

Central Stockport Area Committee – Bus Pinch Points- Bramhall Lane Highway

Scheme Consultation Feedback Report

Report of the Corporate Director for Place (February 2023)

1. INTRODUCTION

Purpose of Report

1.1 The purpose of this report is to present the findings from a January – February 2023 consultation on a highway proposals scheme as part of the Bus Pinch Points bid on Bramhall Lane in Davenport and Cale Green and to seek approval to implement the proposed scheme.

Background

1.2 The scheme would be paid for by the Government's City Region Sustainable Transport Settlement (CRSTS) and Transforming Cities Funding. These are national investment funds to improve local transport networks, access for local businesses and organisations, and to help residents get to amenities in their communities. This element of the fund is allocated to schemes that reduce bus travel time and improve safety for bus users.

1.3 This report presents the consultation methodology applied by the Council and the response to the proposals.

1.4 The purpose of the consultation was specifically to inform the public, local residents, businesses, and interest groups of the proposals and capture their comments. A full and inclusive consultation has been undertaken which has involved stakeholders including the public, local businesses, and interest groups.

2. SUMMARY OF PROPOSALS

2.1 The proposals aim to support sustainable travel choices and improve safety whilst maintaining and managing the performance of our existing transport network. This includes the enhancement of sustainable travel and bus facilities on this Key Route Network corridor.

2.2 The scheme for Bramhall Lane comprises upgrades to bus stops, pedestrian improvements to improve access to bus stops, such as a new controlled crossing and junction narrowings, and new parking restrictions to reduce congestion caused by parked vehicles.

2.3 The consulted proposals include:

Bramhall Lane between the Adswood Lane East and Cale Green junctions:

- A footway build out to reduce vehicle speeds when turning left from Bramhall Lane into Adswood Lane East and provide a shorter crossing distance for pedestrians.
- Revised waiting restrictions and bollards to prevent motorists parking their vehicles on the new widened footway or on and adjacent to existing footways where widths are restricted, blocking the footway for pedestrians.

- New 'No Waiting at Any Time' restrictions on the western side of Bramhall Lane from Adswood Lane East to the Cale Green junction.
- New 'No Waiting at Any Time' restrictions on the eastern side of Bramhall Lane from Adswood Lane East to the existing 'School Keep Clear' road marking.
- A footway build out at the Cale Green junction to reduce vehicle speeds when turning left from Bramhall Lane into Cale Green and to provide a shorter crossing distance for pedestrians.

Bramhall Lane / Beech Road junction:

- A new Toucan (traffic signal-controlled crossing for pedestrians and cyclists) on Bramhall Lane, close to the junction with Beech Road to provide a direct link for pedestrians and cyclists into and through Hallam Park.
- Beech Road to become one way westbound from Bramhall Lane to Heath Road. The one way westbound will remove the existing conflicts caused by the restricted visibility turning out of Beech Road onto Bramhall Lane and remove any potential conflict that may have resulted from the proposed crossing being located close to the side road junction. A new footway build out will be provided to accommodate the shared footway and Toucan. This will also assist in enforcing the one way.
- Existing bus stop located between the Hallam Park entrance and No. 175 Bramhall Lane to be extended and relocated north to accommodate the new Toucan crossing. The parking bay outside No. 175 Bramhall Lane to be revoked. The bus shelter will remain in its existing location so as not to impact No. 175 Bramhall Lane.

Bramhall Lane to A6 Buxton Road via Hallam Park and Hallam Street:

- Cycling to be permitted on the existing 3m footpath through Hallam Park.
- Dropped kerbs and tactile paving to be provided along Hallam Street to improve the route between Bramhall Lane and the A6 Buxton Road for pedestrians.

3.0 METHODOLOGY

Aims and Objectives

- 3.1. The consultation has been undertaken with the purpose of informing stakeholders of the proposals and capturing their views.
- 3.2. Specifically, the aims were to:
 - Inform the public, local residents, businesses and interest groups and other stakeholders of the proposals;
 - Ensure that those with an interest in or who may be affected by the proposals have an opportunity to provide their comments and as such input to their development; and
 - Ensure that community engagement was fully accessible, informative, and relevant to the participants.

- 3.3. The consultation has been undertaken during a period when the proposals are at a formative stage and has presented comprehensive information to allow those consulted to provide intelligent considerations and an informed response.
- 3.4. Following the consultation, the Council will continue to work to ensure that information is communicated with regards to the proposals. This will seek to raise the profile of the Bus Pinch Points, Bramhall Lane Highway Scheme and engender a sense of community ownership.
- 3.5. It is anticipated that the community will have further opportunity to provide formal comments as part of the associated Traffic Regulation Order process.

Timescales and Audience

- 3.6. The consultation was held between 25th January and 12th February 2023. This allowed adequate time for responses to be submitted using a variety of media.
- 3.7. The main consultation audience was:
- Residents and businesses in the local area;
 - Those who may be affected by or use the proposed infrastructure; and
 - Key local stakeholders including statutory consultees, business organisations and special interest groups.

Consultation Support

- 3.8. A telephone helpline (0161 217 6043) and email address (stockportwalkcycle@stockport.gov.uk) was active throughout the consultation period to respond to scheme/consultation queries.

Awareness Raising & Methods of Consultation

- 3.9. A range of consultation awareness-raising public information materials were produced and distributed including:

- Letters

The letters at Appendix B were sent to properties adjacent to the proposals with information about the schemes and directing residents and businesses to the consultation web pages to view the proposals in full.

- Web Pages

Consultation web pages were set up at www.stockport.gov.uk/consultations to provide full details of the proposals, including drawings and text descriptions, and an online response form.

- Response Form

The online response form sought feedback on the extent to which the respondent agreed or disagreed with specific elements of the proposals and invited general comments.

- Signage

Black-on-yellow road signs in proximity to the proposals;

- Stakeholder Engagement

Engagement with stakeholder groups has been an important method of awareness raising and gathering feedback on the developing proposals. In particular, the project team has sought the views of the general public, local residents, businesses and a variety of interest groups / forums and other stakeholders in the area.

Emails were sent to key stakeholders, including local interest and community groups and forums to provide an introduction to the proposals and direct to the consultation web pages.

Stakeholders were encouraged to make it known if they were responding on behalf / as a member of a particular interest group, forum, business, or organisation.

4. APPROACH TO ANALYSIS

- 4.1. A comprehensive log of responses has been collated to record all comments in a single database.
- 4.2. The online response form sought feedback on the extent to which the respondent agreed or disagreed with each element of the proposals. This has been used to determine the overall level of support for the specific elements of the scheme referred herein.
- 4.3. The analysis undertaken also determines respondents' opinions in relation to where they live. The responses have been plotted by postcode to demonstrate this for each question, these are included at Appendix D.
- 4.4. Given the level of detail of some of the comments received, this report presents an overview of the feedback. The comments log will be used by the project team to enable consideration of the greater detail contained therein.
- 4.5. An exercise has been undertaken to check for significant duplication of online response form completions based on respondents' IP addresses. All responses have been accepted.
- 4.6. Emails received after the closing date are not included in this report but will continue to be considered by the project team in the development of the proposals.

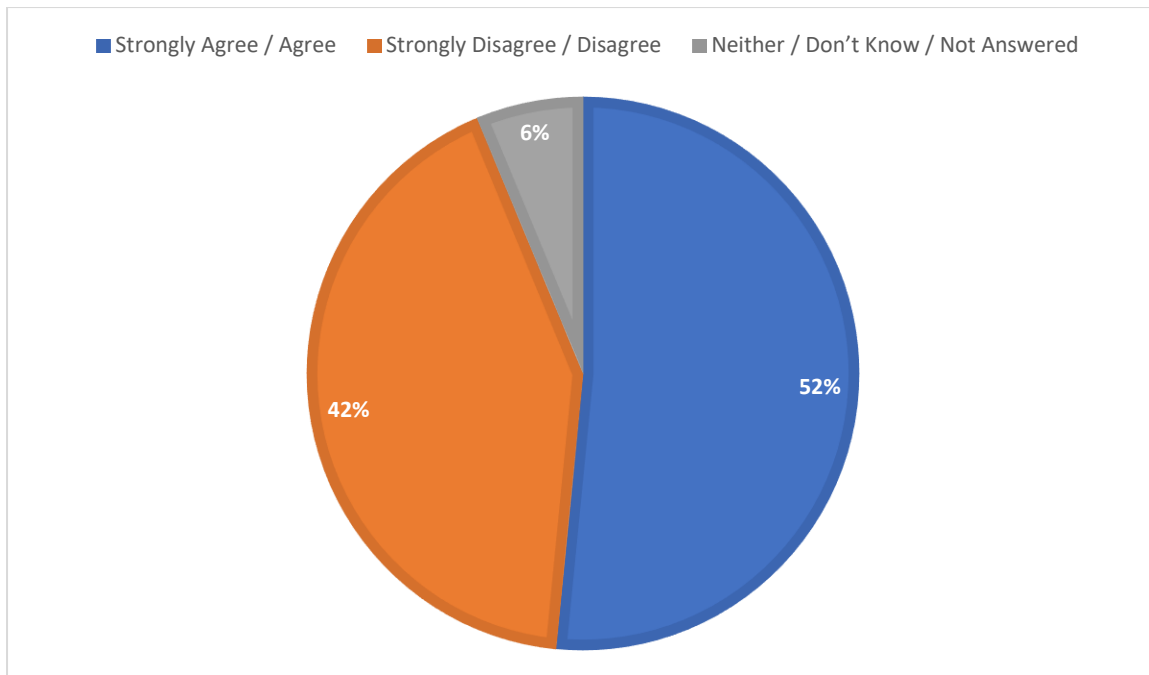
5. CONSULTATION RESPONSES

- 5.1 A total of 64 responses online response forms were completed and as well as several emails to the walkcycle@stockport.gov.uk email address.

General Principles

- 5.2 Respondents were firstly asked for their opinion of the general principles of the proposals. Figure 5.1 presents a summary of the responses. It shows that 52% (33) of respondents to this question strongly agreed or agreed with the proposals, while 42% (27) strongly disagreed or disagreed. 6% (4) neither agreed nor disagreed or didn't know.

Figure 5.1 – General Principles



5.3 Respondents were asked to provide reasons for their answer. There were 56 responses and key recurring themes included:

- References to safety (17 comments) with many respondents of the opinion that the scheme will improve the general safety of Bramhall Lane for all road users.
- There were 10 comments made supporting the proposals to encourage active travel via walking, cycling and promoting active travel
- There were 11 concerns raised regarding the impact of the one-way proposals on Beech Road, specifically relating to the likely increase of traffic on neighbouring roads this would cause (Heath Road, and Heathfield Road were commonly mentioned amongst others).
- 7 comments mentioned concerns relating to the potential increase in congestion the scheme could cause
- There were also a small number of issues raised regarding the following:
 - Mixed views on the proposed toucan crossing, there were a number of comments which stated that the crossing is needed to improve safety on the road, however other comments stated that there is enough existing crossing points on Bramhall Lane, and introducing another may result in congestion issues.
 - There were a number of comments raising concerns regarding speeding on Bramhall Lane, specifying that proposed measures need to go further to prevent this
 - Concerns regarding current crossing difficulties on Cale Green
 - Concerns regarding the installation of a cycle lane through Hallam Park, and the potential safety impacts this may have on toddlers and young children in the park. In addition to this, concerns were also raised as to whether the footway on

Bramhall Lane outside of Hallam Park is wide enough to accommodate shared use footway required for the toucan crossing.

- There was also concerns raised regarding the reduction of parking on Bramhall Park and the effect this may have on parking on neighbouring roads, which could result in residents being unable to park outside of their properties.
- Finally, there was also comments questioning how the proposals do reduce bus pinch points, which is the ultimate aim of the scheme.

5.4 In some cases, respondents suggested additional or alternative proposals which included:

- The need for greater measures on Bramhall Lane, close to the junction with Kennerley Road
- To impose one-way traffic flows on other side roads as well as Beech Road
- Further measures to prevent footway parking on Bramhall Lane
- To consider which way the coach taking students to and from Hulme Hall School will take considering the proposals to introduce one way traffic at Beech Road
- To provide a signal-controlled crossing at the junction of Cale Green to allow pedestrians to cross.

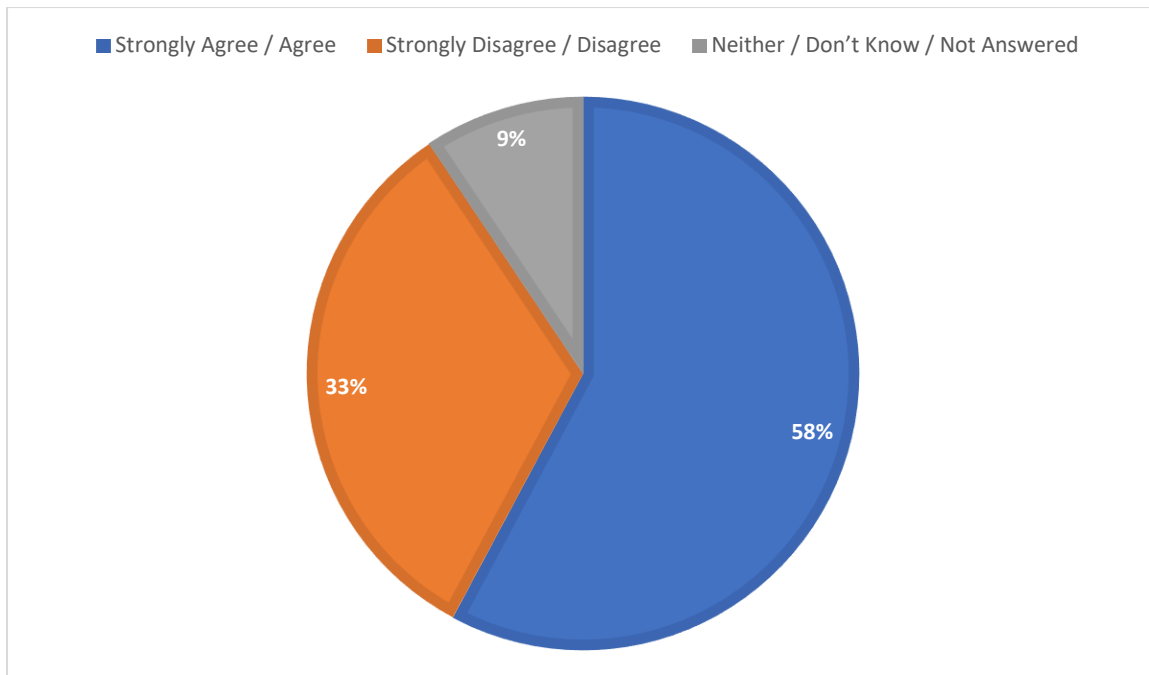
5.5 The postcode plot for Figure 5.1 to reflect the level of support for the general principle of the proposals shows that there is a varied level of support of the proposals from local residents. The postcode plot does suggest that a large proportion of residents who voted to strongly disagree or disagree live on or close to the junction of Beech Road.

Toucan Crossing

5.6. Respondents were then asked their opinion on the implementation of a Toucan crossing on Bramhall Lane, close to the junction with Beech Road. This includes the footway buildout, one way on Beech Road and the slight relocation and upgrade of the adjacent bus stop and associated revocation of the parking bay

5.7 Figure 5.2 presents a summary of the responses. It shows that 58% (37) of respondents to this question strongly agreed or agreed with the proposals, while 33% (21) strongly disagreed or disagreed. 9% (6) neither agreed nor disagreed or didn't know.

Figure 5.2 – Toucan Crossing



5.8 Respondents were asked to provide reasons for their answer. There were 51 responses and key recurring themes included:

- There were 20 comments referencing how the crossing will increase the safety of road users, particularly pedestrians and cyclists using Bramhall Lane
- A number of concerns were raised (7 comments) regarding the potential increase in congestion on neighbouring roads as a result of the one-way traffic proposals on Beech Road
- There were a further 5 comments raising concerns about the potential general increase in congestion which may arise as a result of the toucan crossing
- There were 4 comments which stated that the crossing was unnecessary, due to the number of crossing points within close proximity on Bramhall Lane.
- There were also 2 comments raising concerns regarding formalising cycle access through the park, and on the footway of Bramhall Lane. These comments specifically referred to concerns of a lack of safety for young children in the park, and the potential lack of footway width to accommodate cyclists on Bramhall Lane.

5.9 In some cases, respondents suggested additional or alternative proposals which included:

- 20mph zone throughout Bramhall Lane
- Separate cyclists and pedestrians on toucan crossing
- Provide a Pegasus crossing to accommodate equestrians
- Increased signage on Beech Lane to show one way route
- Extend double yellow lines on Beech Road to deter parking and keep the road clear.

5.10 The postcode plot for Figure 5.2 to reflect the level of support for the general principle of the proposals shows that there is a varied level of support of the proposals from local residents. The postcode plot does suggest that a large proportion of residents who voted to strongly disagree or disagree live on or close to the junction of Beech Road, residents of Heathfield Road are also against the toucan crossing proposals.

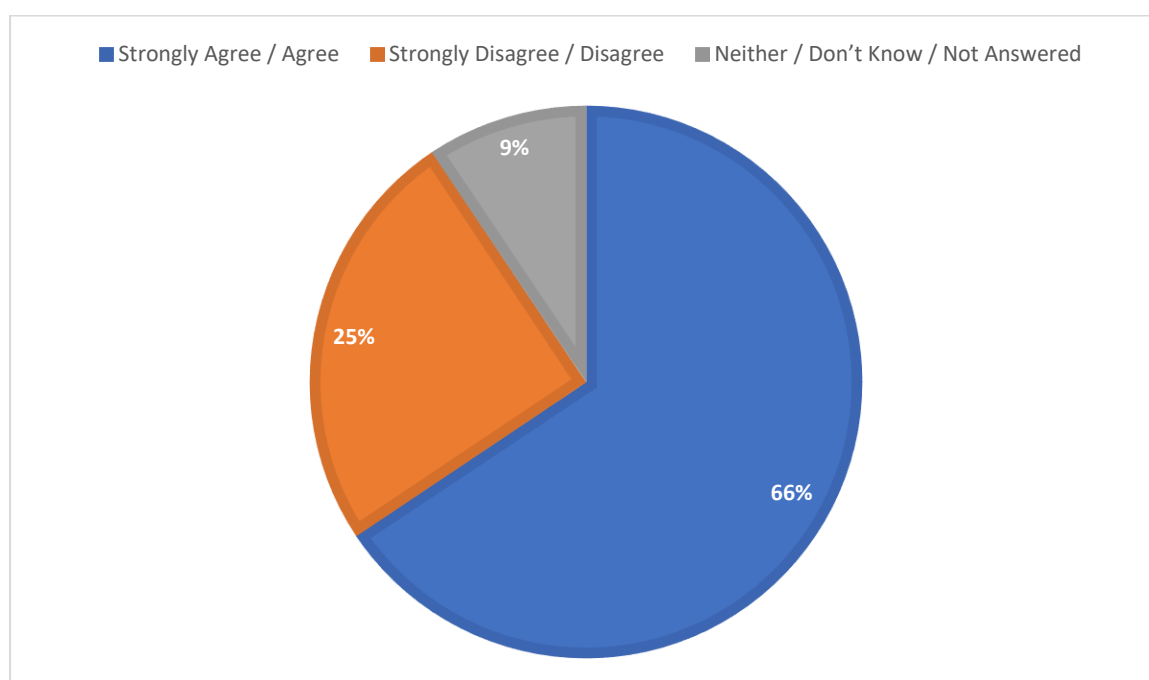
Footway Buildouts

Adswood Lane East

5.11 Respondents were then asked their opinion on the proposals to provide footway buildouts to reduce vehicle speeds and provide shorter crossing distances for pedestrians at the Bramhall Lane junctions with Adswood Lane East.

5.12 Figure 5.3 presents a summary of the responses. It shows that 66% (42) of respondents to this question strongly agreed or agreed with the proposals, while 25% (16) strongly disagreed or disagreed. 9% (6) neither agreed nor disagreed or didn't know.

Figure 5.3 – Footway Buildouts – Adswood Lane East



5.13 Respondents were asked to provide reasons for their answer. There were 40 responses and key recurring themes included:

- There were 12 comments referencing how the footway buildouts will make it safer for pedestrians crossing the side road junction.
- There were also 6 comments directly relating to the current speeding issues at the side road junction
- 5 comments stated that the footway buildout proposals were unnecessary and would not benefit road users.

- There 2 comments raising concerns about the potential general increase in congestion which may be caused as a result of queueing traffic which may arise as a result of the footway buildouts
- One comment stated how the implementation of the buildouts at Adswood Lane East will result in traffic being unable to queue separately out of the junctions to turn left and right, resulting in increased journey time and congestion.
- One comment also stated that they were in favour of the proposals for buildouts, but felt that the proposals to introduce one-way traffic flow on Beech Lane could increase traffic on other side road junctions which could be worsened as a result of the buildouts

5.14 In some cases, respondents suggested additional or alternative proposals which included:

- 20mph zone throughout Bramhall Lane
- Continuous footways to give pedestrians priority at side road junctions
- Traffic signals at the junction.

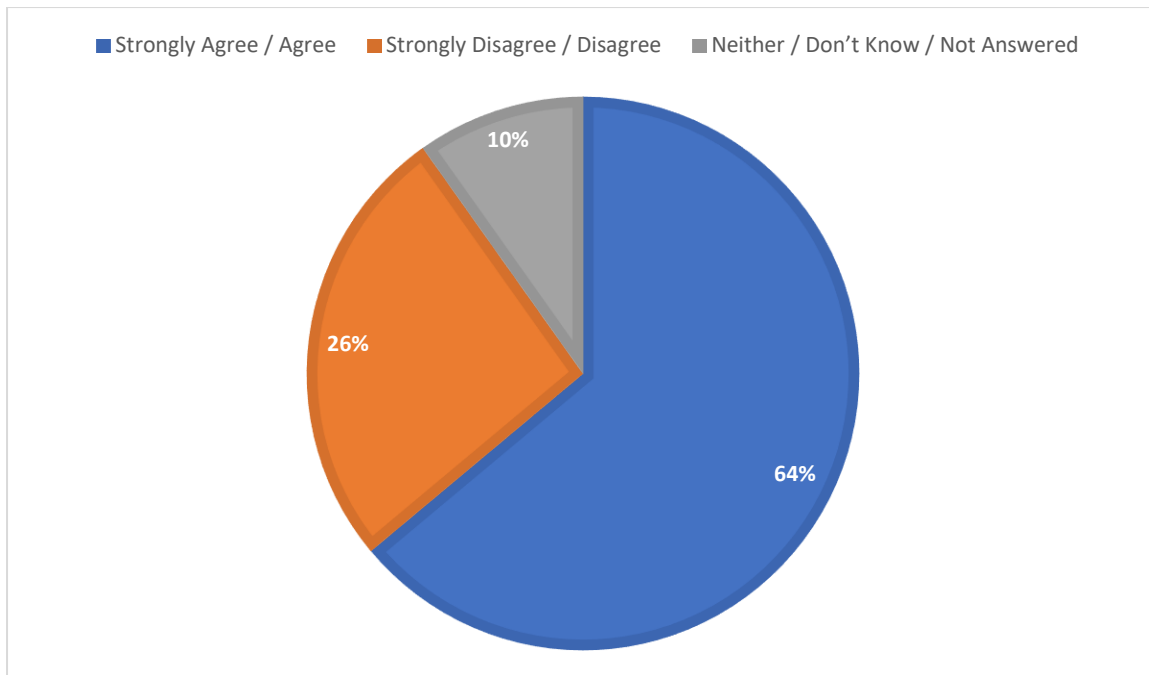
5.15 The postcode plot for Figure 5.3 shows a significant level of support from respondents for the proposals to introduce a footway buildout at the Adswood Lane East junction as part of these proposals. No clear pattern can be identified for those who are unsupportive of the proposals.

Cale Green

5.16 Respondents were then asked their opinion on the proposals to provide footway buildouts to reduce vehicle speeds and provide shorter crossing distances for pedestrians at the Bramhall Lane junctions with Cale Green.

5.17 Figure 5.4 presents a summary of the responses. It shows that 61% (39) of respondents to this question strongly agreed or agreed with the proposals, while 30% (19) strongly disagreed or disagreed. 9% (6) neither agreed nor disagreed or didn't know.

Figure 5.4 – Footway Buildouts – Cale Green



5.18 Respondents were asked to provide reasons for their answer. There were 40 responses and key recurring themes included:

- There were 13 comments referencing how the footway buildouts will make it safer for pedestrians crossing the side road junction.
- There were also 12 comments directly relating to the current speeding issues at the side road junction
- 6 comments stated that the footway buildout proposals were unnecessary and would not benefit road users.
- 2 comments stated that the buildouts need to be larger to be beneficial
- One comment stated how the implementation of the buildouts at Cale Green will result in traffic being unable to queue separately out of the junctions to turn left and right, resulting in increased journey time and congestion.

5.19 In some cases, respondents suggested additional or alternative proposals which included:

- 20mph zone throughout Bramhall Lane (3 comments suggested this)
- Continuous footways to give pedestrians priority at side road junctions
- Traffic signals at the junction.
- One comment suggested action needs to be taken to reduce the number of collisions where the bend is on Bramhall Lane close to the junction with Heathfield Road

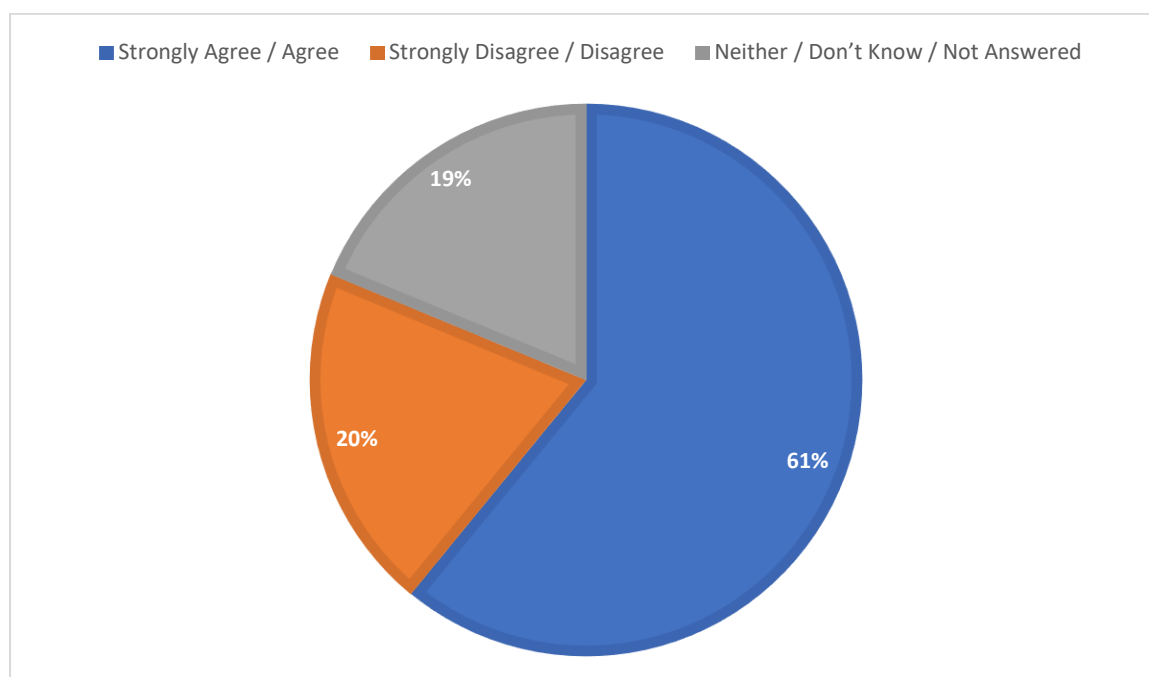
5.20 The postcode plot for Figure 5.4 shows a significant level of support from respondents for the proposals to introduce a footway buildout at the Cale Green junction as part of these proposals. No clear pattern can be identified for those who are unsupportive of the proposals.

Shared Footway / Cycle Path through Hallam Park

5.21 Respondents were then asked their opinion on the proposals to proposals to permit cycling through Hallam Park on the existing 3m footpath. This includes converting the existing 3m footpath through Hallam Park to a shared footway/cycleway for pedestrians and cyclists

5.22 Figure 5.5 presents a summary of the responses. It shows that 61% (39) of respondents to this question strongly agreed or agreed with the proposals, while 20% (13) strongly disagreed or disagreed. 19% (12) neither agreed nor disagreed or didn't know.

Figure 5.5 – Shared footway / cycle path through Hallam Park



5.23 Respondents were asked to provide reasons for their answer. There were 40 responses and key recurring themes included:

- There were 8 comments referencing how in order for this proposal to work, consideration is needed towards cycle safety, with 5 comments directly referencing the potential speed of cyclists and 2 mentioning there is potentially insufficient width for shared use path.
- 4 comments also referenced the volume of young children and toddlers who use the park, who may at risk of collisions with cyclists if the pathway was constructed.

5.24 In some cases, respondents suggested additional or alternative proposals which included:

- Provide a segregated cycle and footpath through the park (2 comments)
- Provide a path which is also equestrian friendly
- Ensure there is enough signage to denote the shared use facilities.

5.25 The postcode plot for Figure 5.5 shows a general level of support from respondents for the proposals to introduce a shared footway and cycle path through Hallam Park as part of

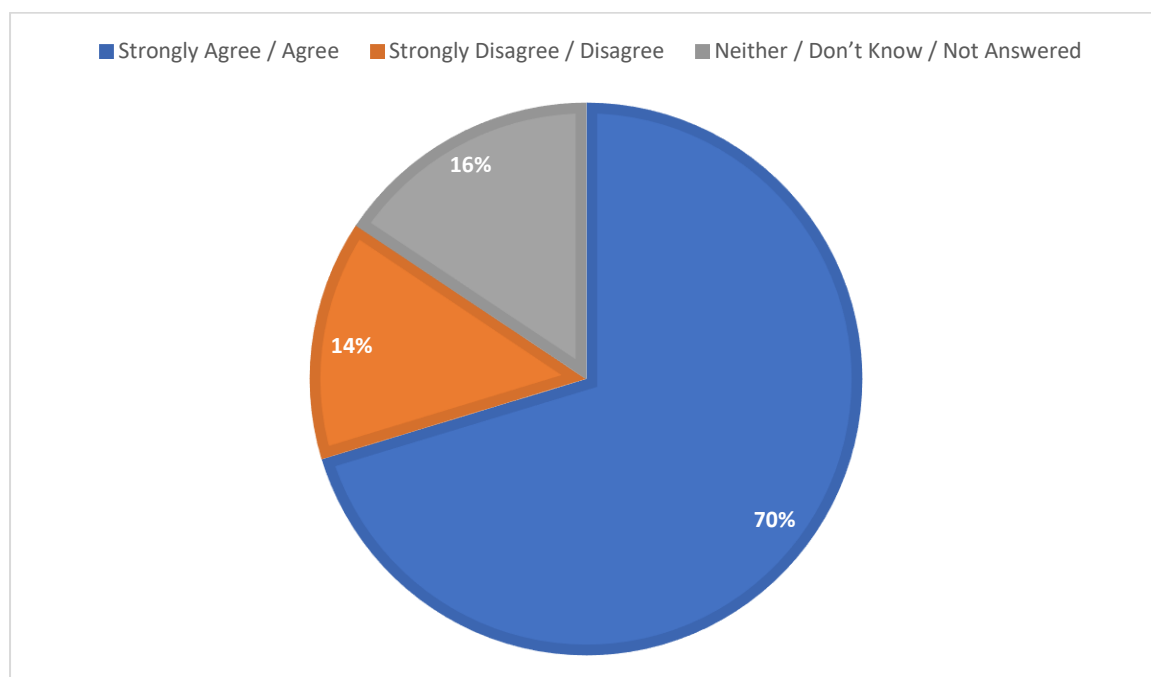
these proposals. No clear pattern can be identified for those who are unsupportive of the proposals.

No Waiting at Any Time (Double Yellow Lines)

Cale Green – Adswood Lane (west side)

- 5.26 Respondents were then asked their opinion on the proposals to install No Waiting at Any Time (double yellow lines) on the west side of Bramhall Lane between Cale Green and Adswood Lane East. This includes installing No Waiting at Any Time (double yellow lines) where widths are restricted and parked vehicles block the footway for pedestrians on the west side of Bramhall Lane between Cale Green and Adswood Lane East, and the east side of Bramhall Lane between Adswood Lane East and the existing 'SCHOOL KEEP CLEAR' markings.
- 5.27 Figure 5.6 presents a summary of the responses. It shows that 70% (45) of respondents to this question strongly agreed or agreed with the proposals, while 14% (9) strongly disagreed or disagreed. 16% (10) neither agreed nor disagreed or didn't know.

Figure 5.6 - No Waiting at Any Time (Double Yellow Lines)



- 5.28 Respondents were asked to provide reasons for their answer. There were 30 responses and key recurring themes included:
- There were several comments stating that enforcement is crucial for this element of the scheme to work
 - A number of comments referenced that there is currently a real issue with parking when parents dropping school children off
 - Many respondents commented the proposals will improve safety on Bramhall Lane

- There were also a few concerns that this element of the proposals could lead to increased parking on side roads and could therefore negatively affect local residents.

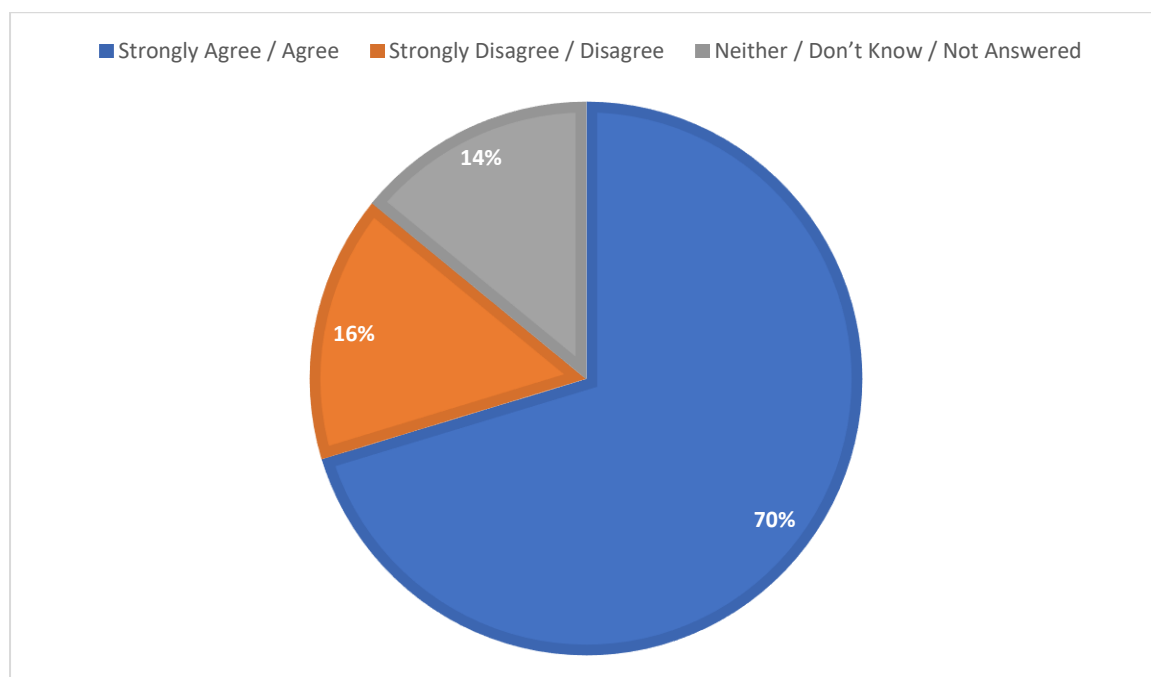
5.29 The postcode plot for Figure 5.6 shows a significant level of support from respondents for the proposals to introduce No Waiting at Any Time (Double Yellow Lines) between Cale Green and Adswood Lane (west side) as part of these proposals. No clear pattern can be identified for those who are unsupportive of the proposals.

Cale Green – Adswood Lane (east side)

5.30 Respondents were then asked their opinion on the proposals to install No Waiting at Any Time (double yellow lines) on the east side of Bramhall Lane between Cale Green and Adswood Lane East.

5.31 Figure 5.7 presents a summary of the responses. It shows that 70% (45) of respondents to this question strongly agreed or agreed with the proposals, while 16% (10) strongly disagreed or disagreed. 14% (9) neither agreed nor disagreed or didn't know.

Figure 5.7 - No Waiting at Any Time (Double Yellow Lines)



5.32 Respondents were asked to provide reasons for their answer. There were 30 responses and key recurring themes included:

- There were several comments stating that enforcement is crucial for this element of the scheme to work
- A number of comments referenced that there is currently a real issue with parking when parents dropping school children off
- Many respondents commented the proposals will improve safety on Bramhall Lane

- There were also a few concerns that this element of the proposals could lead to increased parking on side roads and could therefore negatively affect local residents.

5.33 In some cases, respondents suggested additional or alternative proposals which included:

- One comment stated how the proposals do not address the existing issue of pavement parking on the Southbound (East) side of Bramhall Lane near/opposite the junction of Cale Green / between Cale Green and Beech Road.

5.34 The postcode plot for Figure 5.7 shows a significant level of support from respondents for the proposals to introduce No Waiting at Any Time (Double Yellow Lines) between Cale Green and Adswood Lane (east side) as part of these proposals. The general area of residents who have are unsupportive of the proposals are varied, although there is a small cluster on the east side of Bramhall Lane, close to where the double yellow lines are proposed.

Hallam Street pedestrian facilities

5.35 Respondents were then asked their opinion on proposals to install dropped kerbs and tactile paving along Hallam Street to improve the route between Bramhall Lane and the A6 Buxton Road for pedestrians.

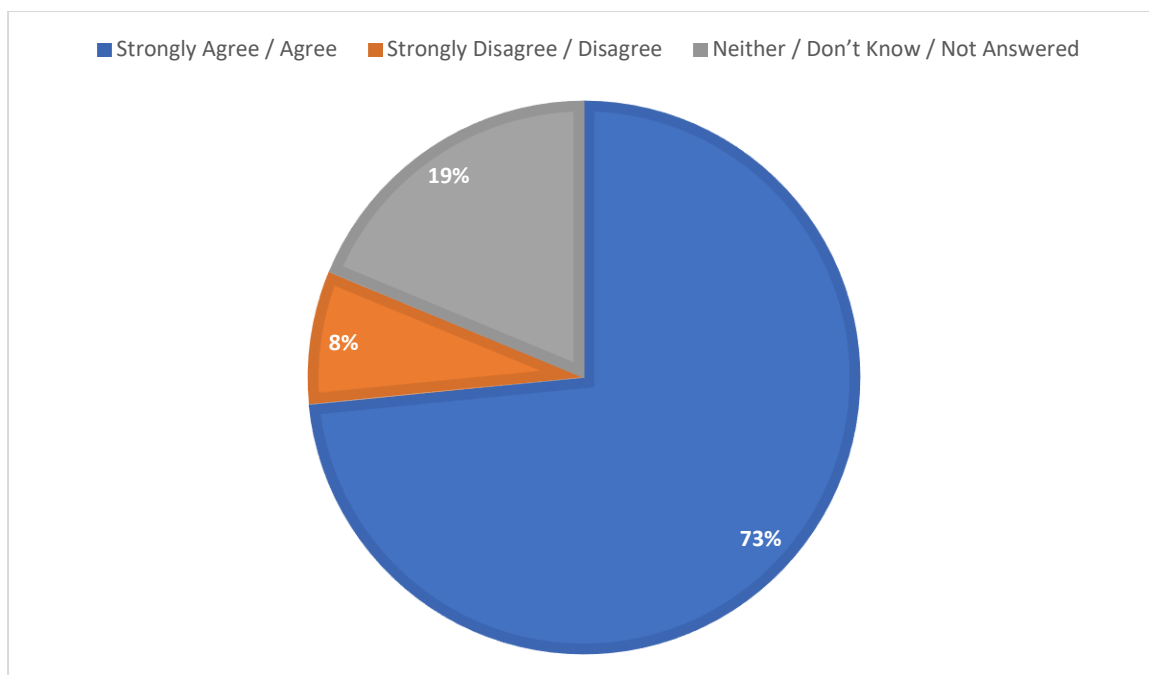
5.36 Figure 5.8 presents a summary of the responses. It shows that 73% (47) of respondents to this question strongly agreed or agreed with the proposals, while 8% (5) strongly disagreed or disagreed. 19% (12) neither agreed nor disagreed or didn't know.

Figure 5.6 – Hallam Street Pedestrian Facilities

5.37 Respondents were then asked their opinion on proposals to install dropped kerbs and tactile paving along Hallam Street to improve the route between Bramhall Lane and the A6 Buxton Road for pedestrians.

5.38 Figure 5.8 presents a summary of the responses. It shows that 73% (47) of respondents to this question strongly agreed or agreed with the proposals, while 8% (5) strongly disagreed or disagreed. 19% (12) neither agreed nor disagreed or didn't know.

Figure 5.8 – Hallam Street Pedestrian Facilities



5.39 Respondents were asked to provide reasons for their answer. There were 22 responses and key recurring themes included:

- 11 comments were made which stated they thought the proposals would significantly benefit pedestrians
- The proposals will be helpful to wheelchair users and those with prams (5 comments)
- One comment requested that continuous footways were also provided to further improve pedestrian facilities.

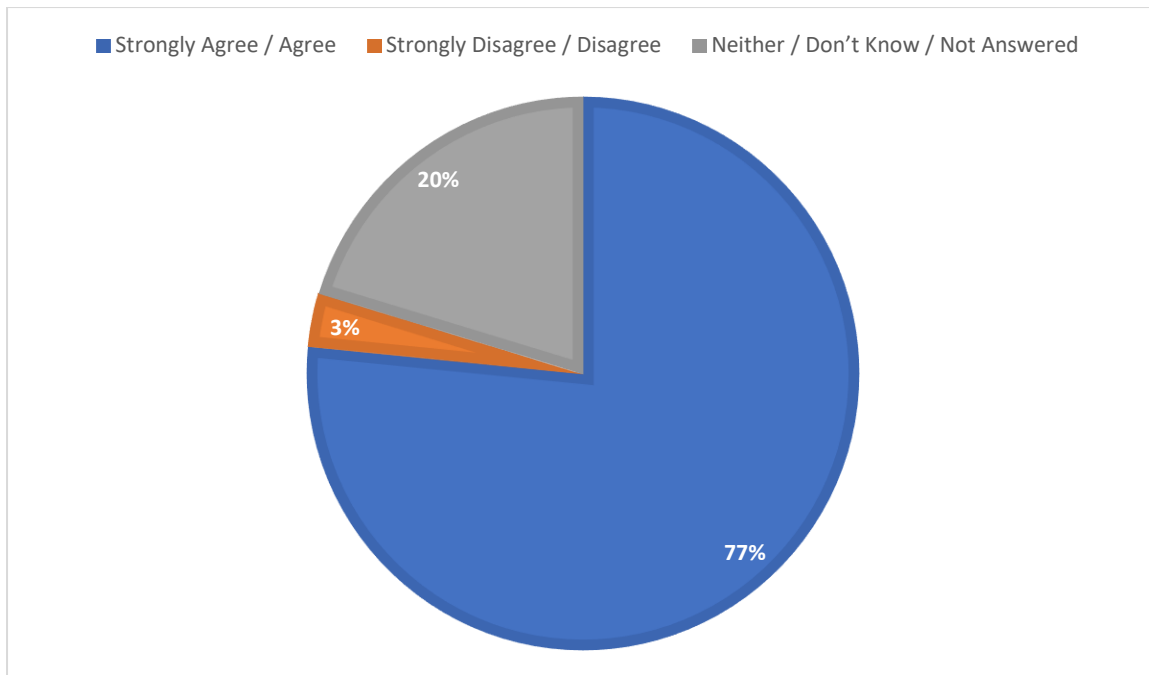
5.40 The postcode plot for Figure 5.8 shows a significant level of support from respondents for the proposals to introduce pedestrian facilities on Hallam Street as part of these proposals. No clear pattern can be identified for those who are unsupportive of the proposals.

Bus stop shelter

5.41 Respondents were then asked their opinion on proposals to provide a shelter at The Blossoms southbound bus stop.

5.42 Figure 5.9 presents a summary of the responses. It shows that 77% (49) of respondents to this question strongly agreed or agreed with the proposals, while 3% (2) strongly disagreed or disagreed. 20% (13) neither agreed nor disagreed or didn't know.

Figure 5.9 – Bus Stop Shelter



5.43 Respondents were asked to provide reasons for their answer. There were 20 responses and key recurring themes included:

- There were many comments made stating that the proposals will benefit individuals using the bus and may encourage more people to use public transport
- One comment requested that a green roof, electronic displays, solar panels and / or CCTV could be considered.

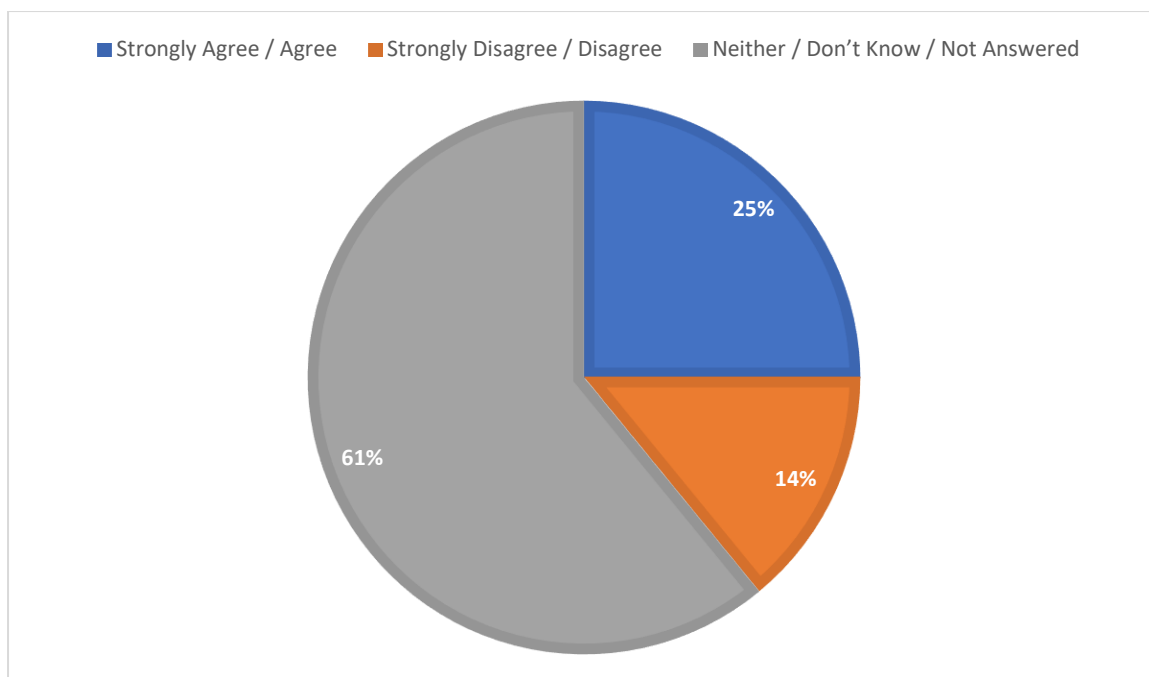
5.44 The postcode plot for Figure 5.9 shows a significant level of support from respondents for the proposals to introduce a shelter at The Blossoms southbound bus stop.

Removing Westbound Bus Stop

5.45 Respondents were then asked their opinion on proposals to remove the existing westbound bus stop on Adswood Lane East and reinstate the part time parking restriction (single yellow line).

5.46 Figure 5.10 presents a summary of the responses. It shows that 25% (16) of respondents to this question strongly agreed or agreed with the proposals, while 14% (9) strongly disagreed or disagreed. 61% (39) neither agreed nor disagreed or didn't know.

Figure 5.10 – Removing Westbound Bus Stop



5.47 Respondents were asked to provide reasons for their answer. There were 17 responses and key recurring themes included:

- Some comments stated that this proposal would benefit parking for shops
- There were some comments which stated they were unsure on the proposals as it may result in bus users having to walk further to bus stop which they would disagree with.

5.48 The postcode plot for Figure 5.10 shows a significant level of local residents were unsure about the proposals to remove the westbound bus stop.

6.0 STAKEHOLDER RESPONSES

6.1 Stakeholder comments were reported in the following emails. These included the following comments from residents:

- A safety concern was raised regarding how the proposals on Beech Road will impact the coach which takes pupils to and from Hulme Hall School. The comment stated that the coach typically turns into Beech Road from Bramhall Lane which may be impacted by the proposals to include a footway buildout at the Bramhall Lane / Beech Lane junction.
- Another comment was received expressing several concerns. The first concern was regarding the footway buildout at the Cale Green junction, in which the proposals may prevent left and right turning vehicles from queueing separately, thus increasing congestion. The comment also expressed concerns for pedestrian and particularly child pedestrian safety through Hallam Park if a cycle lane is permitted through the park as per the proposals. Finally, the email received stated that the effect of the one-way and footway buildout proposals on Beech Road could result in increased congestion on Bramhall Lane as well as neighbouring side roads.

- Another email received echoed the comments above in relation to the proposals to introduce one-way traffic on Beech Road and the effect this would have on nearby side roads, with the suggestion to also introduce one-way traffic (eastbound) on Heathfield Road and Heath Crescent. The email also stated a greater need for traffic calming and active travel measures in the area
- Comments were made from a resident on Beech Road, which stated that the one-way traffic proposals would negatively affect them personally, as they would have to travel further to access their property, they also stated that this proposal could lead to Beech Road becoming a 'cut through' and the reduction in parking would have a negative effect on residents.
- Finally, the final comment made also expressed concerns with the proposed one-way on Beech Road and requested that 'access only' would be permitted to residents in both directions.

7.0 SUMMARY

- 7.1 A full and inclusive consultation has been undertaken with the specific purpose of informing stakeholders, the public, local businesses, and interest groups of the new Bus Pinch Points- Bramhall Lane Highway Scheme package of proposals and capturing their comments
- 7.2 Given the level of detail of some of the comments received, this report presents an overview of the feedback. A comprehensive comments log is used by the project team to enable consideration of the greater detail contained therein.