lived close by. Comments referred to residents being negatively impacted by noise, litter, disturbances at night and general anti-social behaviour, including feeling threatened and intimidated by those using the pocket park.

*'As a resident who lives yards away from this trial I can only tell you it made our lives hellish ... previously we never had any issue of this kind, even with the green there'* (Resident 75289)

**It increased litter:** 37 resident comments identified that the outdoor space / pocket park increased the amount of litter in the near surroundings, some suggestions were made to include rubbish bins in outdoor spaces.

*'When the pocket park was in place there was also an issue with litter and vandalism' (Resident 75647)*

**In the wrong locations (no alternative location mentioned):** Some resident comments (19) opposed the outdoor space referencing its location. With some suggestions that the focus should be on existing green space.

*'This seemed a strange location to try and site this and was always going to be problematic for those living close by' (Resident 75552)*

## 4.6 Modal Filters

Respondents were asked separately about the six modal filters included in the trial; these were:

- Bollington Road
- Downham Road
- Halesden Road / Brookfield Road
- Briarfield Road
- Broadstone Road North
- Carnforth Road

The following section gives an overview of the responses and a breakdown of suggestions per modal filter.

### 4.6.1 Summary of responses

In summary, nearly twice as many respondents stated no, do not make any of the six modal filters permanent compared to those who stated yes, for all six modal filters to be permanent, where yes includes those who would suggest changes as well.

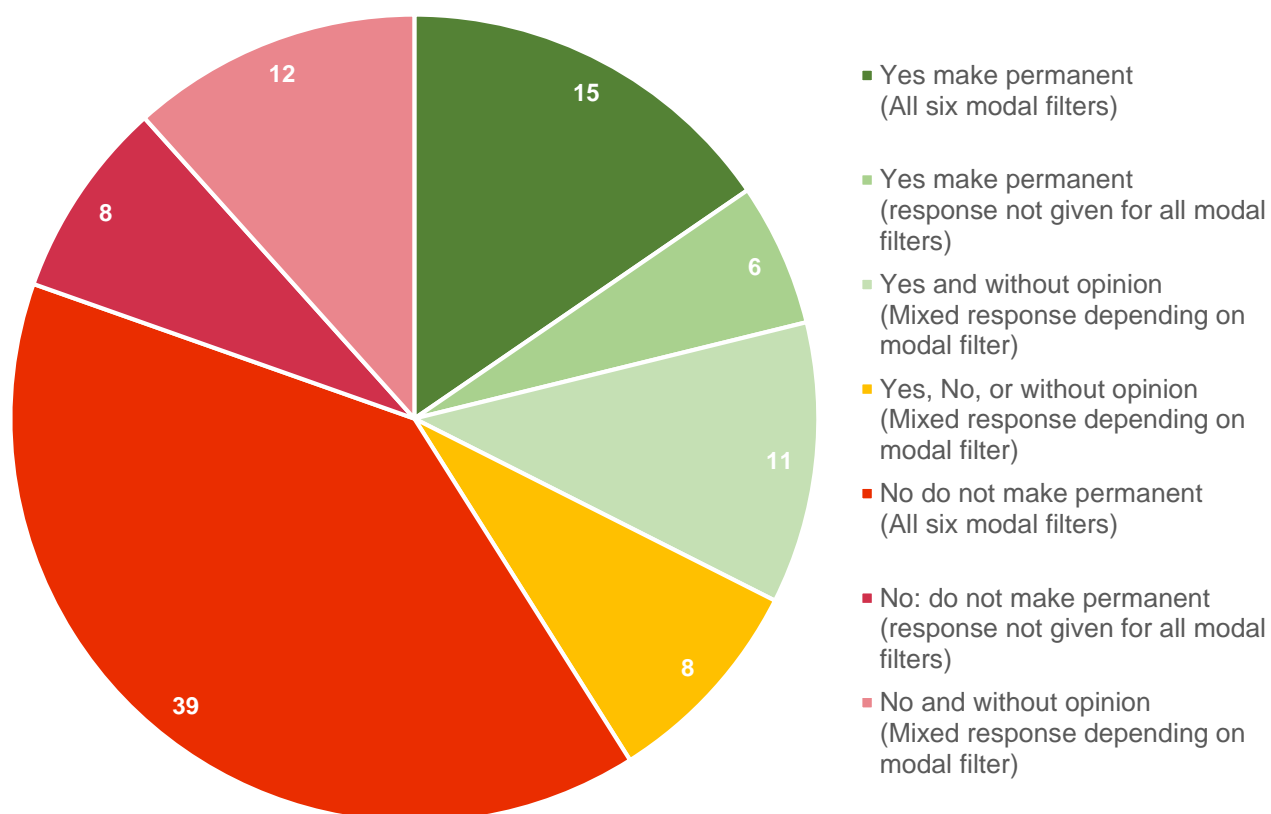
Respondents could choose to respond about any or all of the modal filters.

- **32% stated yes**, make these permanent (or yes suggesting changes), for all modal filters they responded about, of which almost half responded about all six modal filters;
- **59% stated no**, do not make these permanent for all modal filters they responded about, of which two-thirds responded about all six modal filters; and
- 8% stated provided a mixed response, depending on the location of the modal filter.

**Figure 4.11** summarises this split of opinions for the six modal filters with responses for each modal filter shown in the tables that follow.

NOTE: some respondents only provided a response for some of the modal filters and thirteen respondents either stated don't know or no opinion or did not provide a response for all six modal filters.

**Figure 4.111: Do you think the modal filter in [LOCATION PROVIDED] should be made permanent? (%)**



**Base: All respondents (n=1095)**

*Thirteen respondents (1%) did not provide a response or stated no opinion for all modal filters*



The table below shows the responses for each modal filter.

**Table 4.61: All modal filter responses for making the MODAL FILTERS permanent (%)**

Respondent Type	Location of Modal Filter	Make Permanent (%)	Do not make permanent (%)	Don't know / No opinion (%)
<b>All those who responded</b>	Bollington Road (n=1015)	27	59	13
	Downham Road (n=953)	27	60	13
	Halesden Road/ Brookfold Road (n=982)	27	60	13
	Briarfield Road (n=992)	27	54	19
	Broadstone Hall Road North (n=1017)	29	58	13
	Carnforth Road (n=1022)	29	55	16
<b>Residents of the trial area who responded</b>	Bollington Road (n=797)	26	58	16
	Downham Road (n=749)	26	59	15
	Halesden Road/ Brookfold Road (n=770)	27	59	15
	Briarfield Road (n=778)	26	52	22
	Broadstone Hall Road North (n=801)	28	56	15
	Carnforth Road (n=807)	29	52	18
<b>Non-residents of the trial area who responded</b>	Bollington Road (n=208)	30	64	5
	Downham Road (n=194)	30	63	7
	Halesden Road/ Brookfold Road (n=202)	30	64	6
	Briarfield Road (n=204)	29	62	8
	Broadstone Hall Road North (n=206)	30	64	6
	Carnforth Road (n=205)	30	63	7

*Base: All respondents who answered (number in brackets)*

*Business and organisation response not included in residents and non-residents*

There was very little variation in the range of responses of those who wanted to make the modal filters permanent and those who did not, with around twice as many of the responses stating do not make these permanent for each modal filter.

There was a small increase in the proportion of residents who would like the modal filters made permanent, while around three-quarters of non-residents did not want them made permanent.

Respondents were later asked about the impact the modal filter had on them, their family and their business. The responses were very similar to the proportions who wanted and did not want to make the modal filters permanent, ranging from 21% to 25% who had been positively impacted and 47% and 50% who had been negatively impacted. The one exception to this was the modal filter in Briarfield Road where 41% had been negatively impacted, with the difference changing to no impact and don't know.

## 4.6.2 Modal Filters: Those who live in adjacent postcodes

SMBC provided a list of postcodes whose households were considered to be in close proximity of a specific modal filter, the list of postcodes is shown in the table below together with the number of responses and outcomes per modal filter.

Respondents were asked, but not required to provide a postcode in the survey, 957 postcodes were received from the 1095 responses. As base sizes are low, numbers are shown in the table and the proportions should be read as indicative only.

**Table 4.62: Modal filters: Response based on postcode proximity to each modal filter**

Location of Modal Filter	Postcodes in close proximity to a modal filter	Make Permanent (n)	Do not make permanent (n)	Don't know / No opinion (n)
Bollington Road (n=56)	SK4 5ER SK4 5EP SK45EW	14	42	0
Downham Road (n=59)	SK4 5EG SK4 5EQ SK4 5HJ	13	46	0
Halesden Road / Brookfold Road (n=87)	SK4 5EH SK4 5EJ SK4 5EL SK4 5EN	34	53	0
Briarfield Road (n=41)	SK4 5HZ SK4 5JA SK4 5JB SK4 5JD	29	12	0
Broadstone Hall Road North (n=104)	SK4 5JS SK4 5JT SK4 5JU SK4 5LA SK4 5LE SK4 5LL	45	57	2
Carnforth Road (n=42)	SK4 5LD SK4 5LE SK4 5LL	23	19	0

*Base: All respondents who provided a postcode which was in proximity of the specific modal filter*

## 4.6.3 Summary of themes from comments: Modal Filters (General)

For each modal filter, a respondent was able to add a comment to explain and detail the reasons for their response. A total of 710 respondents commented about at least one modal filter some of which included more than one theme, this number excludes those who had stated n/a, no comment or similar.

The table below shows the theme of the comments which were more general rather than about the impact of a specific modal filter. When the theme was repeated across the six modal filters by the same respondent, this has been counted once.

**Table 4.63: Overall, general comments about the MODAL FILTERS permanent (Counts)**

Response	Comment	Residents	Non-residents
<b>Yes, make permanent</b>	Support the modal filters in general	99	16
<b>No, do not make permanent</b>	Displaced traffic onto other roads	187	17
	Increased congestion, delays and journey times	146	19
	Oppose the modal filters in general	124	25
	Negatively impacted local residents (caused disruption and issues accessing and exiting properties)	107	3
	Increased traffic volumes	104	13
	Increases pollution (air and noise)	98	12
	Negatively impacted emergency vehicle access	82	18

### Support of modal filters

**Support the modal filters in general:** 99 residents commented supporting the modal filters in general, with positive views that it stopped rat-running in the area and improved safety.

*‘Wonderful. Stopped rat runs and made the road so much safer’ (Resident 76223)*

### Opposition of the modal filters

**Displaced traffic onto other roads:** 187 resident comments expressed concern that the modal filters did not alleviate traffic in the neighbourhood but moved the existing traffic on to other roads. This was a particular concern for neighbouring roads which had previously not been used by motorists, especially increasing traffic onto Broadstone Road.

*‘Increases traffic on surrounding roads.’ (Resident 75206)*

*“These restrictions just filtered all traffic back on to the main roads, Broadstone and Manchester these roads were then much busier with standing traffic at peak times causing more pollution than free flowing traffic would.” (Resident 78025)*

**Negatively impacted local residents:** 107 resident comments noted the modal filters negatively affected them by being an inconvenience, especially for those located within close proximity to the modal filters.

*“These seem dangerous and serve no benefit to people in the area” (Resident 78669)*

**Increased congestion, delays and journey times:** 146 resident comments felt the modal filters increased journey time and congestion in the area as traffic was now navigated through particular routes.

**Increased traffic volumes:** 104 comments felt traffic volumes had increased, in particular on roads which were already subject to high traffic volumes.

*“Creates more traffic on main roads” (Resident 76326)*

*“There is too much traffic on Broadstone Road now due to the filter in place.” (Resident 78203)*

**Increased air and noise pollution:** 98 resident comments felt the modal filters increased journey time and therefore was increasing air pollution. Some comments noted that the additional motor traffic past their residence increased the noise pollution.

*“It makes air pollution worse due to longer journeys.” (Resident 77353)*

*“None of these measures actually reduce traffic they just move it and therefore cause more congestion and more pollution.” (Resident 75885)*

**Oppose the modal filters in general:** 124 resident comments generally opposed the modal filters, with the main comments focusing on disliking the restrictions and the associated confusion it had caused for people travelling through the area.

*“Not practical for day-to-day life causing confusion for members of the public and motorists” (Resident 76408)*

Further comments received were due to the associated impact on traffic and ability to travel in and around the area.

**Negatively impacted local residents:** 105 resident comments expressed concern that the modal filters had negatively impacted local residents, in particular them accessing their properties and navigating through the neighbourhood.

*“Closed an important access point for residents and visitors.” (Resident 75811)*

**Negatively impacted emergency vehicles:** 82 residents commented that the modal filters had negatively impacted access for emergency vehicles.

*“I saw an ambulance get lost round this junction and added at least a few minutes on its journey time. This could cause serious harm to somebody waiting for emergency assistance.” (Resident)*

## 4.6.4 Summary of themes from comments: Modal Filters (Individual)

The comments which were about a specific modal filter are shown for each modal filter in turn below.

### 4.6.4.1 Bollington Road Modal Filter

A total of 284 comments were received for Bollington Road modal filter, the table below shows the key themes (received more than 10 comments).

**Table 4.64: Comments about the Bollington Road Modal Filter permanent (Counts)**

Response	Comment	Residents	Non-residents
<b>Yes, make permanent</b>	Reduced traffic	13	0
	Reduced 'rat-running'	11	1
<b>No, do not make permanent</b>	Increased risk affecting local primary school	25	2
	Not necessary	20	6
	Caused more issues than prior to measures being implemented	14	2
	Made no difference	12	2

## Support of Bollington Road Modal Filter being made permanent

**Reduced traffic:** 13 resident comments generally supported the Bollington Road modal filter due to reducing traffic. Some comments referred to the good use of the dead end and others generally showed support for outdoor areas in the local area, however there was concern about the anti-social behaviour it attracted during the trial.

*‘I noticed the difference immediately; the traffic was much less and quieter.’ (Resident 77417)*

11 resident comments highlighted in particular that they supported the modal filter being made permanent as it **reduced rat-running**.

*‘Helped to make the neighbourhood access-only, rather than a through route for rat-runners to abuse.’ (Resident 78162)*

## Opposition of the Bollington Road Modal Filter being made permanent

**Increased risk affecting local primary school:** 25 resident comments were received which expressed concern over an increase of traffic travelling by the school. In particular, concerns were raised over the safety of children especially around drop -off and pick-up times.

*“This needlessly filters and directs traffic past a school and causes danger to children and chaos.” (Resident 78504)*

*“The closure didn’t stop traffic around the school, if anything it caused more chaos during pick and drop off.” (Resident 78679)*

An additional 20 comments stated the modal filter **‘wasn’t necessary’**, 14 resident comments stated it caused **‘more issues that prior to the measure being implemented’**.

*“Not necessary as the traffic is not heavy and it is even lighter with Ash Grove being one way.” (Resident 77209)*

*“Closing roads on the estate causes problems getting on and off, as you are reducing access from and to main roads. I have lived here for forty years and have never had a problem until you blocked off roads.” (Resident 78032)*

A further 12 resident comments noted that the modal filter **‘made no difference’**, this was due to the perception it did not reduce traffic, improve safety or encouraged more walking and cycling.

*“I do not believe this filter reduces traffic or improves safety...” (Resident 78661)*

### 4.6.4.2 Downham Road Modal Filter

A total of 351 comments were received for Downham Road modal filter, the table below shows the key themes (received more than 10 comments) that were identified from the comments received.

**Table 4.65: Comments about the Downham Road Modal Filter (Counts)**

Response	Comment	Residents	Non-residents
<b>Yes, make permanent</b>	Reduced traffic	13	1
	Improved safety for children	11	0
	Slows traffic flow / discourages speeding	10	2
	Improved safety for pedestrians	8	3
<b>No, do not make permanent</b>	A nuisance to vehicles using the roads	31	3
	Not necessary	31	7
	Increased risk affecting local primary school	19	2
	Made no difference	11	3
	Caused more issues than prior to measures being implemented	10	2

### Support of Downham Road Modal Filter being made permanent

**Reduced traffic:** 13 resident comments generally supported the Downham Road modal filter due to reducing traffic, in particular on Hulme Road, Huncoat Avenue and some noted Ash Grove.

*“As a resident of nearby Ash Grove this considerably reduced the amount of traffic on Ash Grove. This created a much safer environment for residents and children accessing Manchester Road Park.” (Resident 76346)*

**Improved safety for children:** 11 comments focused on the improved safety for children, which saw an increase in children cycling and playing outside their homes.

*“I support this filter, it prevents traffic cutting through, reclaims the roads for residents, allow children to play outside their houses, encourages more walking and cycling. Please ensure the final filter design has clear no parking signs or bollards to prevent obstruction by car parking.” (Resident 78515)*

**Slows traffic flow / discourages speeding:** 10 comments supported the modal filter as it slowed traffic flow and discouraged speeding in the area which benefitted those living within close proximity of the modal filter.

*“I live on Downham Rd and the level of traffic and speeding decreased dramatically following its introduction. It also looked very attractive once the planter was installed.” (Resident 75532)*

**Improved safety for pedestrians:** 8 comments noted that the modal filter improved the safety for residents walking in the area.

*“This filter drastically reduced the traffic on Downham Road making it significantly safer to cross Downham Road at the end of Hulme Road when I was walking to Heaton Chapel shops from Brookfold Road.” (Resident 76655)*

### Opposition of the Downham Road Modal Filter being made permanent

An equal number of comments viewed the modal filter as ‘**a nuisance to vehicles using the roads**’ (31) and ‘**not necessary**’ (31).

*“It is an inconvenience for drivers, they create frustration and confusion, and they are simply not needed.” (Resident 78652)*

**Increased risk affecting local primary school:** 19 comments were concerned that the modal filter negatively affected the local primary schools, in particular for pupils travelling to and from school.

*“It causes increased traffic on Broadstone Road and Manchester Road and forces a lot more traffic around Broadstone School and Whitehill School making it unsafe for pupils.” (Resident)*

**Made no difference:** 11 comments felt that the modal filter had no benefit to the local residents and did not serve a purpose.

*“The modal filters do not work and have no place in any part of the Heatons....” (Resident 75001)*

An additional 10 comments were concerned that the modal filter ‘**caused more issues than prior to measures being implemented**’.

*“I think the use of modal filters in this area led to the increase in traffic having to turn right at the traffic lights towards Reddish. Pre modal you could drive right up to these lights during the trial at times the queue to these lights was backing all the to Denny lane about half a mile from these lights....” (Resident 77915)*

#### 4.6.4.3 Halesden Road / Brookfold Road Modal Filter

A total of 374 comments were received for Halesden Road / Brookfold Road modal filter, the table below shows the key themes (received more than 10 comments) that were identified from the comments received.

**Table 4.664.1: Comments about the Halesden Road / Brookfold Road Modal Filter (Counts)**

Response	Comment	Residents	Non-residents
<b>Yes, make permanent</b>	Reduced 'rat-running'	21	0
	Improved safety for children	13	2
	Reduced noise pollution	11	1
	Reduced traffic	10	1
	Slows traffic flow / discourage speeding	10	1
	Improved safety	10	1
	Improved safety for cyclists	4	6
<b>No, do not make permanent</b>	Increased risk affecting local primary school	44	7
	Concerns about dangerous parking	26	3
	Not necessary	24	4
	A nuisance to vehicles using the roads	16	2
	Made no difference	11	3

#### Support of Halesden Road / Brookfold Road Modal Filter being made permanent

**Reduced ‘rat-running’:** 21 resident comments stated that they felt the modal filter reduced rat-running from vehicles trying to avoid travelling down Manchester Road.



*"It completely stopped cars short cutting to Manchester road and cycling was so easy." (Resident)*

*"The Halesden Road filter has been a god send. Please KEEP IT. The amount of people who use this road as a cut through is shocking. It's notably quieter and safer with the modal filter. I saw kids playing out on the street for the first time in years...." (Resident 76019)*

Comments received noted that safety had been improved in the trial area, 13 resident comments focused on the **'improved safety for children'**.

*"I live on Manchester Road and my eldest child started attending Broadstone Hall School in September. The traffic filter on Halesden road (and the others above) reduced the traffic driving and idling/parking on Halesden Road whilst walking to and from school with her...." (Resident)*

A further 10 comments noted that the modal filter generally **'improved safety'** in the area and four felt it **"improved safety for cyclists"**.

*"This has made it much quieter and safer around Halesden Road. We have noticed a reduction in van traffic and speeding cars..." (Resident 77897)*

Some resident comments noted **"reduced noise pollution (11)** felt this improved the environment with a further 10 comments identifying the benefit of **"reduced traffic"** along with 10 comments about **'slow traffic flow / discourage speeding'** made the area more comfortable for walking.

*"I was happy with this additional. Again, it made the road quieter and more pleasant for walking with my toddler" (Resident 77305)*

*"The reduction in traffic made me more comfortable walking in the area." (Resident 77711)*

## **Opposition of the Halesden Road / Brookfold Road Modal Filter being made permanent**

**Increased risk affecting local primary school:** 43 resident comments were concerned that the modal filter caused more traffic to travel by the local school which made it unsafe when trying to cross the roads.

*"Funnels all the traffic around the school entrances/exits. Make it more dangerous for school children." (Resident 77845)*

*"Creating more traffic around Broadstone school creating more fumes and making it even more dangerous for children crossing the roads around school." (Resident 78542)*

**Concerns about dangerous parking:** 26 resident comments were concerned about the increase of dangerous parking in the area, in particular around the primary school.

*"Made the area on the Brookfold Road side of the filter a mess of parking/reversing cars and pedestrians at school coming out times." (Resident 77245)*

*"Caused parked hazards during school pick up and drop off. Forced working parents who have to drop their children off in cars to park dangerously. Cars parked 3 abreast making crossing for children dangerous. Forced cars to park elsewhere causing blocks on other roads that did not previously have this issue." (Resident 78022)*

Some resident comments (24) felt that the modal filter was **"not necessary"** with a variety of comments stating the area was not viewed as a 'rat-run'.

*"Not required as not a rat run. It creates more traffic on Broadstone and Manchester Road." (Resident 78378)*

**A nuisance to vehicles using the roads:** Some resident comments (16) felt that the modal filter had caused confusion to motorists.

*"It is an inconvenience for drivers, they create frustration and confusion, and they are simply not needed." (Resident 78652)*



An additional resident 11 comments received felt the modal filter '**made no difference**', this was due to it 'not serving a purpose', 'did not stop people driving' and feeling 'it did not work'.

#### 4.6.4.4 Briarfield Road Modal Filter

A total of 318 comments were received for Briarfield Road modal filter, the table below shows the key themes that were identified from the comments received.

**Table 4.67: Comments about the Briarfield Road Modal Filter (Counts)**

Response	Comment	Residents	Non-residents
<b>Yes, make permanent</b>	Slows traffic flow / discourage speeding	18	2
	Reduced 'rat-running'	15	2
	Improved safety for children	11	0
	Reduced noise pollution	10	1
<b>No, do not make permanent</b>	Increased risk affecting local primary school	40	5
	Concerns about dangerous parking	19	4
	Not necessary	18	6
	A nuisance to vehicles using the roads	13	5
	Made no difference	12	3

#### Support of Briarfield Road Modal Filter being made permanent

**Slows traffic flow / discouraged speeding:** 18 residents commented generally in support of the modal filter as they thought it slowed down traffic on Briarfield Road which was used as a cut-through from Broadstone Road.

*"It felt like there were fewer cars speeding on the road during the trial. Definitely noticed it after they were removed. Some slight inconvenience to me as a resident but the benefit was worth it."* (Resident 76085)

Further comments (15) felt that the modal filter helped **reduced 'rat-running'**.

*"Briarfield Road should benefit from the road closure as it forms part of this community of roads which have become a dangerous rat run and I believe the exception of this road would lead to traffic attempting to access the "cut through benefit" via the other roads in the scheme."* (Resident 77917)

**Improved safety for children:** 11 residents comments noted that the modal filter had reduced the rat-running in the area which improved the safety of children.

*"Safer for children as this is a cut through and rat run and has speeding vehicles including motor bikes."* (Resident 75704)

**Reduced noise pollution:** 10 residents comments noted that the modal filter helped reduce noise in the area due to reducing the opportunity for fast motor vehicles travelling through the area, particularly at night,

*"The peace and quiet was great. No boy racers in the night. No motorbikes racing. Safer for the children."* (Resident 75728)

*"It makes it quieter, which I like."* (Resident 75967)

## Opposition Briarfield Road Modal Filter being made permanent

**Increased risk affecting local primary school:** 40 resident comments raised concern over the effect to the local primary school, especially around drop-off and pick-up times which saw traffic build up in the area and the concerns over near miss accidents.

*"I was very concerned about the chaos that was caused at school drop off & pick up times - in an ideal world we would all like to walk or scoot to school but getting your children to school on time then on to work is a massive task, so parents generally have to drive and closing roads that enable the flow of traffic was a nightmare & actually dangerous. I know a number of parents also just moved their parking to Brookfold Road so it doesn't make anyone walk or cycle it just pushes them a few roads up." (Resident 77518)*

Some resident comments (19) raised were about **"concerns about dangerous parking"** due to vehicles restricting access to homes, around the school and at peak times.

*"Again, I witnessed vehicle using this modal as a temporary car park during school drop off/pick up. Vehicles would park 'nose in' to the modal to drop their kids off at school. They would then reverse into oncoming traffic on Broadstone Hall Road which causes a danger to other road users and children at key times." (Resident 75164)*

Some resident comments (18) addressed that they felt the modal filter was **'not necessary'** due to not providing any benefit to the area.

**A nuisance to vehicles using the roads:** 13 resident comments noted the modal filter was confusing to drivers in the area.

*"It is an inconvenience for drivers, they create frustration and confusion, and they are simply not needed." (Resident 78652)*

**Made no difference:** 12 resident comments felt that the modal filter did not make a difference but provided indirect benefits to a few residents.

*"Don't feel the majority of residents benefited from the scheme, there were a few that liked it as they gained a Cul-de-sac overnight! caused more traffic problems and increased air pollution." (Resident 78701)*

### 4.6.4.5 Broadstone Road North Modal Filter

A total of 405 comments were received for Broadstone Road North modal filter, the table below shows the key themes that were identified from the comments received.

**Table 4.68: Comments about the Broadstone Road North Modal Filter (Counts)**

Response	Comment	Residents	Non-residents
<b>Yes, make permanent</b>	Slows traffic flow / discourage speeding	44	2
	Reduced traffic	18	1
	Improved safety	14	4
	Reduced 'rat-running'	11	1
	Improved safety for cyclists	8	7
<b>No, do not make permanent</b>	Not necessary	27	8
	A nuisance to vehicles using the roads	18	2
	Concerns about dangerous parking	14	2
	Made no difference	11	3

### Support of Broadstone Road North Modal Filter being made permanent

**Slows traffic flow / discouraged speeding:** 44 resident commented generally in support of the modal filter as they thought it slowed down traffic.

*"This has made our community much better to live in. We no longer have cars flying down our wide road at all times of the day, it's stopped it almost overnight. However, since the blocks have been removed it's been awful for us. Please ensure something is done. (Resident 78151)*

*"It has helped slow speeding traffic down overnight this has helped turn our road in to a pleasant residential neighbourhood than something that resembles Silverstone. It would not be uncommon that drivers would speed through at 50mph plus! With quieter roads it's created a safer community for my children to enjoy. It's actually like taking a step back in time." (Resident 78159)*

Further resident comments (18) felt that the modal filter helped **reduced traffic**.

*"As a resident of Broadstone Hall I want a STOP to the speeding of cars and motorbikes. With this filter I observed a significant reduction of traffic on this road." (Resident 76075)*

**Improved safety:** 14 resident comments noted that the modal filter had improved safety in the area by reducing the traffic.

*"Brilliant as traffic control, safety and atmosphere in the area." (Resident 76245)*

An additional 8 resident comments noted the modal filter **improved safety for cyclists**.

Some resident comments (11) noted that the modal filter '**reduced 'rat-running'**', which was a benefit to residents.

*"I support this filter, it prevents traffic cutting through, reclaims the roads for residents, allow children to play outside their houses, encourages more walking and cycling..." (Resident 78515)*

### Opposition Broadstone Road North Modal Filter being made permanent

**Not necessary:** 27 residents commented that the modal filter was not necessary and that it moved traffic elsewhere.

*“Not needed - displaces traffic onto other roads and causes more pollution as people are stuck in traffic. Does not make the roads around school any safer either!” (Resident 77241)*

**A nuisance to vehicles using the roads:** 18 resident comments raised concerns that the modal filter had been an inconvenience to motorists travelling through the area.

*Limited access to main road leaving only two routes from Carnforth. Keswick road too busy with the shops and Nelstrop Road completely unsuitable with state of road and the parking issues.” (Resident 77207)*

*“As a visitor to this area it doesn’t make any sense. It worked very well before and now it is a total inconvenience.” (Non-Resident 75534)*

**Concerns about dangerous parking:** 14 residents commented raising concerns over the issue of parked cars, especially around the school. Nelstrop Road was of particular concern with cars parked on both sides and as a bus route.

*“This one seemed to cause a lot of issues with inconsiderate parking to get to the school.” (Resident 75886)*

*“Just created more heavy traffic on Nelstrop Road which is already congested with cars parked on both sides and is in urgent need of resurfacing.” (Resident 75555)*

**Made no difference:** 11 resident commented that they felt the modal filter made no positive difference to the area.

*“This has no impact on any traffic issues it has not stop the rat run only moved it.” (Resident 76238)*

#### 4.6.4.6 Carnforth Road Modal Filter

A total of 405 comments were received for Carnforth Road modal filter, the table below shows the key themes that were identified from the comments received.

**Table 4.69: Comments about the Carnforth Road Modal Filter (Counts)**

Response	Comment	Residents	Non-residents
<b>Yes, make permanent</b>	Slows traffic flow / discourage speeding	36	6
	Improved safety	15	3
	Reduced traffic	13	0
	Improved safety for children	10	1
<b>No, do not make permanent</b>	Not necessary	26	7
	A nuisance to vehicles using the roads	18	2
	Made no difference	18	3
	Encouraged anti-social behaviour	13	2
	An eyesore / unattractive and unappealing	13	1
	Concerns about dangerous parking	12	2

## Support of Carnforth Road Modal Filter being made permanent

**Slows traffic flow / discouraged speeding:** 44 resident comments generally supported the modal filter as they thought it slowed down traffic.

*"Stops speeding and reduces traffic on the road. It's a wide road and cars used to drive so quickly so there to get to Carnforth etc." (Resident 75761)*

The modal filter was seen to **improve safety** overall (15) in particular for 'children' (10).

*"It has made Carnforth Road much safer. A lot less traffic and no more cars speeding down the road." (Resident 76201)*

*"Appears to have resulted in a significant reduction in traffic on Nelstrop Road - improving safety for children walking to school. Noticed the difference with significantly increased traffic as soon as the filters were removed" (Resident 77433)*

**Reduced traffic:** 13 resident comments noted that the reduction in traffic near the modal filter during the trial period.

*"I live close to the filter, and have noticed a huge reduction in traffic on Nelstrop, which was never meant for heavy traffic, and also a huge drop in anti-social driving" (Resident 76572)*

## Opposition Carnforth Road Modal Filter being made permanent

Some residents (26) stated that the modal filter was "**not necessary**" as they felt that this part of the trial area was not used as a 'rat-run'.

*"I don't understand the purpose of this filter, there is no 'rat-running' to the North of Broadstone Road. This filter will clearly increase traffic on Marbury Road including the well-cycled section of Marbury Road connecting Nelstrop Road and the Heaton's Cycle Link to Nelstrop Road North; I cannot see how this filter aids walking or cycling." (Resident 78146)*

*"As this part of estate is not a cut through feel filter unnecessary, but keep 20mph limit" (Non-Resident 76935)*

**A nuisance to vehicles using the roads:** 18 resident comments thought the roadblock made it more difficult for drivers to travel through narrower routes.

*"Living on Carnforth road means I now have to travel to the other end of the street to get out. It's ridiculous that cars are also filtered down a road which has shops, beauticians, chip shop meaning it's busy in the evenings. Keswick road is also narrower than Broadstone. I'm also annoyed it's still not ended. We were told these would be removed by the end of November." (Resident 76915)*

**Made no difference:** 18 resident comments noted that the modal filter made no positive improvement to the area but created more challenges when travelling.

*"No overall benefit" (Resident 78721)*

**Encouraged anti-social behaviour:** 13 resident comments expressed concern that the modal filter encouraged anti-social behaviour due to the inclusion of seating and table tennis which formed part of the pocket park.

*"... The filter itself is huge and ugly and increased the antisocial behaviour in the area rather than reduced it." (Resident 76478)*

*"Do not provide any seating area in this area as you will just make it a no-go zone for local residents as youths will congregated and there will be anti-social behaviour (as already proven with the pocket park). Place the planters closer together to reduce the gap so to prevent motorbikes speeding through the openings." (Resident 77601)*

**An eyesore / unattractive and unappealing:** 13 resident comments noted that the modal filter was unattractive due to the size and choice of material.

*"All the blocks were an eyesore but particularly this one. Like bins across the road." (Resident 78386)*

A further 12 resident comments were about **"concerns about dangerous parking"**

#### 4.6.4.7 Other comments about Modal Filters

A total of 107 other comments were made about the modal filters, the key themes have been identified below:

Concerns were raised that the trial scheme, was the modal filters physically **'splitting the community'**.

*"... They divided the community, and I don't think Active Neighbourhoods really apply to places like the Heatons. We are lucky that most drivers are respectful, there aren't really any rat runs (they are mainly residents using local roads) and children in the Heatons don't need to play on the streets, they all have gardens. Not needed and not wanted." (Resident 77360)*

*"This roadblock split up neighbours and divided the community. It forced more traffic onto main roads and INCREASED congestion in the area..." (Resident 76847)*

*"...The main issue is you are splitting up a community by doing restrictions which are not needed on these roads." (Resident 76989)*

Another key concern was that respondents felt it **'did not encourage more walking or cycling'**

*"Does nothing to encourage walking or cycling or air quality which is supposed to be the aim. Dangerous delays for emergency services. Drivers having to drive further to get to destinations." (Resident 76324)*

*"Extremely inconvenient. Did not make more people walk or cycle. Waste of time and money." (Resident 76842)*

## 4.7 Response from business and organisations

Seven businesses responded to the survey, of which two were named and the remaining five were anonymous. None of the business owners lived in the trial area but all worked in the area or visited for business reasons.

**Modal filters:** Each businesses gave the same response, two who wanted these made permanent and five who did not, with reasons for not wanting them made permanent being journey times and pollution. When asked about the impact, those who wanted the modal filters to be permanent stated they had a positive impact and for those who did not, a negative impact.

The remaining measures had a mixed response, similar to the response from residents and non-residents.

Three organisations responded to the survey, of which two were named and one was anonymous, the anonymous response provided one comment about a safety concern about cyclists as a pedestrian.

The two named organisations stated all the modal filters should be permanent

While most of the comments were similar to those that supported the measures, some additional feedback from the two organisations is shown below:

#### Modal Filters and Ash Grove one-way entry

*"We know that residents on Ash Grove have wanted something done about Ash Grove for a long time. The modal filters on Bollington Road, Halesden Road and Downham Road are also important though, otherwise Ash Grove would still be a rat-run." (Organisation)*

#### Mini Roundabout

*"This has helped to slow down the traffic near Tarvin Avenue so has very much been welcomed by local residents."*

#### Pedestrian Crossing

*"We would support a permanent crossing near Orthes Grove, leading across to Lambs Fold where there is a path through to Brackley Road. Manchester Road has very few controlled crossings, making it a significant barrier for active travel, so there is significant room for improvements."*

### **20mph limits**

*"20mph helps to make walking and cycling pleasanter and safer. Accidents are reduced and air quality has been shown to improve where lower speed limits are in place."*

*"I am worried that unless there is something to physically slow traffic then it may just be wishful thinking"*

### **Pocket Parks**

*"We support the concept of pocket parks - they can bring the community together and provide a focal point for people to meet and rest. They have been very successful in Waltham Forest. Perhaps an alternative location could be found, maybe near Broadstone Hall Primary School?"*

## 5 Additional feedback

### 5.1 Other comments and suggestions made for the trial area

#### 5.1.1 Summary of other comments

Once each element within the trial had been asked about, each respondent was asked for any further comments and this section summarises these comments. Many of these comments have already reported in the previous chapter, other comments received are shown in the table below.

**Table 5.11: Additional Comments and suggestions made for the trial area (Counts)**

Comment	Residents	Non-residents
Roads made more dangerous with aggressive driving and speeding	136	18
Created safety concerns for children	43	2
Encouraged uptake of more active travel (cycling, walking, scooting etc.)	32	12
Improvements should be made to local public transport or active travel infrastructure	20	6
Residents felt isolated, could see family members less	18	7
Increased fuel consumption	17	3

**Roads made more dangerous with aggressive driving and speeding:** 136 resident comments from residents noted that the roads were made more dangerous during the trial period due to limiting the options of travel through the area.

*“Because of having to use narrower streets on my journey due to closures, I’ve had more near misses than ever, due to narrow roads, speeding cars. It is also very difficult to pull out of Keswick road onto Broadstone Road safely in rush hour traffic.” (Resident 76108)*

**Created safety concerns for children:** 43 resident comments raised the concern that the trial scheme, in particular the modal filters created safety concerns for children due to the increase in volumes of traffic travelling on residential roads.

*“This increased the traffic onto Marbury and Blackbrook Road, making it more dangerous specially for the kids and the older people...” (Resident 76971)*

**Encouraged uptake of more active travel (cycling, walking, scooting etc.):** 32 resident comments felt the trial measures, in particular the use of modal filters encouraged more active travel in the area by reducing the opportunity for motorists travelling through the area and reducing speed of vehicles.

*“I would like to see all modal filters reinstated on Halesden Road and neighbouring roads, to stop not only cars but large wagons using it as a rat-run. During the trial, the air seemed cleaner and the noise was minimal. It encouraged us to walk and cycle more, which we did regularly. Lots of other residents did the same and it was lovely to stop have a chat with them. Pupils from local schools rode bikes and scooters, without fear of being mowed down. I see of no negative impact of this scheme - to safely walk & cycle is more important than saving speeding vehicles a few minutes from their journey.”(Resident 76623)*



**Improvements should be made to local public transport or active travel infrastructure:** 20 resident comments focused the need for wider improvements to public transport as well as walking and cycling infrastructure to provide a more attractive alternative to car usage.

*"It is VITAL that people - especially those predisposed to dislike any measures they perceive to be anti-car - see vast improvements in public transport so that the alternative to private car use becomes ever more attractive. One without the other can be painted as purely punitive."*  
(Non-Resident 78425)

**Residents felt isolated, could see family members less:** 18 resident comments raised concerns that predominantly the modal filters caused increased journey times that impacted them seeing family and friends.

*"The whole trial caused far too many problems not only for residents but also for family. My elderly parents would not visit me due to the fact to get to mine they would have to come all the way along Broadstone Road and due to the filters there was a huge increase of traffic along here. Also, they would then have then had to get out by turning right onto Manchester Road from Halesden Road. This junction was treacherous as again there was an increase of traffic on Manchester Road. If there were cars parked it made it very difficult to get out of this junction."* (Resident 7821)

An additional 17 resident comments raised concerns that the trial measures caused an **'increased fuel consumption'** due to additional traffic or extended journey times.

## 5.1.2 Summary of suggestions for the trial area

Throughout the consultation survey, comments were provided as suggestions for the trial area, which were alternatives to the current measure as opposed to an improvement of the measure. A summary of the suggestions are shown below.

**Table 5.12: Comments for suggested changes to the trial area (Counts)**

Comment	Residents	Non-residents
Speed calming or more speed calming measures would be a better solution	103	11
Speed surveillance or more surveillance would be a better solution	81	10
Suggestions for scheme amendments	75	17
Double yellows to restrict parking on corners or at junctions	23	0
More surveillance to avoid unwanted behaviour or crime (CCTV, police)	16	5

**Suggestion that additional speed calming measures are necessary:** 103 resident comments felt it is important in a residential area to discourage speeding for improve safety. Respondents suggested additional speed calming measures were necessary to further slow traffic, suggestions included additional speed bumps.

*'These are residential streets. 20mph is much safer for pedestrians and cyclists, particularly young children. I'd like to see more traffic calming measures'* (Resident 76312)

**Suggestion that additional speed surveillance is necessary:** 81 resident comments suggested that additional speed surveillance is necessary. Comments highlighted that some people did not obey the speed limits and therefore additional surveillance is necessary to reinforce the 20mph speed limits on these roads.

*'The speeding of cars in this area, especially Broadstone Hall Road North and Carnforth Road is horrendous even with the temporary 20mph restriction. Greater measures are required to ensure the 20mph speed limit is enforced'* (Resident 76460)

**Suggestions for scheme amendments:** 75 resident comments from residents noted alternative amendments this included (i) turn right filter from Manchester Road, (ii) light schedule for the Manchester Road and Broadstone Road junction (iii) inclusion of a bus gate.

*“Turning right from Manchester Road into School Lane has become problematic during the trial. With so much more traffic on Manchester Road a turn right filter would help reduce queuing at the junction.” (Resident 74981)*

Several resident comments focused on improving the modal filters to include planters, remove red and white barriers to improve the aesthetics. Also comments received identified the potential to make road blocks cover the width of the road to deter motorcyclists.

*“Serious consideration needs to be given to the gap in filters that allow motorbikes through. If they continue to go through and there are no consequences, others who have been deterred will question why they bother and do it as well.” (Resident 76070)*

**Double yellows to restrict parking on corners or at junctions:** 23 resident noted the inclusion of double yellow lines to restrict parking especially at Manchester Road and Halesden Road, as well as mini roundabout to stop cars parking on the approach.

*“Longer yellow lines on Manchester road near the Junction of Halesden Road to make the visibility when pulling out of Halesden Road clearer. Longer yellow lines on Halesden Road to stop Dace Car sales parking on the road and narrowing the junction....” (Resident 76420)*

*“Double yellow lines on Manchester Road at the top of Halesden Road are still required, regardless of the outcome, to ensure safe egress from Halesden Road. I would also like to see better use of the traffic lights at George & Dragon crossroads. A filter for turning right from Manchester Road to Broadstone Road would be a good start.” (Resident 78063)*

*“Double yellow lines on the approach to roundabout will make it easier to see oncoming traffic” (Resident 75124)*

**More surveillance to avoid unwanted behaviour or crime (CCTV, police):** 16 resident comments noted the potential for more surveillance in the area to deter anti-social behaviour.

### 5.1.3 Criticism of the scheme, Stockport Council and the consultation

Some respondents used the other comments section to provide criticism of the scheme, Stockport Council and the consultation.

**Table 5.13: Criticism of the scheme, council and consultation (Counts)**

Comment	Residents	Non-residents
Scheme was a waste of money or money could have been spent elsewhere such as repairing roads, additional police	108	22
Lack of clear communication and transparency, engagement needs improving	105	28
Scheme was poorly thought out	48	6
Criticism of the Council	68	7
Criticism of the consultation	46	9

The main criticisms of the scheme are clearly described in the table above. An example of a criticism of the consultation is shown below.

*“I believe the survey is open to anyone and not just residents, including the people who use our roads as rat-runs - why is this? It would be a shame if this online survey is abused by people outside of this area opposing the scheme for their own self benefits.” (Resident 76623)*

## 5.2 Future Active Neighbourhood

All respondents were asked **“If there is to be a permanent active neighbourhood scheme in the area, what else would you like to see in addition to the measures trialled?”**.

There were 560 comments provided, of which 110 stated they did not want to see a permanent active neighbourhood scheme or commented against the current measures. The main comments, with the exception of those who were against any measures, are summarised in the table below.

**Table 5.2: Suggestions for Future Active Neighbourhood (Counts)**

Comment	Residents	Non-residents
Improve current road infrastructure (e.g. roundabouts, junctions, filters)	70	7
Additional cycle infrastructure including improved signage, cycle lanes, and cycle storage	44	16
Improve signage / additional signage	45	3
Additional parking enforcements / restrictions such as outside schools	49	8
Improve condition of pavements and roads	23	10
Improve current green space	44	5

A total of 209 comments made **‘specific suggestion for named locations’**, some of these have been identified as part of the prior analysis. However, the table below provides a breakdown of key comments received per location.

**Table 5.3: Suggestions made for specific locations**

Location	Suggestion
<b>Manchester Road</b>	<ul style="list-style-type: none"> <li>Junction improvement at Manchester Road / Broadstone Road (George and Dragon).</li> <li>Right filter turn</li> <li>Pedestrian island</li> </ul>
<b>Broadstone Road</b>	<ul style="list-style-type: none"> <li>Speed cameras</li> <li>Pedestrian crossing</li> </ul>
<b>Carnforth Road</b>	<ul style="list-style-type: none"> <li>Roundabout</li> <li>20mph speed restriction</li> <li>Speed bumps</li> </ul>
<b>Broadstone Hall Road South</b>	<ul style="list-style-type: none"> <li>Modal filter</li> </ul>
<b>Marbury Road Park</b>	<ul style="list-style-type: none"> <li>Road widening (removal of grass verges)</li> <li>Improve accessibility to park</li> <li>Connection of cycle track on Nelstrop Road to Marbury Road</li> </ul>
<b>Briarfield Road</b>	<ul style="list-style-type: none"> <li>Speed calming measures</li> </ul>
<b>Keswick road</b>	<ul style="list-style-type: none"> <li>Speed limits</li> </ul>

## 6 Summary

The table below summarise the proportions of those who would like to see each measure be made permanent, in order of the proportion of residents who wanted each measure to be made permanent.

**Table 6.1: Proportion of respondent who want to make each trial measure permanent / not permanent (%)**

Measure	Residents: Make permanent				All respondents: Make permanent			
	Base	Yes (%)	No (%)	Don't know (%)	Base	Yes (%)	No (%)	Don't know (%)
20mph speed limits	863	78	10	12	1086	76	13	12
One-way entry at Ash Grove	856	55	18	28	1078	52	23	25
Pedestrian Crossing	852	43	37	20	1075	45	37	18
Mini-Roundabout	853	35	17	48	1075	34	21	44
Carnforth Road Modal Filter	807	29	52	18	1022	29	55	16
Broadstone Hall Road North Modal Filter	801	28	56	15	1017	29	58	13
Halesden Road / Brookfold Road Modal Filter	770	27	59	15	982	27	60	13
Bollington Road Modal Filter	797	26	58	16	1015	27	59	13
Downham Road Modal Filter	749	26	59	15	953	27	60	13
Briarfield Road Modal Filter	778	26	52	22	992	27	54	19
Pocket Park	860	15	64	20	1081	17	63	21

Base shown in table

Don't know includes no opinion

# Appendix A Questionnaire

## Heaton Chapel Active Neighbourhood Questionnaire

In October 2020, Stockport Metropolitan Borough Council (SMBC) undertook a consultation on Active Neighbourhoods, following the initial consultation Heaton Chapel was picked to run an Active Neighbourhood trial.

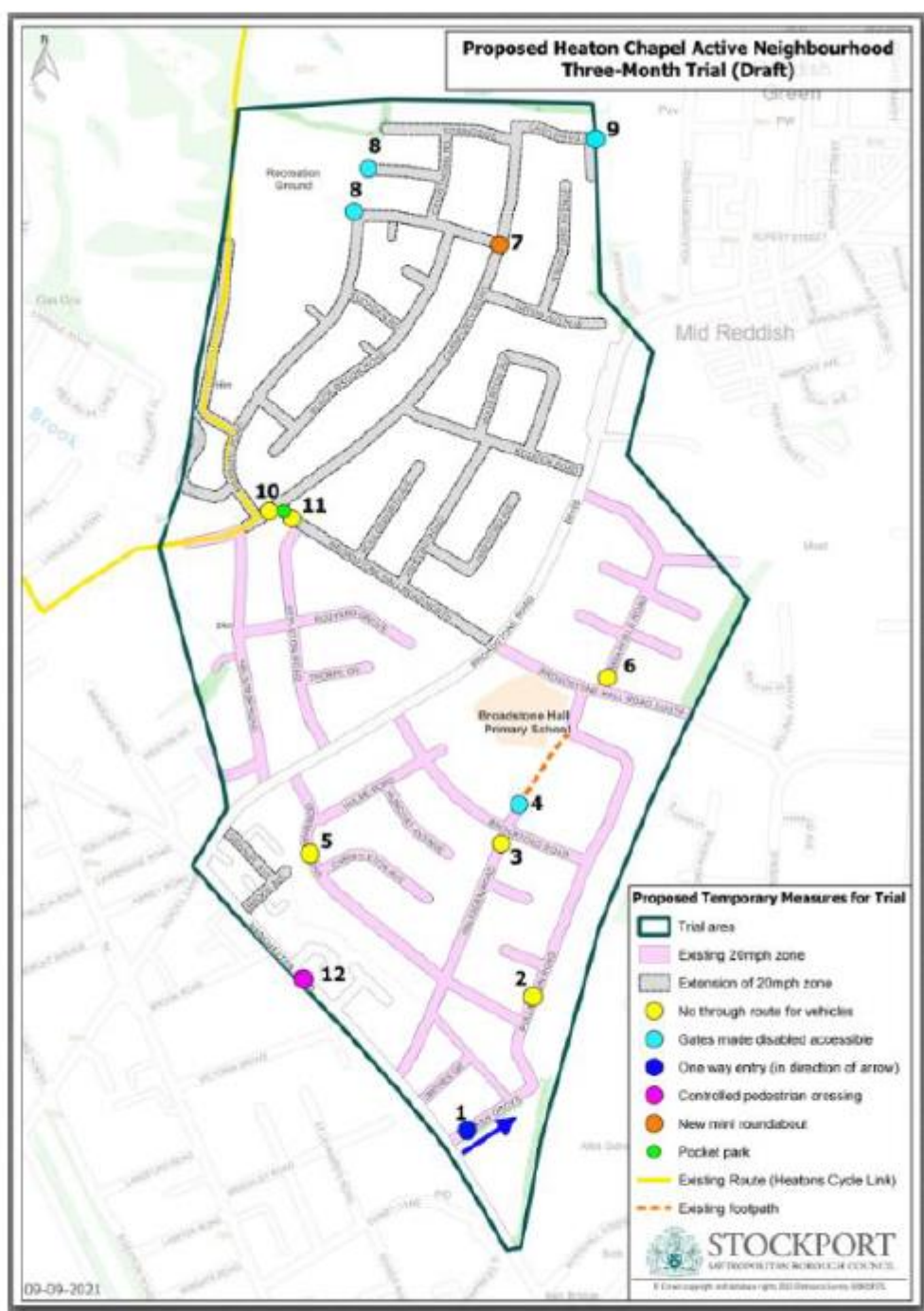
An Active Neighbourhood is aimed at helping local residents to make short trips by foot, bicycle or public transport which can be achieved through new crossings, new walking and cycling routes and measures to prevent 'rat-running', along with a variety of other measures.

A set of temporary measures (as seen in the map below) were installed in Heaton Chapel to see how they could help reduce through traffic, make the streets safer and more pleasant for walking and cycling and cut out 'rat-running'.

The temporary measures are shown by the numbered dots in the map:

1. Modal Filters for vehicles (2,3,5,6,10,11)
2. Gates made accessible for disabled (4,8,9)
3. One-way entry (1)
4. Mini roundabout (7)
5. Controlled pedestrian crossing (12)
6. Pocket Park (Located between 10 and 11)
7. Extension to the 20mph zone (various greyed out roads)

Following a three-month trial these measures have now been removed. This questionnaire has been designed to capture how effective you found these measures and whether any of the measures should be installed permanently.



AECOM

2/18



### Instructions on completing the questionnaire

You can complete the questionnaire, which will take between 10 and 15 minutes. The consultation is open until **Sunday 6 February 2022**. Please use a black or blue pen to complete the questionnaire.

When writing comments, it is preferable if you use **CAPITALS** to make sure we can clearly read your response. If at any time you run out of space in a section please continue to write on an additional page and include the question number on this additional page to ensure we can clearly match your response to the question.

Certain questions which will not be applicable for you, where this is the case there please move onto the next question.

If you have any questions or concerns about the questionnaire or to request copies of the consultation document and questionnaire please contact [activeheatons@stockport.gov.uk](mailto:activeheatons@stockport.gov.uk) or 0161 217 6043.

Please post your completed questionnaire to using the Freepost envelope provided. You do not need a stamp.

If you have any supporting documents that you'd like to submit you can include these when posting the questionnaire.

### Confidentiality and data protection.

*Stockport Metropolitan Borough Council (SMBC) has commissioned the independent research organisation AECOM to receive and analyse responses to the consultation, and to prepare a report of the findings. Both SMBC and AECOM will process your personal data in accordance with the Data Protection Act (DPA) 2018, and the General Data Protection Regulation (GDPR).*

*Information you provide including personal information in response to the consultation will only be published in aggregate form or anonymised. However, if you are responding to the consultation in an official capacity, we may attribute comments you make to the organisation or body you represent. It should be noted that information provided in response to this consultation, including personal information, may be subject to disclosure in accordance with the access to information regimes. These are primarily the Freedom of Information Act 2000 (FOIA), the Environmental Information Regulations (EIR) 2004, the Data Protection Act (DPA) 2018, and the General Data Protection Regulation (GDPR). Therefore, if we receive a request for disclosure of the information, we cannot give an assurance that confidentiality can be maintained in all circumstances.*

*Further details of how SMBC process your personal data provided during the consultation and for details of how you can exercise your rights are available at [stockport.gov.uk/privacy-notice](https://stockport.gov.uk/privacy-notice) or by emailing [dpa.officer@stockport.gov.uk](mailto:dpa.officer@stockport.gov.uk)*

For AECOM's privacy policy, please visit [aecom.com/privacy-policy](https://aecom.com/privacy-policy) or email [privacyquestions@aecom.com](mailto:privacyquestions@aecom.com). AECOM uses a survey tool called Askia which is owned by Askia UK Limited, an organisation specialising in the delivery and management of surveys. Any information you provide will be stored by Askia and handled in accordance with GDPR and the Data Protection Act 2018.

*If you no longer wish for us to use your personal information during the analysis stage, you have a right to have the relevant information deleted. Please email [privacyquestions@aecom.com](mailto:privacyquestions@aecom.com) before the consultation ends on **Sunday 6 February 2022***

AECOM

3/18

<b>S1 Are you responding to this consultation as a...? Please select one only</b>	
Resident in the trial area	<input type="checkbox"/> 1
Member of the public who lives outside the trial area	<input type="checkbox"/> 2
Business (including self-employed and sole traders)	<input type="checkbox"/> 3
Organisation (e.g. schools, charities, social enterprise, trade organisations, government bodies)	<input type="checkbox"/> 4

**ANSWER IF S1=BUSINESS OR ORGANISATION**

<b>S2 Are you authorised to respond on behalf of this business/organisation/charity? Please select one only</b>	
Yes	<input type="checkbox"/> 1
No	<input type="checkbox"/> 2

**ANSWER IF S1=BUSINESS OR ORGANISATION**

<b>S3 Please provide the name of the business/organisation/charity on whose behalf you are responding</b>

**Note: if you do not have a comment to make, please move to the next question.**



## MODAL FILTERS

**Q1** There were **SIX** streets where temporary Modal Filters (i.e. planters) restricted access for motor vehicles.

Do you think restricted access for motor vehicles should be made permanent at these locations? (Select *one per row*)

The number in brackets next to each road name is the reference number shown on the trial zone map.

	Yes, make permanent	Yes, make permanent but I'd like to suggest changes	No, do not make this permanent	Don't know / no opinion
Bollington Road (2)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4
Downham Road (5)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4
Halesden Road / Brookfold Road (3)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4
Briarfield Road (6)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4
Broadstone Hall Road North (11)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4
Camforth Road (10)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4

The next six questions ask for comments about each modal filter.

**Q1A** Please provide any comments you have for **THE MODAL FILTER ON BOLLINGTON ROAD** and any changes you would suggest.

**Note:** if you do not have a comment to make, please move to the next question.

**Q1B Please provide any comments you have for THE MODAL FILTER ON DOWNHAM ROAD and any changes you would suggest.**

**Note: if you do not have a comment to make, please move to the next question.**

**Q1C Please provide any comments you have for THE MODAL FILTER ON HALEDON ROAD / BROOKFOLD ROAD and any changes you would suggest.**

**Note: if you do not have a comment to make, please move to the next question.**

**Q1D Please provide any comments you have for THE MODAL FILTER ON BRIARFIELD ROAD and any changes you would suggest.**

**Note: if you do not have a comment to make, please move to the next question.**

**Q1E Please provide any comments you have for THE MODAL FILTER ON BROADSTONE ROAD NORTH and any changes you would suggest.**

**Note: if you do not have a comment to make, please move to the next question.**

**Q1F Please provide any comments you have for THE MODAL FILTER ON CARNFORTH ROAD and any changes you would suggest.**

**Note: if you do not have a comment to make, please move to the next question.**

### ONE WAY ENTRY

Q3 Do you think the ONE-WAY ENTRY at Ash Grove should be made permanent? <i>Please select one only</i>	
Yes, make permanent	<input type="checkbox"/> 1
Yes, make permanent but I'd like to suggest changes	<input type="checkbox"/> 2
No, do not make this permanent	<input type="checkbox"/> 3
Don't know / no opinion	<input type="checkbox"/> 4

**Q3A Why did you say this?**

Note: if you do not have a comment to make you may leave this blank and move to the next question.

#### MINI ROUNDABOUT

**Q4 Do you think the MINI ROUNDABOUT at the junction of Carnforth Road and Marbury Road should be made permanent?**

*Please select one only*

Yes, make permanent	<input type="checkbox"/> 1
Yes, make permanent but I'd like to suggest changes	<input type="checkbox"/> 2
No, do not make this permanent	<input type="checkbox"/> 3
Don't know / no opinion	<input type="checkbox"/> 4

#### Q4A Why did you say this?

Note: if you do not have a comment to make you may leave this blank and move to the next question.

### CONTROLLED PEDESTRIAN CROSSING

**Q5 Do you think the CONTROLLED PEDESTRIAN CROSSING on Manchester Road should be made permanent?**

*Please select one only*

Yes, make permanent	<input type="checkbox"/> 1
Yes, make permanent but I'd like to suggest changes	<input type="checkbox"/> 2
No, do not make this permanent	<input type="checkbox"/> 3
Don't know / no opinion	<input type="checkbox"/> 4

**Q5A Why did you say this?**

For those who selected YES, MAKE PERMANENT WITH SOME CHANGES what change would you suggest?

Note: if you do not have a comment to make you may leave this blank and move to the next question.

#### EXTENSION TO 20 MPH ZONE

**Q6 Do you think the EXTENSION OF THE 20mph SPEED LIMIT INSTALLED FOR THE TRIAL ON BROADSTONE HALL ROAD NORTH, KESWICK ROAD, CARNFORTH ROAD, MARBURY ROAD AND ASSOCIATED ADJOINING STREETS should be made permanent?**

*Please select one only*

Yes, all the roads made 20mph for the trial should be made permanent	<input type="checkbox"/> 1
No, do not keep any of roads made 20mph for the trial permanent	<input type="checkbox"/> 2
Don't know / no opinion	<input type="checkbox"/> 3

#### Q6B Why did you say this?

Note: if you do not have a comment to make you may leave this blank and move to the next question.



<p><b>Q7 Would you be in favour of the development of a permanent outdoor space/pocket park at the junction of Carnforth Road and Broadstone Hall Road North?</b></p> <p><b>This would be an extension of the existing green space.</b></p> <p><b>(A pocket park was installed at this location during the trail, but had to be removed early at the request of local residents due to anti-social behaviour)</b></p> <p><i>Please select one only</i></p>	
Yes, make permanent	<input type="checkbox"/> 1
Yes, make permanent but I'd like to suggest changes	<input type="checkbox"/> 2
No, do not make this permanent	<input type="checkbox"/> 3
Don't know / no opinion	<input type="checkbox"/> 4

<p><b>Q7A Why did you say this?</b></p> <p><b>For those who selected YES, MAKE PERMANENT WITH SOME CHANGES what change would you suggest?</b></p> <p><b>Note: if you do not have a comment to make you may leave this blank and move to the next question</b></p>
<div style="border: 1px solid black; height: 400px;"></div>

**Q8: What impact did the below measures have on you, your business, or your family?**  
**(Select one per row)**

The number in brackets next to each road name is the reference number shown on the trial zone map

For a larger map, click on the image which will open the map in a new window.

	Positive impact	No impact	Negative impact	Don't Know
Extension of the 20mph speed limit	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4
Modal Filter at Bollington Road (2)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4
Modal Filter at Downham Road (5)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4
Modal Filter at Halesden Road / Brookfold Road (3)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4
Modal Filter at Briarfield Road (6)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4
Modal Filter at Broadstone Hall Road North (11)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4
One way entry at Ash Grove (1)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4
Controlled pedestrian crossing Manchester Road (12)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4
Mini roundabout at Camforth Road (7)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4
Pocket Park on Broadstone Hall Road North	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4

**Q8: Please provide any other comments / feedback about the trial measures**

Note: if you do not have a comment to make you may leave this blank and move to the next question.

**Q9: If there is to be a permanent active neighbourhood scheme in the area, what else would you like to see in addition to the measures trialled?**

**Note: if you do not have a comment to make you may leave this blank and move to the next question.**

## ABOUT YOU:

We must consider how different people will be affected by our strategies and policies, and we also want to make sure we hear from people from all diverse backgrounds. Therefore the last few questions are about you, to help us ensure we hear from a range of voices, and to help identify any possible discrimination or barriers for particular groups of people. The personal information you give us will remain strictly confidential and we will not use it in a way that could identify you.

**Q01 What is your home postcode? (We only collect this for analysis purposes and your postcode will not be used for any other reason)**

--

## ANSWER IF BUSINESS AND ORGANISATIONS

**Q01A What is your business or organisations postcode? (We only collect this for analysis purposes and your postcode will not be used for any other reason)**

--

**Q02 What is your connection to the trial area? (Select all that apply)**

I live here	<input type="checkbox"/> 1	I visit for business reasons or deliver to residents or businesses	<input type="checkbox"/> 5
I work here	<input type="checkbox"/> 2	I live within a mile of the trial area	<input type="checkbox"/> 6
I study here	<input type="checkbox"/> 3	Other (please specify below....)	<input type="checkbox"/> 7
I have family or friends in the trial area but I don't live here	<input type="checkbox"/> 4		

**Q03 Do any of the following statements apply to you? (Select one only)**

I am a parent/grandparent/guardian of a child who attends Broadstone Hall Primary School	<input type="checkbox"/> 1	I am a pupil at Broadstone Hall Primary School	<input type="checkbox"/> 3
I work at Broadstone Hall Primary School	<input type="checkbox"/> 2	I have no connection with Broadstone Hall Primary School	<input type="checkbox"/> 4

**Q04 How do you travel in and around the area? (Select all that apply)**

Walking	<input type="checkbox"/> 1	Taxi	<input type="checkbox"/> 7
Cycling	<input type="checkbox"/> 2	Motorbike	<input type="checkbox"/> 8
Scooter / e-scooter	<input type="checkbox"/> 3	Other (Please specify below).....	<input type="checkbox"/> 9
Bus	<input type="checkbox"/> 4		
Car	<input type="checkbox"/> 5		
Van	<input type="checkbox"/> 6	Prefer not to say	<input type="checkbox"/> 10

Q05: How old are you? (Select one only)			
Under 18	<input type="checkbox"/> 1	55 - 64	<input type="checkbox"/> 6
18 - 24	<input type="checkbox"/> 2	65 - 74	<input type="checkbox"/> 7
25 - 34	<input type="checkbox"/> 3	75+	<input type="checkbox"/> 8
35 - 44	<input type="checkbox"/> 4	Prefer not to say	<input type="checkbox"/> 9
45 - 54	<input type="checkbox"/> 5		

Q06: Which of the following best describes how you identify yourself? (Select one only)			
A Man (including Trans Man)	<input type="checkbox"/> 1	In another way	<input type="checkbox"/> 4
A Woman (including Trans Woman)	<input type="checkbox"/> 2	Prefer not to say	<input type="checkbox"/> 5
Non - binary	<input type="checkbox"/> 3		

Q07: What is your ethnic group? (Select one only)			
Asian or Asian British – Indian	<input type="checkbox"/> 1	Mixed – White and Asian	<input type="checkbox"/> 12
Asian or Asian British – Pakistan	<input type="checkbox"/> 2	Mixed – Any other Mixed background	<input type="checkbox"/> 13
Asian or Asian British – Bangladesh	<input type="checkbox"/> 3	White – English, Northern Irish, Scottish, Welsh, British	<input type="checkbox"/> 14
Asian or Asian British - Chinese	<input type="checkbox"/> 4	White – Irish	<input type="checkbox"/> 15
Asian or Asian British – Kashmiri	<input type="checkbox"/> 5	White – Gypsy or Irish Traveller	<input type="checkbox"/> 16
Asian or Asian British – Any other Asian background	<input type="checkbox"/> 6	White – Eastern European	<input type="checkbox"/> 17
Black or Black British – Caribbean	<input type="checkbox"/> 7	White – Any other White background	<input type="checkbox"/> 18
Black or Black British - African	<input type="checkbox"/> 8	Other ethnic group – Arab	<input type="checkbox"/> 19
Black or Black British – Any other Black background	<input type="checkbox"/> 9	Other ethnic group – Other	<input type="checkbox"/> 20
Mixed – White and Black Caribbean	<input type="checkbox"/> 10	Prefer not to say	<input type="checkbox"/> 21
Mixed – White and Black African	<input type="checkbox"/> 11		
If other, please specify:			

Q08: Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? (Select one only)							
Yes, limited a lot	<input type="checkbox"/> 1	Yes, limited a little	<input type="checkbox"/> 2	No	<input type="checkbox"/> 3	Prefer not to say	<input type="checkbox"/> 4

**ANSWER IF YES AT Q08**

Q09: How old are you? (Select one only)			
Learning disability	<input type="checkbox"/> 1	Sensory disability other than visual	<input type="checkbox"/> 5
Mental ill health	<input type="checkbox"/> 2	Other disability (please specify below.....)	<input type="checkbox"/> 6
Mobility disability	<input type="checkbox"/> 3		
Visual impairment	<input type="checkbox"/> 4	Prefer not to say	<input type="checkbox"/> 7

**ANSWER IF MOBILITY DISABILITY AT Q09**

Q010: Does anyone in this household have a blue badge that allows them to park in disabled spaces? (Select one only)	
Yes	<input type="checkbox"/> 1
No	<input type="checkbox"/> 2
Prefer not to say	<input type="checkbox"/> 3

**ANSWER IF MOBILITY DISABILITY AT Q09**

Q011: Do you use a wheelchair or mobility scooter?(Select one only)	
Yes	<input type="checkbox"/> 1
No	<input type="checkbox"/> 2
Prefer not to say	<input type="checkbox"/> 3

Thank you for completing the questionnaire.

Once the consultation has closed on **Sunday 6 February 2022**, all feedback received will be analysed.

Please return to Stockport Metropolitan Borough Council using the Freepost envelope provided.

## Appendix B Response per question

		All respondents		Residents only	
		n	%	n	%
Are you responding to this consultation as a...?	Resident in the trial area	871	80	871	100
	Member of the public who lives outside the trial area	214	20	0	0
	Business (including self-employed and sole traders)	7	1	0	0
	Organisation (e.g., schools, charities, social enterprise, trade organisations, government bodies)	3	0	0	0
	Total	1095	100	871	100

		n	%	n	%
Do you think these should be made permanent? - Bollington Road (2)	Yes, make permanent	262	26	197	25
	Yes, make permanent but I'd like to suggest changes	13	1	11	1
	No, do not make this permanent	603	59	463	58
	Don't know / no opinion	137	13	126	16
	Total	1015	100	797	100

		n	%	n	%
Do you think these should be made permanent? - Downham Road (5)	Yes, make permanent	238	25	181	24
	Yes, make permanent but I'd like to suggest changes	19	2	14	2
	No, do not make this permanent	570	60	442	59
	Don't know / no opinion	126	13	112	15
	Total	953	100	749	100

		n	%	n	%
Do you think these should be made permanent? - Halesden Road / Brookfold Road (3)	Yes, make permanent	257	26	196	25
	Yes, make permanent but I'd like to suggest changes	12	1	9	1
	No, do not make this permanent	587	60	451	59
	Don't know / no opinion	126	13	114	15
	Total	982	100	770	100

		n	%	n	%
Do you think these should be made permanent? - Briarfield Road (6)	Yes, make permanent	250	25	188	24
	Yes, make permanent but I'd like to suggest changes	20	2	18	2
	No, do not make this permanent	537	54	404	52
	Don't know / no opinion	185	19	168	22
	Total	992	100	778	100

		n	%	n	%
Do you think these should be made permanent? - Broadstone Hall Road North (11)	Yes, make permanent	275	27	211	26
	Yes, make permanent but I'd like to suggest changes	19	2	17	2
	No, do not make this permanent	586	58	449	56
	Don't know / no opinion	137	13	124	15
	Total	1017	100	801	100

		n	%	n	%
Do you think these should be made permanent? - Carnforth Road (10)	Yes, make permanent	280	27	215	27
	Yes, make permanent but I'd like to suggest changes	21	2	20	2
	No, do not make this permanent	558	55	423	52
	Don't know / no opinion	163	16	149	18
	Total	1022	100	807	100

		n	%	n	%
Do you think the ONE-WAY ENTRY at Ash Grove should be made permanent?	Yes, make permanent	512	47	425	50
	Yes, make permanent but I'd like to suggest changes	49	5	40	5
	No, do not make this permanent	244	23	151	18
	Don't know / no opinion	273	25	240	28
	Total	1078	100	856	100

		n	%	n	%
Do you think the MINI ROUNDABOUT at the junction of Carnforth Road and Marbury Road should be made permanent?	Yes, make permanent	336	31	264	31
	Yes, make permanent but I'd like to suggest changes	37	3	32	4
	No, do not make this permanent	228	21	149	17
	Don't know / no opinion	474	44	408	48
	Total	1075	100	853	100



		n	%	n	%
Do you think the CONTROLLED PEDESTRIAN CROSSING on Manchester Road should be made permanent?	Yes, make permanent	319	30	238	28
	Yes, make permanent but I'd like to suggest changes	161	15	126	15
	No, do not make this permanent	401	37	316	37
	Don't know / no opinion	194	18	172	20
	Total	1075	100	852	100

		n	%	n	%
Do you think the extension of the 20MPH SPEED LIMIT installed for the trial on Broadstone hall road north, Keswick road, Carnforth road, Marbury road and associated adjoining streets should be made permanent?	Yes, all the roads made 20mph for the trial should be made permanent	823	76	671	78
	No, do not keep any of roads made 20mph for the trial permanent	137	13	88	10
	Don't know / no opinion	126	12	104	12
	Total	1086	100	863	100

		n	%	n	%
Would you be in favour of the development of a permanent OUTDOOR SPACE / POCKET PARK at the junction of Carnforth Road and Broadstone Hall Road North?	Yes, make permanent	121	11	79	9
	Yes, make permanent but I'd like to suggest changes	62	6	50	6
	No, do not make this permanent	685	63	547	64
	Don't know / no opinion	213	20	184	21
	Total	1081	100	860	100

		n	%	n	%
What impact did the below measures have on you, your business, or your family? - Extension of the 20mph speed limit	Positive impact	503	49	411	50
	No impact	314	30	268	32
	Negative impact	156	15	98	12
	Don't know	64	6	50	6
	Total	1037	100	827	100

		n	%	n	%
What impact did the below measures have on you, your business, or your family? - Modal Filter at Bollington Road (2)	Positive impact	219	23	165	22
	No impact	168	18	151	20
	Negative impact	450	48	351	47
	Don't know	98	10	81	11
	Total	935	100	748	100

		n	%	n	%
What impact did the below measures have on you, your business, or your family? - Modal Filter at Downham Road (5)	Positive impact	219	23	169	22
	No impact	145	15	128	17
	Negative impact	501	52	392	51
	Don't know	103	11	82	11
	Total	968	100	771	100

		n	%	n	%
What impact did the below measures have on you, your business, or your family? - Modal Filter at Halesden Road / Brookfold Road (3)	Positive impact	237	24	179	23
	No impact	149	15	135	17
	Negative impact	512	52	403	51
	Don't know	91	9	70	9
	Total	989	100	787	100

		n	%	n	%
What impact did the below measures have on you, your business, or your family? - Modal Filter at Briarfield Road (6)	Positive impact	220	22	166	21
	No impact	209	21	193	25
	Negative impact	421	43	314	40
	Don't know	131	13	108	14
	Total	981	100	781	100

		n	%	n	%
What impact did the below measures have on you, your business, or your family? - Modal Filter at Broadstone Hall Road North (11)	Positive impact	258	26	202	25
	No impact	164	16	149	19
	Negative impact	489	49	377	47
	Don't know	93	9	75	9
	Total	1004	100	803	100

		n	%	n	%
What impact did the below measures have on you, your business, or your family? - One way entry at Ash Grove (1)	Positive impact	412	42	336	43
	No impact	219	22	187	24
	Negative impact	207	21	135	17
	Don't know	138	14	117	15
	Total	976	100	775	100

		n	%	n	%
What impact did the below measures have on you, your business, or your family? - Controlled pedestrian crossing Manchester Road (12)	Positive impact	287	29	209	27
	No impact	354	36	303	39
	Negative impact	239	24	180	23
	Don't know	105	11	93	12
	Total	985	100	785	100

		n	%	n	%
What impact did the below measures have on you, your business, or your family? - Mini roundabout at Carnforth Road (7)	Positive impact	259	26	203	26
	No impact	351	35	305	39
	Negative impact	189	19	129	16
	Don't know	190	19	153	19
	Total	989	100	790	100

		n	%	n	%
What impact did the below measures have on you, your business, or your family? - Pocket Park on Broadstone Hall Road North	Positive impact	146	15	102	13
	No impact	215	22	183	23
	Negative impact	532	53	425	53
	Don't know	106	11	89	11
	Total	999	100	799	100

		n	%	n	%
What is your connection to the trial area?	I live here	875	80	854	98
	I work here	100	9	74	8
	I study here	10	1	7	1
	I have family or friends in the trial area, but I don't live here	126	12	12	1
	I visit for business reasons or deliver to residents or businesses	38	3	7	1
	I live within a mile of the trial area	136	12	23	3
	Other	35	3	7	1
	Total	1095	100	871	100

		n	%	n	%
Do any of the following about Broadstone School apply to you?	I am a parent/grandparent/guardian of a child who attends Broadstone Hall Primary School	185	18	156	19
	I work at Broadstone Hall Primary School	5	0	5	1
	I am a pupil at Broadstone Hall Primary School	6	1	6	1
	I have no connection with Broadstone Hall Primary School	813	81	644	79
	Total	1009	100	811	100

		n	%	n	%
How do you travel in and around the area?	Walking	935	86	763	88
	Cycling	359	33	272	31
	Scooter/e-scooter	30	3	23	3
	Bus	251	23	210	24
	Car	962	88	788	91
	Van	59	5	46	5
	Motorbike	24	2	20	2
	Taxi	234	21	203	23
	Other	35	3	26	3
	Prefer not to say	15	1	12	1
	Total	1093	100	869	100

		n	%	n	%
How old are you? (Select one only)	Under 18	10	1	9	1
	18 - 24	30	3	25	3
	25 - 34	152	14	127	15
	35 - 44	294	27	235	27
	45 - 54	235	22	175	20
	55 - 64	185	17	148	17
	65 - 74	114	10	90	10
	75+	33	3	27	3
	Prefer not to say	38	3	32	4
	Total	1091	100	868	100

		n	%	n	%
Age (reduced)	Under 18	10	1	9	1
	18 - 34	182	17	152	18
	35 - 54	529	48	410	47
	55 +	332	30	265	31
	Prefer not to say	38	3	32	4
	Total	1091	100	868	100

		n	%	n	%
Which of the following best describes how you identify yourself? (Select one only)	A Man (including Trans Man)	476	44	377	44
	A Woman (including Trans Woman)	513	47	414	48
	Non - binary	8	1	5	1
	In another way	7	1	4	0
	Prefer not to say	83	8	65	8
	Total	1087	100	865	100

		n	%	n	%
Gender (reduced)	Male	476	44	377	44
	Female	513	47	414	48
	Other	15	1	9	1
	Prefer not to say	83	8	65	8
	Total	1087	100	865	100

		n	%	n	%
What is your ethnic group? (Select one only)	Asian or Asian British – Indian	11	1	7	1
	Asian or Asian British – Pakistan	8	1	7	1
	Asian or Asian British – Bangladesh	1	0	0	0
	Asian or Asian British - Chinese	5	0	5	1
	Asian or Asian British – Kashmiri	1	0	0	0
	Asian or Asian British – Any other Asian background	4	0	2	0
	Black or Black British – Caribbean	3	0	1	0
	Black or Black British - African	7	1	3	0
	Black or Black British – Any other Black background	0	0	0	0
	Mixed – White and Black Caribbean	9	1	9	1
	Mixed – White and Black African	2	0	1	0
	Mixed – White and Asian	6	1	5	1
	Mixed – Any other Mixed background	5	0	5	1
	White – English, Northern Irish, Scottish, Welsh, British	847	78	685	80
	White – Irish	22	2	17	2
	White – Gypsy or Irish Traveller	0	0	0	0
	White – Eastern European	5	0	4	0
	White – Any other White background	30	3	24	3
	Other ethnic group – Arab	1	0	0	0
	Other ethnic group – Other	5	0	3	0
	Prefer not to say	107	10	80	9
	Total	1079	100	858	100

		n	%	n	%
Ethnicity (reduced)	White British	847	78	685	80
	Other	125	12	93	11
	Prefer not to say	107	10	80	9
	Total	1079	100	858	100

		n	%	n	%
Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?	Yes, limited a lot	45	4	38	4
	Yes, limited a little	94	9	69	8
	No	861	79	691	80
	Prefer not to say	91	8	70	8
	Total	1091	100	868	100

		n	%	n	%
Disability (reduced)	Yes	139	13	107	12
	No	861	79	691	80
	Prefer not to say	91	8	70	8
	Total	1091	100	868	100

		n	%	n	%
What disability do you have?	Learning disability	3	2	3	3
	Mental ill health	16	12	13	13
	Mobility disability	79	59	60	58
	Visual impairment	3	2	2	2
	Sensory disability other than visual	6	4	4	4
	Other disability, please specify:	19	14	15	15
	Prefer not to say	24	18	17	17
	Total	135	100	103	100

		n	%	n	%
Does anyone in this household have a blue badge that allows them to park in disabled spaces?	Yes	26	33	22	37
	No	49	62	34	57
	Prefer not to say	4	5	4	7
	Total	79	100	60	100

		n	%	n	%
Do you use a wheelchair or mobility scooter?	Yes	9	11	8	13
	No	67	85	49	82
	Prefer not to say	3	4	3	5
	Total	79	100	60	100

# Appendix C Themes from comments

All comments received were themed in to topics to report the views represented in the comments. The tables on the following pages show the number of comments received for each question by theme. As part of the analysis process where the same theme was commented about more than once by the same respondent, the theme was counted once per question.

## Number of comments received per code for: One-Way at Ash Grove

Code Text	Count
Support as currently road causes issues for two-way traffic (issues with the road being too narrow as cars park on the pavement, creating issues for traffic in both directions)	194
Improves safety	97
Generally support	73
Improves safety for children	39
Did not use measure	33
Improves safety for pedestrians	28
Reduces 'rat-running'	26
Reduces traffic	25
Increases pollution (air and noise)	23
Improve signage (including one-way sign)	23
Will increase congestion, delays and journey times	22
Suggestions to improve one-way further	20
Will displace traffic onto other roads	19
Not necessary	18
Generally oppose	15
Slows traffic flow or discourage speeding	15
Measure was not acknowledged	15
Should be decided by affected residents	14
Negatively impacted emergency vehicle access	14
Indifferent / measure does not effect respondent so they don't have an opinion	12
Reduces congestion	11
Caused more issues than prior to measures being implemented	11
Change direction of one-way traffic to allow easier access off the estate	11
Other Comment	10
Negatively impacted local residents	10
Oppose Modal Filters	9
Don't live in immediate area	8
Unaware of measure	8
Will cause increased traffic volumes	8
A nuisance to vehicles using the roads	8
Made no difference	7
Improves safety for cyclists	5
Improves access (general)	4
Scheme increased speeding	4
Improves access for those walking, cycling or wheeling	3
Support as a reduction in AM rush hour traffic was experienced	3
Improved safety as traffic avoids turning right onto Manchester Road	3

**Number of comments received per code for: One-Way at Ash Grove continued**

Code Text	Count
Only include if modal filters are removed	3
Reduces pollution	2
Encouraged anti-social behaviour	2
Improves convenience of journey (makes journeys quicker and easier)	1
Caused increased taxi fares / taxi journey times	1
An eyesore / unattractive and unappealing	1
Additional pedestrian crossings	1
Additional modal filters	1
Oppose pocket parks	1



## Number of comments received per code for: Mini-Roundabout

Code Text	Count
Slows traffic flow or discourage speeding	117
Measure was not acknowledged (for example: drivers ignored the mini roundabout or 20mph zone)	41
Did not use measure	40
Generally support	34
Made no difference	30
Improves safety	25
Not necessary (no issue present in the first place or in response to there already being numerous outdoor / green space areas)	24
Indifferent / measure does not effect respondent so they don't have an opinion	23
Suggestions to improve the mini roundabout	20
Don't live in immediate area	19
Roundabout dangerous / confusing	13
Reduces congestion	10
Generally oppose	9
Unaware of measure	9
Should be decided by affected residents	7
Other Comment	7
Reduces traffic	5
Improves safety for pedestrians	5
Will displace traffic onto other roads	5
Negatively impacted emergency vehicle access	5
Will increase congestion, delays and journey times	4
A nuisance to vehicles using the roads	4
Improves safety for cyclists	3
Improves access (general)	3
Caused more issues than prior to measures being implemented	3
Increases pollution (air and noise)	3
Negatively impacted local residents (caused disruption and issues accessing and exiting properties )	3
Reduces 'rat-running'	2
Improves safety for children	2
Increased risk of accidents	2
An eyesore / unattractive and unappealing	2
Reduces pollution	1
Reduces noise pollution	1
Wasn't utilised	1
Encouraged anti-social behaviour	1
Suggestions to improve one-way further	1
Additional modal filters	1
Oppose modal filters	1
Support 20mph	1

## Number of comments received per code for: Pedestrian Crossing

Code Text	Count
Suggested other locations for measure	198
In the wrong location	125
Not necessary	104
Wasn't utilised	83
Improves ease of crossing road with high traffic volumes	60
Generally support	46
Improves safety	35
Made no difference	33
Will increase congestion, delays and journey times	29
Improves safety for pedestrians	21
Did not use measure	20
Improves safety for children	20
Slows traffic flow or discourage speeding	18
Generally oppose	13
Criticism of crossing (timings / not functioning/)	12
Other Comment	10
Suggested alternative (zebra crossing / pedestrian island)	9
A nuisance to vehicles using the roads	8
Additional pedestrian crossings	8
Indifferent / measure does not effect respondent so they don't have an opinion	7
Increases pollution (air and noise)	7
Improves access for those walking, cycling or wheeling	6
Will cause increased traffic volumes	6
Unaware of measure	5
Improves convenience of journey (makes journeys quicker and easier)	4
Caused more issues than prior to measures being implemented	4
Don't live in immediate area	2
Negatively impacted emergency vehicle access	2
Negatively impacted local residents (caused disruption and issues accessing and exiting properties)	2
Reduces congestion	1
Improves access (general)	1
Reduces pollution	1
Will displace traffic onto other roads	1
Measure was not acknowledged (for example: drivers ignored the mini roundabout or 20mph zone)	1
Scheme increased speeding	1

## Number of comments received per code for extension of 20mph speed limits

Code Text	Count
Generally support	195
Improves safety	131
Slows traffic flow or discourage speeding	73
Measure was not acknowledged (for example: drivers ignored the mini roundabout or 20mph zone)	56
All residential streets in the study area should have 20mph limits	49
Improves safety for children	48
Improves safety for pedestrians	36
Other Comment	16
Improves safety for cyclists	14
Not necessary (no issue present in the first place or in response to there already being numerous outdoor / green space areas)	14
Reduces pollution	13
Made no difference	13
Generally oppose	11
20mph speed limit needs to be enforced	11
Reduces noise pollution	8
Other roads for 20mph limits suggested	8
Oppose modal filters	8
Additional pedestrian crossings	7
Indifferent / measure does not effect respondent so they don't have an opinion	6
Reduces 'rat-running'	6
Increases pollution (air and noise)	6
Will increase congestion, delays and journey times	4
Should be decided by affected residents	2
Don't live in immediate area	2
A nuisance to vehicles using the roads	2
Unaware of measure	1
Reduces traffic	1
Suggested other locations for measure	1
Negatively impacted local residents (caused disruption and issues accessing and exiting properties )	1
Scheme increased speeding	1

## Number of comments received per code for: outdoor space / pocket park

Code Text	Count
Encouraged anti-social behaviour	319
Generally oppose	95
Not necessary	85
Negatively impacted local residents	63
An eyesore / unattractive and unappealing	60
Generally support	42
Increased littering	42
Suggest the introduction of protected green space	30
Support having an outdoor area for the community	25
In the wrong location	22
Suggest extending the green area	16
Other Comment	15
Support having an outdoor area for children	14
Suggested extra seating was necessary	14
Suggested improving outdoor equipment	14
Don't live in immediate area	13
Wasn't utilised	12
Will displace traffic onto other roads	11
Oppose modal filters	10
Support pocket parks if improved (generalised)	10
Indifferent / measure does not effect respondent so they don't have an opinion	9
Made no difference	8
Suggest including bins	7
Should be decided by affected residents	6
Suggested other locations for measure	6
A nuisance to vehicles using the roads	6
Negatively impacted emergency vehicle access	5
Did not witness anti-social behaviour	5
Increases pollution (air and noise)	4
Improves safety for children	3
Caused more issues than prior to measures being implemented	3
Will increase congestion, delays and journey times	3
Did not use measure	2
Slows traffic flow or discourage speeding	2
Improves safety	2
Improves safety for pedestrians	2
Will cause increased traffic volumes	2
Suggest bike storage	2
Unaware of measure	1
Reduces traffic	1
Improves access for those walking, cycling or wheeling	1
Reduces pollution	1
Additional modal filters	1
Scheme increased speeding	1

## Number of comments received per code for each Modal Filter

Code Text	Bollington	Downham	Halesden/Brookfold	Briarfield	Broadstone	Carnforth
Generally oppose	63	72	74	58	63	69
Will displace traffic onto other roads	63	89	79	70	99	96
Will increase congestion, delays and journey times	61	90	85	60	57	64
Will cause increased traffic volumes	46	47	43	34	33	36
Increases pollution (air and noise)	45	73	65	53	56	58
Negatively impacted emergency vehicle access	39	58	51	41	43	50
Negatively impacted local residents (caused disruption and issues accessing and exiting properties)	33	38	40	28	35	40
Increased risk affecting local primary school	27	21	51	45	12	5
Not necessary (no issue present in the first place or in response to there already being numerous outdoor / green space areas)	27	38	28	24	35	33
Generally support	22	23	31	29	49	51
Caused more issues than prior to measures being implemented	16	12	9	7	7	8
A nuisance to vehicles using the roads	16	34	18	17	20	19
Made no difference	14	15	13	14	13	20
Reduces traffic	13	14	11	9	19	13
Reduces 'rat-running'	12	9	21	17	12	7
Slows traffic flow or discourage speeding	9	12	11	20	47	43
Improves safety for pedestrians	7	11	8	2	14	10
Improves safety for children	7	11	15	11	13	11
Concerns about dangerous parking	7	8	29	23	16	14
Improves safety	6	8	11	7	18	18
An eyesore / unattractive and unappealing	6	7	7	4	10	14
Negatively impacted delivery drivers / couriers	6	11	6	6	5	4
Improves safety for cyclists	4	9	10	6	15	11
Increased risk of accidents	4	7	9	7	6	5
Encouraged anti-social behaviour	4	3	3	2	11	15
Indifferent / measure does not effect respondent so they don't have an opinion	3	1	3	6	5	8
Improve signage (including one-way sign)	3	0	0	1	0	0
Support one-way entry on Ash Grove	3	2	2	2	0	1
Reduces congestion	2	2	0	1	0	0
Suggested other locations for measure	2	7	4	5	7	3
In the wrong location	2	4	2	2	3	1
Caused increased taxi fares / taxi journey times	2	2	1	1	2	5
Additional modal filters	2	0	0	2	0	1
Should be decided by affected residents	1	0	0	1	1	1
Don't live in immediate area	1	1	1	1	1	1
Did not use measure	1	2	1	1	2	3
Improves access for those walking, cycling or wheeling	1	4	3	1	2	7
Reduces noise pollution	1	8	12	11	12	7
Decreased risk affecting local primary school	1	4	3	8	2	0

### Number of comments received per code for each Modal Filter (continued)

Code Text	Bollington	Downham	Halesden/Brookfold	Briarfield	Broadstone	Carnforth
Wasn't utilised	1	0	1	2	2	1
Measure was not acknowledged (for example: drivers ignored the mini roundabout or 20mph zone)	1	2	1	4	2	1
Increased littering	1	0	1	0	0	2
Suggest the introduction of protected green space (introducing wild flowers, trees, plants - for the community to enjoy, for the environment and for educational purposes)	1	1	1	1	1	2
Additional pedestrian crossings	1	0	2	0	0	0
Improves access (general)	0	1	1	0	3	0
Reduces pollution	0	1	1	1	1	0
All residential streets in the study area should have 20mph limits	0	0	0	0	0	1
Other roads for 20mph limits suggested	0	0	0	0	2	0
Support having an outdoor area for the community	0	0	0	0	0	2
Support having an outdoor area for children	0	0	0	0	0	1
Suggested extra seating was necessary (for example, more seating for the elderly and vulnerable and increasing the number of picnic benches)	0	0	0	0	0	1
Suggested improving outdoor equipment (including outdoor gyms, play equipment and facilities for outdoor activities)	0	0	0	0	0	1
Suggest extending the green area	0	0	0	0	0	1
Scheme increased speeding	0	6	5	1	7	9
Oppose pocket parks	0	0	0	0	6	5
Support Pedestrian crossing on Manchester Road	0	0	1	0	0	0

## Number of comments received per code for: other comments and suggestions

Code Text	Count
Suggested other locations for measure	219
Waste of money	113
Reduced safety (suggested the measures had made roads more dangerous)	113
Criticism of the Council, MP's and councillors	77
Suggestions for scheme amendments	77
Additional speed surveillance necessary (for example speed cameras to enforce speed limits)	77
Lack of clear communication and transparency (respondents feel that the council were not transparent about the schemes, have not shared public consultation outcomes or that communication and accessibility has been poor)	68
Additional speed calming measures necessary (for example speed bumps)	68
Engagement needs to improve with residents, as views have not been considered / listened to	65
Suggested speed calming measures would be a better solution (for example speed bumps)	61
Criticism of consultation	56
Scheme was ill-thought out	54
Encouraged uptake of more active modes of travel (cycling, walking, scooting etc.)	45
Created safety concerns for children	45
Caused aggressive behaviour from drivers or dangerous driving	27
Suggest improvements should be made to local public transport or active travel infrastructure as an incentive (e.g improved bus routes, cycle lanes, walking routes, footpaths)	27
Money should be spent on other things (road repairs, increased police presence)	25
Additional double yellows to restrict parking on corners or at junctions necessary	23
Additional surveillance is needed to avoid unwanted behaviour or crime (CCTV, police)	21
Increased fuel consumption (measures made drivers reroute to obey measures in place)	20
Suggested speed surveillance would be a better solution	20
Lobbyists have influenced decisions / the scheme / the consultation	14
Residents felt isolated	14
Family members were able to see relatives and friends less during the measures	13
Additional lighting	7
Reduced Privacy	3
Implement 20mph in surrounding area (not specific which locations)	3
Ban cars during specific hours	1

### Number of comments received per code for future active neighbourhood

Code Text	Count
Specific suggestions for named locations	209
Do not implement any measures	110
Improve current road infrastructure (e.g. roundabouts, junctions, filters)	78
Additional cycle infrastructure (e.g. improved signage, cycle lanes, storage)	60
Additional parking enforcements / restrictions (e.g. outside of schools)	57
Improve current green space	53
Additional signage (general for all measures to improve acknowledgment)	49
Improve condition of pavements and roads	33
Improve spaces for young people in the community (e.g. more green space, outdoor activities, community events and clubs)	12



[aecom.com](http://aecom.com)