

# **Marple Area Walking and Cycling Strategy (MACAWS) – Consultation Summary Report** **(May 2024)**

## **1.0. INTRODUCTION**

### **Purpose of Report**

- 1.1. The purpose of this report is to present the findings from a public consultation which took place from 4<sup>th</sup> September to 9<sup>th</sup> October 2023, on a package of highway measures in Marple Town Centre, under the name of Marple Area Cycling and Walking Strategy, or MACAWS for short.

### **Background**

- 1.2. The MACAWS scheme would complement the highway works proposed as part of the Marple Community Hub development. The highway measures associated with the Marple Community Hub include two new controlled 'Puffin' crossings on Station Road, a controlled 'Toucan' crossing on Stockport Road and a Zebra crossing on Hollins Lane. Works would also include an improved north-south cycle route through the Memorial Park from the canal to Stockport Road.
- 1.3. The MACAWS highway measures included changes to the signal crossing at Stockport Road / Station Rd / Church Lane, closure of Church Lane to through traffic at Stockport Road, conversion of the Hibbert Lane / Church Lane junction from a roundabout to signal control, traffic calming and additional crossings on Church Lane east of Hibbert Lane and cycle use of currently shopping pedestrianised areas. The works are described in more detail below.
- 1.4. There is no funding currently available to deliver any of the MACAWS measures and this was made clear to the public as part of the consultation.
- 1.5. The purpose of the consultation was to gauge public views on existing transport problems in Marple Town Centre and to see what level of support may exist for further bids for funding beyond the highway measures associated with the Marple Leisure Hub. The proposals were broken up into six elements to determine which, if any, ideas were worth taking further. The public were also given the opportunity to raise issues which were not specifically covered by the MACAWS proposals. Drawing on the results of the consultation recommendations will be made as to which elements of the scheme should be developed further for a future bid. Being able to demonstrate prior consultation and the support of the Area Committee and Cabinet Member for such a bid will greatly strengthen it and make the chances of securing funding significantly higher.
- 1.6. This report presents the consultation scheme, the consultation methodology applied by the Council, the response to the MACAWS proposals and amended proposals. Please note that this report does not report on the results of the consultation for the Marple Community Hub highway measures.

## **2.0. SUMMARY OF PROPOSALS**

- 2.1. Marple Town Centre has been identified as a possible location to improve the existing walking, cycling and public transport provision. The proposals of this scheme aim to make changes to the local highways to provide improved infrastructure and connectivity for cycling and walking whilst maintaining efficient traffic operation in Marple. It is anticipated the proposals would support the highway measures which would be implemented as part of the proposed Marple Community Hub development.

- 2.2. The consulted MACAWS proposals are shown on drawings F/0287/01/002 and F/5194/D/002 in **Appendix A** and included:
- **Feature A: Stockport Road / Station Road / Church Lane.** The current signal junction is efficient for traffic but inconvenient for pedestrians and lacks off carriageway cycle facilities. The petrol station egress to Church Lane takes drivers into Marple Town Centre and back again to return to the junction, a diversion of about 800m. A full 'cyclops' type signal junction could be provided which provides segregated cycle and pedestrian crossings on all arms. A new north / south cycle route could be provided from Bowden Lane to Shirley Avenue via the new crossing at the signal junction. Consideration could also be given to a cycle link to Cross Lane. The existing bus stops to the west of the junction could be retained in their current positions, with on street parking laybys provided outside shop frontages at 128 – 138 Stockport Road. Church Lane would be closed to vehicular traffic from its junction with Stockport Road but allow cycle and pedestrian access. Church Lane would need to become two-way for at least part of its length and a new turning head would be provided at its new cul de sac end. The petrol station would exit into the signal junction under signal control, allowing drivers to leave without having to drive into Marple Town Centre.
  - **Feature B: Church Lane from Stockport Road to Hibbert Lane.** Church Lane could become a 'quiet street' suitable for cyclists to use on carriageway in both directions. Opportunities to pass will need to be reviewed with some possible short extensions to No Waiting restrictions required. If so, this would be subject to full and detailed consultation.
  - **Feature C: Church Lane / Hibbert Lane junction:** The existing mini roundabout does not have adequate geometry such that cars drive over it without having to slow down enough and it also has poor pedestrian crossing points. It could be replaced with a new signal junction with pedestrian crossings on all arms. Such a junction has been tested and should have sufficient capacity to avoid queues back to Stockport Road.
  - **Feature D: Church Lane (between Hibbert Lane and Brickbridge Road):** A new traffic calming scheme could be provided on Church Lane, including a new 20mph speed limit. A Zebra Crossing could be provided at the southern end of Market Street connecting to the new Co-op. A second Zebra or possibly a parallel ('Tiger') crossing for cyclists and pedestrians may be able to be provided between Mount Drive and Empress Avenue. A further zebra crossing could be considered just west of Waterside adjacent to the Ring O' Bells Public House.
  - **Feature E: Derby Street / Market Street / Trinity Street:** Market Street could become a shared space for cyclists and pedestrians to make it easier for cyclists to access local shops, although signs would make it clear that pedestrians have priority. A shared use link could be provided between Iceland and Superdrug joining Market Street and Trinity Street, with a new Zebra or possibly parallel 'Tiger' crossing placed on Trinity Street to link to Church Street.
  - **Feature F: Stockport Road (between Station Road and Hollins Lane):** This section could operate largely as it does now with some minor changes to the existing highway layout. Additional queuing capacity could be provided for the right turn lane from Stockport Road to Hibbert Lane (to mitigate the closure of Church Lane). This would require the removal of approximately 15m of on street parking outside the old swimming pool with possible replacement parking provided on Union St. The existing off-set pedestrian crossing on Hibbert Lane could be moved to the junction with Stockport Road and a new 'all red' pedestrian stage provided. This would have some impact on junction capacity but would be more convenient for pedestrians to use.

### 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, 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 preliminary information to allow those consulted to provide 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 MACAWS proposals 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 scheme development should approval be given to include any of the MACAWS measures in a future bid.

#### Timescales and Audience

- 3.6. The consultation was held between 4<sup>th</sup> September to 9<sup>th</sup> October 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 ([marplepoolproject@stockport.gov.uk](mailto:marplepoolproject@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 over 11,000 properties located within the Marple Area with a description of the proposals and information directing residents and businesses to the consultation web pages to view the proposals in full. There were issues with delivery of these letters and some residents initially did not receive one. All letters will have been received by the 15<sup>th</sup> of September and the consultation period was extended by one week to allow for this delay.

- Consultation Signs

Four large yellow 'Have Your Say' signs were installed on the main traffic routes into Marple town centre to help raise awareness of the consultation to drivers passing through the area. Thirteen A4 posters were also installed on lighting columns close to bus stops and within the pedestrianised areas of the town centre in order to further raise awareness amongst visitors to the area. These posters included a brief summary of the proposals, a web link and QR code to the consultation web page along with contact information (email and telephone number) for the project team.

- Web Pages

Consultation web pages were set up at [www.stockport.gov.uk/consultations](http://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.

- 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 introduce 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.
- Two drop-in sessions were hosted as below to enable the local community to discuss the proposals with the project team. Paper copies of the consultation response form were also given out to people attending on request.
  - Tuesday 12<sup>th</sup> September 3pm – 8pm at Marple Library (Memorial Park, Marple, Stockport SK6 6BA), there were approximately 200 attendants.
  - Tuesday 19<sup>th</sup> September 10am – 3pm at Marple Library (Memorial Park, Marple, Stockport SK6 6BA), there were approximately 200 attendants.

## **4.0. APPROACH TO ANALYSIS**

4.1. A comprehensive log of responses has been collated to record all comments in a single database.

4.2. The response form sought feedback on the extent to which the respondent agreed or disagreed with different elements of the proposals, which was split into multiple sections.

This has been used to determine the overall level of support for the specific elements of the proposals referred herein.

- 4.3. A total of 758 online responses were completed, of which 13 were from organisations. A further 13 paper responses were received. Emails sent to the Marple Pool Project email address were analysed and queries were answered. Phone calls were directed to email or online consultation pages.
- 4.4. The analysis undertaken also determines respondents' feedback in relation to where they live. The responses have been plotted by postcode to demonstrate this for each question, these are included in **Appendix C**. Whilst 725 respondents provided post code information, 46 of the respondents did not provide a postcode and so these responses have not been included within the post code plots.
- 4.5. Given the level of detail of some of the comments received, this report presents an overview of the feedback. The comments log will be used by the project team to enable consideration of the greater detail contained therein.
- 4.6. An exercise has been undertaken to check for significant duplication of online response form completions. All 771 responses have been accepted.
- 4.7. Feedback 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.

## 5.0. CONSULTATION RESPONSES: Existing Walking, Cycling and Public Transport Provision

- 5.1. Four questions were asked about the existing cycling, walking and public transport provision within Marple. A summary of the overall results can be seen in the table below. Each question will then be presented and analysed in more detail in the sections below.

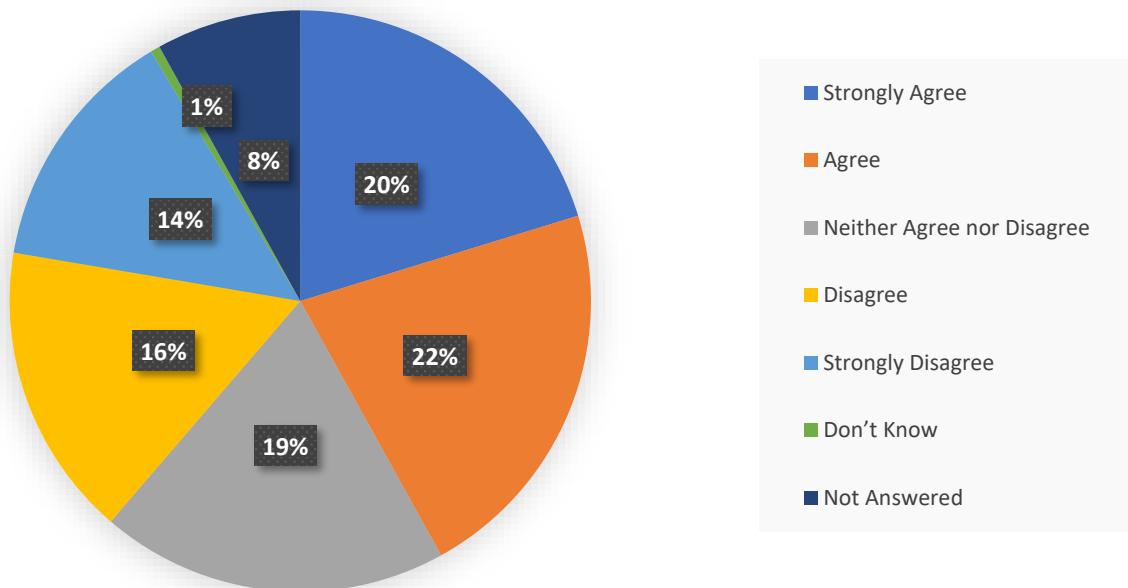
Table 1: Existing Provision - Overall High-Level Summary Table

Option	Question: To what extent do the following need to be improved?							
	Walking in Marple Town Centre		Cycling in Marple Town Centre		Access to Marple Railway Station		Access to Bus Stops in Marple Town Centre	
	Number	%	Number	%	Number	%	Number	%
Agree / Strongly Agree	323	42%	278	36%	359	46%	94	12%
Disagree / Strongly Disagree	232	30%	270	35%	151	20%	265	34%
Neither Agree not Disagree	149	19%	140	18%	186	24%	310	40%
Don't Know	4	1%	21	3%	10	1%	37	5%
Not Answered	62	8%	61	8%	64	8%	64	8%

Question 1: To what extent do you agree with the following statement: Walking in Marple Town Centre needs to be improved.

- 5.2. Respondents were firstly asked for their opinion as to whether walking in Marple Town Centre requires improvement.
- 5.3. Figure 1 presents a summary of the 770 responses received to this question. It shows that 323 (42%) of respondents to this question strongly agreed or agreed that walking facilities need improving in the Town Centre, while 232 (30%) strongly disagreed or disagreed. 215 (28%) neither agreed nor disagreed, didn't know or did not answer.

**Figure 1 Walking in Marple Town Centre**



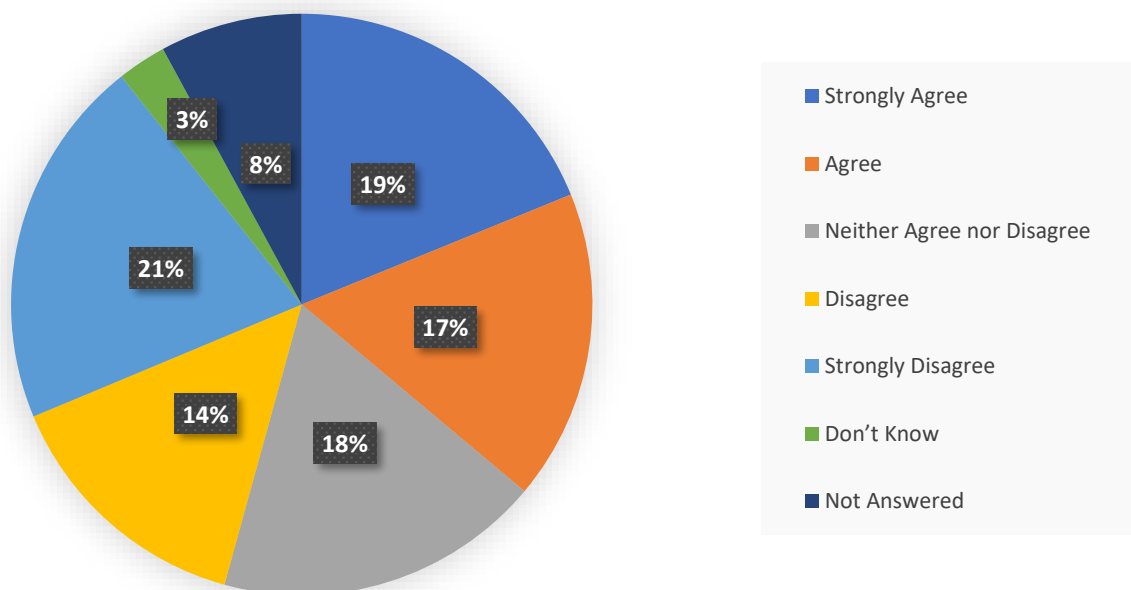
- 5.4. Respondents were asked to provide reasons for their answer. There were 531 responses and key recurring themes included:
- 221 responses said that in their opinion, existing facilities for walking in Marple are good.
  - 136 respondents said that they think there is a need for more crossings within Marple Town Centre.
  - 72 comments raised concerns that there are areas within Marple where pedestrians are required to walk closely alongside speeding traffic.
  - 46 respondents said they think wider pavements are needed within Marple.
  - 45 comments have said that the pavements around Marple need to be repaired.
  - 38 commenters have stated that they believe walking around Marple Town Centre needs to be encouraged and private vehicle use should be discouraged.
  - 28 respondents have requested that vehicular access on roads within Marple be reduced.
  - 26 responses voiced their opinion that the safety of pedestrians within Marple needs to be increased.
  - 20 comments claimed it would be beneficial for residents to have more pedestrianised areas.

- 18 responses said that in their opinion, the facilities for pedestrians on Station Road is lacking.
  - 13 responses expressed disagreement with pedestrian / cyclist shared spaces.
  - 8 respondents have called for cars parking on the pavement to be prevented.
- 5.5. Some respondents suggested an additional or alternative proposal which was:
- 7 responses to this question suggested that a pedestrian crossing is required at the junction of Hibbert Lane with Stockport Road.
- 5.6. The postcode plot shows that the majority of all Marple areas agree with this statement. Residents living close to Marple Town Centre are more likely to agree with this question.

Question 2: To what extent do you agree with the following statement: Cycling in Marple Town Centre needs to be improved.

- 5.7. Respondents were then asked their opinion on whether cycling in Marple Town Centre needs improvement.
- 5.8. Figure 2 presents a summary of the 770 responses received to this question. It shows that 278 (36%) of respondents to this question strongly agreed or agreed that the cycling provision needs improving in the Town Centre, while 270 (35%) strongly disagreed or disagreed. 222 (29%) neither agreed nor disagreed, didn't know or did not answer.

**Figure 2 Cycling in Marple Town Centre**



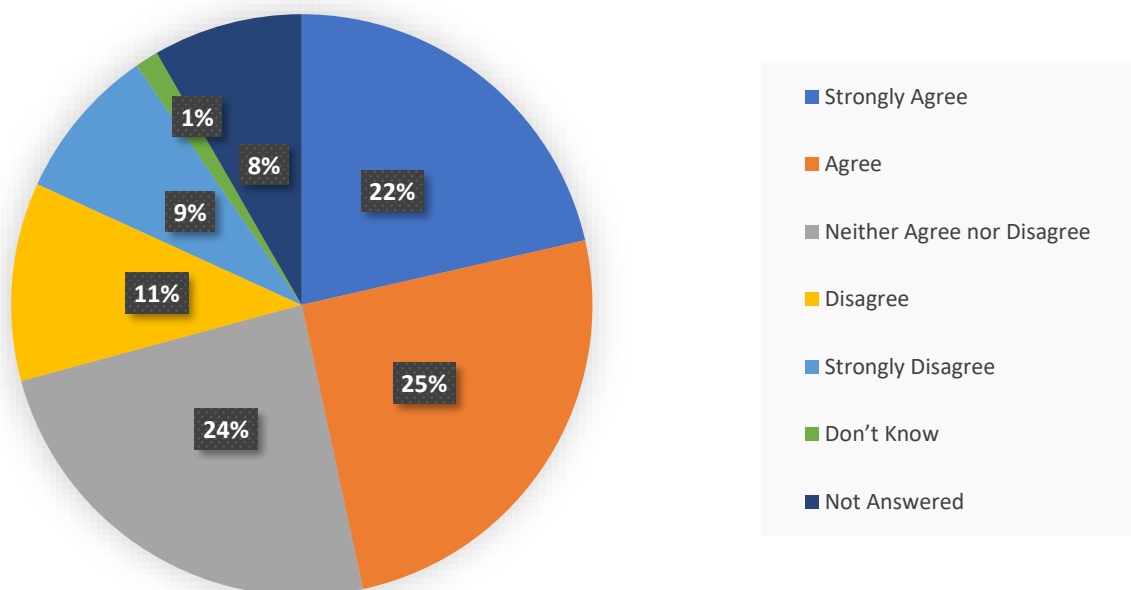
- 5.9. Respondents were asked to provide reasons for their answer. There were 510 responses and key recurring themes included:
- 146 residents said that there is a need for cycling infrastructure within Marple's Town Centre.
  - 83 residents have expressed how they believe that traffic (in Marple) is currently a danger to cyclists.
  - 75 respondents claimed that cycling is already good in Marple.

- 64 responses stated they think that cycling improvements should not be implemented to the detriment of pedestrians.
  - 62 respondents consider that there are not enough cyclists in Marple to justify any cycling improvements.
  - 52 responses expressed how they feel that cycling needs to be encouraged and to a lesser extent, motoring discouraged.
  - 50 residents have said that the shared path could be dangerous.
  - 35 residents referenced a belief that cycling improvements should not be to the detriment of motorists.
  - 21 respondents have claimed there is a need for secure cycle storage within Marple's Town Centre.
  - 18 responses stated that cycling should not be promoted in Marple because it is too hilly for most residents.
  - 17 residents simply expressed that there are already cycling routes in Marple.
- 5.10. The postcode plot shows that residents living in Marple's North are more likely to agree that the cycling provision needs improving compared to those living to the South.

Question 3: To what extent do you agree with the following statement: Access to Marple Railway Station should be improved.

- 5.11. Respondents were then asked their opinion on whether access to Marple Railway Station should be improved.
- 5.12. Figure 3 presents a summary of the responses. It shows that 359 (47%) of respondents to this question strongly agreed or agreed that access to Marple railway station needs to be improved, while 151 (20%) strongly disagreed or disagreed. 260 (33%) neither agreed nor disagreed, didn't know or did not answer.

**Figure 3 Access to Marple Railway Station**



- 5.13. Respondents were asked to provide reasons for their answer. There were 493 responses and key recurring themes included:

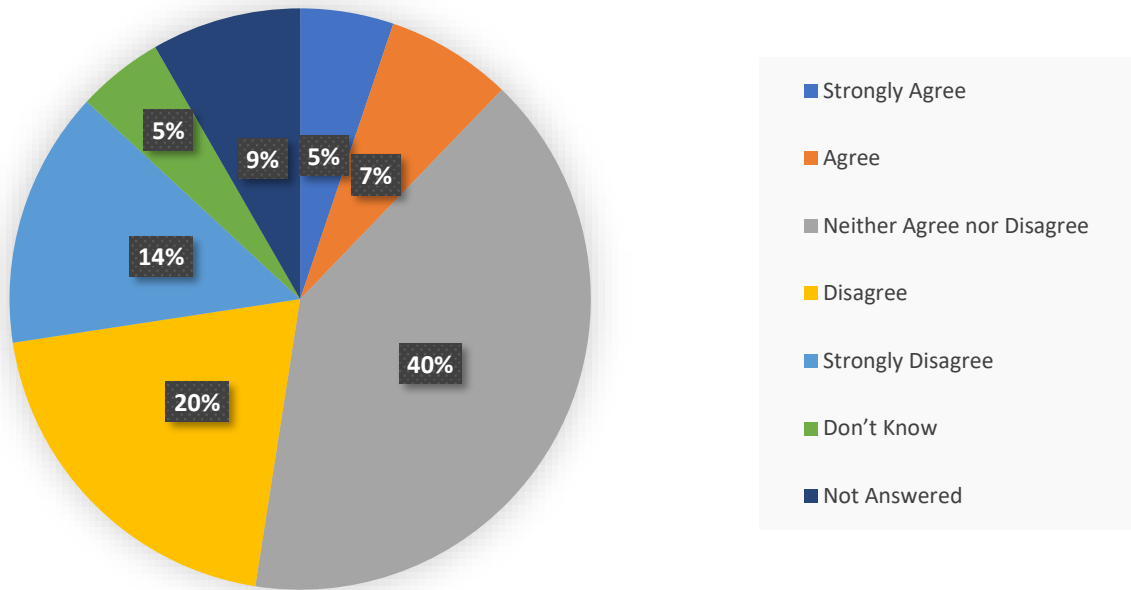


- 135 comments have referenced that pedestrian crossings are needed to provide safe access to the station.
  - 122 comments have said that they think the access to the station is already good.
  - 87 comments raised concerns that it is currently very difficult to enter / exit the station's car park in a vehicle.
  - 28 respondents have said that cycling to the station needs to be encouraged. From these respondents, improvements such as secure cycle storage and safe cycle routes to the station were suggested.
  - 26 respondents have raised concerns that the footways close to the station are very narrow, making access difficult.
  - 19 responses consider that improvements are needed in order to encourage people to use public transport.
  - 19 responses raised concerns that in their opinion walking to the station is currently dangerous as part of the journey requires walking alongside speeding traffic.
  - 17 respondents consider that there is a need for a safe pedestrian route from the station's overflow carpark to the station itself.
  - 11 residents have expressed their desire for alternate routes to the station from adjacent roads to be created, as to avoid using Station Road.
- 5.14. Some respondents suggested an additional or alternative proposal which was:
- 23 respondents consider there to be a need to upgrade / extend the station's car park.
  - 12 comments referenced the need for a wheelchair ramp to enable those with mobility issues to access the station.
- 5.15. The postcode plot shows that there is no area that had a large concentration of residents who disagreed with or had a or neutral response to the statement, but the majority of disagree and neutral comments were received from those living close to the Town Centre.

Question 4: To what extent do you agree with the following statement: Access to bus stops in Marple Town Centre needs to be improved.

- 5.16. Respondents were then asked their opinion on whether access to bus stops in Marple Town Centre needs improvement.
- 5.17. Figure 4 presents a summary of the responses. It shows that 94 (12%) of respondents to this question strongly agreed or agreed that access to bus stops in the Town Centre needs to be improved, while 265 (34%) strongly disagreed or disagreed. 411 (53%) neither agreed nor disagreed, didn't know or did not answer.

**Figure 4 Access to Bus Stops in Marple Town Centre**



- 5.18. Respondents were asked to provide reasons for their answer. There were 518 responses and key recurring themes included:
- 191 responses said that the bus stops in Marple are already good.
  - 27 residents expressed that the bus stops in Marple are in need of upgrading (e.g. seating and shelters).
  - 23 residents voiced that the buses are not regular and are unreliable.
  - 22 respondents have said that the issue of people parking in bus stops needs to be addressed.
  - 12 residents claimed there are too many bus stops in Marple.
- 5.19. The postcode plot shows that those living close to Marple Town Centre are likely to have the opinion of neither agree nor disagree, but those living further from the centre tend to have the opinion of disagreement to this.

## 6.0. CONSULTATION RESPONSES: MACAWS

6.1. Respondents were firstly asked for their opinion on the overall aims of MACAWS to provide improved infrastructure and connectivity for cycling and walking whilst maintaining efficient traffic operation in Marple.

Table 2: Overall Aims of MACAWS Summary Results

Response	Agree / Strongly Agree	Disagree / Strongly Disagree	Neither Agree not Disagree	Don't Know	Not Answered
No.	344	220	93	10	91
%	46%	29%	12%	1%	12%

6.2. The table above shows that the majority of respondents who answered this question agreed with the overall aims of the MACAWS highway measures which is to provide improved infrastructure and connectivity for cycling and walking whilst maintaining efficient traffic operation in Marple.

6.3. Six questions were then asked about the highway proposals (Features A to F) which have been developed to improve cycling and walking in the Marple District Centre. A summary of the overall results can be seen in the following table. Each question will then be presented and analysed in more detail in the sections below.

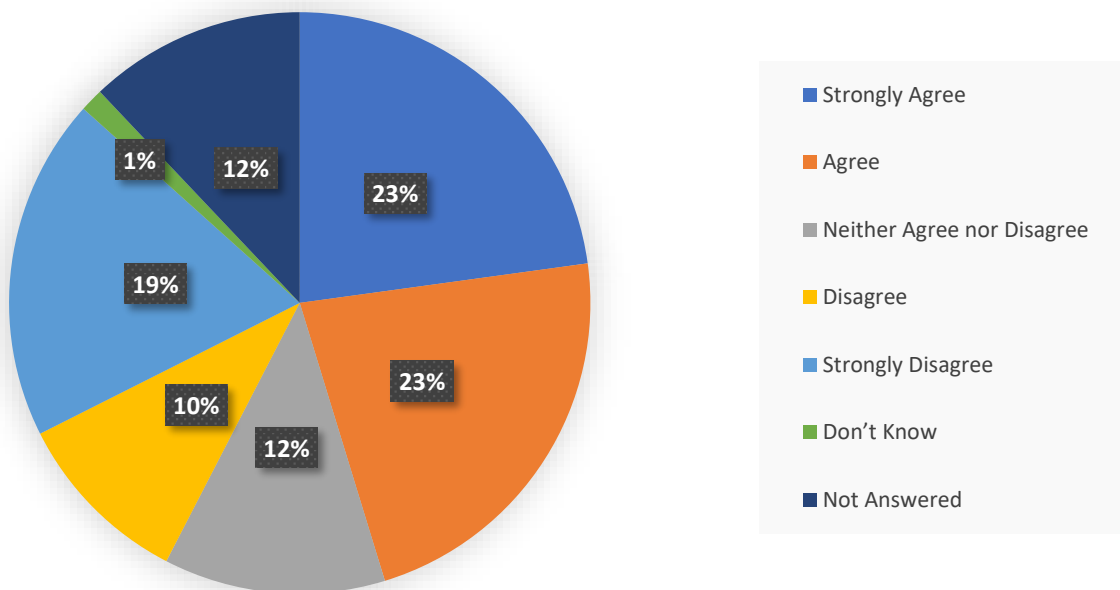
Table 3: MACAWS Highway Measures High Level Summary Results

Feature	Highway Measure Option		Response				
			Agree / Strongly Agree	Disagree / Strongly Disagree	Neither Agree not Disagree	Don't Know	Not Answered
A	Stockport Road / Station Road / Church Lane junction	No.	241	359	70	22	79
		%	31%	47%	9%	3%	10%
B	Church Lane Quiet Street	No.	205	381	78	26	81
		%	27%	49%	10%	3%	11%
C	Church Lane / Hibbert Lane Signalised Junction	No.	347	262	68	14	80
		%	45%	34%	9%	2%	10%
D	Church Lane Traffic Calming (between Hibbert Lane and Brickbridge Road)	No.	342	215	115	16	83
		%	44%	28%	15%	2%	11%
E	Derby Street / Market Street / Trinity Street Shared Space	No.	173	422	88	9	79
		%	22%	55%	11%	1%	10%
F	Stockport Road (between Station Road and Hollins Lane)	No.	297	251	128	12	83
		%	38%	32%	17%	2%	11%

Question 1, Do you agree with the overall aims of MACAWS to provide improved infrastructure and connectivity for cycling and walking whilst maintaining efficient traffic operation in Marple?

- 6.4. Respondents were firstly asked for their opinion on the overall aims of MACAWS to provide improved infrastructure and connectivity for cycling and walking whilst maintaining efficient traffic operation in Marple.
- 6.5. Figure 5 presents a summary of the responses. It shows that 349 (46%) of respondents strongly agreed or agreed with the proposals, while 224 (29%) strongly disagreed or disagreed. 198 (25%) neither agreed nor disagreed, didn't know or did not answer.
- 6.6. There were 771 responses to this question.

**Figure 5 Do you agree with the overall aims of MACAWS?**

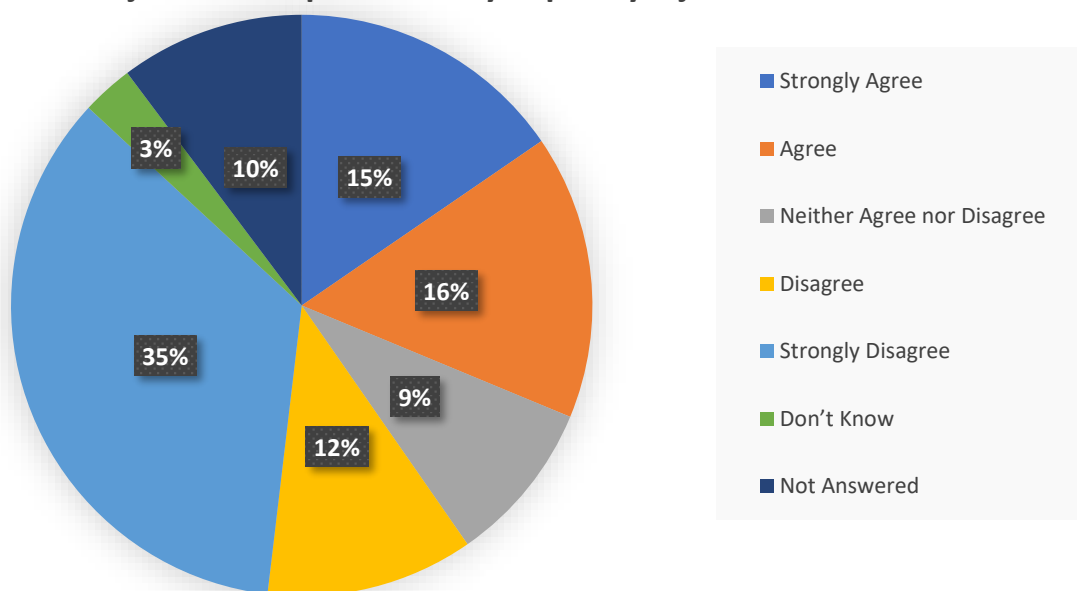


- 6.7. The postcode plot shows that the South of Marple has a greater amount of disagrees compared to agrees for MACAWS compared to the overall average.
- 6.8. It is notable that whilst overall there are more in favour of improved walking and cycling in Marple Town Centre then against when it comes to specific measures the results, as will be seen below, were mixed.

Question 2, Feature A: Indicate your view on changing the Stockport Road / Station Road signalised junction to provide a ‘cyclops’ style junction and closure of Church Lane to vehicular traffic at Stockport Road.

- 6.9. Respondents were then asked their opinion on changing the Stockport Road / Station Road signalised junction to provide a ‘cyclops’ style junction and closure of Church Lane to vehicular traffic at Stockport Road. The current signal junction is efficient for traffic but inconvenient for pedestrians and lacks off carriageway cycle facilities. The petrol station egress to Church Lane takes drivers into Marple Town Centre and back again to return to the junction, a diversion of about 800m. A full ‘cyclops’ type signal junction could be provided which provides segregated cycle and pedestrian crossings on all arms. A new north / south cycle route could be provided from Bowden Lane to Shirley Avenue via the new crossing at the signal junction. Consideration could also be given to a cycle link to Cross Lane. The existing bus stops to the west of the junction could be retained in their current positions, with on street parking laybys provided outside shop frontages at 128 – 138 Stockport Road. Church Lane would be closed to vehicular traffic from its junction with Stockport Road, but allow cycle and pedestrian access. Church Lane would need to become two-way for at least part of its length and a new turning head would be provided at its new cul de sac end. The petrol station would exit into the signal junction under signal control, allowing drivers to leave without having to drive into Marple Town Centre.
- 6.10. Figure 6 presents a summary of the 771 responses to this question. It shows that 241 (31%) of respondents to this question strongly agreed or agreed with the proposals, while 359 (47%) strongly disagreed or disagreed. 171 (22%) neither agreed nor disagreed, didn’t know or did not answer.

**Figure 6 Changing the Stockport Road / Station Road signalised junction to provide a ‘cyclops’ style junction**



- 6.11. According to the postcode plot, a higher proportion of the agrees to this proposal come from Marple town centre’s most central area. The largest majority of disagrees come from the south of Marple, and to a lesser extent, the North-West of Marple.
- 6.12. There is strong opposition to this scheme despite there being little negative impact forecast on traffic operation and it providing substantially improved facilities for pedestrians and

cyclists. The 'cyclops' type junction is being promoted by TfGM and GMUTC as a layout for signal junctions and several have been installed in Manchester. From the answer to Question 1, which was an almost exact inverse of this result, it is suspected that it is the highly engineered 'one size fits all' nature of the proposal rather than the principle of improving walking and cycling at this junction that could be the issue. It also probably suffered from association with the unpopular measure to close off Church Lane at the junction. It is recognised from the results of this consultation that any proposals to improve this junction should be more sensitive to local context rather than seeking to impose solutions favoured at the Conurbation wide level.

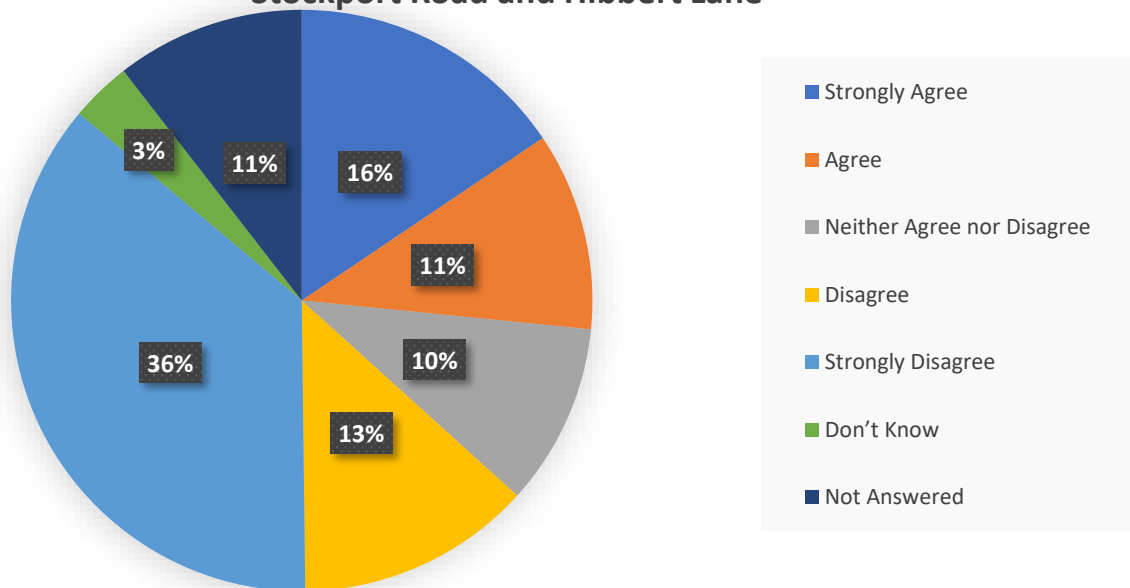
- 6.13. Interrogation of the comments received to Question 8, which invited open ended comments on the MACAWS proposals has identified that 125 respondents were concerned about the impact of the MACAWS proposals on congestion on the highway network, with several concerned about the impact at the Stockport Road / Station Road junction associated with the Cyclops Junction. 97 commented that they would oppose the closure of Church Lane, 47 respondents advised that they disagreed with the loss of car parking and 27 respondents specified that they disagreed with the proposal to allow two-way traffic flow along Church Lane.
- 6.14. The measures proposed for this area have been revised to provide a Sparrow Crossing (segregated pedestrian and cycle crossing facilities) on the western arm of Stockport Road and across the petrol station egress. A segregated cycle lane could be provided on the northern side of Stockport Road to provide a connection to Bowden Lane, which is a 20mph traffic calmed road which is considered suitable for cycling on-carriageway in mixed traffic. A shared footway / cycleway is also proposed on the southern side of Stockport Road between the crossing and (a) Shirley Avenue which is a Quiet Street suitable for cycling on-carriageway in mixed traffic and (b) Cross Lane which is a traffic calmed road.
- 6.15. It is considered that these revised proposals would reduce the impact on delay to motorised vehicles, whilst still providing improved pedestrian and cycle facilities at the junction and providing for a north-south cycle connection between the residential estates either side of Stockport Road, and onwards to Middlewood Way.
- 6.16. The proposals for Church Lane have also been revised. Whilst it is still proposed to close the road to motor vehicles at the Stockport Road junction, the majority of Church Lane is proposed to be retained as one-way, with only the northern section proposed to be amended to two-way operation in order to facilitate access to the properties north of Leigh Avenue.
- 6.17. The traffic modelling that was undertaken on the previous iteration of the MACAWS proposals in 2017 forecast minimal impacts on traffic operations (as reported to the Marple Area Committee in January 2022). However, should approval be granted to seek funding for the proposed measures future work would include for additional traffic modelling of the revised proposals to better understand the impact on the operation of the highway network, including impacts on congestion and rat-running through residential roads.

Question 3, Feature B: Indicate your view on changing Church Lane to two- way operation between Stockport Road and Hibbert Lane.

- 6.18. Respondents were then asked their opinion on changing Church Lane to two- way operation between Stockport Road and Hibbert Lane (with a closure to traffic near to Stockport Road as set out in Feature A). Church Lane could become a 'quiet street' suitable for cyclists to use on carriageway in both directions. Opportunities to pass would need to be reviewed with some possible short extensions to No Waiting restrictions required.
- 6.19. Figure 7 presents a summary of the 771 responses to this question. It shows that 205 (27%) of respondents to this question strongly agreed or agreed with the proposals, while 381

(49%) strongly disagreed or disagreed. 185 (24%) neither agreed nor disagreed, didn't know or did not answer.

**Figure 7 Changing Church Lane to two-way operation between Stockport Road and Hibbert Lane**



- 6.20. The postcode plot shows that for residents agreeing to this proposal, their largest numbers are located in the centre of Marple. Areas with the highest level of disagreement to this proposal are located to the North-West of Marple town centre, as well as to the South of Marple's town centre.
- 6.21. This was the least popular measure consulted over. Despite traffic modelling indicating that it would not have a significant negative impact on traffic operation in Marple Town Centre a lot of comments were expressed about increased congestion. There was also much concern about two-way operation on Church Lane if parking was retained (as was proposed) with possible problems for emergency and delivery vehicles in accessing homes. Given the level of local opposition it would not be sensible to pursue this proposal further.
- 6.22. As noted within the response to Question 3 above, it is however proposed to convert the northern section of Church Lane to two-way operation in order to facilitate access to the properties north of Leigh Avenue. At the Leigh Avenue junction it would be necessary to ensure that a refuse vehicle can turn left in order to service the now cul-de-sac part of the street, which would require removal of two on-street car parking spaces in order to accommodate the manoeuvre, and there would be a need for waiting restrictions in the new turning head at Stockport Road.

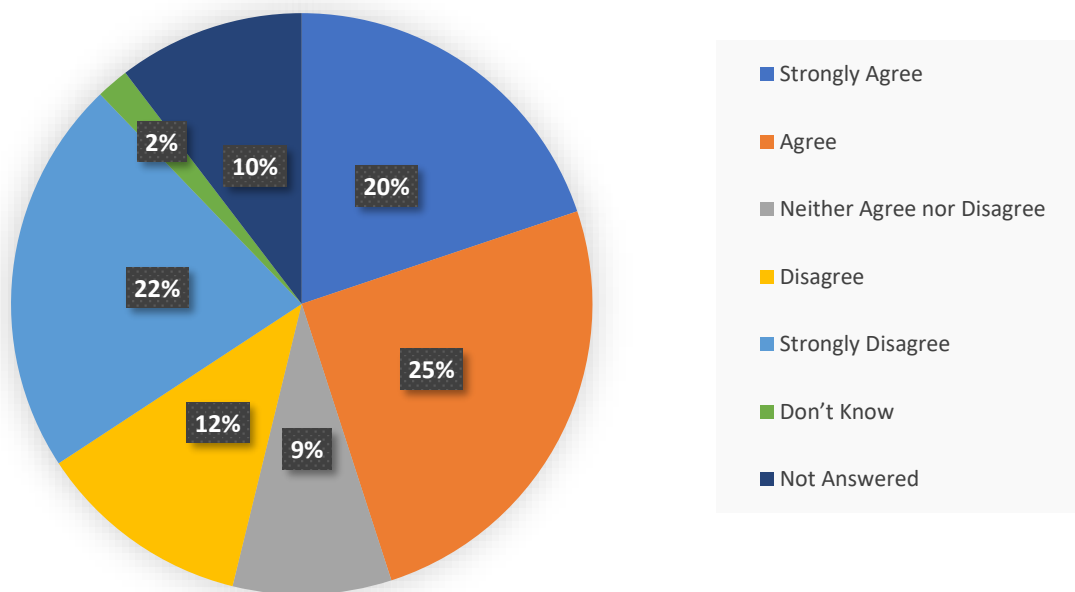
Question 4, Feature C: Indicate your view on changing the Hibbert Lane / Church Lane mini-roundabout junction to provide a signalised junction.

- 6.23. Respondents were then asked their opinion on changing the Hibbert Lane / Church Lane mini-roundabout junction to provide a signalised junction. The existing mini roundabout does not have adequate geometry such that cars drive over it without having to slow down enough and it also has poor pedestrian crossing points. It could be replaced with a new signal junction with pedestrian crossings on all arms. Such a junction has been tested and should have sufficient capacity to avoid queues back to Stockport Road.
- 6.24. Figure 8 presents a summary of the 771 responses to this question. It shows that 347 (45%) of respondents strongly agreed or agreed with the proposals, while 262 (34%) strongly



disagreed or disagreed. 162 (21%) neither agreed nor disagreed, didn't know or did not answer.

**Figure 8 Changing the Hibbert Lane / Church Lane mini-roundabout junction to provide a signalised junction**



- 6.25. The postcode plot shows that within Marple Town Centre and its closest areas there is a large amount of support for this proposal. Far South from Marple Town Centre (within Marple's borders), we find the largest cluster of opposition to this proposal, although in this area there is still significant positive support for the proposal.
- 6.26. The current roundabout is of a poor layout with inadequate entry deflection resulting in vehicles driving straight across it at speed and it has no controlled pedestrian crossings either at the junction or nearby. As such it does nothing to encourage anyone to walk or cycle across Hibbert Lane or Church Lane in this vicinity to access the shopping area. The conversion of the junction to a signal junction allowing installation of controlled pedestrian crossings and safer trips for cycles is a logical move in a location such as this.
- 6.27. Interrogation of the comments received to Question 8, which invited open ended comments on the MACAWS proposals has identified that 71 of the respondents who disagreed / strongly disagreed with the Church Lane / Hibbert Lane proposals were concerned about the impact on congestion. The signals should allow for sufficient capacity although in the event that funding is secured to take this element further then more surveys and traffic modelling will be carried out, in particular in relation to linkage of this junction with the signal junctions on Stockport Road.
- 6.28. One respondent queried how the car park egress would be accommodated within the signalised junction. It is acknowledged that this was not clearly identified within the consultation drawings; the access / egress arrangements would need to be reviewed and may need to be amended to facilitate signalisation of the junction.

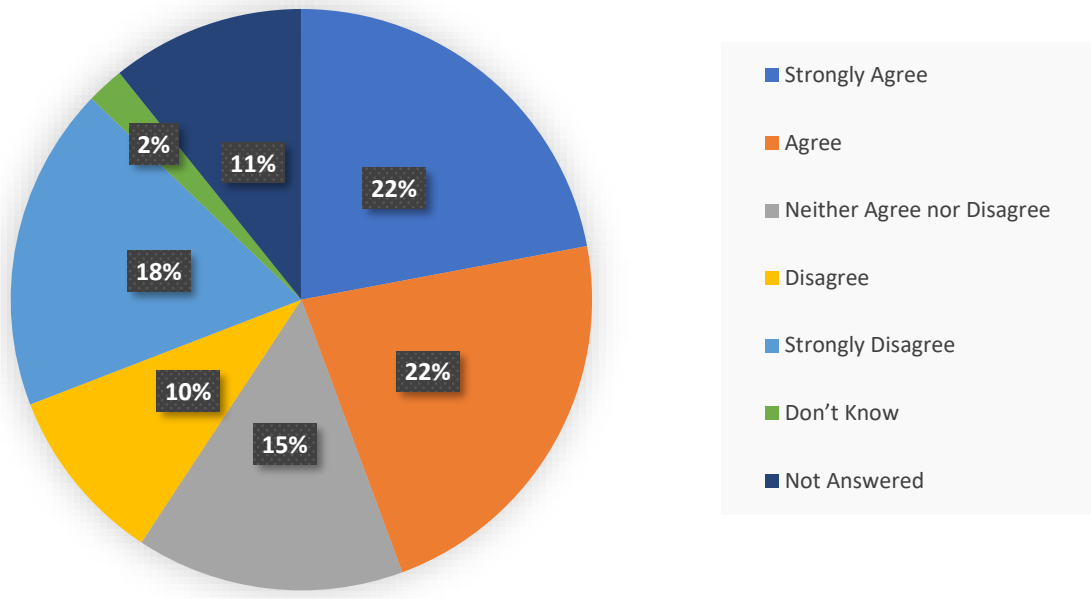
**Question 5, Feature D: Indicate your view providing traffic calming and Zebra crossings on Church Lane between Hibbert Lane and Blackbridge Road.**

- 6.29. Respondents were then asked their opinion on providing traffic calming and Zebra crossings on Church Lane including a new 20mph speed limit. A parallel ('Tiger') Crossing could be provided at the southern end of Market Street connecting to the new Co-op. A second Zebra

or possibly a Tiger crossing for cyclists and pedestrians may be able to be provided between Mount Drive and Empress Avenue. A further Zebra crossing could be considered just west of Waterside adjacent to the Ring O' Bells Public House.

- 6.30. Figure 9 presents a summary of the 771 responses to this question. It shows that 342 (44%) of respondents strongly agreed or agreed with the proposals, while 215 (28%) strongly disagreed or disagreed. 214 (28%) neither agreed nor disagreed, didn't know or did not answer.

**Figure 9 Providing traffic calming and Zebra crossings on Church Lane between Hibbert Lane and Blackbridge Road**



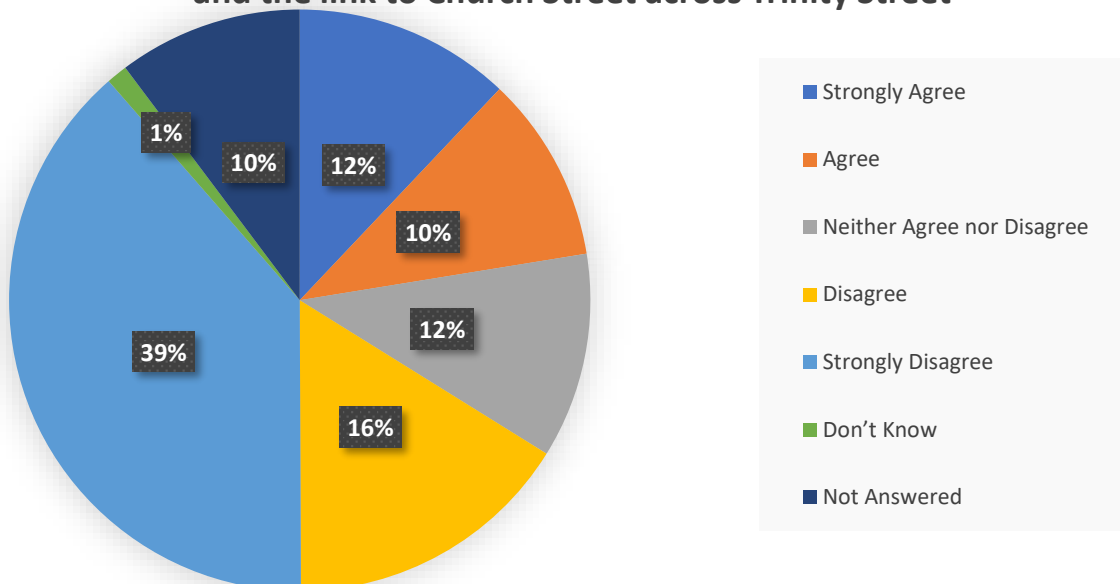
- 6.31. From the postcode plot, there is no area that clearly supports this proposal more than any other.
- 6.32. This proposal achieved more support than opposition but it is clear that for a number of people significant concerns remain. A scheme on Church Lane has the potential to greatly improve walking and cycling access into the Town Centre from the south whilst also improving safety in the vicinity of All Saints Primary School.
- 6.33. In response to the feedback received to Question 6, as set out in the following section, which showed strong opposition to shared pedestrian / cycle use of Market Street, the Tiger Crossing on Church Lane, at the southern end of Market Street, is proposed to be amended to a Zebra Crossing to allow for pedestrian use only.
- 6.34. Should the Area Committee support the principles of this proposal the location and design of features would need to be subject of further work before bringing a detailed scheme forward for further consultation and approval.

Question 6, Feature E: Indicate you view on introducing shared pedestrian and cycle use of Market Street and the link to Church Street across Trinity Street.

- 6.35. Respondents were then asked their opinion on introducing shared pedestrian and cycle use of Market Street and the link to Church Street across Trinity Street, to make it easier for cyclists to access local shops, with signs provided to make it clear that pedestrians have priority.

6.36. Figure 10 presents a summary of the 771 responses to this question. It shows that 173 (22%) of respondents strongly agreed or agreed with the proposals, while 422 (55%) strongly disagreed or disagreed. 176 (22%) neither agreed nor disagreed, didn't know or did not answer.

**Figure 10 Introducing shared pedestrian and cycle use of Market Street and the link to Church Street across Trinity Street**



6.37. The postcode plot shows that the majority of Marple disagree with this proposal. The only exception to this is an area slightly West of Marple town centre, where there is a small enclave of residents agreeing to this proposal. In the majority, Marple residents across the whole of Marple disagree with this proposal.

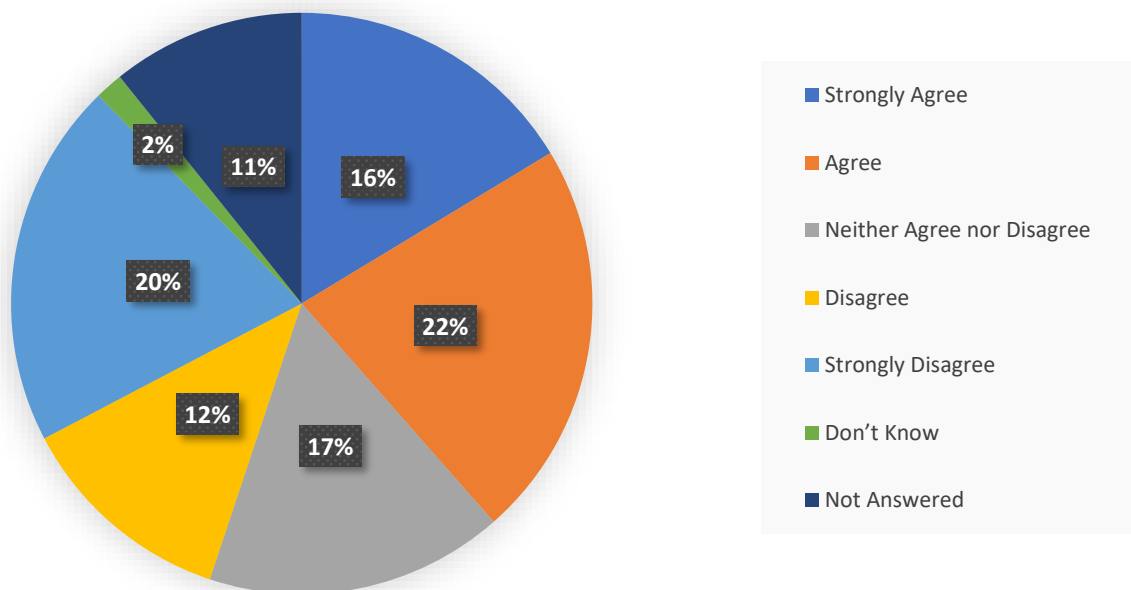
6.38. It should be noted that the existing TRO for Market Street does not actually prevent cycling and that no injury accidents have been recorded in Stockport associated with shared use footway / cycleways. Negative reaction to this proposal is therefore disappointing and possibly reflects public concern over the irresponsible behaviour of a minority of cyclists who may ride in such a way as to alarm pedestrians.

Question 7, Feature F: Indicate your view on providing additional queuing capacity for the right-turn lane from Stockport Road to Hibbert Lane (with associated removal of on-street car parking) and improved pedestrian crossing facilities at the junction.

6.39. Respondents were then asked their opinion on providing additional queuing capacity for the right-turn lane from Stockport Road to Hibbert Lane (with associated removal of approximately 15m of on-street car parking), with possible replacement parking provided on Union Street. The existing off-set pedestrian crossing on Hibbert Lane could be moved to the junction with Stockport Road and a new 'all red' pedestrian stage provided. This would have some impact on junction capacity but would be more convenient for pedestrians to use and improved pedestrian crossing facilities at the junction.

6.40. Figure 11 presents a summary of the 771 responses to this question. It shows that 297 (38%) of respondents strongly agreed or agreed with the proposals, while 251 (32%) strongly disagreed or disagreed. 223 (30%) neither agreed nor disagreed, didn't know or did not answer.

**Figure 11 Amending the Stockport Road / Hibbert Lane Junction**



6.41. There were 771 responses to this question.

6.42. The postcode plot shows that support for this measure was spread evenly across Marple. There are a few residents located furthest south of Marple town centre who disagree to this proposal, but this is the only area with a clear negative bias. Across the whole of Marple, the postcode plot for feature F shows us Marple generally supports this proposal no matter where they are located.

6.43. This measure could include extension of the right-turn lane into Hibbert Lane with potential re-location of the off-set Puffin facility on Hibbert Lane to be part of the junction. It is noted that concern was raised by members of the public with regards to congestion on the highway network and the impact of relocating the pedestrian crossing and introducing an 'all red' phase at the junction. Providing this is also complicated by the presence of busy private access points into the junction. As such any bid is likely to include for extending the right turn lane (to mitigate closure of Church Lane to through traffic) but probably would not include amendments to the pedestrian layout under current usage.

### Question 8, Specific Comments on the MACAWS Proposals

6.44. Respondents were then asked to provide any specific comments on the MACAWS proposals they may have. There were 523 responses and key recurring themes included:

- 126 respondents referenced their belief that these proposals may increase congestion.
- 97 respondents identified that they disagree with the closure of Church Lane.
- 63 respondents disagreed with the implementation of a shared pedestrian / cycle space.
- 58 residents stated that they think the proposals are unnecessary.
- 47 residents have expressed their concern over the potential loss of parking spaces.
- 40 residents consider that there are not enough cyclists in Marple to justify any cycling improvements.

- 38 residents expressed how the current flow of traffic through Marple town centre needs to be improved.
- 37 residents said that they would like the speed of traffic traveling through Marple's town centre to be reduced.
- 36 respondents have said that cycling provisions are needed in Marple.
- 29 residents consider that the proposals could lead to an increase in conflict between pedestrians and cyclists.
- 27 respondents noted that they disagreed with Church Lane becoming two-way.
- 25 commenters believe these proposals will increase residents' safety.
- 24 commenters believe these proposals will decrease residents' safety.
- 22 respondents said that active travel needs to be encouraged.
- 20 residents singled out their support for the closure of Church Lane.
- 18 respondents want more pedestrian crossings.
- 17 residents consider that these proposals unfairly effect motorists.
- 10 respondents consider that there is no need for additional pedestrian crossings.

#### Question 9, Comments on Walking, Cycling and Public Transport in and around Marple Town Centre?

- 6.45. Respondents were then asked if they had any other comments on walking, cycling and public transport in and around Marple Town Centre. There were 483 responses and key recurring themes included:
- 63 residents stated that the experience for pedestrians needs to be improved.
  - 57 residents advised that cycling provisions are needed.
  - 57 respondents claimed that the changes are not necessary.
  - 46 residents consider that speeds of traffic traveling in Marple need to be controlled and slowed.
  - 41 residents want the use of sustainable travel to be encouraged.
  - 41 respondents want there to be no implementation of shared spaces (between pedestrians and cyclists).
  - 41 commenters believe that the proposals have the potential to effect walking, cycling and public transport in and around Marple town centre negatively as they may increase congestion.
  - 27 residents think that there are not enough cyclists in Marple for there to be a justification for any improvements and implementation of cycling infrastructure.
  - 22 residents want there to be more busses (that are reliable) to service Marple.
  - 21 respondents want cyclists to be educated on how to safely interact with pedestrians.
  - 16 respondents have stated how they want there to be more reliable trains to and from Marple.
  - 16 commenters have said how they believe anti-social behaviour is discouraging the use of sustainable travel (e.g., bike thieves and speed cycles).

- 11 residents have claimed that there should be improved accessibility to Marple Railway Station for those using sustainable travel.

## **7.0. OTHER RESPONSES**

### Email Enquiries and Responses

7.1. For public enquiries relating to the Marple Active Communities Hub and MACAWS, there was one inbox created for both the Highways & Transport Enquiries and Hub enquiries. Of the emails received from the public around 84% related exclusively to Highways and Transport. The feedback received within the e-mails broadly aligned with the comments raised within the online consultation.

### Calls and Letters

7.2. No Letters were received during the consultation period.

7.3. All received calls were directed to email or online consultation pages.

## **8.0. SUMMARY AND FURTHER STEPS**

- 8.1. A full and inclusive consultation has been undertaken with the specific purpose of informing stakeholders, the public, local businesses, and interest groups of the MACAWS Highway Measures and capturing their comments.
- 8.2. 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.
- 8.3. Following analysis of the responses it is recommended that the following elements of work should be subject to further development with a view to bidding for funding for future construction as and when opportunity arises. This would include for further public consultation on the measures once they have been further developed and assessed.
- 8.4. The following MACAWS measures found favour:
  - Replacement of the roundabout junction at Hibbert Lane / Church Lane with a signal junction. The exact layout and facilities at this junction are subject to further design work but essential elements will include advance stop lines for cycles and a pedestrian stage with green man crossings on all arms of the junction. The access / egress provision to the Hibbert Lane car park may also require review and amendment in order to facilitate signalisation of the junction.
  - Implementation of traffic calming and improved pedestrian and cycle crossing facilities on Church Lane between Hibbert Lane and Brickbridge Road. This is likely to include up to 3 new Zebra crossings (with one possibly to Tiger crossing standard to allow parallel cycle use), speed tables, raised junctions and possible re-location and improvement of bus stops.
  - Amendment to the Stockport Road / Hibbert Lane junction, including extension of the right-turn lane into Hibbert Lane with potential re-location of the off-set Puffin facility on Hibbert Lane to be part of the junction. It is noted that concern was raised by members of the public with regards to congestion on the highway network and the impact of relocating the pedestrian crossing and introducing an 'all red' phase at the

junction would need to be reviewed with further traffic modelling to assess the impact of this measure.

8.5. Whilst the closure of Church Lane at the junction with Stockport Road and Station Road was not well supported, analysis of the feedback received highlighted concern amongst residents about the impact that this would have on congestion across the local highway network, the impact on rat-running through adjacent residential roads, the impact on on-street car parking and opposition to the two-way operation of Church Lane. It is therefore proposed that the following also be subject to further development with a view to bidding for funding for future construction as and when opportunity arises. This would include for additional traffic modelling to assess the impact on the highway network and swept path analysis to confirm the impact on on-street car parking provision:

- Closure of Church Lane to motorised vehicles at the junction of Stockport Road / Station Road, and introduction of two-way operation on Church Lane north of Leigh Avenue to allow for access to these properties.

Whilst there was opposition to the Cyclops Junction at Stockport Road / Station Road / Church Lane there was some support for the provision of improved pedestrian and cycle facilities so it is recommended that the following is progressed:

- Improved pedestrian and cycle facilities at the Stockport Road / Station Road / Church Lane. This is likely to take the form of a Sparrow Crossing, with segregated pedestrian and cycle facilities, with cycle connections to adjacent residential streets.

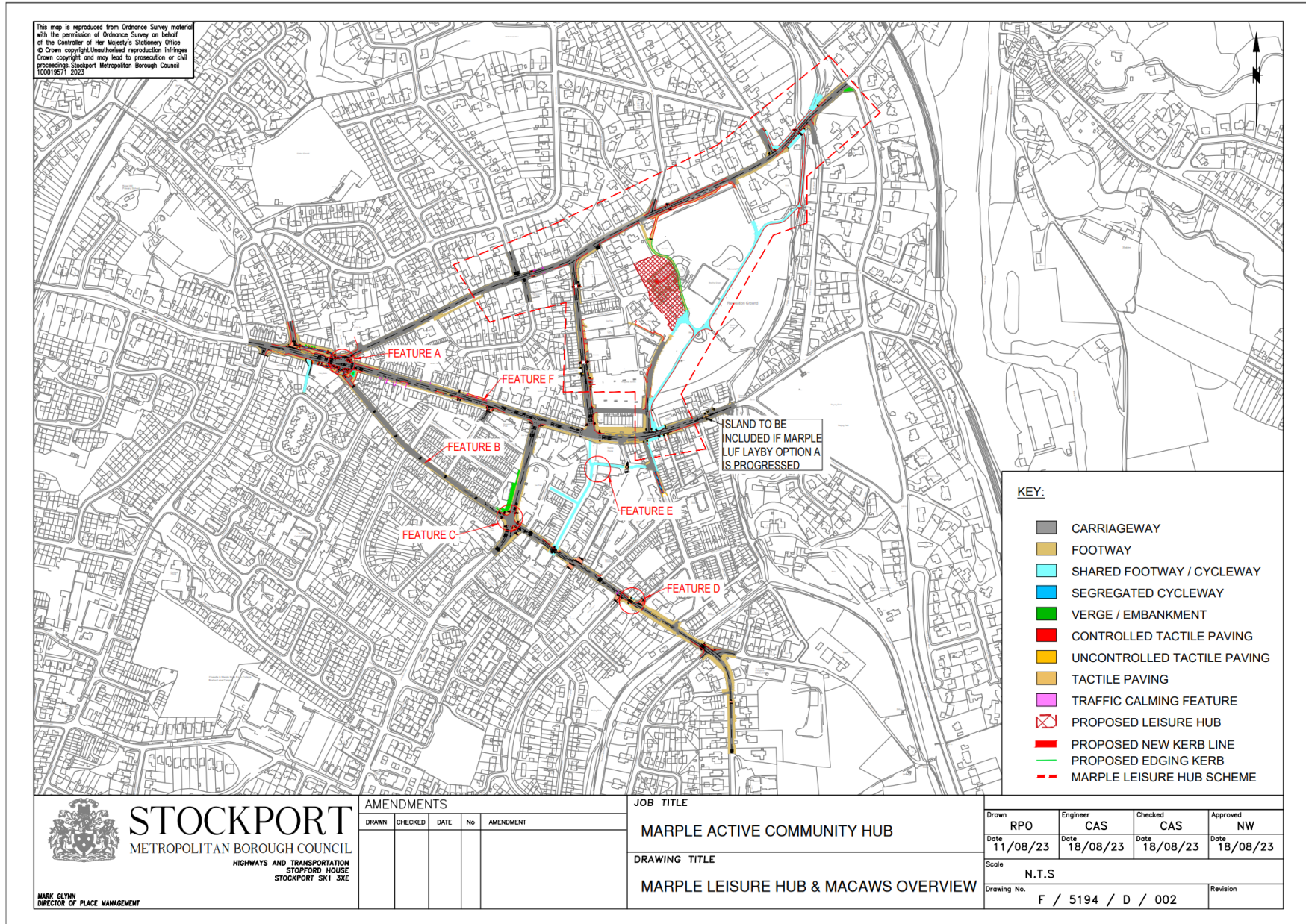
8.6. Of measures raised by the public not subject to specific MACAWS plans:

- An extended 20mph speed limit area around the Town Centre in particular to include the full length of Hollins Lane, Hibbert Lane from south of Church Lane to Stockport Road and Church Lane from the School warning sign south of Brickbridge Road to Hibbert Lane. It may be necessary to investigate further, permanent, traffic calming measures to make sure that the speed limit is self-enforcing. This measure will need separate approval and advertising of TRO's.
- Stockport Council has a policy of providing 20mph speed limits on residential estate roads and officers have identified that there may be road safety benefit to the implementation of a 20mph speed limit within the residential estates. It is considered that this would help encourage walking and cycling and may be required to support a successful future bid.
- There was clear demand for the provision of improved vehicle, pedestrian and cycle access to Marple Station. In particular car park access is difficult and improved crossing facilities on Brabyns Brow are needed in the vicinity of the Station. Design of a crossing in this location is complicated by the presence of access points, bus stops and a steep gradient. A topographic survey of Station Road has been commissioned and initial contact made with GMUTC over a possible crossing which could be subject to a future bid. A wider study is likely needed about of access to the Station which goes beyond the immediate frontage on Brabyns Brow and examines alternative options for foot and cycle access to the Station may also be of benefit.

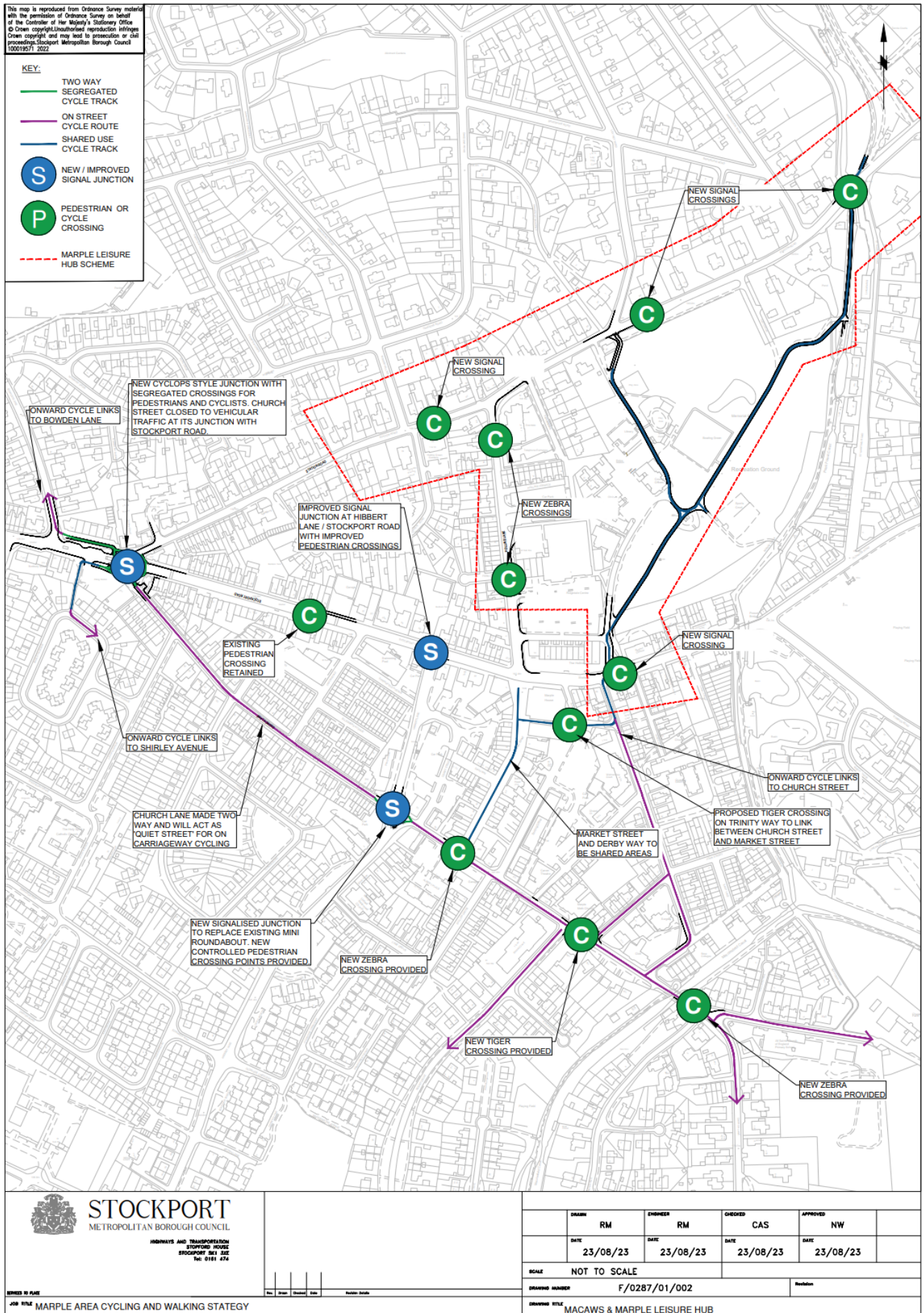
- 8.7. Analysis of the responses made it clear that some measures were not supported by the public so it is proposed that no further development work be undertaken on them or funding sought to implement them. These measures are:
- Provision of a full Cyclops type junction at Stockport Road / Station Road / Church Lane.
  - Revocation of the existing one-way operation of Church Lane from Leigh Avenue to Hibbert Lane to provide two-way traffic flow (other than for cycles).
  - Shared pedestrian and cycle use within the existing pedestrian area at Market Street and improved linkage at Trinity Street.
- 8.8. The revised proposals are shown on Drawings F/5194/D/115 to F/5194/D/118 in **Appendix A**. Further work would be required to investigate the feasibility of providing a new crossing on Station Road to improve access to the railway station and so no drawing is currently available for this measure.



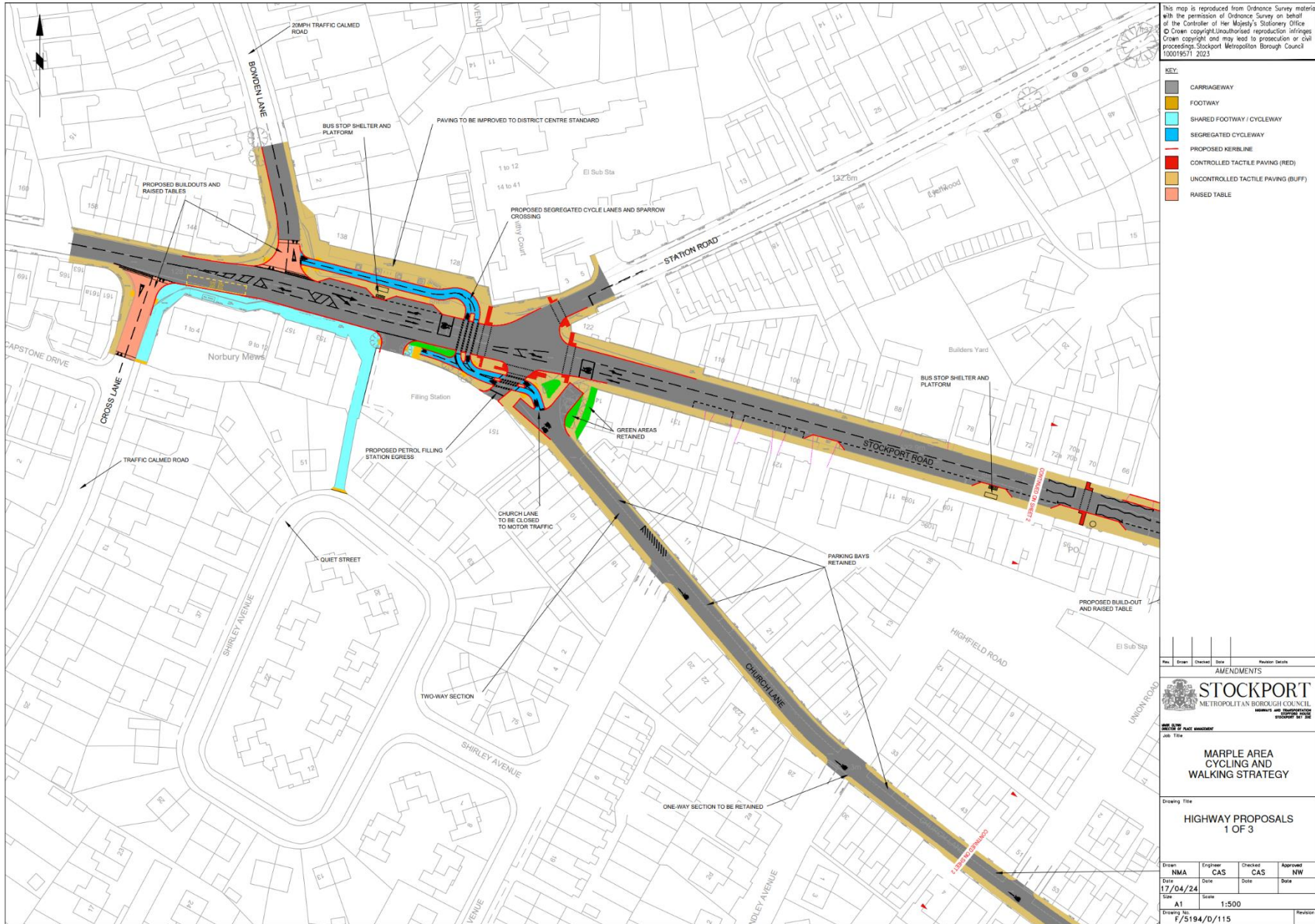
Appendix A: Drawing No. F/5194/D/002 (Consultation Drawing)



# Appendix A: Drawing No. F/0287/01/002



Appendix A: Drawing No. F/5194/D/115 (for approval)



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- KEY:**
- CARRIAGEWAY
  - FOOTWAY
  - SHARED FOOTWAY / CYCLEWAY
  - SEGREGATED CYCLEWAY
  - PROPOSED KERBLINE
  - CONTROLLED TACTILE PAVING (RED)
  - UNCONTROLLED TACTILE PAVING (BUFF)
  - RAISED TABLE

Rev.	Date	Checked	Date	Revision Details

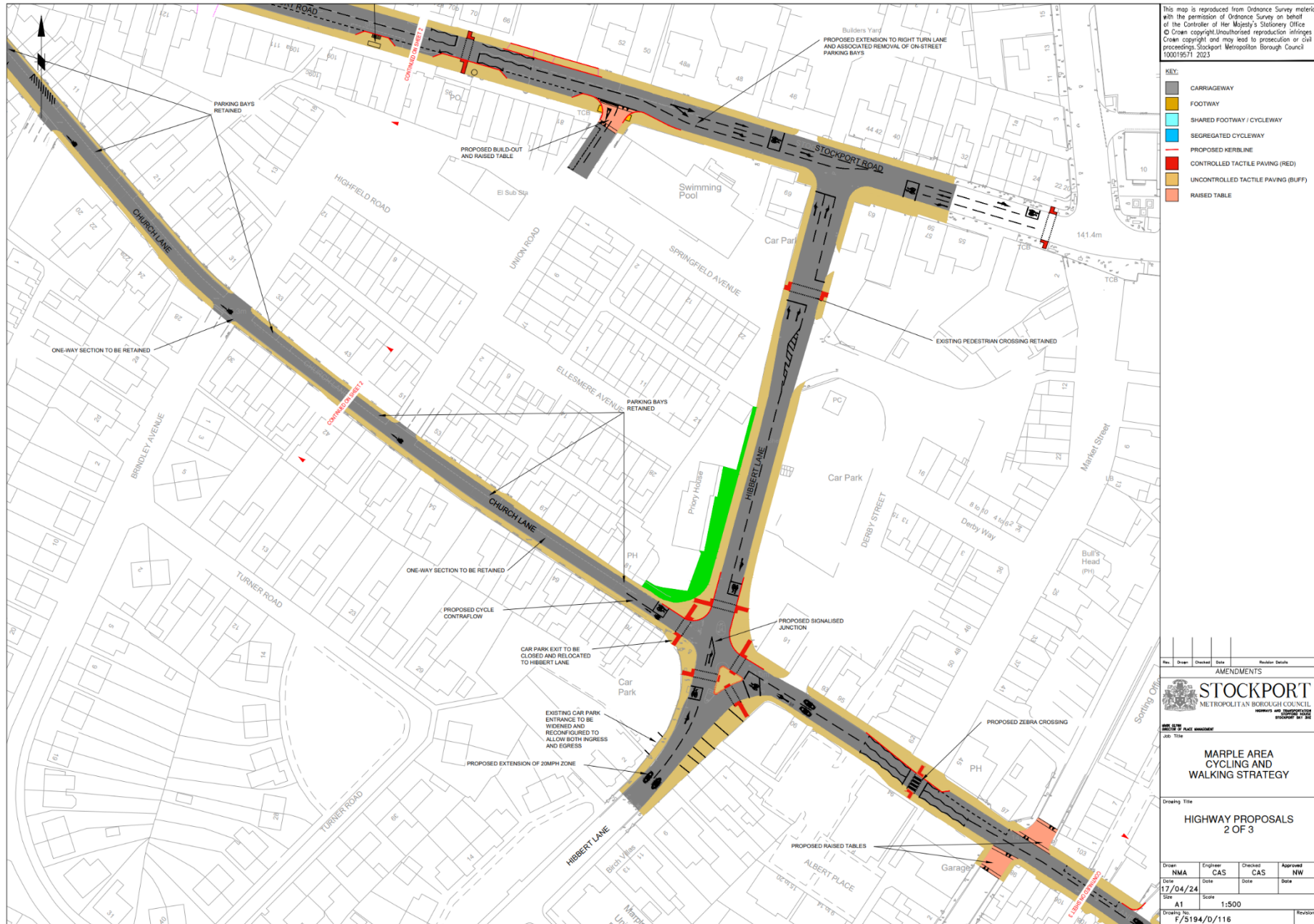


**MARPLE AREA CYCLING AND WALKING STRATEGY**

**HIGHWAY PROPOSALS 1 OF 3**

Drawn	NMA	Engineer	CAS	Checked	CAS	Approved	NW
Date	17/04/24	Date		Date		Date	
Scale	A1	Scale	1:500				
Drawing No.	F/5194/D/115						

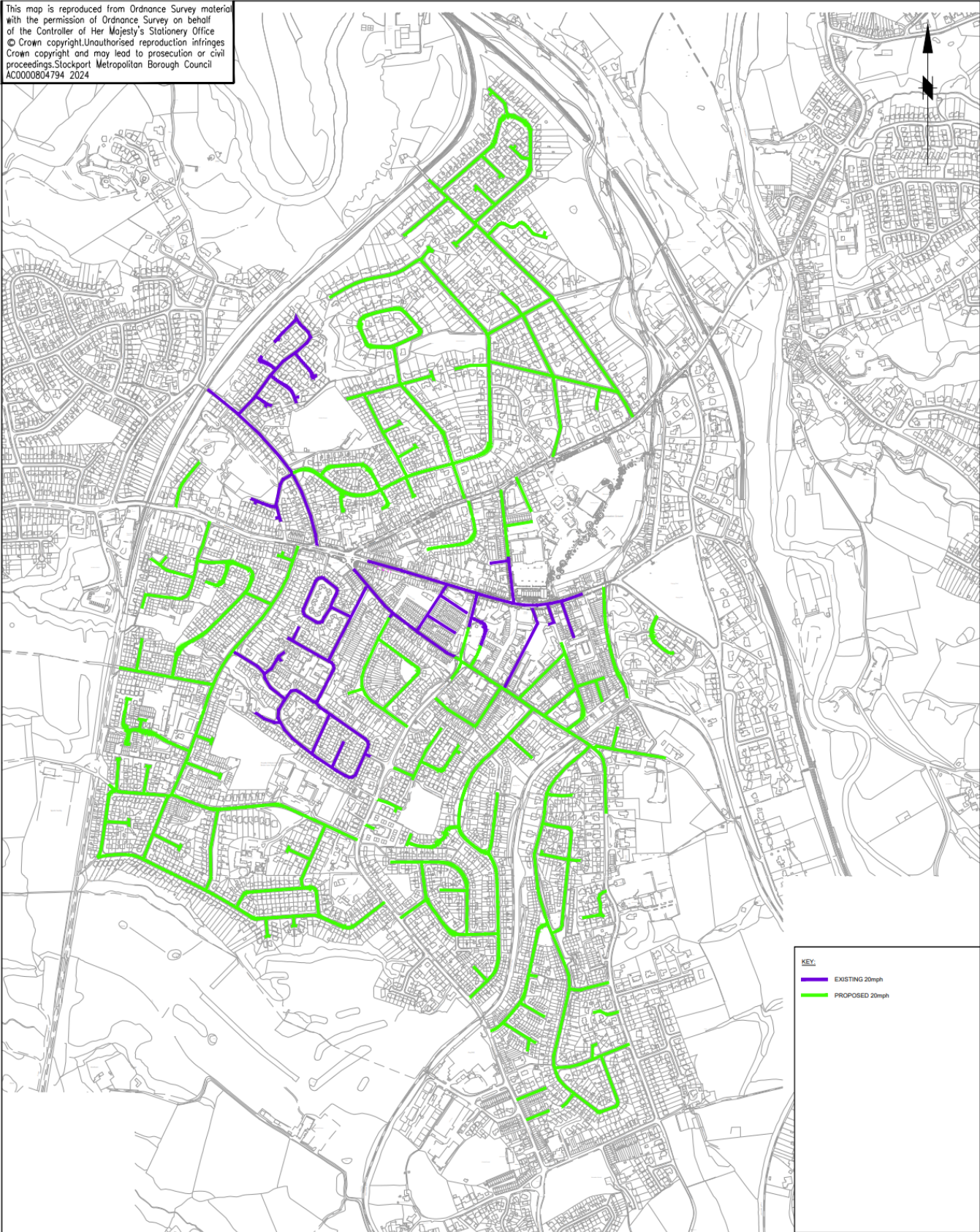
Appendix A: Drawing No. F/5194/D/116 (for approval)



Appendix A: Drawing No. F/5194/D/117 (for approval)



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**KEY:**

- EXISTING 20mph
- PROPOSED 20mph

**STOCKPORT**  
METROPOLITAN BOROUGH COUNCIL  
HIGHWAYS AND TRANSPORTATION  
STOPFORD HOUSE  
STOCKPORT SK1 3XE

HAILE OLIPH  
DIRECTOR OF PLACE MANAGEMENT

Rev.	Drawn	Checked	Date	Revised Details

<b>DRAWN</b> NMA	<b>ENGINEER</b> NMA	<b>CHECKED</b> CAS	<b>APPROVED</b> NW
<b>DATE</b> 29/04/24	<b>DATE</b> 29/04/24	<b>DATE</b> 29/04/24	<b>DATE</b> 29/04/24
<b>SCALE</b> NTS			
<b>DRAWING NUMBER</b> F/5194/D/118			<b>Revision</b>
<b>DRAWING TITLE</b> EXISTING AND PROPOSED 20mph LOCATIONS			

## Appendix B: Letter Sent to Residents



Maple Levelling Up  
Fund  
Services to Base  
Stockport House  
Stockport SK1 3XE

September 2023

Dear Sir/Madam,

### **Marple Active Community Hub Engagement and Highways Redevelopment Consultation – Have Your Say**

#### **Marple Active Community Hub**

In March 2023, Marple successfully secured a £20m grant from the UK Government Levelling Up Fund to develop high quality local infrastructure. The successful bid for Marple will see the redevelopment of the existing library site into a new Marple Active Community Hub. The proposal is set to replace the existing Marple Library and we would like to hear your opinion on the scheme.

#### **Highways Proposals**

As part of the Marple Active Community Hub scheme we are asking residents of Marple South and Marple North Council Wards to have their say on plans to upgrade and redesign parts of the Public Highway around the site of the proposed Marple Active Community Hub.

As part of this project, we will upgrade and redevelop the adjacent highways network to increase local connectivity and improve existing facilities.

#### **Proposals Overview**

- **Marple Active Community Hub:** A new community hub, with a pool, library, gym, and for-hire community spaces.
- **Station Road:** Three new signalised crossings, close to Manor Hill Road and Lay Hey Road and near the Canal bridge. Possible Coach Layby (Option A) which would require a new footway and removal of trees adjacent to the Park.
- **Hollins Lane:** Two zebra crossings to be provided and the junction with the Asda car park improved to make crossing easier.
- **Stockport Road:** Proposed new signalised crossing adjacent to Memorial Park Drive. Possible Coach Layby (Option B) outside the Regent Cinema and the takeaway restaurants.
- **Memorial Park Drive:** Road to be resurfaced and new passing bay created.
- **Memorial Park:** Path from Station Road to Hollins House moved to fit around Marple Active Community Hub site footprint. Path from the canal to Hollins House and Memorial Park Drive to be resurfaced and widened to become a shared cycle/walking route.
- **Hollins House and Library Car Park:** The proposed car park and cycle parking is currently under review but will be designed to maximise car parking provision and provide for cycle parking demand.



#### **Marple Area Cycling and Walking Strategy**

The Marple Area Cycling and Walking Strategy (MACAWS) is a possible scheme that has been developed to compliment the leisure hub proposals and further improve connectivity for cycling and walking whilst considering efficient traffic operation in Marple. Improvements that could be introduced include the provision of several new controlled crossings, junction upgrades, path improvements and closure of Church Road at the junction with Stockport Road to create a two way 'quiet street' suitable for cyclists to use. An overview drawing of the proposals is attached, and a more detailed plan of the proposals will be available via the consultation webpage.

We are in the early stages of scheme development for MACAWS and any proposals which are developed would need to be subject to a separate bid to secure funding. Your feedback will help identify priorities for future highway improvements and support future funding bids for further investment.

For full details of the Community Hub scheme and highway proposals please visit <https://consultation.stockport.gov.uk/> or use the QR code here:



Full details of the proposals will also be available at the consultation events detailed below.

#### **Full Details and Have Your Say**

Full details of the proposals, including scheme descriptions and drawings can be viewed online via [www.stockport.gov.uk/consultations](http://www.stockport.gov.uk/consultations).

We would like your views on the proposals via the web page **From the 4<sup>th</sup> September – 2<sup>nd</sup> October 2023**. We also invite you to join us at our drop-in events:

- **Tuesday 12<sup>th</sup> September 3.00 – 8.00pm, Marple Library** (Memorial Park, Marple, SK6 6BA)
- **Tuesday 19<sup>th</sup> September 10.00am – 3.00pm Marple Library** (Memorial Park, Marple, SK6 6BA)

If you are unable to attend the drop-in session and would like to discuss the proposals, we would be happy to do so by other means. Please do not hesitate to contact the team at the address at the top of this letter, on 0161 217 6043 or by email at

[marplepoolproject@stockport.gov.uk](mailto:marplepoolproject@stockport.gov.uk). If you are unable to access the internet at home then please visit one of our local libraries, where someone will help you to complete the survey online.

Responses to this consultation will be considered as part of the scheme development and approval process prior to any implementation. Please note, due to the high volume of response anticipated, we may not be able to respond to all queries individually, but all queries raised will be addressed as part of the publicly available committee report.

If you require this letter and/or the consultation materials in an alternative format, call 0161 217 6043 or email [marplepoolproject@stockport.gov.uk](mailto:marplepoolproject@stockport.gov.uk)

Yours faithfully,

Sue Stevenson & James Kington  
Head of Highways and Transportation & Assistant Director of Estates and Asset Management  
Stockport Council



## Appendix C: Postcode Plots

<b>Postcode Plot</b>	<b>Question</b>
CQ14	Do you agree with the overall aims of MACAWS
CQ15	Feature A
CQ16	Feature B
CQ17	Feature C
CQ18	Feature D
CQ19	Feature E
CQ20	Feature F



