

APPENDIX F:
Consultation Report
A6 Corridor – Improving Journeys

1.0. INTRODUCTION

Purpose of the Report

- 1.1. This Consultation Report is included as an Appendix to the Area Committee Report (As Appendix F)
- 1.2. The purpose of this report is to summarise the outcome of the public consultation on the proposals to improve bus journeys and active travel for the A6 corridor, from the border with Manchester to Stockport Town Centre, to enable decisions to be taken as to whether the proposals should be progressed to the detailed design and delivery stage.

Background

- 1.3. Funding for the Greater Manchester City Region Transport Settlement (CRSTS) has been allocated for the delivery a City Centre Bus and Streets for All Connectivity programme, to enable more people to travel by public transport and active travel on six radial routes to the City Centre within the Greater Manchester area. This programme will deliver a package of improvements on radial corridors within the M60 between 2022 and 2027. One of the six radial corridors identified as Priority 1 corridors within the programme is the A6 corridor, part of which is within the Stockport Metropolitan Borough boundary.
- 1.4. In partnership with Transport for Greater Manchester (TfGM), Stockport Metropolitan Borough Council have developed proposals to improve bus journeys and active travel for the A6 corridor in Stockport.
- 1.5. The proposals for the A6 corridor in Stockport with the following objectives:
 - To increase the number of people travelling by bus.
 - To increase the number of people travelling using active travel.
 - To improve bus journey time and reliability of frequent services.
 - To improve the accessibility and quality of bus stops
 - To develop cycle routes parallel to the A6.
 - To improve A6 crossing points for pedestrians and cyclists.
 - To address road safety issues on the corridor.
 - To avoid the creation of additional congestion on the corridor for other traffic.
- 1.6. The purpose of the consultation was to inform the public, including residents, businesses, and interest groups of the proposals and to gather their views and opinions on the proposed changes.

2.0. SUMMARY OF PROPOSALS

- 2.1. There are three main routes included as part of the scheme:
 1. The A6 Bus Corridor:

The extent of the proposed A6 works within this scheme will run from the borough boundary with Manchester just north of Crossley Road to Heaton Road to the south.

2. The Western Cycle Route:
The proposed route runs from the Heaton's Cycle Link on Buckingham Road to Mersey Square in the Town Centre.

3. The Eastern Cycle Route:
The proposed route runs from Nelstrop Road North (which connects to the Fallowfield Loop) to the Town Centre near Redrock.

A 20mph speed limit is also proposed in residential areas throughout the Eastern and Western Cycle Links

3.0. DRAWINGS

3.1. The overview drawing of the proposals is included in the Area Committee Report (Appendix A: A6 Corridor – Improving Journeys Overview)

3.2. The Feasibility drawings showing the proposals and used for consultation are included in the Area Committee Report (Appendix B: Drawings)

The Drawing Numbers:

- F-5223-A6BR-CON-0001 Sheet 1
- F-5223-A6BR-CON-0002 Sheet 2
- F-5223-A6BR-CON-0003 Sheet 3
- F-5223-A6BR-CON-0004 Sheet 4
- F-5223-A6BR-CON-0005 Sheet 5
- F-5223-A6BR-CON-0006 Sheet 6
- F-5223-A6BR-CON-0007 Sheet 7
- F-5223-A6BR-CON-0008 Sheet 8
- F-5223-A6BR-CON-0009 Sheet 9
- F-5223-A6BR-CON-0010 Sheet 10
- F-5223-A6BR-CON-0011 Sheet 11
- F-5223-A6BR-CON-0012 Sheet 12
- F-5223-A6BR-CON-0013 Sheet 13

3.3. The 20MPH Overview drawing is included in the Area Committee Report (Appendix D: 20mph Overview)

4.0. METHODOLOGY

Aims and Objectives

4.1. The consultation has been undertaken to inform stakeholders of the proposals and capture their views.

4.2. Specifically, the aims were to:

- Inform the public, 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.
- 4.3. The consultation has been undertaken during a period when the proposals are at a formative stage and have presented comprehensive information to allow those consulted to provide intelligent considerations and an informed response.
- 4.4. 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 A6 Corridor – Improving Journeys Proposals and engender a sense of community ownership.
- 4.5. It is anticipated there will be another consultation exercise associated with the Traffic Regulation Order (TRO) process should the scheme be approved.

Timescales and Audience

- 4.6. Public consultation on the proposals took place from Monday 26th February 2024 to Sunday 24th March 2024. This allowed sufficient time for responses to be submitted.
- 4.7. 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

- 4.8. A telephone helpline (0161 474 2299) and email address (a6corridor@stockport.gov.uk) were active throughout the consultation period to respond to scheme/consultation queries.

Methods of Consultation

- 4.9. A range of consultation awareness-raising public information materials were produced and distributed including:
- Publicity Material:
 - Black-on-yellow consultation signs erected in proximity to the proposals to inform residents about the consultation.
 - Posters to inform residents about the proposals and the consultation.
 - Leaflets to inform residents about the proposals and the consultation. A leaflet is shown in Appendix F1 of this Consultation Report. The leaflet was delivered to properties within the consultation area shown at Appendix F2.
 - 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.

- **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, 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.

- **Consultation Events:**

The leaflets, posters and website provided information about three drop-in consultation events for stakeholders to attend and discuss the proposals with the council's project team, at:

- Heaton Moor Market – Sunday 3rd March 10am – 2pm
(There were approximately 80 attendees).
- Heaton Sports Club - Wednesday 6th March, 3pm – 8pm
(There were approximately 40 attendees).
- Heaton Chapel Community Centre - Tuesday 12th March 2pm – 8pm
(There were approximately 40 attendees).

- Paper copies of the consultation drawings were also available to people on request.

5.0. APPROACH TO ANALYSIS

- 5.1. A comprehensive log of responses has been collated to record all comments in a single database.
- 5.2. The online 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 to herein.
- 5.3. A total of 302 online responses were completed, of which 4 were from organisations. One paper response was received. Emails sent to the a6 corridor email address were analysed and queries were answered. Phone calls were directed to email or online consultation pages.
- 5.4. The analysis undertaken also determines respondents' opinions about where they live. The responses have been plotted by postcode to demonstrate this for each question, these are included in Appendix F3. Whilst 175 respondents provided postcode information, 127 of the respondents did not provide their postcode information and so these four responses have not been included within the postcode plots.
- 5.5. Given the level of detail of some of the comments received, this report presents an overview of the feedback. The project team will use the comments log to enable consideration of the greater detail contained therein.

- 5.6. An exercise has been undertaken to check for significant duplication of online response form completions All 302 responses have been accepted.
- 5.7. Feedback received after the closing date is not included in this report but will continue to be considered by the project team in the development of the proposals.

6.0. CONSULTATION RESPONSES

- 6.1. A total of 302 online response forms were completed, of which 4 were from organisations. 119 emails were received to the A6 Corridor email address. 4 voice mails were logged during the consultation period. One paper copy of the feedback form was also received.
- 6.2. The overall scheme has been broken down and is shown on thirteen individual drawing sheets (1 to 13) listed below and as shown in the Area Committee Report (Appendix B: Drawings):
- 1) Sheet 1: (Drawing Number F-5223-A6BR-CON-0001)
 - Viewport 1A: A6 Crossley Road to Highbury Road.
 - Viewport 1B: A6 Highbury to Buckingham Road.
 - 2) Sheet 2 (Dwg. No. F-5223-A6BR-CON-0002)
 - Viewport 2A: A6 Buckingham Road to Ellesmere Road North / Manchester Road.
 - Viewport 2B: A6 Brook Road to Lawton Road.
 - 3) Sheet 3 (Dwg. No. F-5223-A6BR-CON-0003)
 - Viewport 3A: A6 Lawton Road to No. 210 Wellington Road North.
 - Viewport 3B: A6 No. 210 Wellington Road North to Sparthfield Road.
 - 4) Sheet 4 (Dwg. No. F-5223-A6BR-CON-0004)
 - Leegate Road - Sevenoaks Avenue.
 - 5) Sheet 5 (Dwg. No. F-5223-A6BR-CON-0005)
 - Sevenoaks Avenue – Buckingham Road, including Shaw Road and Peel Moat Road.
 - 6) Sheet 6 (Dwg. No. F-5223-A6BR-CON-0006)
 - Buckingham Road.
 - 7) Sheet 7 (Dwg. No. F-5223-A6BR-CON-0007)
 - Viewport 7A: Peel Moat Road - Broomfield Road
 - Viewport 7B: Broomfield Road – Warwick Road.
 - 8) Sheet 8 (Dwg. No. F-5223-A6BR-CON-0008)
 - Viewport 8A: Warwick Rd and Derby Rd / Parsonage Rd / Heaton Rd / Alexandra Rd.
 - Viewport 8B: A6 – Brackley Road / St Leonard’s Road / Gower Road / Glenfield Road.
 - 9) Sheet 9 (Dwg. No. F-5223-A6BR-CON-0009)
 - Viewport 9A: Ashburn Road.
 - Viewport 9B: Bowerfold Lane – Higher Bury Street.
 - 10) Sheet 10 (Dwg. No. F-5223-A6BR-CON-0010)
 - Travis Brow – Heaton Lane.

- 11) Sheet 11 (Dwg. No. F-5223-A6BR-CON-0011)
- Viewport 11A: Nesltrop Road North to Marbury Road
 - Viewport 11B: Nelstrop Road – Downham Road

- 12) Sheet 12 (Dwg. No. F-5223-A6BR-CON-0012)
- Viewport 12A: Downham Road – Manchester Road
 - Viewport 12B: Manchester Road / Lloyd Street.

- 13) Sheet 13 (Dwg. No. F-5223-A6BR-CON-0013)
- Viewport 13A: Lloyd Street – Baker Street.
 - Viewport 13B: Baker Street – Gordon Street.
 - Viewport 13C: Gordon Street - Lancashire Hill.

- 6.3. The response to each sheet is presented in the following sections. Each section shows a Response Summary Table of the questions asked for each sheet in the consultation. All the responses to the questions will be analysed in this report.
- 6.4. The responses have been plotted by postcode to demonstrate respondents' opinion in relation to where they live; this is shown in Appendix F3A (Postcode Plots) and analysed in Appendix F3B (Postcode Summaries).
- 6.5. The postcode plots (Shown in Appendix F3A), contain coloured "dots" representing both the opinion a resident had to a specific question and the general area they responded from. The "dots" on the postcode plots does not represent where a respondent lives.

7.0. CONSULTATION RESULTS

7.1. Sheet 1 - A6 Crossley Road to Buckingham Road

Table 1 below shows the Question Summary Table for Sheet 1 (A6 Crossley Road to Buckingham Road)

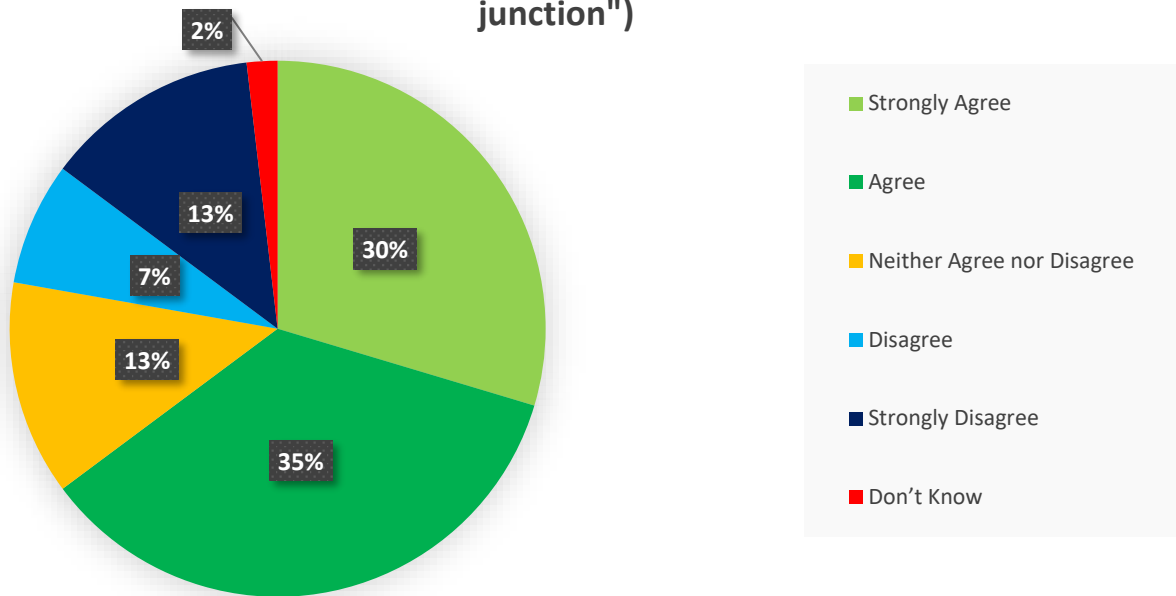
Sheet 1: A6 Crossley Road to Buckingham Road

Table 1: *Sheet 1 – Question Summary Table*

| Sheet 1: Question | Question's Number | Sheet 1: Question | Question's Number | Sheet 1: Question | Question's Number | Sheet 1: Question | Question's Number |
|--|-------------------|--|-------------------|--|-------------------|--|-------------------|
| <u>Viewport 1A:</u> Improvements to existing signalised junction at Crossley Road to bring pedestrian crossings up to current standards, including replacement of signal equipment. | 1A | <u>Viewport 1A:</u> Bollards are proposed for the existing footway, between 423-429 Wellington Road North, to deter inconsiderate parking. | 1B | <u>Viewport 1A:</u> Raised junction tables will be provided at the A6/Weybrook Road and A6/Highbury Road junction, with footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances across the junctions, and to help reduce turning speed of vehicles. | 1C | <u>Viewport 1A:</u> Vehicular dropped crossings will be provided at several locations to replace existing kerbed access points. | 1D |
| <u>Viewport 1A:</u> Extension of the bus lane on north bound carriageway towards Crossley Road. | 1E | <u>Viewport 1A:</u> Introduction of a bus lane on south bound carriageway, from approximately 90m south of Crossley Road to Manchester Road. Localised carriageway widening will be required to accommodate the bus lane. | 1F | <u>Viewport 1A:</u> Existing bus stops to be modified to current TfGM standards. | 1G | <u>Viewport 1B:</u> Raised junction tables, with footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances, and to help reduce turning speed of vehicles at Roxton Road, Langdale Road, Norfolk Avenue, Woodbourne Road, Alstone Avenue, Howard Avenue and Buckingham Road. | 1H |
| <u>Viewport 1B:</u> Buckingham Road is to be made one-way eastbound from Chandos Road to the A6. | 1I | <u>Viewport 1B:</u> Vehicular dropped crossings installed at several locations to replace existing kerbed access points. | 1J | <u>Viewport 1B:</u> Introduction of a bus lane on south bound carriageway, from approximately 90m south of Crossley Road to Manchester Road. | 1K | <u>Viewport 1B:</u> Existing bus stops to be modified to current TfGM standards. | 1L |

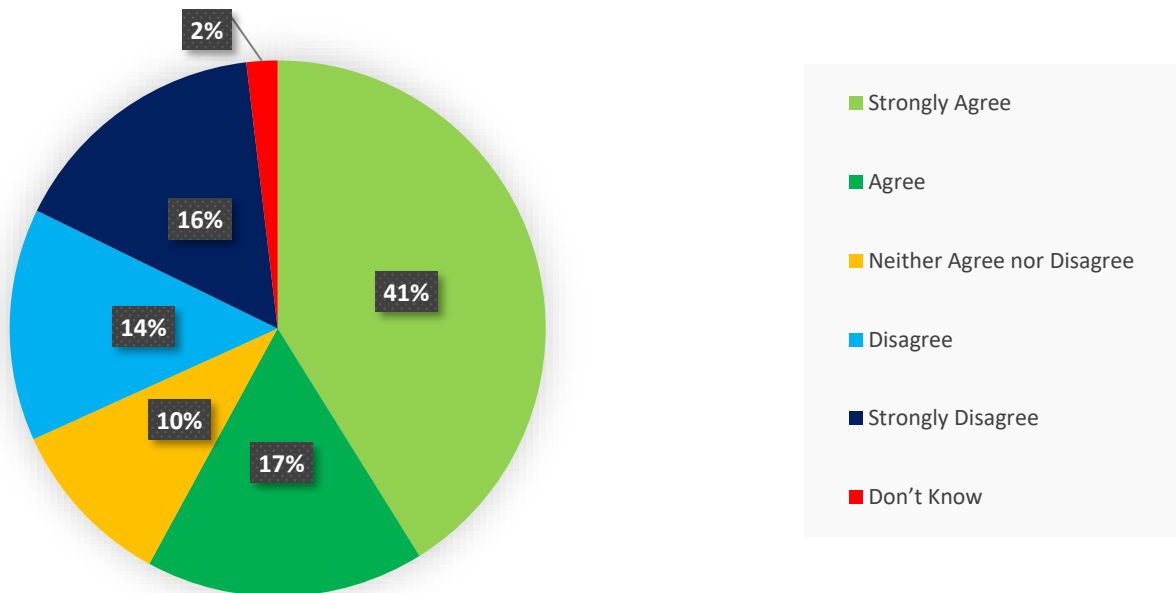
7.2. Respondents were asked a total of 12 questions about the features shown in sheet 1 (Appendix B: Drawing Number No. F-5223-A6BR-CON-0001). Of the 302 total responses to the online consultation, 108 responded to the questions on sheet 1.

Figure 6.1 Question 1A ("Improvements to existing signalised junction")



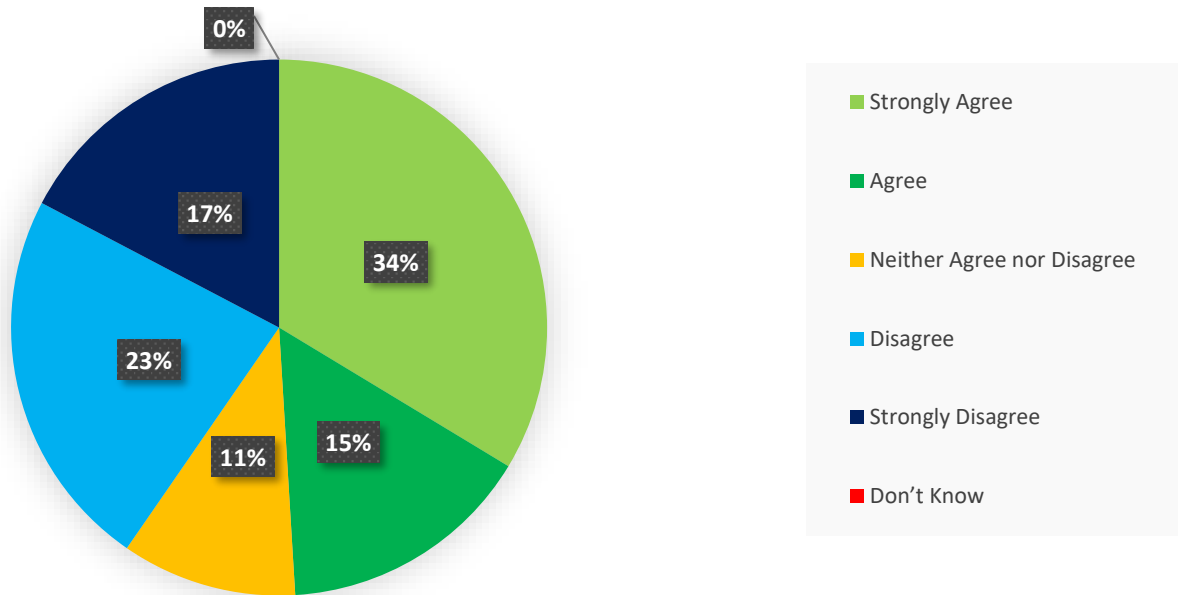
7.3. Figure 6.1 presents a summary of the 108 responses to question 1A (*"Improvements to existing signalised junction at Crossley Road to bring pedestrian crossings up to current standards, including replacement of signal equipment."*). It shows that 70 (65%) of respondents to this question strongly agreed or agreed with the proposals, while 22 (20%) strongly disagreed or disagreed. 16 (15%) neither agreed nor disagreed or didn't know.

Figure 6.2 Question 1B ("Proposed Bollards")



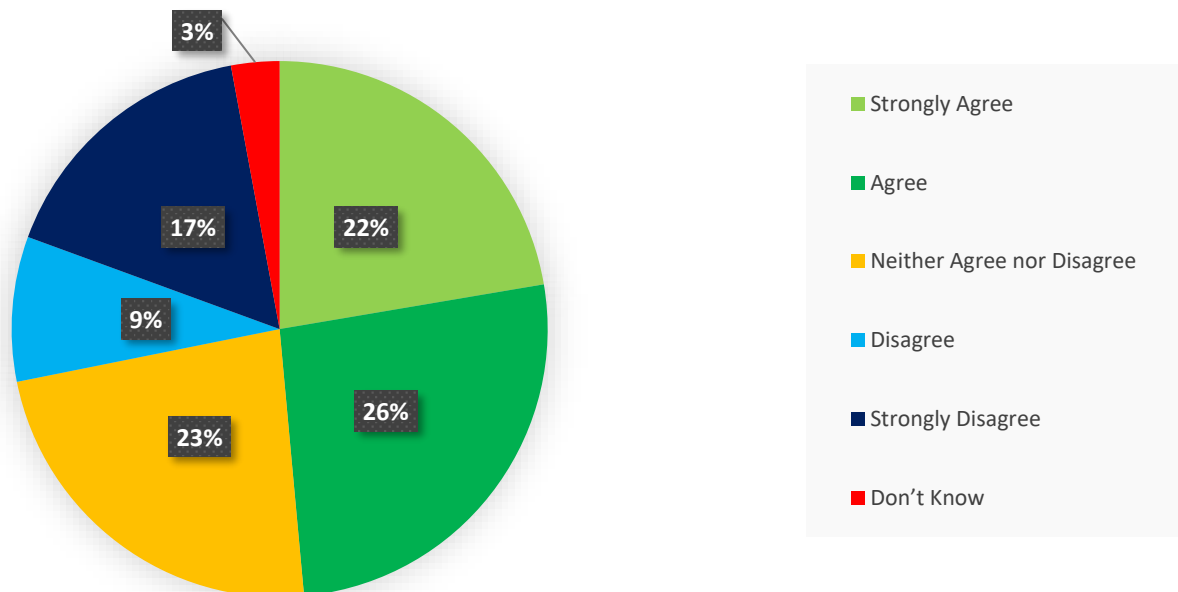
7.4. Figure 6.2 presents a summary of the 107 responses to question 1B (*"Bollards are proposed for the existing footway, between 423-429 Wellington Road North, to deter inconsiderate parking."*). It shows that 62 (58%) of respondents to this question strongly agreed or agreed with the proposals, while 32 (30%) strongly disagreed or disagreed. 13 (12%) neither agreed nor disagreed or didn't know.

Figure 6.3 Question 1C ("Raised junction tables")



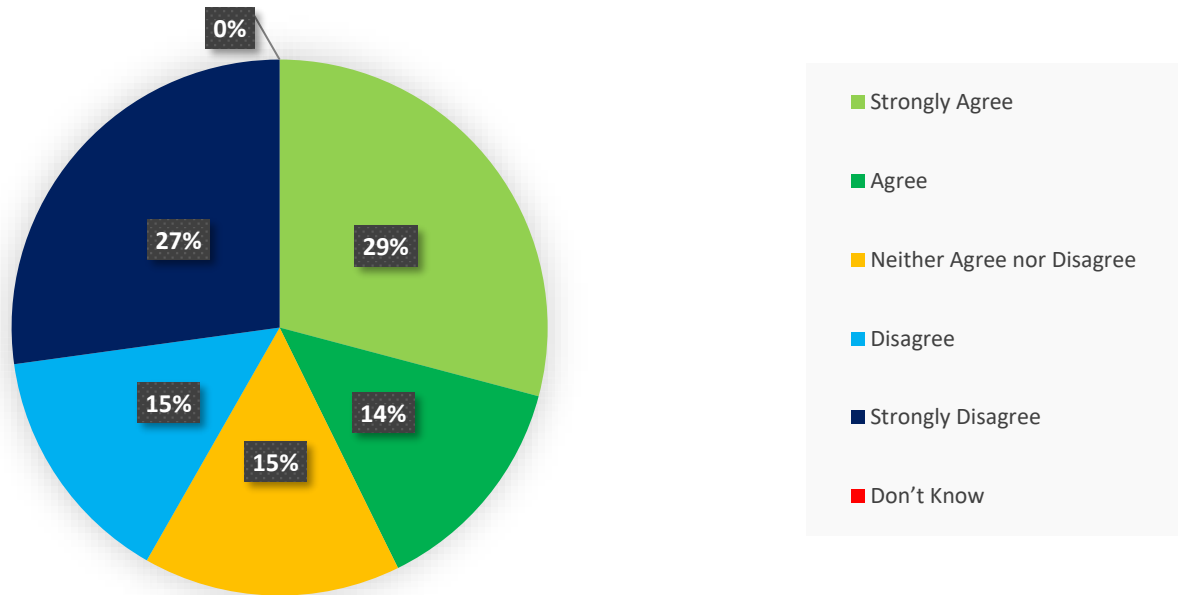
7.5. Figure 6.3 presents a summary of the 104 responses to question 1C (*“Raised junction tables will be provided at the A6/Weybrook Road and A6/Highbury Road junction, with footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances across the junctions, and to help reduce turning speed of vehicles.”*). It shows that 51 (49%) of respondents to this question strongly agreed or agreed with the proposals, while 42 (40%) strongly disagreed or disagreed. 11 (11%) neither agreed nor disagreed or didn’t know.

Figure 6.4 Question 1D ("Vehicular dropped crossings ")



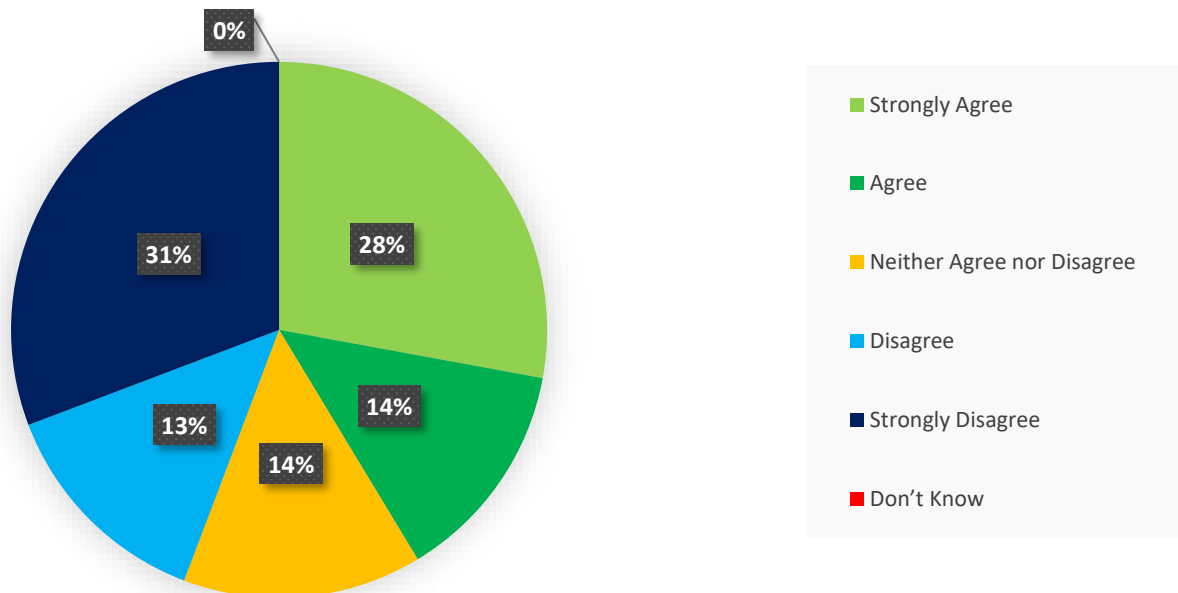
7.6. Figure 6.4 presents a summary of the 103 responses to question 1D (*“Vehicular dropped crossings will be provided at several locations to replace existing kerbed access points.”*). It shows that 50 (48%) of respondents to this question strongly agreed or agreed with the proposals, while 26 (26%) strongly disagreed or disagreed. 27 (26%) neither agreed nor disagreed or didn’t know.

Figure 6.5 Question 1E ("Extension of the bus lane ")



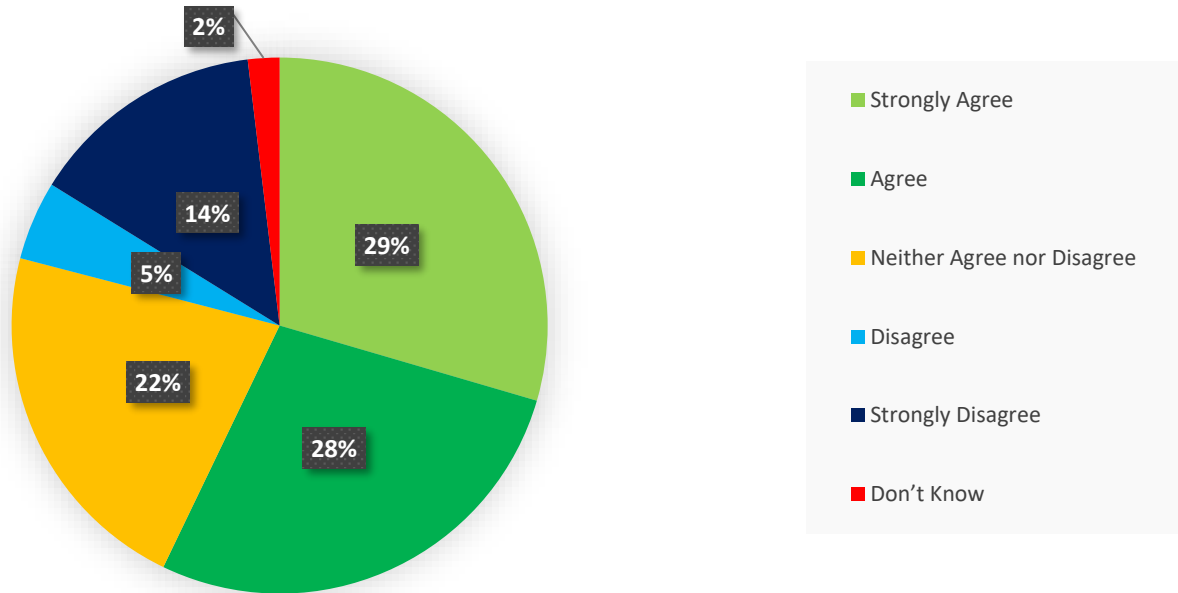
7.7. Figure 6.5 presents a summary of the 103 responses to question 1E (*“Extension of the bus lane on north bound carriageway towards Crossley Road.”*). It shows that 44 (43%) of respondents to this question strongly agreed or agreed with the proposals, while 43 (42%) strongly disagreed or disagreed. 16 (15%) neither agreed nor disagreed or didn’t know.

Figure 6.6 Question 1F ("Introduction of a bus lane")



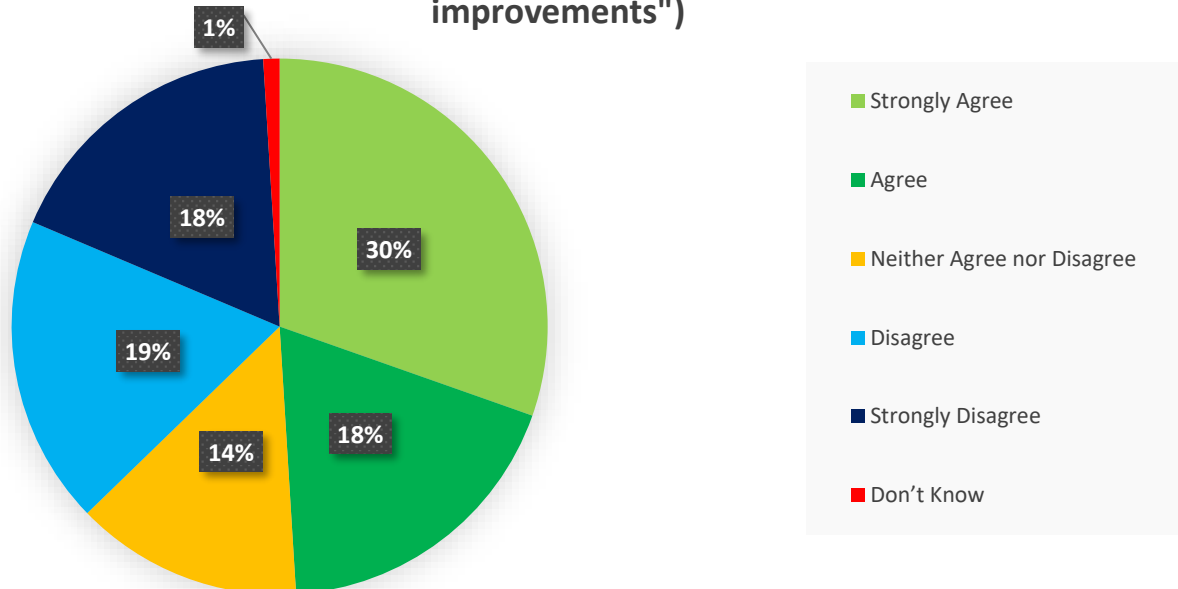
7.8. Figure 6.6 presents a summary of the 104 responses to question 1F (*“Introduction of a bus lane on south bound carriageway, from approximately 90m south of Crossley Road to Manchester Road. Localised carriageway widening will be required to accommodate the bus lane.”*). It shows that 43 (42%) of respondents to this question strongly agreed or agreed with the proposals, while 46 (44%) strongly disagreed or disagreed. 15 (14%) neither agreed nor disagreed or didn’t know.

Figure 6.7 Question 1G ("Existing bus stops to be modified")



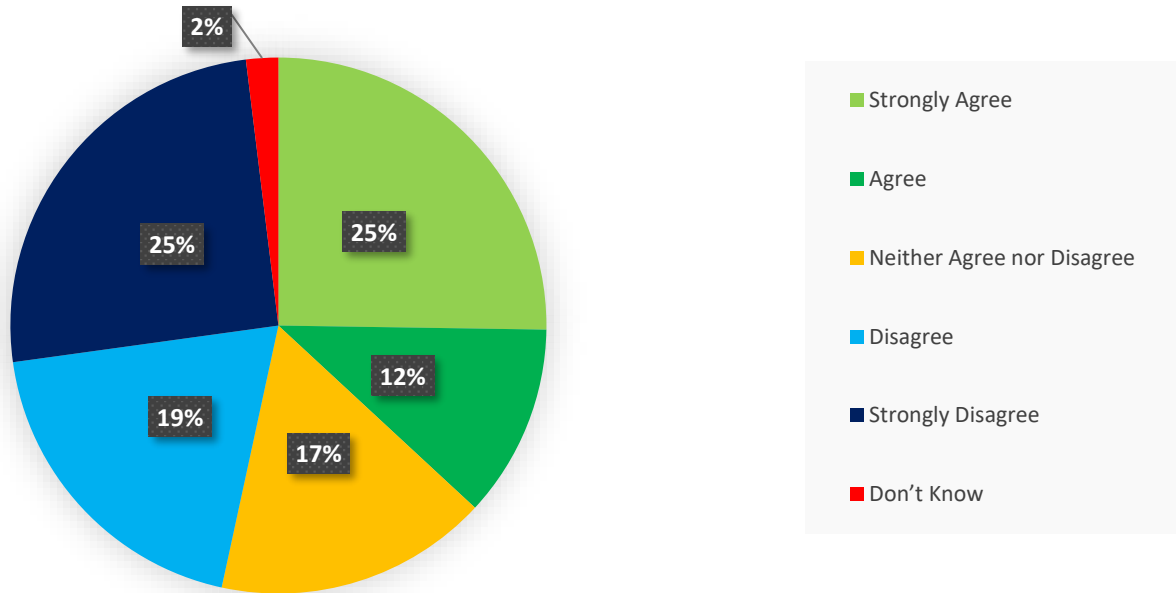
7.9. Figure 6.7 presents a summary of the 105 responses to question 1G (“Existing bus stops to be modified to current TfGM standards.”). It shows that 60 (57%) of respondents to this question strongly agreed or agreed with the proposals, while 20 (19%) strongly disagreed or disagreed. 25 (24%) neither agreed nor disagreed or didn’t know.

Figure 6.8 Question 1H ("Raised junction tables, with footway improvements")



7.10. Figure 6.8 presents a summary of the 102 responses to question 1H (“Raised junction tables, with footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances, and to help reduce turning speed of vehicles at Roxton Road, Langdale Road, Norfolk Avenue, Woodbourne Road, Alstone Avenue, Howard Avenue and Buckingham Road.”). It shows that 50 (48%) of respondents to this question strongly agreed or agreed with the proposals, while 37 (37%) strongly disagreed or disagreed. 15 (15%) neither agreed nor disagreed or didn’t know.

Figure 6.9 Question 1I ("Buckingham Road is to be made one-way")



7.11. Figure 6.9 presents a summary of the 103 responses to question 1I (*"Buckingham Road is to be made one-way eastbound from Chandos Road to the A6."*). It shows that 38 (37%) of respondents to this question strongly agreed or agreed with the proposals, while 46 (44%) strongly disagreed or disagreed. 19 (19%) neither agreed nor disagreed or didn't know.

Figure 6.10 Question 1J ("Vehicular dropped crossings")

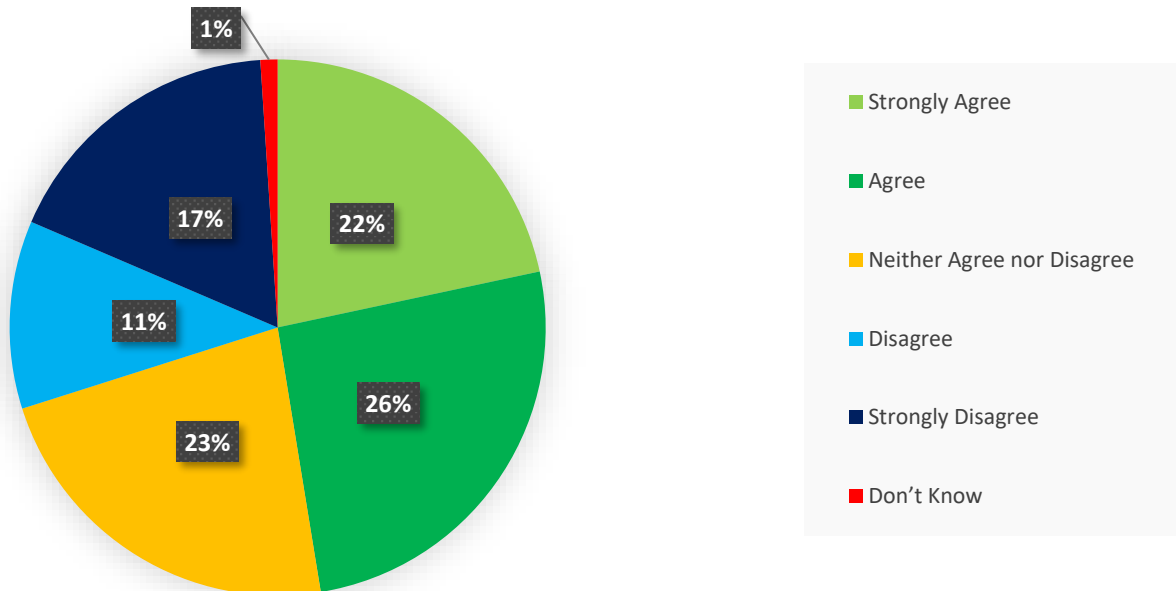
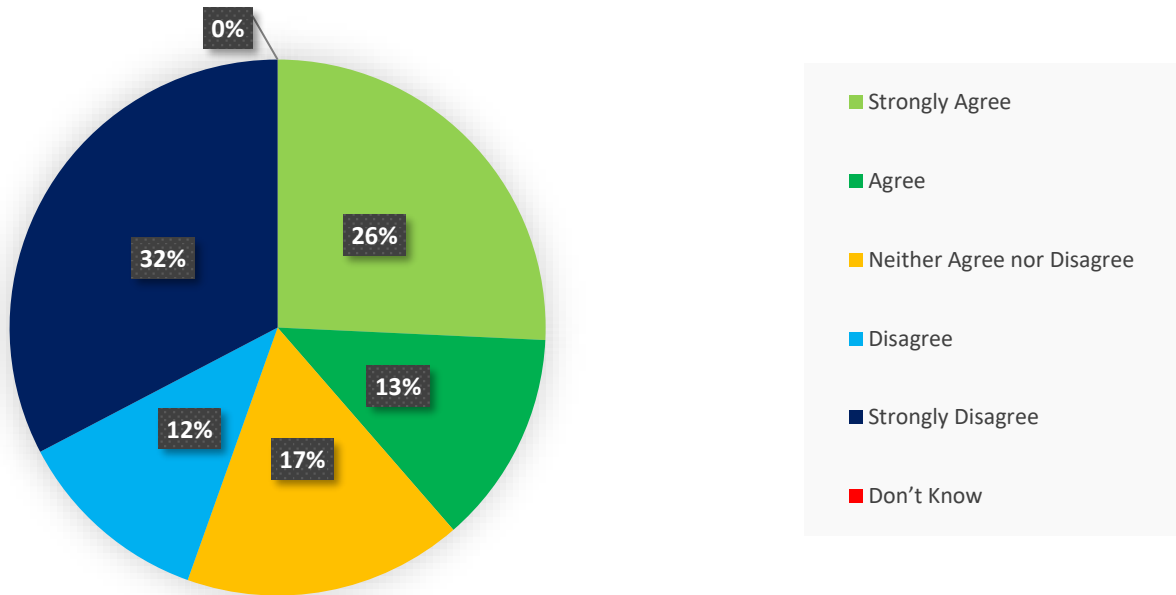


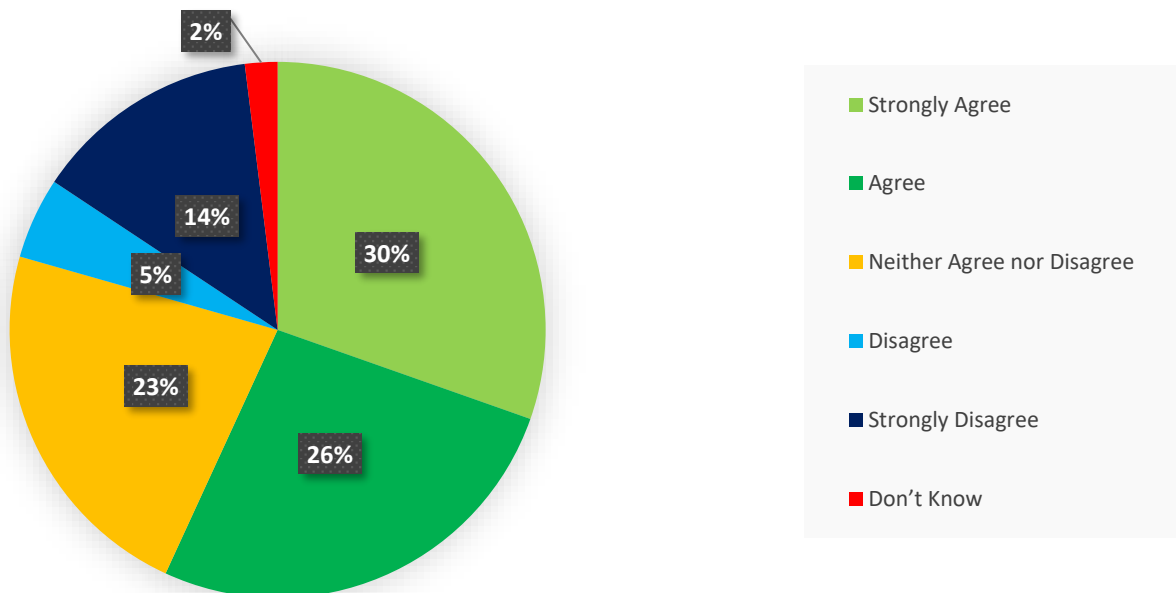
Figure 6.10 presents a summary of the 97 responses to question 1J (*"Vehicular dropped crossings installed at several locations to replace existing kerbed access points."*). It shows that 46 (48%) of respondents to this question strongly agreed or agreed with the proposals, while 28 (28%) strongly disagreed or disagreed. 23 (24%) neither agreed nor disagreed or didn't know.

Figure 6.11 Question 1K ("Introduction of a bus lane")



7.12. Figure 6.11 presents a summary of the 101 responses to question 1K (*“Introduction of a bus lane on south bound carriageway, from approximately 90m south of Crossley Road to Manchester Road.”*). It shows that 39 (39%) of respondents to this question strongly agreed or agreed with the proposals, while 45 (44%) strongly disagreed or disagreed. 17 (17%) neither agreed nor disagreed or didn't know.

Figure 6.12 Question 1L ("Existing bus stops to be modified ")



7.13. Figure 6.12 presents a summary of the 102 responses to question 1L (*“Existing bus stops to be modified to current TfGM standards.”*). It shows that 58 (56%) of respondents to this question strongly agreed or agreed with the proposals, while 19 (19%) strongly disagreed or disagreed. 25 (25%) neither agreed nor disagreed or didn't know.

7.14. Respondents were asked to provide reasons for their answer. There were 108 individual responses to the sheet 1 questions (out of 302 total responses to this consultation) and key recurring themes included:

- 31 responses referenced a desire for a segregated cycle lane going up the A6.
- 22 responses claimed that these proposals are unnecessary.
- 10 comments expressed a fear that these proposals could increase congestion.
- 10 residents have requested the bus lanes operating times be set to 24 hours.
- 6 comments have said that these proposals could potentially increase pollution.
- 6 responses stated that these proposals are welcomed or needed.
- 5 residents expressed that the proposals could decrease the safety of cyclists.
- 4 responses claimed these proposals seem to be unfairly against motorists.
- 4 residents have stated how they believe Buckingham Road should not be made one-way.
- 3 commenters said that they are against vehicle drop crossings and would prefer the Dutch style.
- 3 residents have referenced that they don't want the bus lanes to be extended.
- 2 commenters don't want any shared cyclist and pedestrian facilities.
- 2 responses mentioned a want for Mauldeth Road to be included with the proposed 20mph limits.

7.15. Stakeholder's Comments on the Sheet 1 Proposals:

Walk Ride GM

- Won't support these proposals without the provision of a 24/7 bus lane and protected cycle lanes.
- Supports the proposal to make Buckingham Road no-entry from the A6.

7.16. **Sheet 2 - A6 Buckingham Road to Lawton Road**

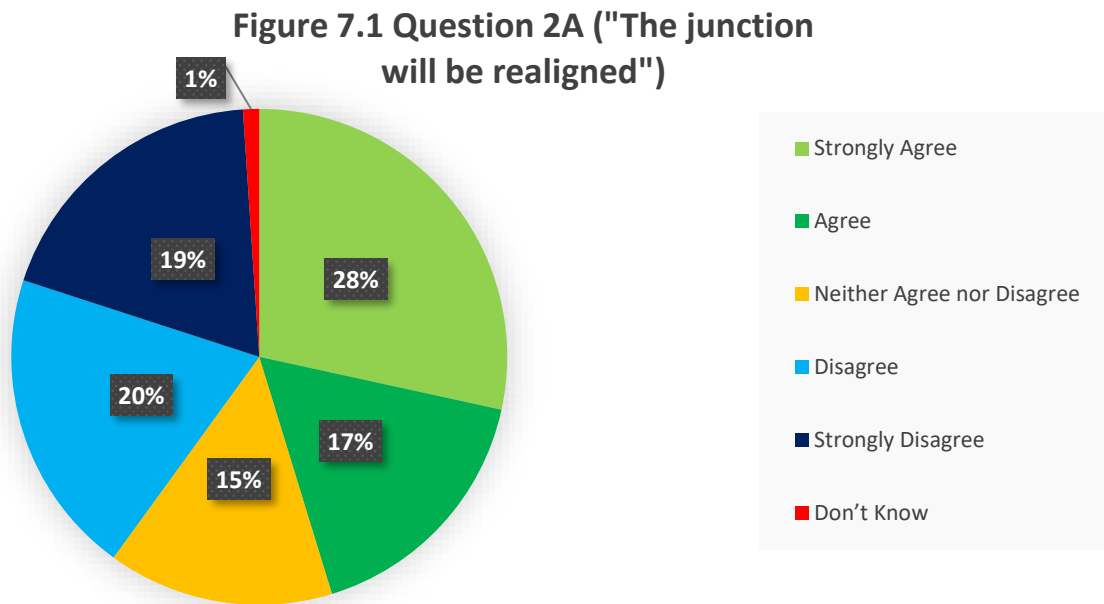
Tables 2 and 3 below show the Question Summary Table for Sheet 2 (Buckingham Road to Lawton Road)

| Sheet 2: Question | Question's Number | Sheet 2: Question | Question's Number | Sheet 2: Question | Question's Number | Sheet 2: Question | Question's Number |
|---|-------------------|--|-------------------|---|-------------------|--|-------------------|
| <u>Viewport 2A - Option 1:</u> The junction of the A6188 Manchester Road with A6 Wellington Road North will be realigned, with traffic from the A6 southbound to Manchester Road passing through the signals. This is designed to help reduce the speed of traffic turning left from the A6 onto Manchester Road. | 2A | <u>Viewport 2A - Option 1:</u> Crossing points over Manchester Road and Wellington Road North are upgraded to single stage Toucan crossings. | 2B | <u>Viewport 2A - Option 1:</u> The existing parking bays are to be removed and relocated on the east side of the A6 and the south side of Manchester Road. | 2C | <u>Viewport 2A - Option 1:</u> A shared footway / cycleway is proposed on both sides of the A6, including to the front of shops on Manchester Road, for pedestrian and cyclists using the new Toucan crossings. This extends to Ellesmere Road North. | 2D |
| <u>Viewport 2A - Option 1:</u> Ellesmere Road North is to be narrowed at the junction with the A6 with a raised junction table and footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distance, and to help reduce turning speed of vehicles. | 2E | <u>Viewport 2A - Option 1:</u> Grass verges with tree planting, a cycle stand, and seating are proposed at the junction. Consideration will be given to a gateway public art installation at the junction. | 2F | <u>Viewport 2A - Option 1:</u> It is proposed to widen the footway adjacent to northbound carriageway around the bus stop outside St. Thomas' CE Primary School. | 2G | <u>Viewport 2A - Option 1:</u> Vehicular dropped crossings installed at several locations to replace existing kerbed access points. | 2H |
| <u>Viewport 2A - Option 1:</u> Existing bus stops to be modified to current TfGM standards. | 2I | <u>Viewport 2A - Option 2:</u> The junction of the A6188 Manchester Road with A6 Wellington Road North will be realigned, with traffic from the A6 southbound to Manchester Road passing through the signals. This is designed to help reduce the speed of traffic turning left from the A6 onto Manchester Road. | 2J | <u>Viewport 2A - Option 2:</u> Crossing points over Manchester Road and the A6 are upgraded to single stage Toucan crossings. In addition, a Puffin crossing will be provided across the A6 to the north of Manchester Road. | 2K | <u>Viewport 2A - Option 2:</u> The existing parking bays are to be removed from the front of the shops on the northern side of Manchester Road and some additional parking will be provided on the southern side. | 2L |
| <u>Viewport 2A - Option 2:</u> A one-way segregated cycleway is proposed along the shop frontage towards Manchester Road. | 2M | <u>Viewport 2A - Option 2:</u> A shared footway / cycleway is proposed on both sides of the A6, including at the junction with Manchester Road and Ellesmere Road North, for pedestrian and cyclists using the new Toucan crossings. | 2N | <u>Viewport 2A - Option 2:</u> Ellesmere Road North is to be narrowed at the junction with the A6 with a raised junction table and footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distance, and to help reduce turning speed of vehicles. | 2O | <u>Viewport 2A - Option 2:</u> Grass verges with tree planting, seating and a cycle stand are proposed at the junction. Consideration will be given to a gateway public art installation at the junction. | 2P |

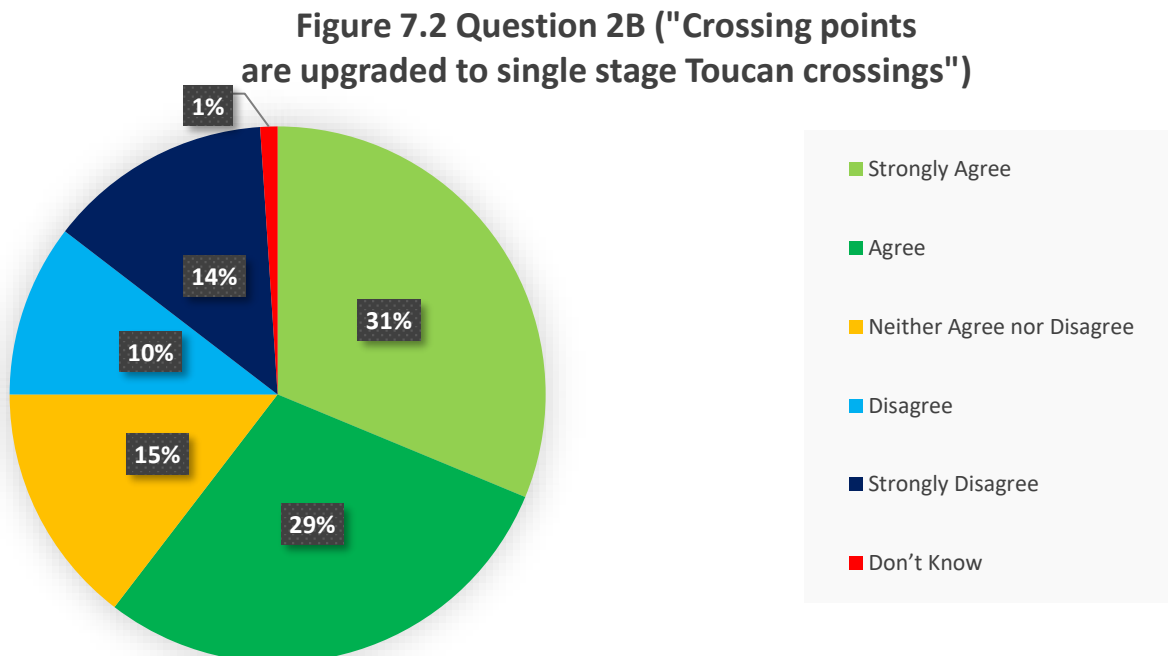
Table 3: **Sheet 2 – Question Summary Table**

| Sheet 2: Question | Question's Number | Sheet 2: Question | Question's Number | Sheet 2: Question | Question's Number | Sheet 2: Question | Question's Number |
|---|-------------------|---|-------------------|---|-------------------|--|-------------------|
| <p><u>Viewport 2A - Option 2:</u> It is proposed to widen the footway adjacent to northbound carriageway around the bus stop outside St. Thomas' CE Primary School.</p> | 2Q | <p><u>Viewport 2A - Option 2:</u> Vehicular dropped crossings installed at several locations to replace existing kerbed access points.</p> | 2R | <p><u>Viewport 2A - Option 2:</u> Existing bus stops to be modified to current TfGM standards.</p> | 2S | <p><u>Viewport 2B:</u> Raised junction tables, with footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances, and to help reduce turning speed of vehicles will be provided at Victoria Grove (in agreement with the owners of the Private Street), Langford Road, Brackley Road and Lawton Road.</p> | 2T |
| <p><u>Viewport 2B:</u> The north-eastern footway, adjacent to the southbound carriageway, between Victoria Grove and Brackley Road, will be widened to 2m width behind the parking bays at 300-314 Wellington Road North by reducing the carriageway width.</p> | 2U | <p><u>Viewport 2B:</u> Existing Puffin pedestrian crossing to be removed from outside 296 Wellington Road North and a new Toucan crossing is to be located closer to the junction with Brackley Road, with a shared footway / cycleway on both sides of the A6.</p> | 2V | <p><u>Viewport 2B:</u> Vehicular dropped crossings installed at several locations to replace existing kerbed access points.</p> | 2W | <p><u>Viewport 2B:</u> Existing bus stops to be modified to current TfGM standards.</p> | 2X |
| <p><u>Viewport 2B:</u> A quiet on carriageway cycle route, defined with advisory road markings, will be provided along Lawton Road and Brackley Road.</p> | 2Y | | | | | | |

7.17. Respondents were asked a total of 25 questions about the features shown in sheet 2 (Appendix B: Drawing Number No. F-5223-A6BR-CON-0002). Of the 302 total responses to the online consultation, 96 responded to the questions on sheet 2.

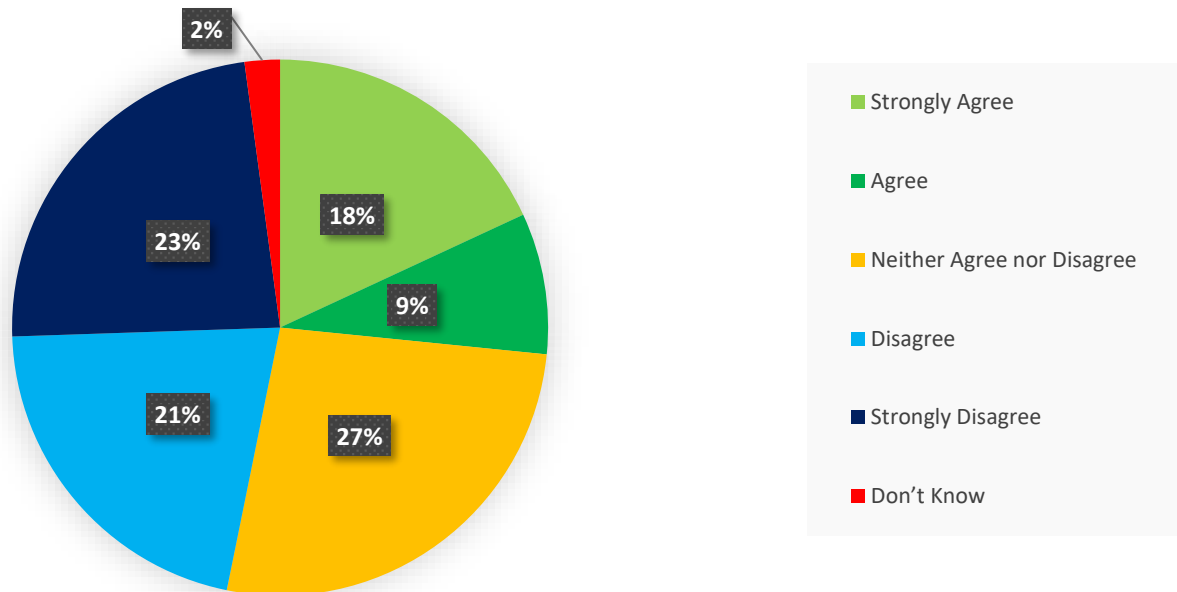


7.18. Figure 7.1 presents a summary of the 95 responses to question 2A (*"The junction of the A6188 Manchester Road with A6 Wellington Road North will be realigned, with traffic from the A6 southbound to Manchester Road passing through the signals. This is designed to help reduce the speed of traffic turning left from the A6 onto Manchester Road."*). It shows that 43 (45%) of respondents to this question strongly agreed or agreed with the proposals, while 37 (39%) strongly disagreed or disagreed. 15 (16%) neither agreed nor disagreed or didn't know.



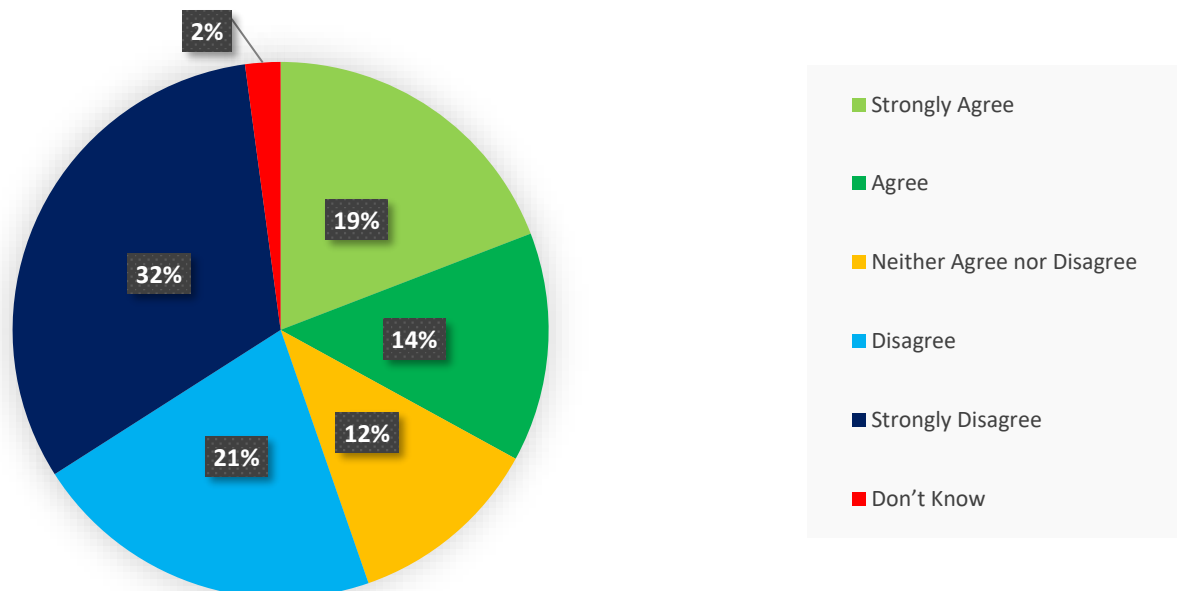
7.19. Figure 7.2 presents a summary of the 96 responses to question 2B (*"Crossing points over Manchester Road and Wellington Road North are upgraded to single stage Toucan crossings."*). It shows that 58 (60%) of respondents to this question strongly agreed or agreed with the proposals, while 23 (24%) strongly disagreed or disagreed. 15 (16%) neither agreed nor disagreed or didn't know.

Figure 7.3 Question 2C ("Parking bays to be removed & relocated")



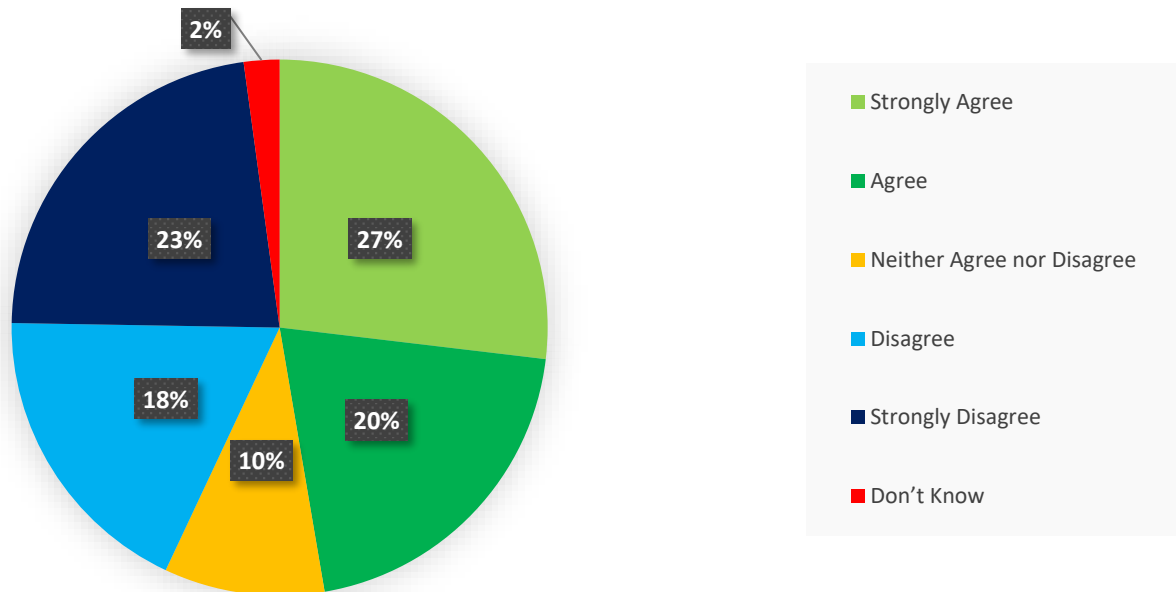
7.20. Figure 7.3 presents a summary of the 94 responses to question 2C (*"The existing parking bays are to be removed and relocated on the east side of the A6 and the south side of Manchester Road."*). It shows that 25 (27%) of respondents to this question strongly agreed or agreed with the proposals, while 42 (44%) strongly disagreed or disagreed. 27 (29%) neither agreed nor disagreed or didn't know.

Figure 7.4 Question 2D ("A shared footway / cycleway is proposed")



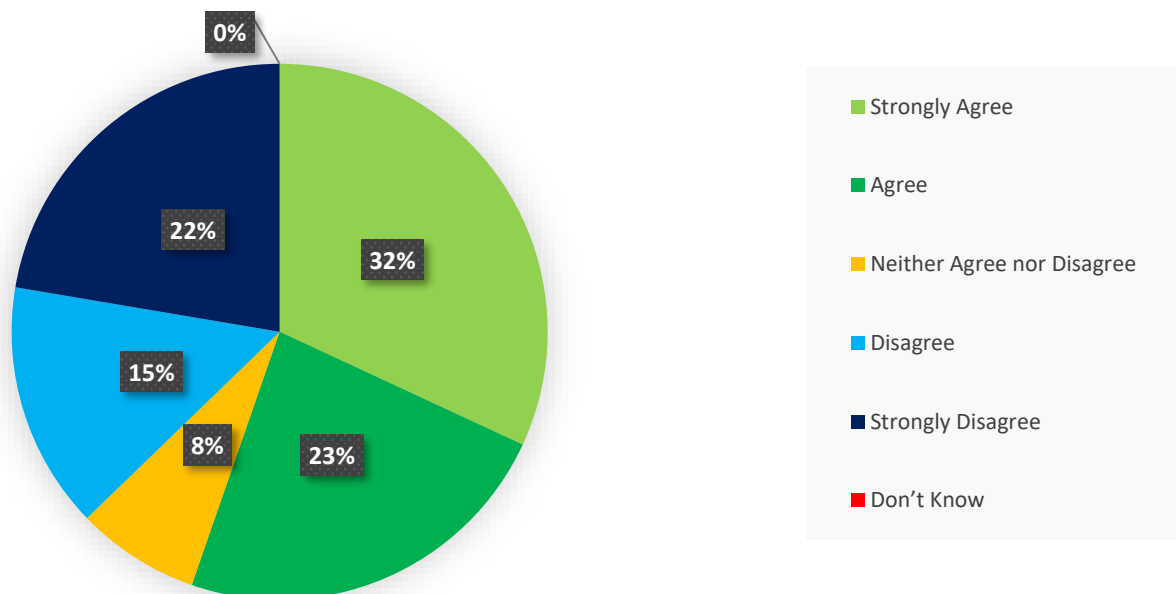
7.21. Figure 7.4 presents a summary of the 94 responses to question 2D (*"A shared footway / cycleway is proposed on both sides of the A6, including to the front of shops on Manchester Road, for pedestrian and cyclists using the new Toucan crossings. This extends to Ellesmere Road North."*). It shows that 31 (33%) of respondents to this question strongly agreed or agreed with the proposals, while 50 (53%) strongly disagreed or disagreed. 13 (14%) neither agreed nor disagreed or didn't know.

Figure 7.5 Question 2E ("Ellesmere Road North is to be narrowed")



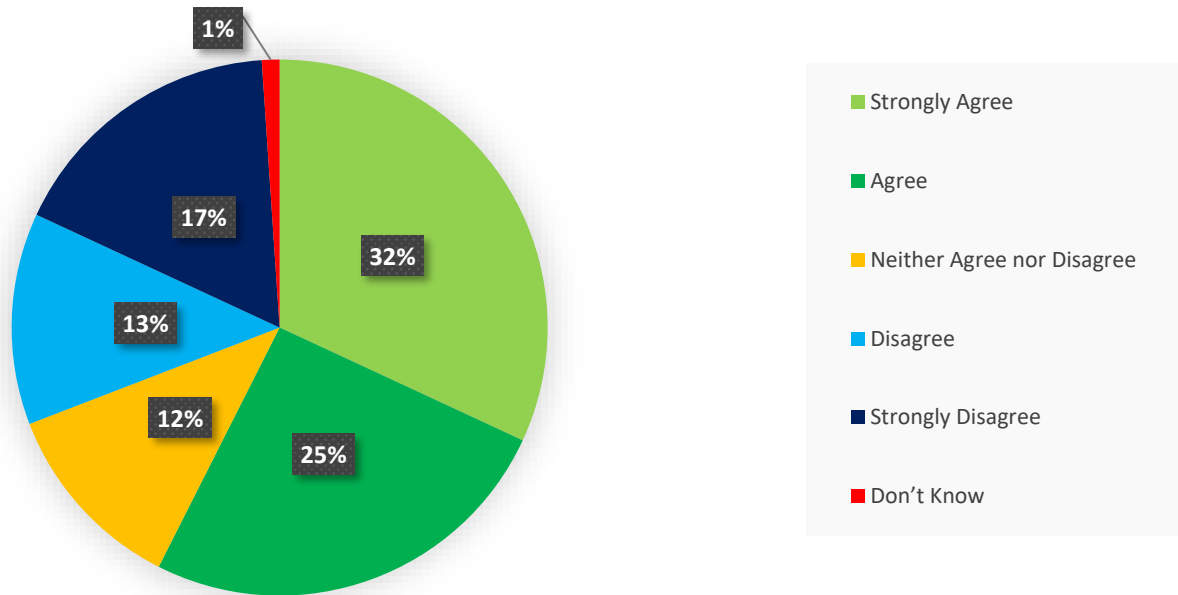
7.22. Figure 7.5 presents a summary of the 93 responses to question 2E (*“Ellesmere Road North is to be narrowed at the junction with the A6 with a raised junction table and footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distance, and to help reduce turning speed of vehicles.”*). It shows that 44 (47%) of respondents to this question strongly agreed or agreed with the proposals, while 38 (41%) strongly disagreed or disagreed. 11 (12%) neither agreed nor disagreed or didn't know.

Figure 7.6 Question 2F ("Grass verges with tree planting")



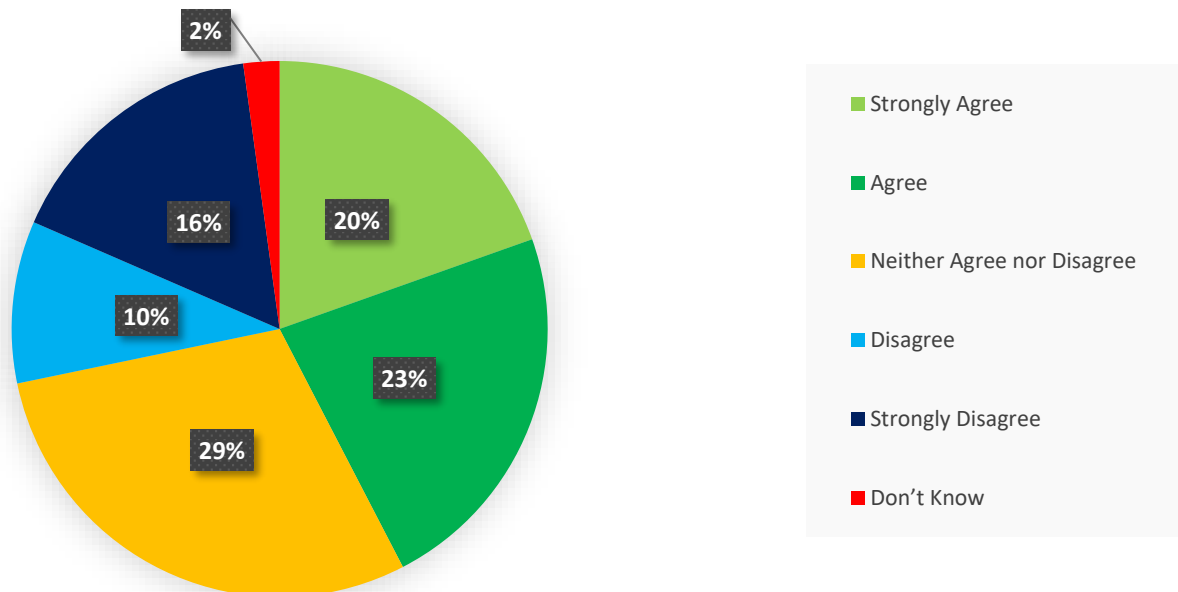
7.23. Figure 7.6 presents a summary of the 94 responses to question 2F (*“Grass verges with tree planting, a cycle stand, and seating are proposed at the junction. Consideration will be given to a gateway public art installation at the junction.”*). It shows that 52 (55%) of respondents to this question strongly agreed or agreed with the proposals, while 35 (37%) strongly disagreed or disagreed. 7 (8%) neither agreed nor disagreed or didn't know.

Figure 7.7 Question 2G ("Widen the footway")



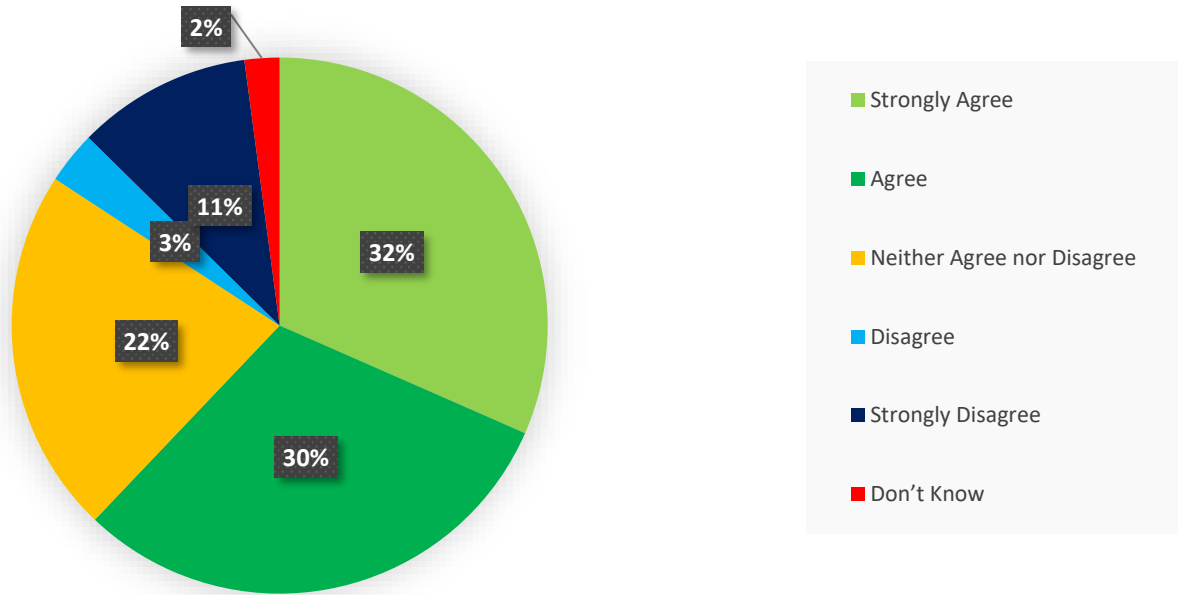
7.24. Figure 7.7 presents a summary of the 94 responses to question 2G (*"It is proposed to widen the footway adjacent to northbound carriageway around the bus stop outside St. Thomas' CE Primary School."*). It shows that 54 (57%) of respondents to this question strongly agreed or agreed with the proposals, while 28 (30%) strongly disagreed or disagreed. 12 (13%) neither agreed nor disagreed or didn't know.

Figure 7.8 Question 2H ("Vehicular dropped crossings")



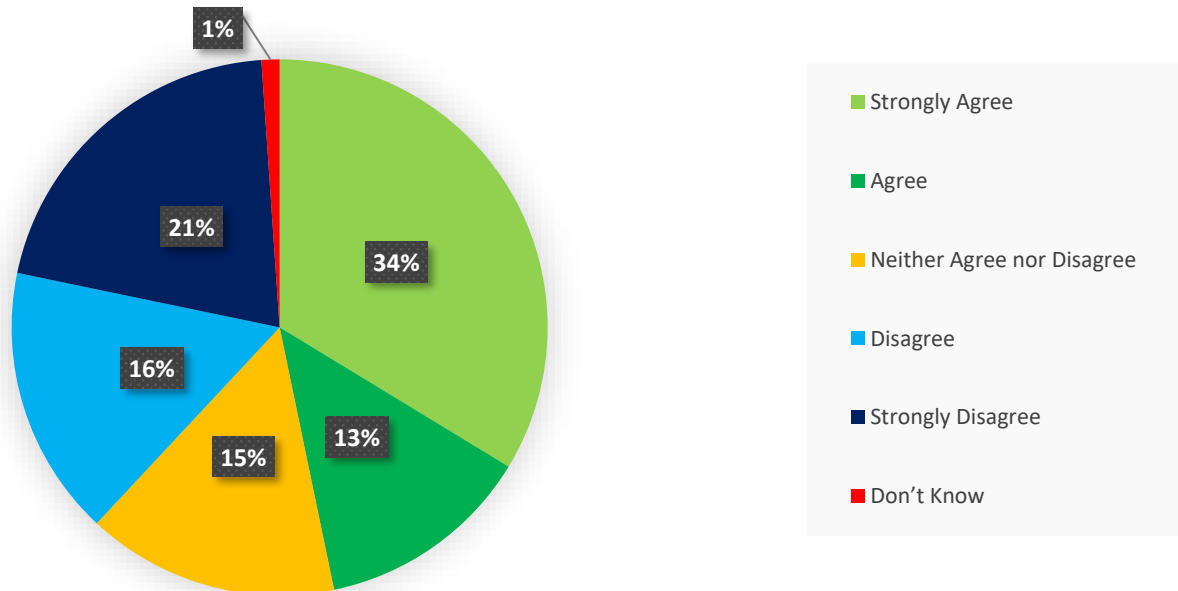
7.25. Figure 7.8 presents a summary of the 92 responses to question 2H (*"Vehicular dropped crossings installed at several locations to replace existing kerbed access points."*). It shows that 39 (43%) of respondents to this question strongly agreed or agreed with the proposals, while 24 (26%) strongly disagreed or disagreed. 29 (31%) neither agreed nor disagreed or didn't know.

Figure 7.9 Question 2I ("Existing bus stops to be modified")



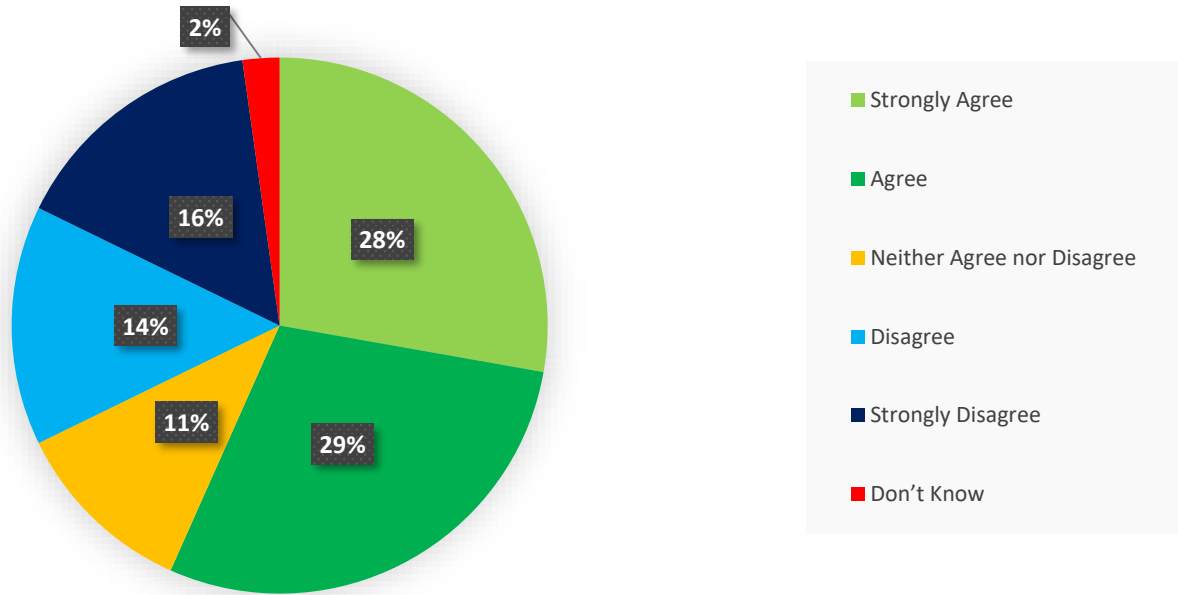
7.26. Figure 7.9 presents a summary of the 95 responses to question 2I (*“Existing bus stops to be modified to current TfGM standards.”*). It shows that 59 (62%) of respondents to this question strongly agreed or agreed with the proposals, while 13 (14%) strongly disagreed or disagreed. 23 (24%) neither agreed nor disagreed or didn’t know.

Figure 7.10 Question 2J ("Junction will be realigned")



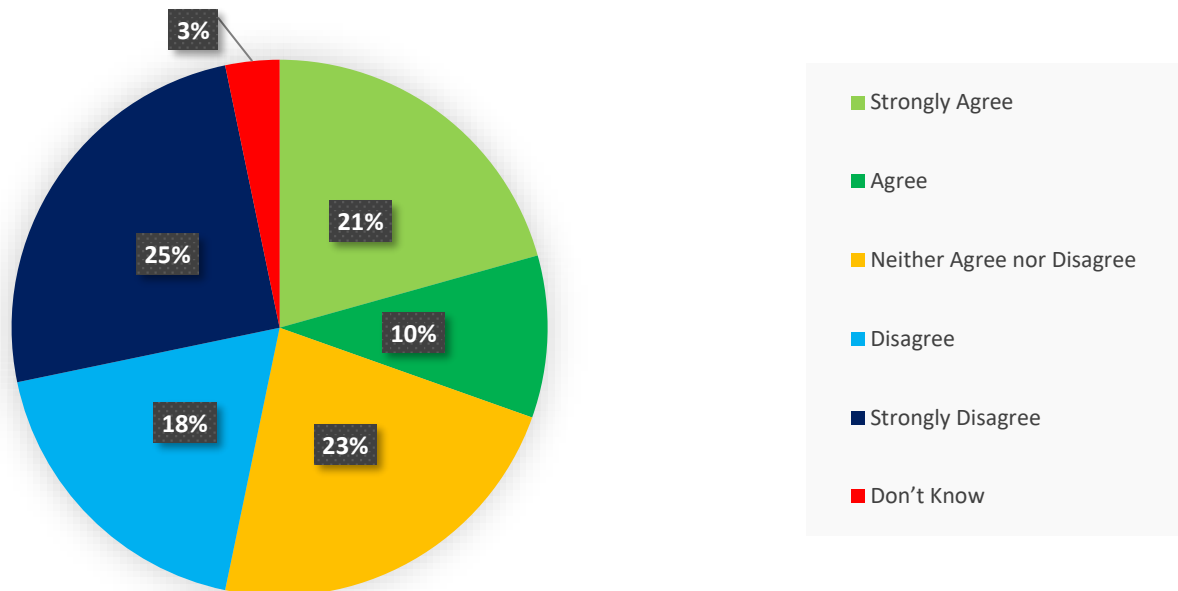
7.27. Figure 7.10 presents a summary of the 92 responses to question 2J (*“The junction of the A6188 Manchester Road with A6 Wellington Road North will be realigned, with traffic from the A6 southbound to Manchester Road passing through the signals. This is designed to help reduce the speed of traffic turning left from the A6 onto Manchester Road.”*). It shows that 43 (47%) of respondents to this question strongly agreed or agreed with the proposals, while 34 (37%) strongly disagreed or disagreed. 15 (16%) neither agreed nor disagreed or didn’t know.

Figure 7.11 Question 2K ("Crossing points upgraded")



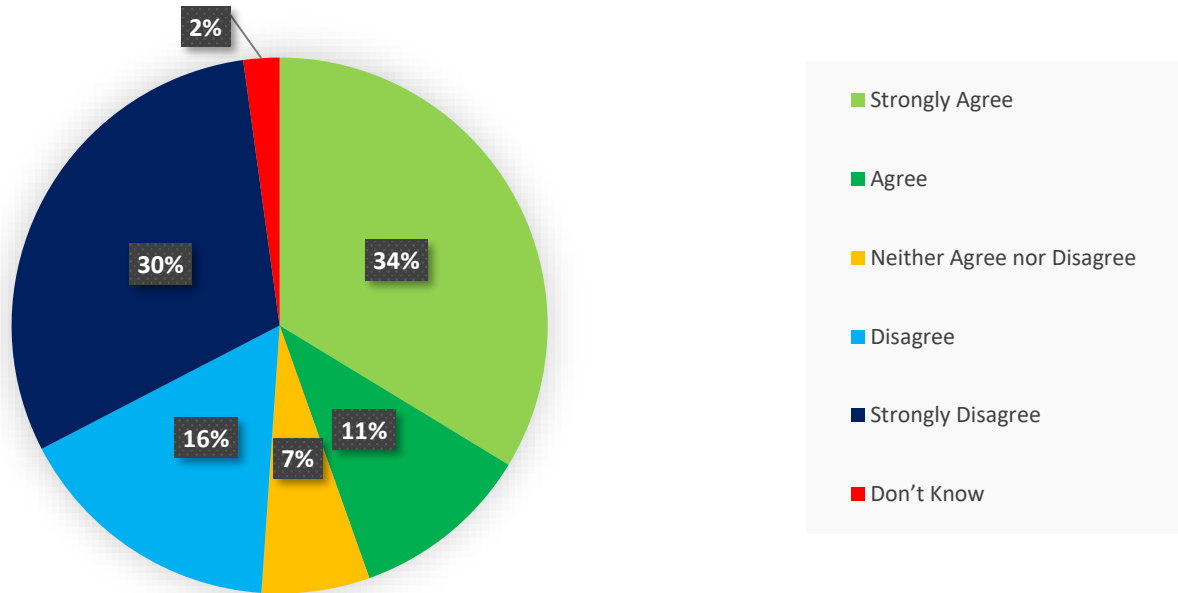
7.28. Figure 7.11 presents a summary of the 90 responses to question 2K (“*Crossing points over Manchester Road and the A6 are upgraded to single stage Toucan crossings. In addition, a Puffin crossing will be provided across the A6 to the north of Manchester Road.*”). It shows that 51 (57%) of respondents to this question strongly agreed or agreed with the proposals, while 27 (30%) strongly disagreed or disagreed. 12 (13%) neither agreed nor disagreed or didn’t know.

Figure 7.12 Question 2L ("Existing parking bays are to be removed")



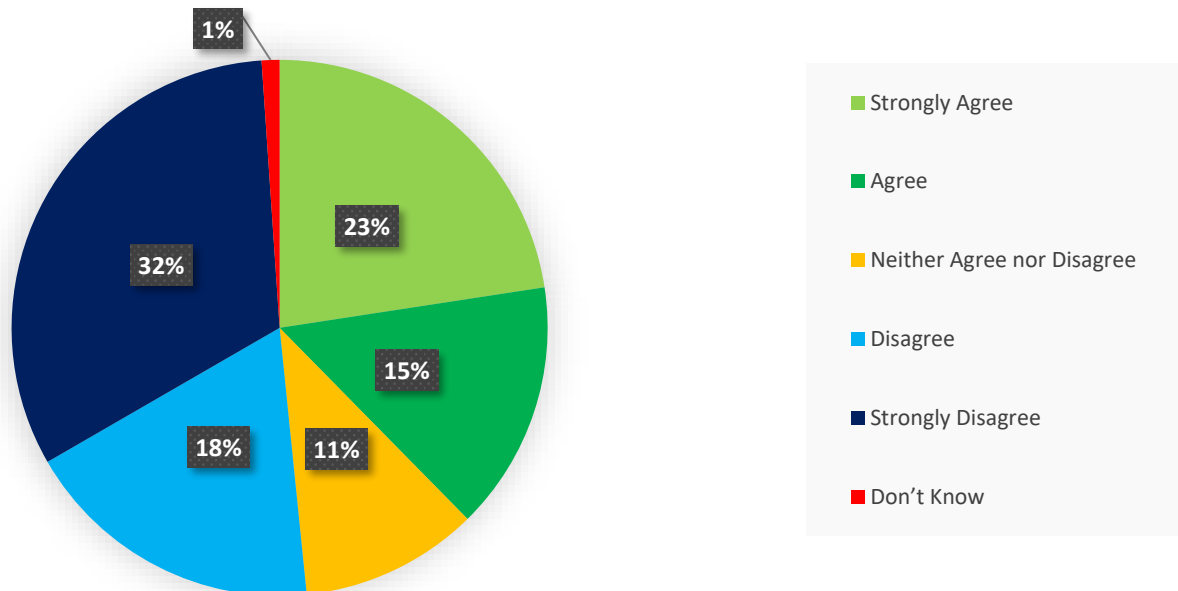
7.29. Figure 7.12 presents a summary of the 92 responses to question 2L (“*The existing parking bays are to be removed from the front of the shops on the northern side of Manchester Road and some additional parking will be provided on the southern side.*”). It shows that 28 (31%) of respondents to this question strongly agreed or agreed with the proposals, while 40 (43%) strongly disagreed or disagreed. 24 (26%) neither agreed nor disagreed or didn’t know.

Figure 7.13 Question 2M ("One-way segregated cycleway")



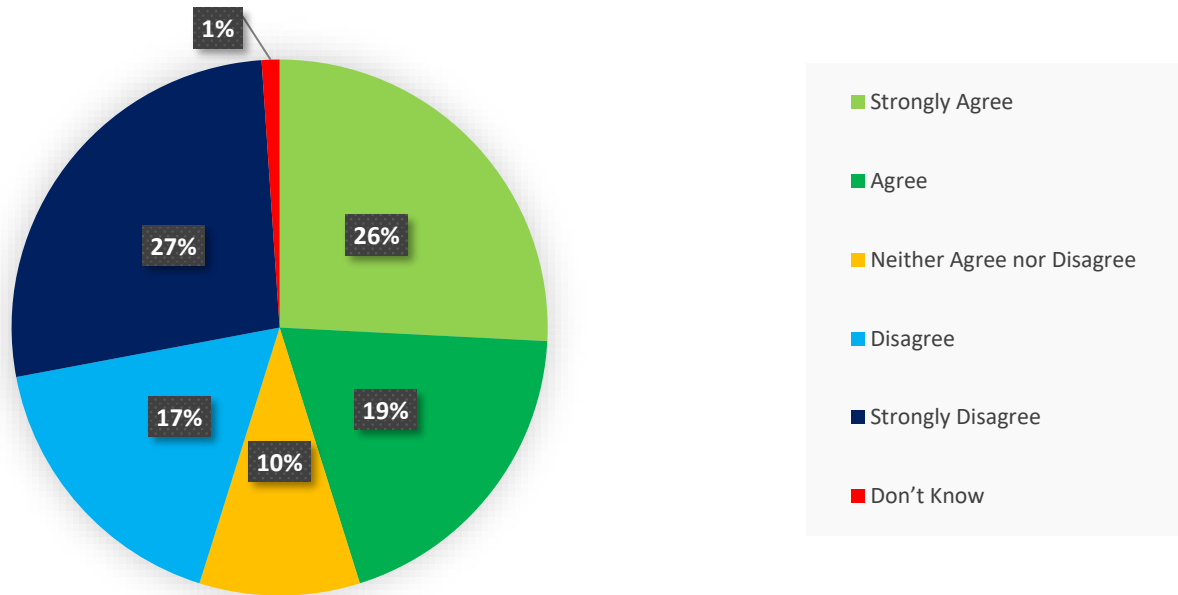
7.30. Figure 7.13 presents a summary of the 92 responses to question 2M (“A one-way segregated cycleway is proposed along the shop frontage towards Manchester Road.”). It shows that 41 (45%) of respondents to this question strongly agreed or agreed with the proposals, while 43 (46%) strongly disagreed or disagreed. 8 (9%) neither agreed nor disagreed or didn’t know.

Figure 7.14 Question 2N ("Shared footway / cycleway is proposed")



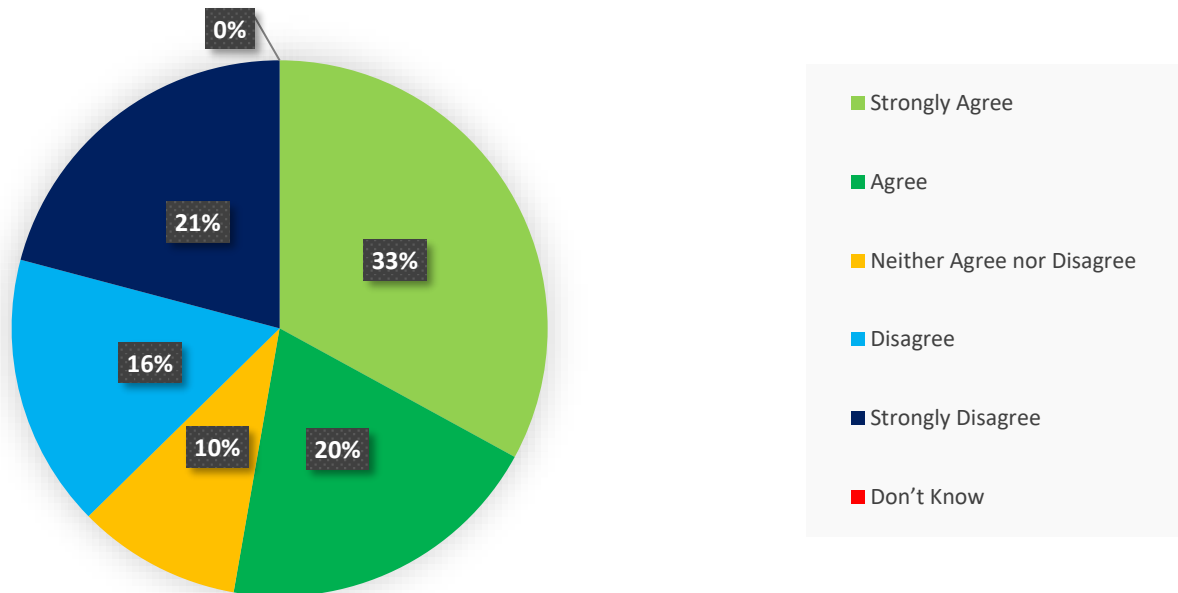
7.31. Figure 7.14 presents a summary of the 93 responses to question 2N (“A shared footway / cycleway is proposed on both sides of the A6, including at the junction with Manchester Road and Ellesmere Road North, for pedestrian and cyclists using the new Toucan crossings.”). It shows that 35 (38%) of respondents to this question strongly agreed or agreed with the proposals, while 47 (50%) strongly disagreed or disagreed. 11 (12%) neither agreed nor disagreed or didn’t know.

Figure 7.15 Question 2O ("Ellesmere Road North is to be narrowed")



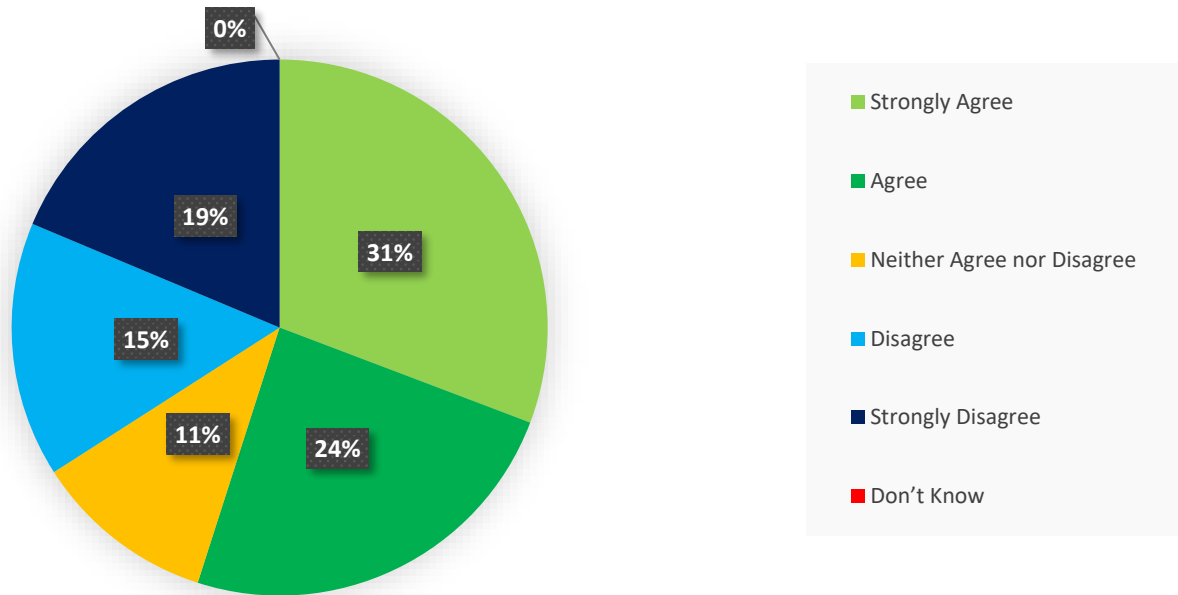
7.32. Figure 7.15 presents a summary of the 93 responses to question 2O (*“Ellesmere Road North is to be narrowed at the junction with the A6 with a raised junction table and footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distance, and to help reduce turning speed of vehicles.”*). It shows that 42 (45%) of respondents to this question strongly agreed or agreed with the proposals, while 41 (44%) strongly disagreed or disagreed. 10 (11%) neither agreed nor disagreed or didn't know.

Figure 7.16 Question 2P ("Grass verges with tree planting")



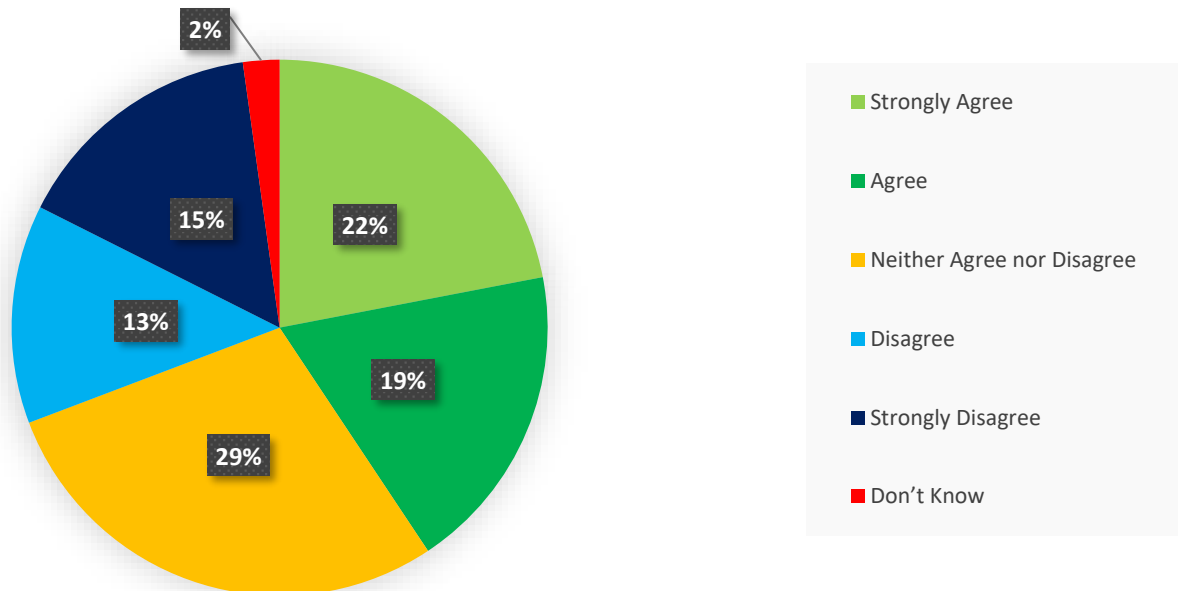
7.33. Figure 7.16 presents a summary of the 91 responses to question 2P (*“Grass verges with tree planting, seating and a cycle stand are proposed at the junction. Consideration will be given to a gateway public art installation at the junction.”*). It shows that 48 (53%) of respondents to this question strongly agreed or agreed with the proposals, while 34 (37%) strongly disagreed or disagreed. 9 (10%) neither agreed nor disagreed or didn't know.

Figure 7.17 Question 2Q ("Proposed to widen the footway")



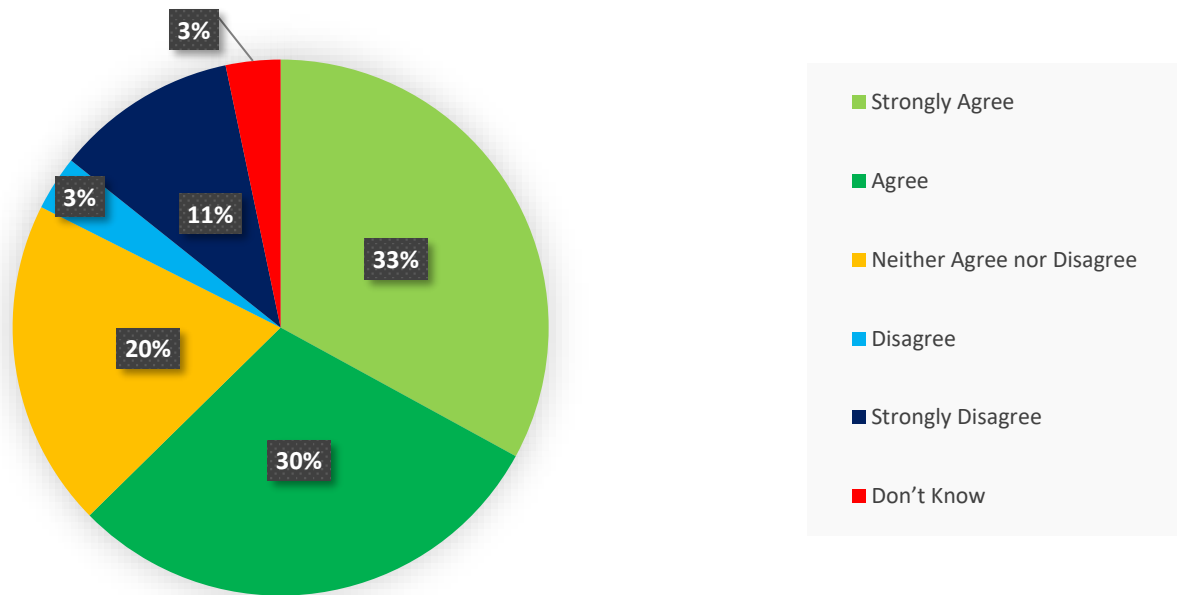
7.34. Figure 7.17 presents a summary of the 91 responses to question 2Q (“*It is proposed to widen the footway adjacent to northbound carriageway around the bus stop outside St. Thomas’ CE Primary School.*”). It shows that 50 (55%) of respondents to this question strongly agreed or agreed with the proposals, while 31 (34%) strongly disagreed or disagreed. 10 (11%) neither agreed nor disagreed or didn’t know.

Figure 7.18 Question 2R ("Vehicular dropped crossings")



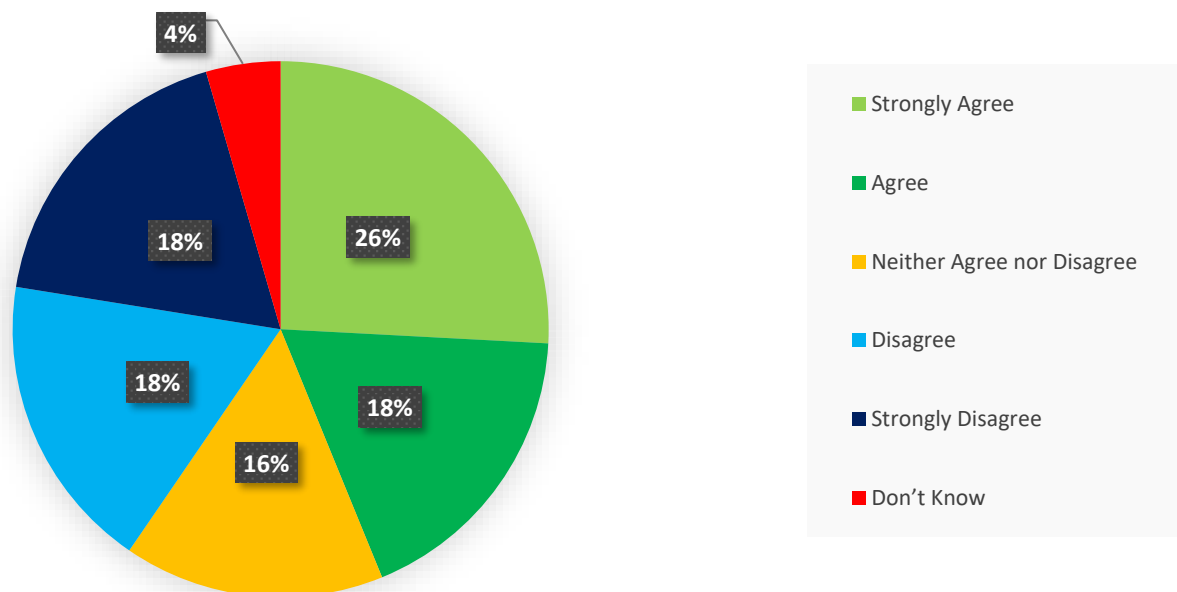
7.35. Figure 7.18 presents a summary of the 91 responses to question 2R (“*Vehicular dropped crossings installed at several locations to replace existing kerbed access points.*”). It shows that 37 (41%) of respondents to this question strongly agreed or agreed with the proposals, while 26 (28%) strongly disagreed or disagreed. 28 (31%) neither agreed nor disagreed or didn’t know.

Figure 7.19 Question 2S ("Existing bus stops to be modified")



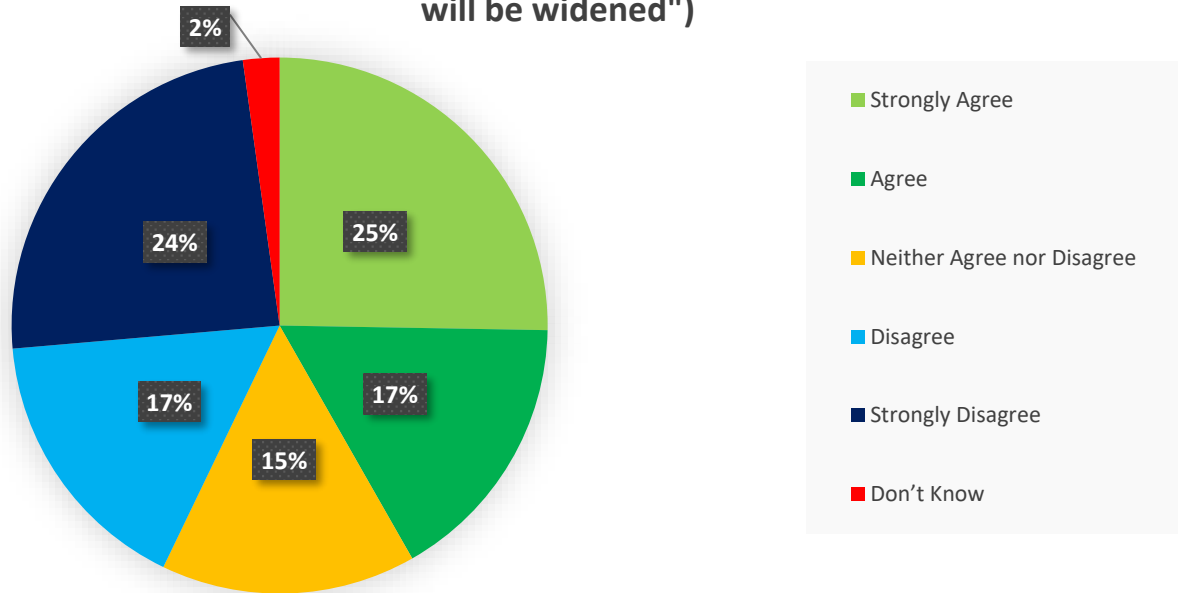
7.36. Figure 7.19 presents a summary of the 91 responses to question 2S (*“Existing bus stops to be modified to current TfGM standards.”*). It shows that 57 (63%) of respondents to this question strongly agreed or agreed with the proposals, while 13 (14%) strongly disagreed or disagreed. 21 (23%) neither agreed nor disagreed or didn’t know.

Figure 7.20 Question 2T ("Raised junction tables")



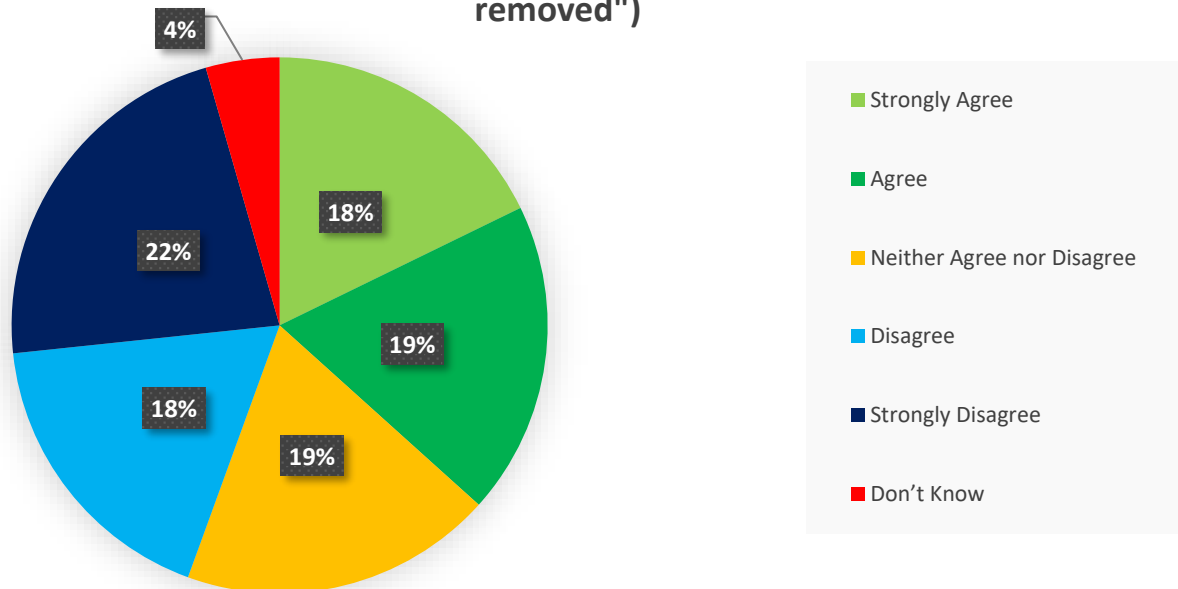
7.37. Figure 7.20 presents a summary of the 89 responses to question 2T (*“Raised junction tables, with footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances, and to help reduce turning speed of vehicles will be provided at Victoria Grove (in agreement with the owners of the Private Street), Langford Road, Brackley Road and Lawton Road.”*). It shows that 39 (44%) of respondents to this question strongly agreed or agreed with the proposals, while 32 (36%) strongly disagreed or disagreed. 18 (20%) neither agreed nor disagreed or didn’t know.

Figure 7.21 Question 2U ("Footway will be widened")



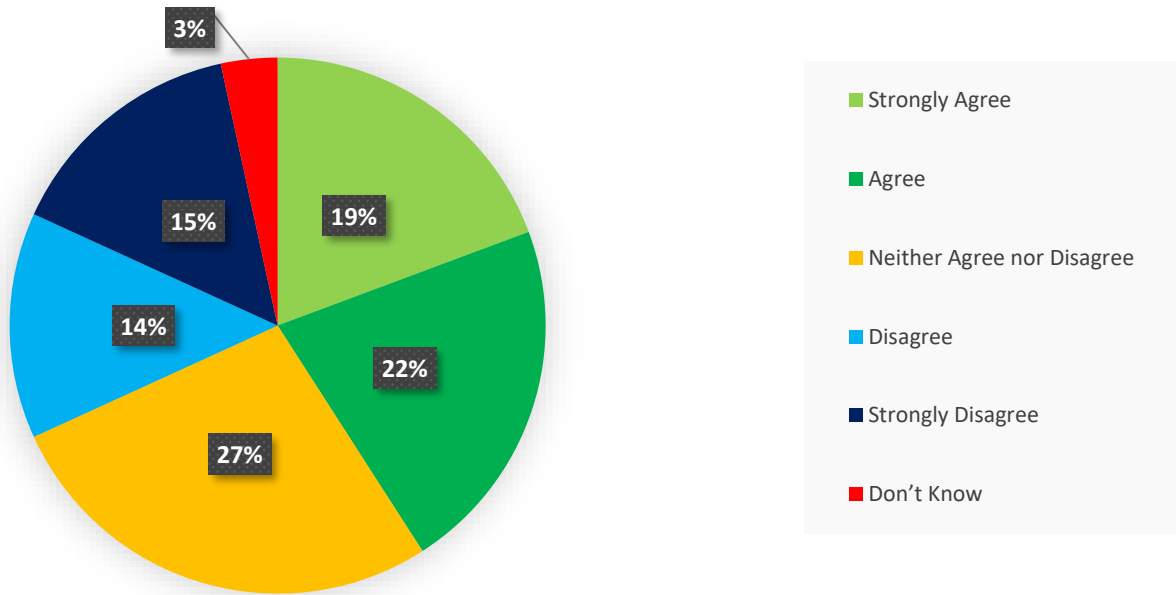
7.38. Figure 7.21 presents a summary of the 91 responses to question 2U (“*The north-eastern footway, adjacent to the southbound carriageway, between Victoria Grove and Brackley Road, will be widened to 2m width behind the parking bays at 300-314 Wellington Road North by reducing the carriageway width.*”). It shows that 38 (42%) of respondents to this question strongly agreed or agreed with the proposals, while 37 (41%) strongly disagreed or disagreed. 16 (17%) neither agreed nor disagreed or didn’t know.

Figure 7.22 Question 2V ("Existing Puffin pedestrian crossing to be removed")



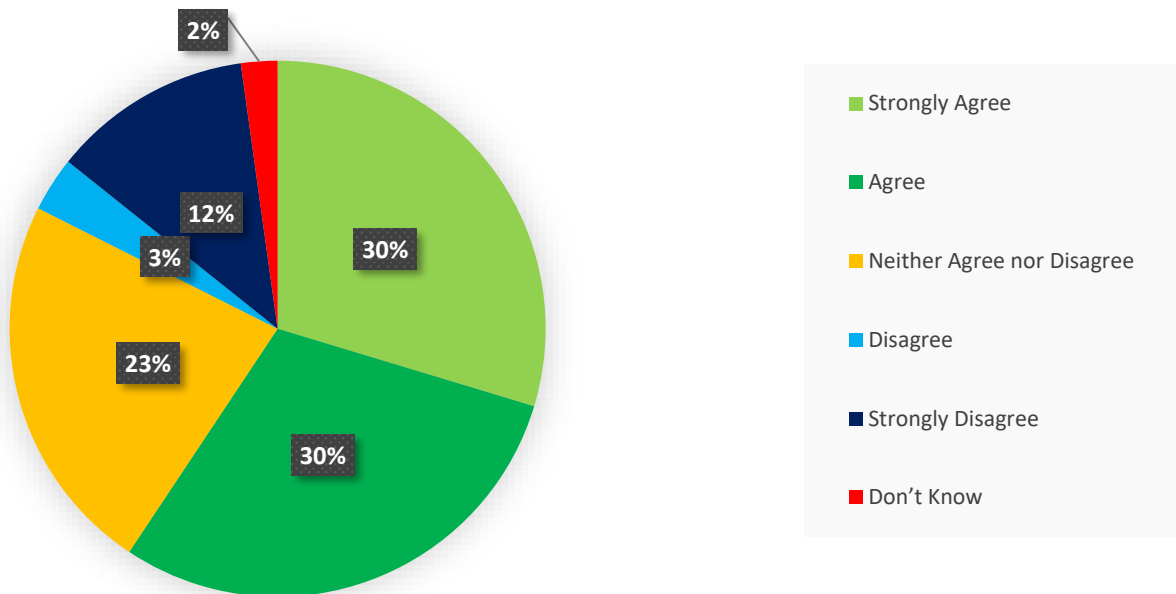
7.39. Figure 7.22 presents a summary of the 90 responses to question 2V (“*Existing Puffin pedestrian crossing to be removed from outside 296 Wellington Road North and a new Toucan crossing is to be located closer to the junction with Brackley Road, with a shared footway / cycleway on both sides of the A6.*”). It shows that 33 (37%) of respondents to this question strongly agreed or agreed with the proposals, while 36 (40%) strongly disagreed or disagreed. 21 (23%) neither agreed nor disagreed or didn’t know.

Figure 7.23 Question 2W ("Vehicular dropped crossings")



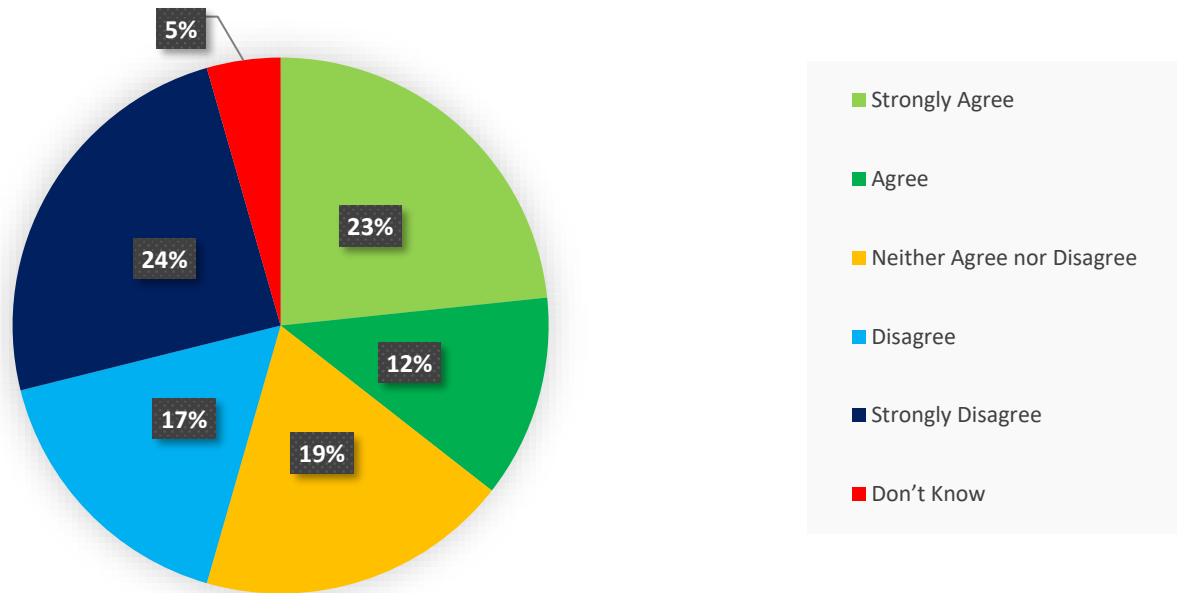
7.40. Figure 7.23 presents a summary of the 88 responses to question 2W (“*Vehicular dropped crossings installed at several locations to replace existing kerbed access points.*”). It shows that 36 (41%) of respondents to this question strongly agreed or agreed with the proposals, while 25 (29%) strongly disagreed or disagreed. 27 (30%) neither agreed nor disagreed or didn’t know.

Figure 7.24 Question 2X ("Existing bus stops to be modified")



7.41. Figure 7.24 presents a summary of the 91 responses to question 2X (“*Existing bus stops to be modified to current TfGM standards.*”). It shows that 54 (60%) of respondents to this question strongly agreed or agreed with the proposals, while 14 (15%) strongly disagreed or disagreed. 23 (25%) neither agreed nor disagreed or didn’t know.

Figure 7.25 Question 2Y ("A quiet on carriageway cycle route")



7.42. Figure 7.25 presents a summary of the 90 responses to question 2Y (*"A quiet on carriageway cycle route, defined with advisory road markings, will be provided along Lawton Road and Brackley Road."*). It shows that 32 (35%) of respondents to this question strongly agreed or agreed with the proposals, while 37 (41%) strongly disagreed or disagreed. 17 (24%) neither agreed nor disagreed or didn't know.

- 7.43. Respondents were asked to provide reasons for their answer. There were 96 responses and key recurring themes included:
- 27 responses referenced a desire for a segregated cycle lane running down the A6.
 - 21 responses claimed that these proposals are unnecessary.
 - 16 comments expressed they are against the implementation of shared pedestrian / cyclist facilities.
 - 10 comments have said that these proposals are welcomed and needed.
 - 10 responses stated that these proposals should be made more pedestrian / cycle friendly.
 - 9 residents expressed that the proposals could increase congestion.
 - 9 responses claimed that there are not enough cyclists to justify these improvements.
 - 9 residents have stated how they believe there is not enough improvements for cyclist.
 - 9 commenters said that they would like the proposed bus lane to operate 24 hours a day.
 - 8 residents have said that they prefer option 2 over option 1.
 - 6 residents have referenced that they think these proposals are not ambitious enough.
 - 5 commenters believe these proposals are unfairly against motorists.
 - 4 responses mentioned they would like vehicle dropped crossings to be "Dutch Kerbs".
 - 3 comments have stated that they are against limiting access to Buckingham Road.
 - 3 residents have expressed concern that cyclists won't use the proposed cycle routes (Eastern and Western).
 - 3 respondents requested that signalised crossings have shorted waiting times for pedestrians.
 - 3 responses stated they prefer option 2 over option 1 due to its included cycle facilities.
 - 2 commenters want more green spaces and planters to be incorporated into these proposals.
 - 2 comments said that the speed of vehicles in this area needs to be controlled and slowed.
 - 2 comments mentioned that they want all roads leading off the A6 to be one-way.
 - 2 residents have expressed their stance against limiting access to Ellesmere Road.
 - 2 responses showed a want for the introduction of a CYCLOPS junction.
 - 2 comments claimed they are against the potential loss of parking.

- 2 residents have stated they are against cycle lanes.

7.44. Stakeholder's Comments on the Sheet 2 Proposals:

Walk Ride GM

- Won't support these proposals without the provision of a 24/7 bus lane and protected cycle lanes.

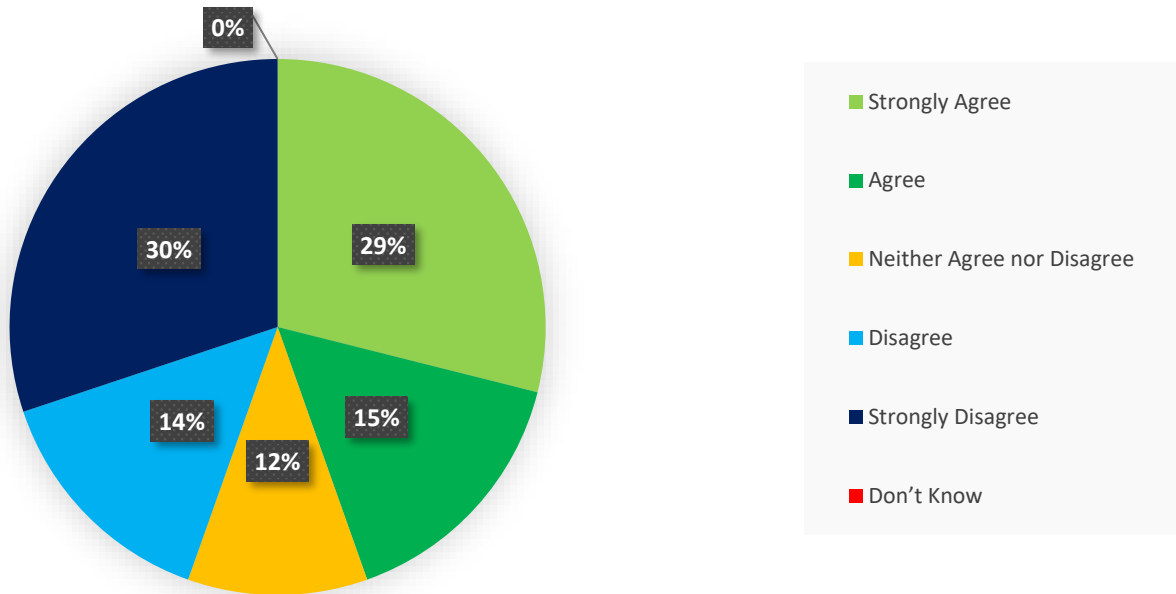
7.45. **Sheet 3 - A6: Lawton Road / No. 210 Wellington Road North / Sparthfield Road**

Table 4 below shows the Question Summary Table for Sheet 3 (A6: Lawton Road / No. 210 Wellington Road North / Sparthfield Road)

| Sheet 3: Question | Question's Number | Sheet 3: Question | Question's Number | Sheet 3: Question | Question's Number | Sheet 3: Question | Question's Number |
|---|-------------------|---|-------------------|--|-------------------|---|-------------------|
| <u>Viewport 3A:</u> Introduction of a bus lane on southbound carriageway from Wingate Road to Sparthfield Road (Belmont Bridge). | 3A | <u>Viewport 3A:</u> Footway improvements, including the installation of raised junction tables, uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances across the junctions, and to help reduce turning speed of vehicles at Wingate Road, Denby Lane, Brantwood Road, Harvey Close and Silverdale Road. | 3B | <u>Viewport 3A:</u> The north-eastern footway, adjacent to southbound carriageway, between Brackley Road and Denby Lane, will be widened to 2m at 268-286 Wellington Road North (retaining the parking bay by narrowing the carriageway). | 3C | <u>Viewport 3A:</u> The southbound carriageway, between Denby Lane and Harvey Close will be widened by approximately 0.3m to allow for installation of right turn lanes. | 3D |
| <u>Viewport 3A:</u> The northbound carriageway, between Brantwood Road and Warwick Court will be widened by up to 0.5m (maximum) to allow for installation of right turn lanes. | 3E | <u>Viewport 3A:</u> A signalised junction with green man pedestrian crossing facilities on all arms is proposed at the junction of the A6 with Warwick Road and Glenfield Road, including the removal of the existing Puffin crossing from outside 230 Wellington Road North (former Trivelles Hotel). | 3F | <u>Viewport 3A:</u> Vehicular dropped crossings installed at several locations to replace existing kerbed access points. | 3G | <u>Viewport 3A:</u> Existing bus stops to be modified to current TfGM standards. | 3H |
| <u>Viewport 3B:</u> Footway improvements including the installation of uncontrolled crossings for pedestrians, the reduction of corner kerb radii and footway widening to reduce the crossing distance, and to help reduce turning speed of vehicles at Holmfield Close. | 3I | <u>Viewport 3B:</u> Widening of the carriageway between Whitefield and Heaton Road by approximately 0.3m to allow for a right turn lane to Heaton Road at the signal junction. | 3J | <u>Viewport 3B:</u> Widening of the footway between Heaton Road and Sparthfield Road to a minimum of 2m by narrowing the carriageway (retaining the current layby outside 135-151 Wellington Road North). | 3K | <u>Viewport 3B:</u> Relocation of the existing pedestrian crossing from the northern arm of signalised junction at A6 / Heaton Rd, further south towards the junction. | 3L |
| <u>Viewport 3B:</u> New pedestrian crossing facility across the exit from Castlewood Apartments (192 Wellington Road North) | 3M | <u>Viewport 3B:</u> Vehicular dropped crossings installed at several locations to replace existing kerbed access points. | 3N | <u>Viewport 3B:</u> Existing bus stops to be modified to current TfGM standards. | 3O | | |

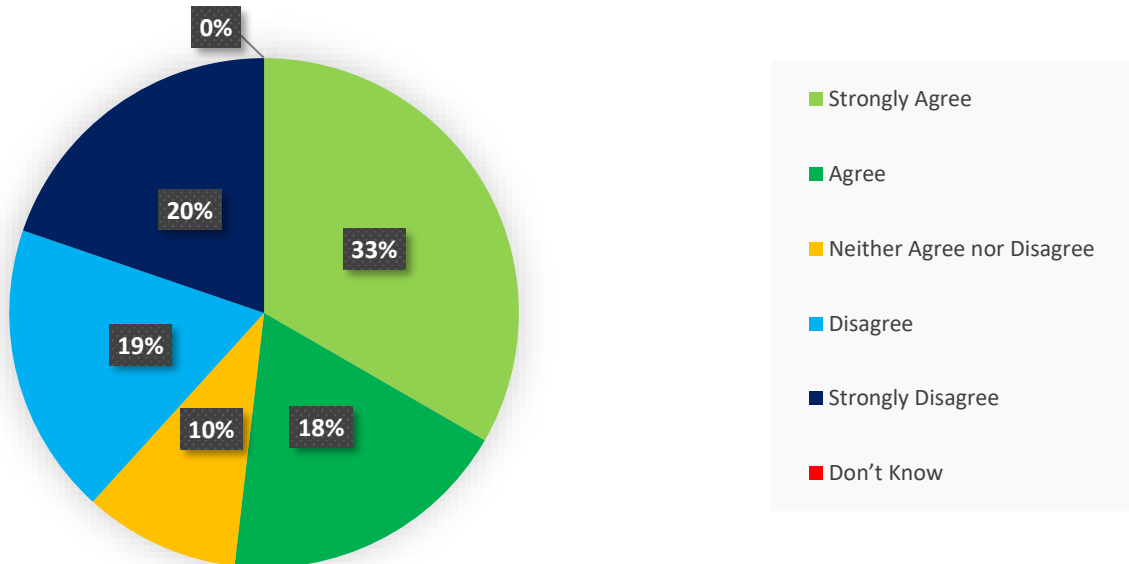
7.46. Respondents were asked a total of 15 questions about the features shown on sheet 3 (Appendix B: Drawing Number No. F-5223-A6BR-CON-0003). Of the 302 total responses to the online consultation, 83 responded to the questions on sheet 3.

Figure 8.1 Question 3A ("Introduction of a bus lane")



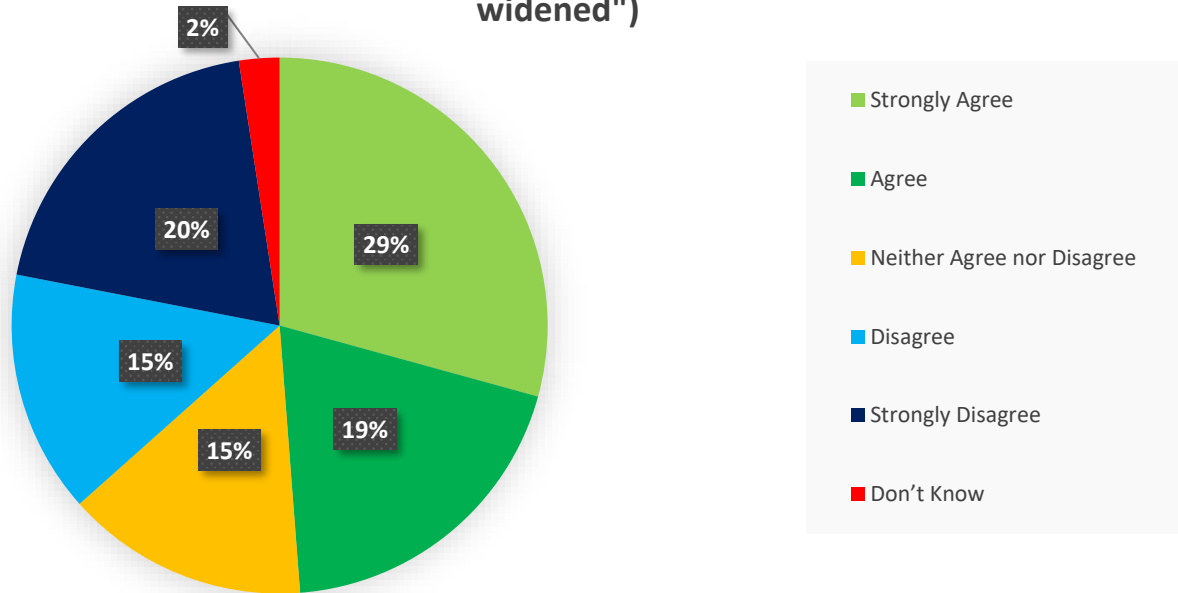
7.47. Figure 8.1 presents a summary of the 83 responses to question 3A (*“Introduction of a bus lane on southbound carriageway from Wingate Road to Sparthfield Road (Belmont Bridge).”*). It shows that 37 (44%) of respondents to this question strongly agreed or agreed with the proposals, while 37 (44%) strongly disagreed or disagreed. 9 (12%) neither agreed nor disagreed or didn’t know.

Figure 8.2 Question 3B ("Footway improvements")



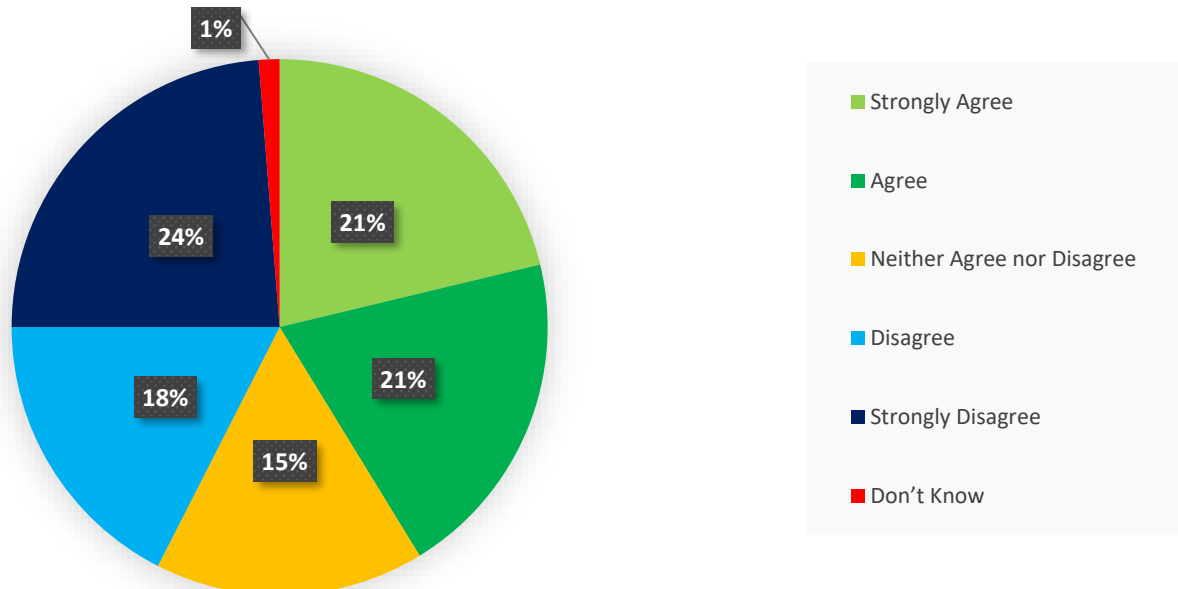
7.48. Figure 8.2 presents a summary of the 81 responses to question 3B (*“Footway improvements, including the installation of raised junction tables, uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances across the junctions, and to help reduce turning speed of vehicles at Wingate Road, Denby Lane, Brantwood Road, Harvey Close and Silverdale Road.”*). It shows that 42 (51%) of respondents to this question strongly agreed or agreed with the proposals, while 31 (39%) strongly disagreed or disagreed. 8 (10%) neither agreed nor disagreed or didn’t know.

Figure 8.3 Question 3C ("Footway widened")



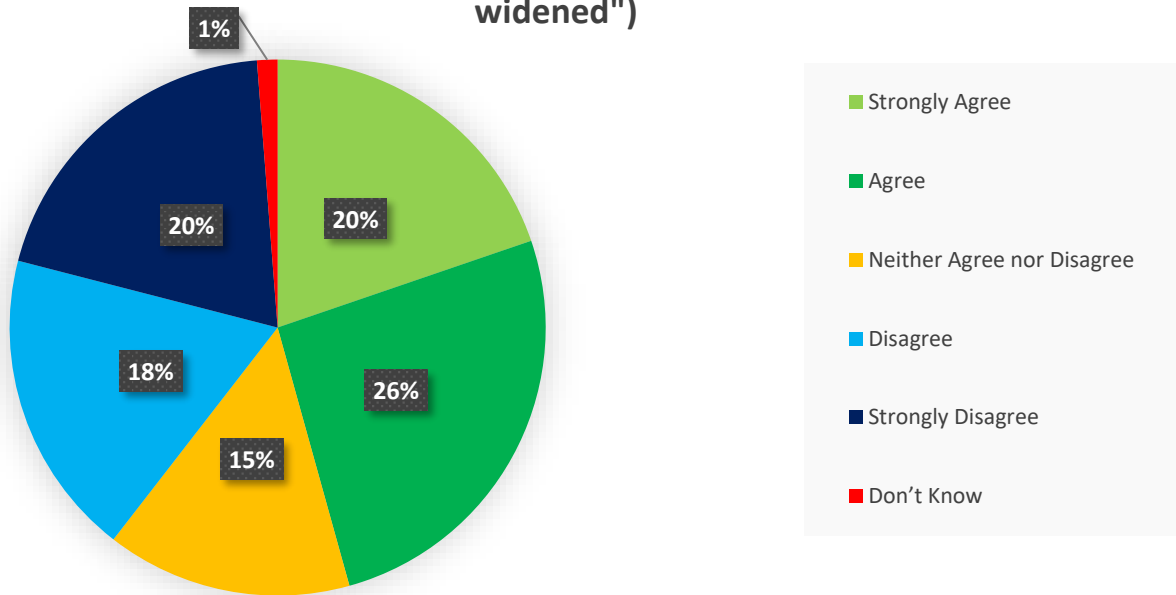
7.49. Figure 8.3 presents a summary of the 82 responses to question 3C (“*The north-eastern footway, adjacent to southbound carriageway, between Brackley Road and Denby Lane, will be widened to 2m at 268-286 Wellington Road North (retaining the parking bay by narrowing the carriageway).*”). It shows that 40 (48%) of respondents to this question strongly agreed or agreed with the proposals, while 28 (35%) strongly disagreed or disagreed. 14 (17%) neither agreed nor disagreed or didn’t know.

Figure 8.4 Question 3D ("Carriageway will be widened")



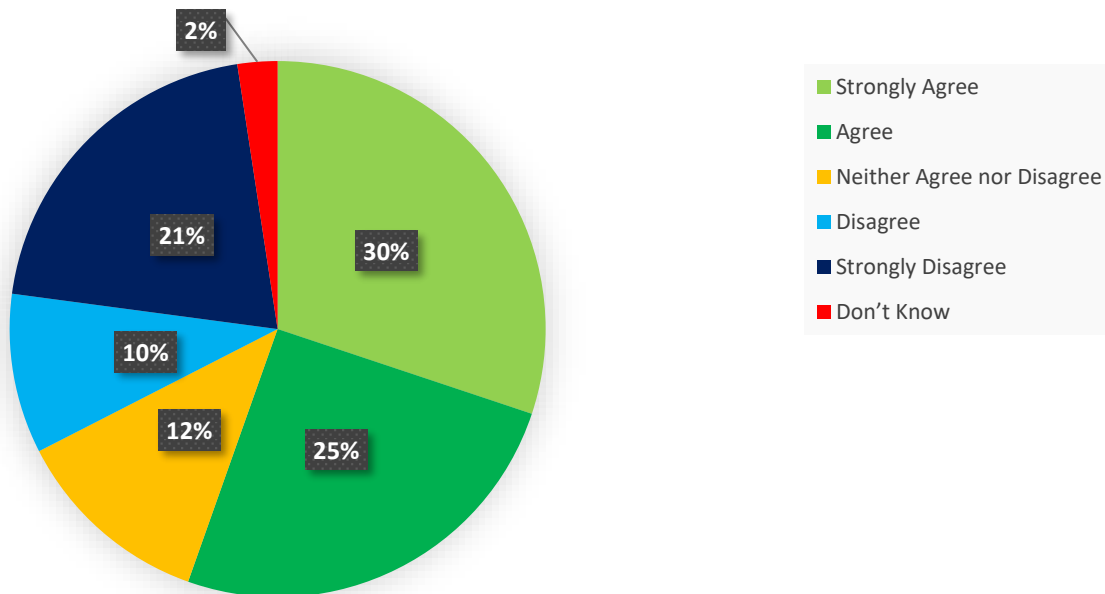
7.50. Figure 8.4 presents a summary of the 80 responses to question 3D (“*The southbound carriageway, between Denby Lane and Harvey Close will be widened by approximately 0.3m to allow for installation of right turn lanes.*”). It shows that 33 (42%) of respondents to this question strongly agreed or agreed with the proposals, while 33 (42%) strongly disagreed or disagreed. 14 (16%) neither agreed nor disagreed or didn’t know.

Figure 8.5 Question 3E ("The northbound carriageway will be widened")



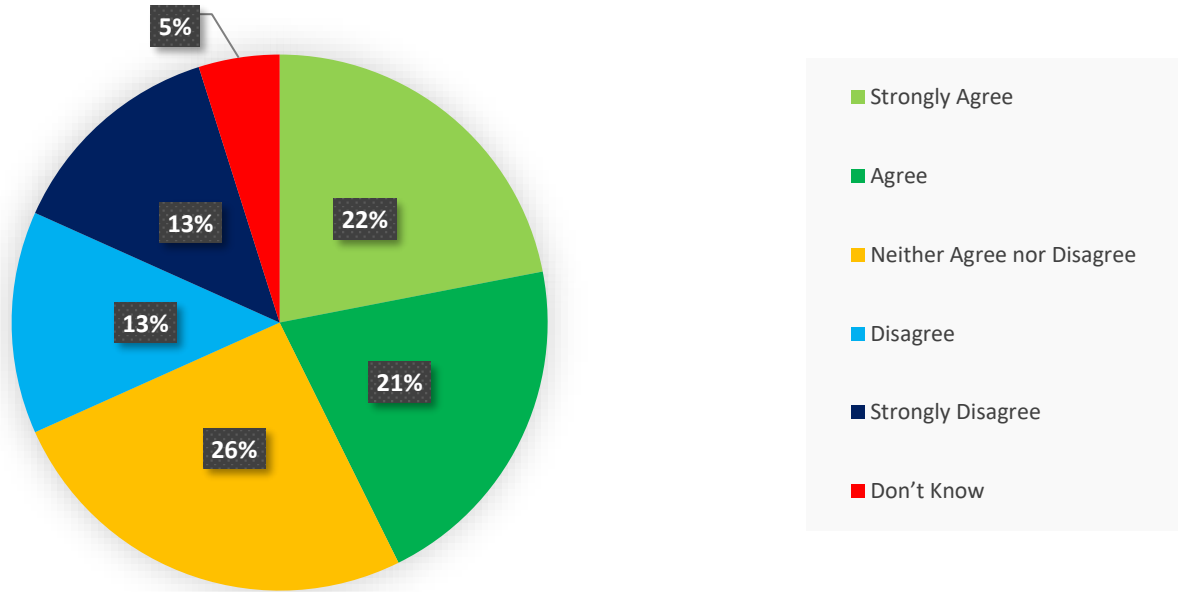
7.51. Figure 8.5 presents a summary of the 81 responses to question 3E (*"The northbound carriageway, between Brantwood Road and Warwick Court will be widened by up to 0.5m (maximum) to allow for installation of right turn lanes."*). It shows that 37 (46%) of respondents to this question strongly agreed or agreed with the proposals, while 31 (38%) strongly disagreed or disagreed. 13 (16%) neither agreed nor disagreed or didn't know.

Figure 8.6 Question 3F ("A signalised junction")



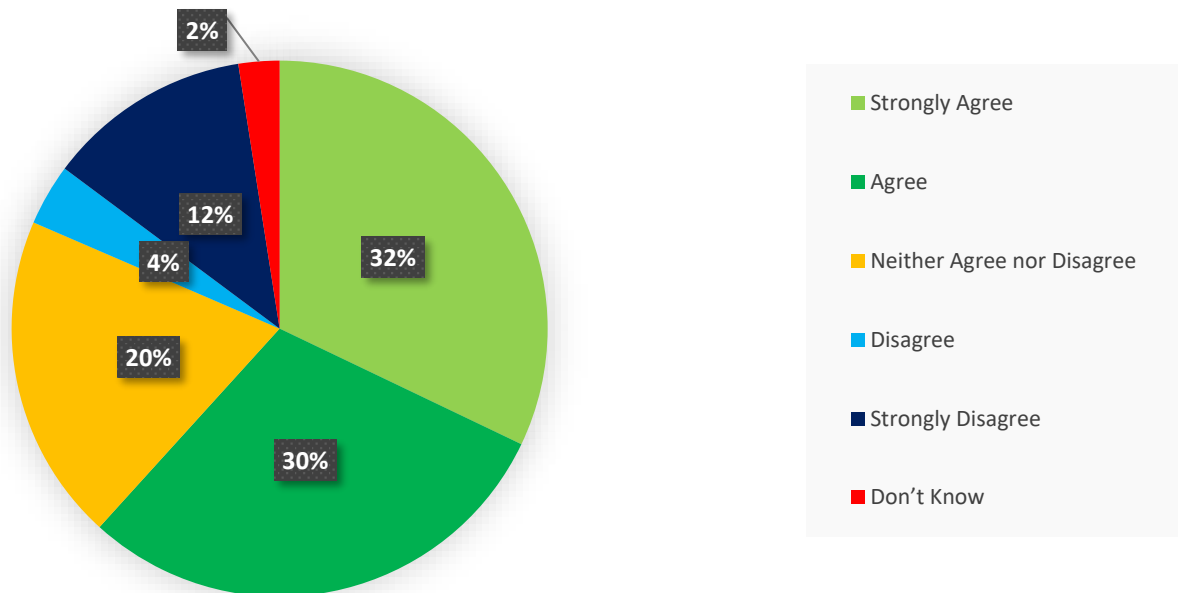
7.52. Figure 8.6 presents a summary of the 83 responses to question 3F (*"A signalised junction with green man pedestrian crossing facilities on all arms is proposed at the junction of the A6 with Warwick Road and Glenfield Road, including the removal of the existing Puffin crossing from outside 230 Wellington Road North (former Trivelles Hotel)."*). It shows that 46 (55%) of respondents to this question strongly agreed or agreed with the proposals, while 25 (31%) strongly disagreed or disagreed. 12 (14%) neither agreed nor disagreed or didn't know.

Figure 8.7 Question 3G ("Vehicular dropped crossings")



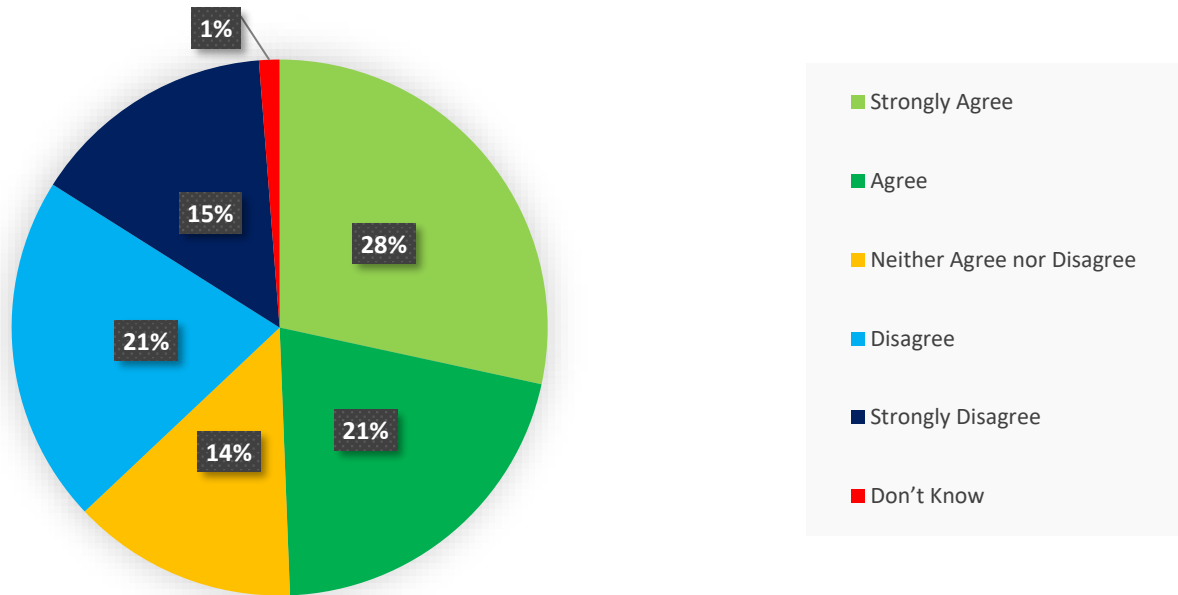
7.53. Figure 8.7 presents a summary of the 82 responses to question 3G (“*Vehicular dropped crossings installed at several locations to replace existing kerbed access points.*”). It shows that 35 (43%) of respondents to this question strongly agreed or agreed with the proposals, while 22 (26%) strongly disagreed or disagreed. 25 (31%) neither agreed nor disagreed or didn’t know.

Figure 8.8 Question 3H ("Existing bus stops to be modified")



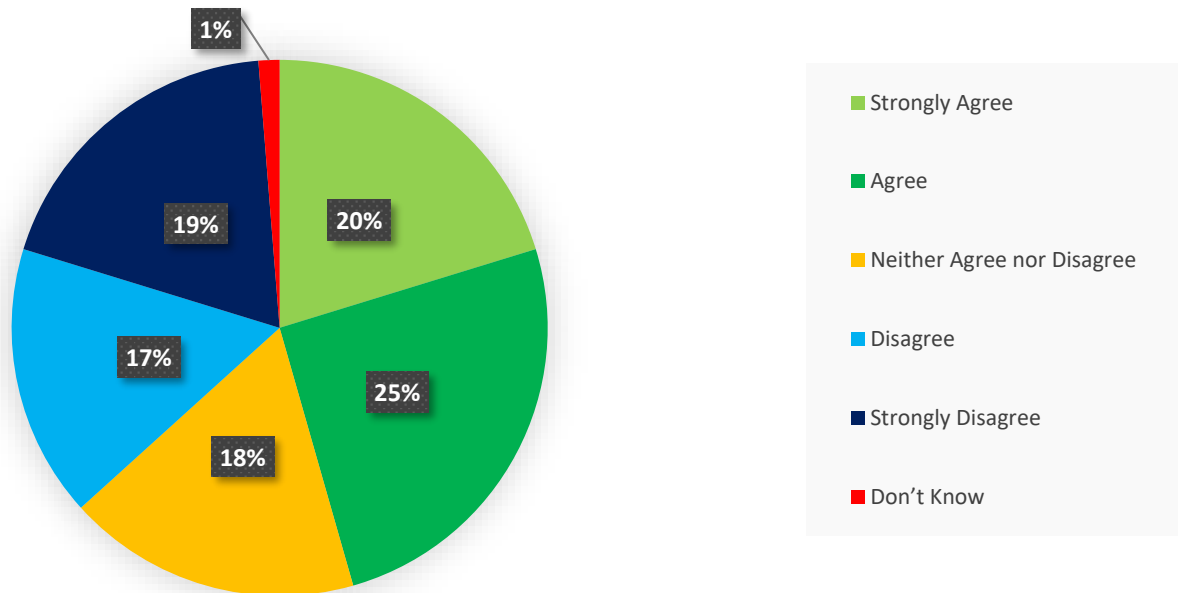
7.54. Figure 8.8 presents a summary of the 81 responses to question 3H (“*Existing bus stops to be modified to current TfGM standards.*”). It shows that 50 (62%) of respondents to this question strongly agreed or agreed with the proposals, while 13 (16%) strongly disagreed or disagreed. 18 (22%) neither agreed nor disagreed or didn’t know.

Figure 8.9 Question 3I ("Footway improvements")



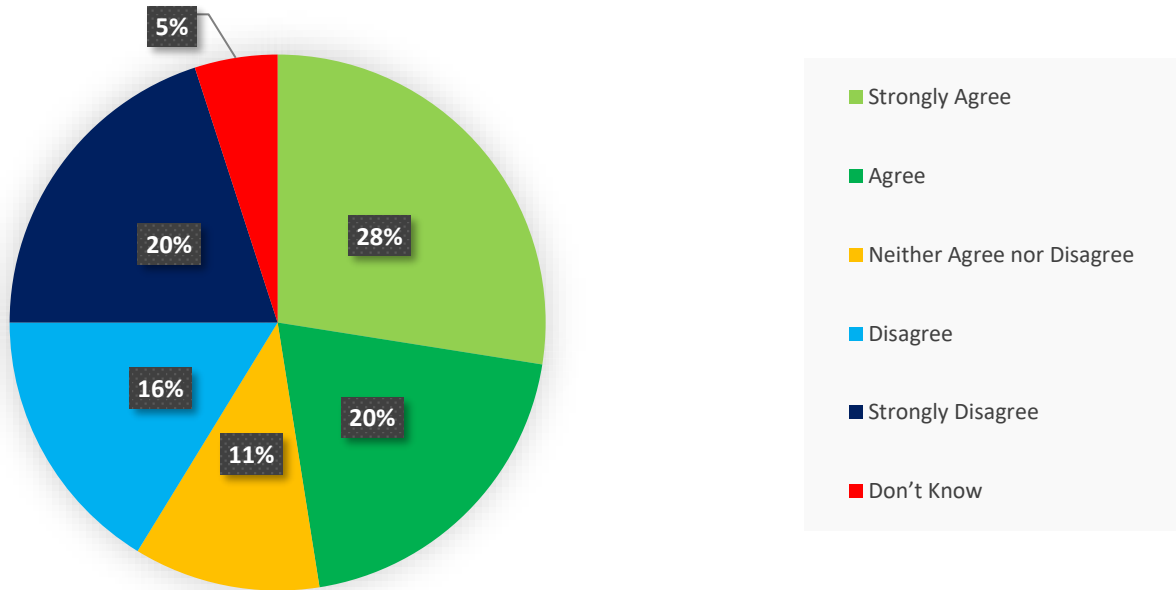
7.55. Figure 8.9 presents a summary of the 81 responses to question 3I (*“Footway improvements including the installation of uncontrolled crossings for pedestrians, the reduction of corner kerb radii and footway widening to reduce the crossing distance, and to help reduce turning speed of vehicles at Holmfield Close.”*). It shows that 40 (49%) of respondents to this question strongly agreed or agreed with the proposals, while 29 (36%) strongly disagreed or disagreed. 12 (15%) neither agreed nor disagreed or didn't know.

Figure 8.10 Question 3J ("Widening of the carriageway")



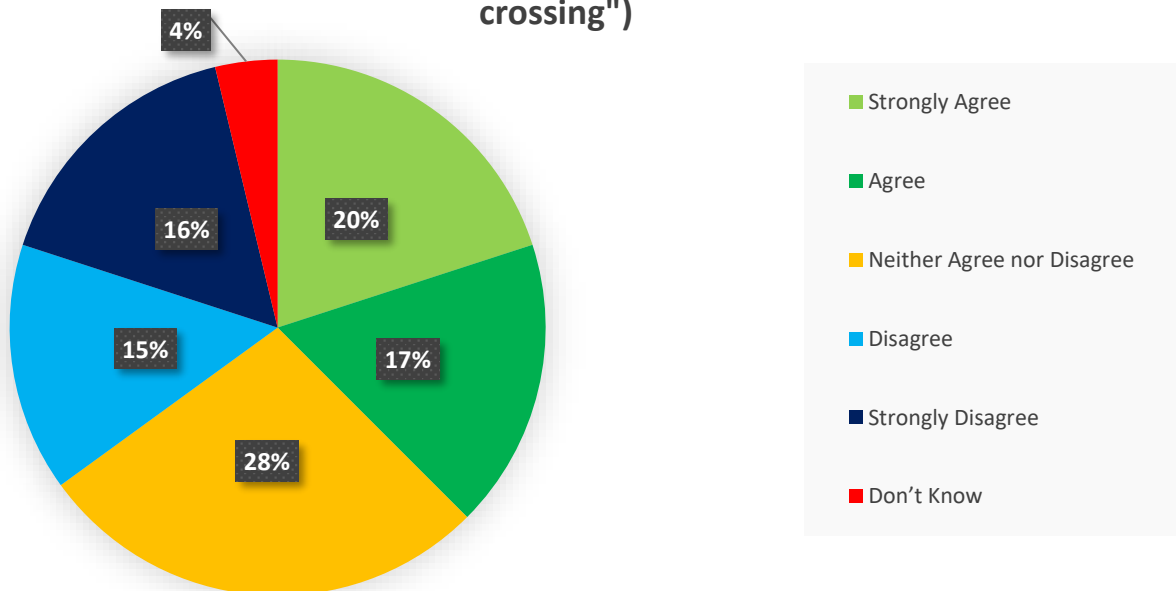
7.56. Figure 8.10 presents a summary of the 79 responses to question 3J (*“Widening of the carriageway between Whitefield and Heaton Road by approximately 0.3m to allow for a right turn lane to Heaton Road at the signal junction.”*). It shows that 36 (45%) of respondents to this question strongly agreed or agreed with the proposals, while 29 (36%) strongly disagreed or disagreed. 15 (19%) neither agreed nor disagreed or didn't know.

Figure 8.11 Question 3K ("Widening of the footway")



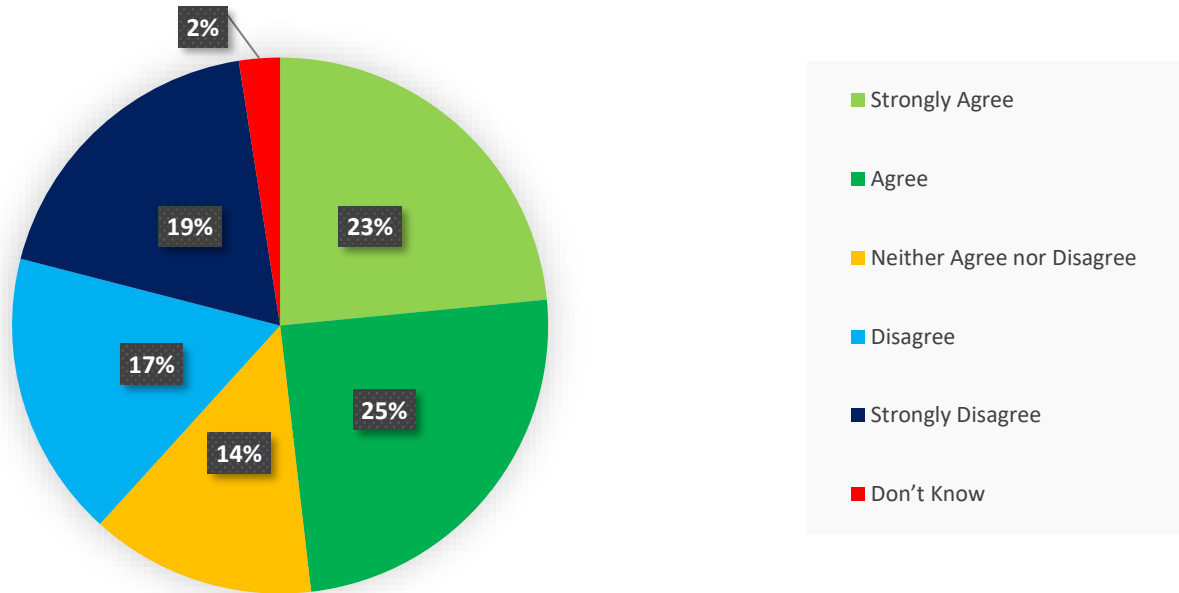
7.57. Figure 8.11 presents a summary of the 80 responses to question 3K (*“Widening of the footway between Heaton Road and Sparthfield Road to a minimum of 2m by narrowing the carriageway (retaining the current layby outside 135-151 Wellington Road North).”*). It shows that 38 (48%) of respondents to this question strongly agreed or agreed with the proposals, while 29 (36%) strongly disagreed or disagreed. 13 (16%) neither agreed nor disagreed or didn’t know.

Figure 8.12 Question 3L ("Relocation of the existing pedestrian crossing")



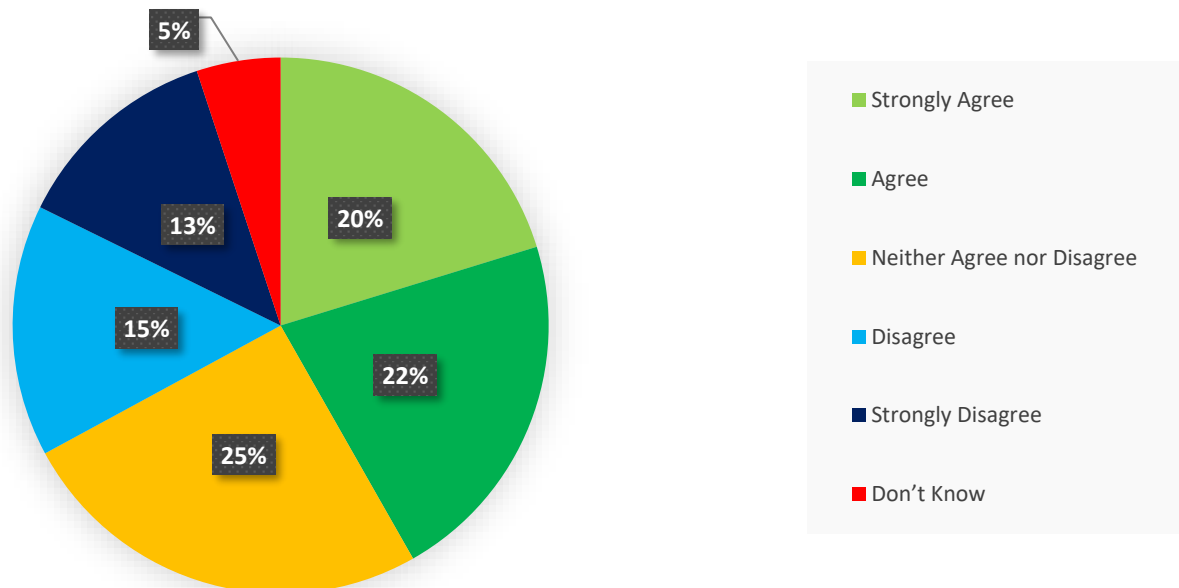
7.58. Figure 8.12 presents a summary of the 80 responses to question 3L (*“Relocation of the existing pedestrian crossing from the northern arm of signalised junction at A6 / Heaton Rd, further south towards the junction.”*). It shows that 30 (37%) of respondents to this question strongly agreed or agreed with the proposals, while 25 (31%) strongly disagreed or disagreed. 25 (32%) neither agreed nor disagreed or didn’t know.

Figure 8.13 Question 3M ("New pedestrian crossing")



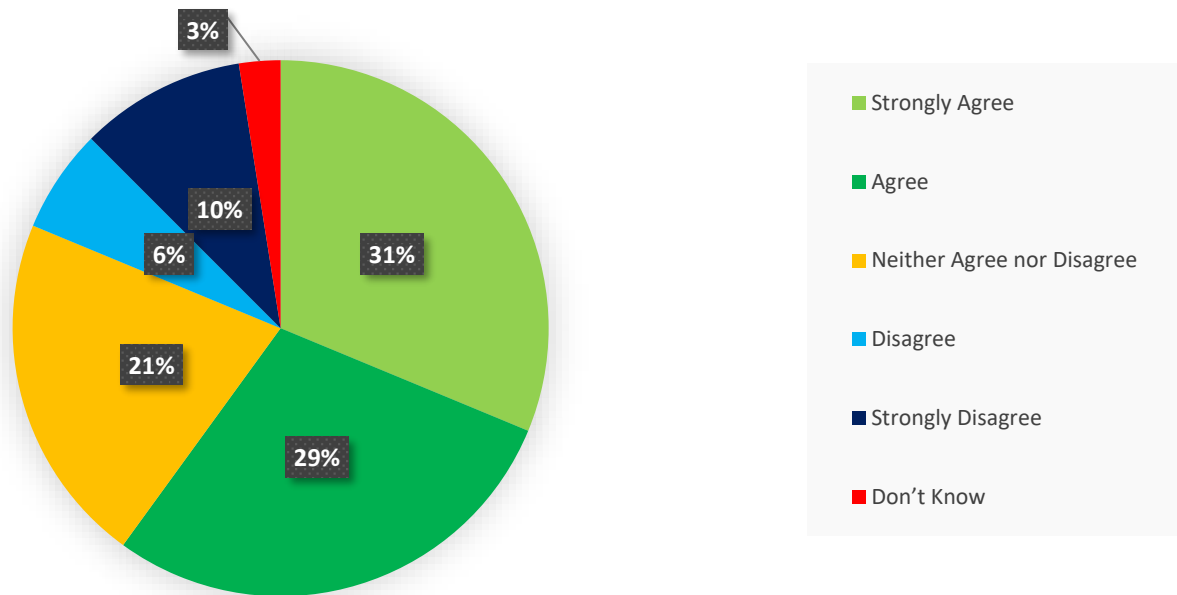
7.59. Figure 8.13 presents a summary of the 81 responses to question 3M (*"New pedestrian crossing facility across the exit from Castlewood Apartments (192 Wellington Road North)."*). It shows that 39 (48%) of respondents to this question strongly agreed or agreed with the proposals, while 29 (36%) strongly disagreed or disagreed. 13 (16%) neither agreed nor disagreed or didn't know.

Figure 8.14 Question 3N ("Vehicular dropped crossings")



7.60. Figure 8.14 presents a summary of the 79 responses to question 3N (*"Vehicular dropped crossings installed at several locations to replace existing kerbed access points."*). It shows that 33 (42%) of respondents to this question strongly agreed or agreed with the proposals, while 22 (28%) strongly disagreed or disagreed. 24 (30%) neither agreed nor disagreed or didn't know.

Figure 8.15 Question 30 ("Existing bus stops to be modified")



7.61. Figure 8.15 presents a summary of the 80 responses to question 30 (*“Existing bus stops to be modified to current TfGM standards.”*). It shows that 48 (60%) of respondents to this question strongly agreed or agreed with the proposals, while 13 (16%) strongly disagreed or disagreed. 19 (24%) neither agreed nor disagreed or didn’t know.

- 7.62. Respondents were asked to provide reasons for their answer. There were 83 responses and key recurring themes included:
- 14 responses referenced a desire for the implementation of a segregated cycle lane which runs down the A6.
 - 12 responses claimed that these proposals are unnecessary.
 - 8 comments expressed that these proposals are both welcomed and needed.
 - 6 comments have said that these proposals could potentially increase congestion.
 - 3 responses stated that residents parking on the pavement needs to be prevented.
 - 2 residents expressed that the proposals should include bollards outside of shops.
 - 2 responses claimed there are not enough improvements for cyclists within these proposals.
 - 2 residents have stated how they believe that these proposals unfairly effect motorists.
 - 2 commenters said that they are against bus lanes (the creation and extension of).
 - 2 residents have referenced that they find the proposed Glenfield Road lights to be unnecessary.
 - 2 responses mentioned a want for segregated cycle lanes.

7.63. Stakeholder’s Comments on the Sheet 3 Proposals:

Walk Ride GM

- Won’s support these proposals without the provision of a 24/7 bus lane and protected cycle lanes.

7.64. Sheet 4 - Leegate Road / Sevenoaks Avenue

Table 5 below shows the Question Summary Table for Sheet 4 (Leegate Road / Sevenoaks Avenue)

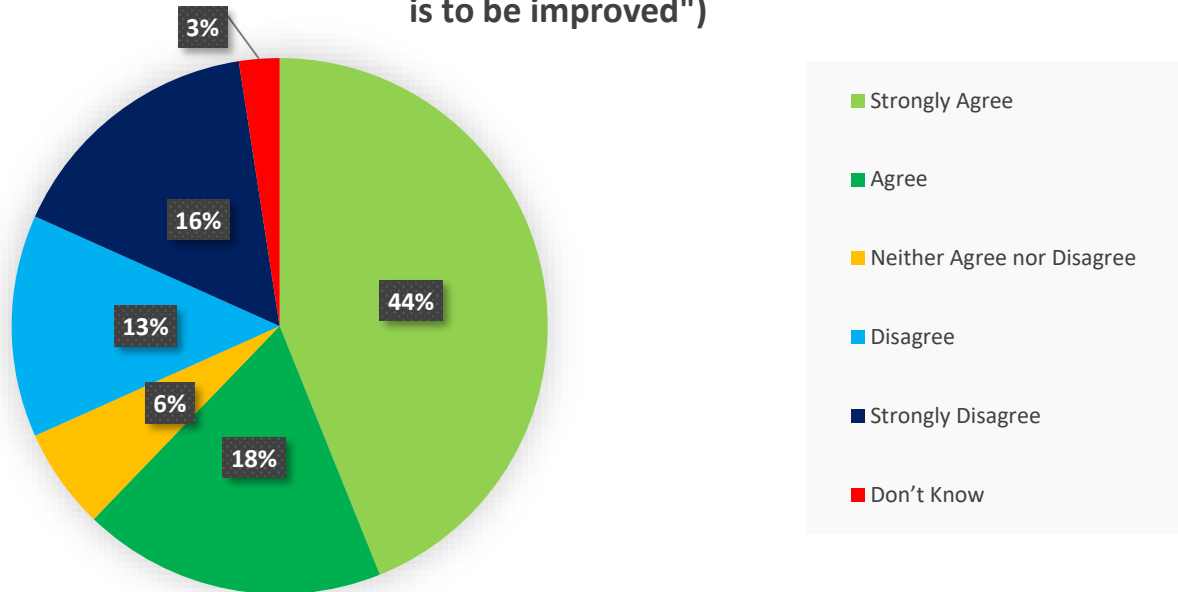
Sheet 4: Leegate Road / Sevenoaks Avenue

Table 5: **Sheet 4** – Question Summary Table

| Sheet 4: Question | Question's Number | Sheet 4: Question | Question's Number | Sheet 4: Question | Question's Number | Sheet 4: Question | Question's Number |
|--|-------------------|---|-------------------|--|-------------------|--|-------------------|
| The surface to the footway and carriageway along the unadopted section of Leegate Road is to be improved and consideration given to possible traffic calming measures. | 4A | Street lighting will be reviewed and improved to current standards as necessary including using heritage style columns and lamps where appropriate. | 4B | A two-way segregated cycle path is to be provided through the existing road closure, between the adopted and unadopted sections of Leegate Road, including removal of some existing trees and replacement with tree planting and grass verges. | 4C | A quiet on carriageway cycle route, defined with advisory road markings, will be provided along the adopted part of Leegate Road and Sevenoaks Avenue. | 4D |
| Raised junction tables, with footway improvements including the installation of uncontrolled crossings for pedestrians, will be provided at - Leegate Road / Emery Close | 4E | Raised junction tables, with footway improvements including the installation of uncontrolled crossings for pedestrians, will be provided at - Leegate Road / Sevenoaks Avenue | 4F | Raised junction tables, with footway improvements including the installation of uncontrolled crossings for pedestrians, will be provided at - Sevenoaks Avenue / Alderdale Drive | 4G | Kerbed vehicle access points will be replaced with vehicular dropped crossings to create a continuous footway across private access points. | 4H |

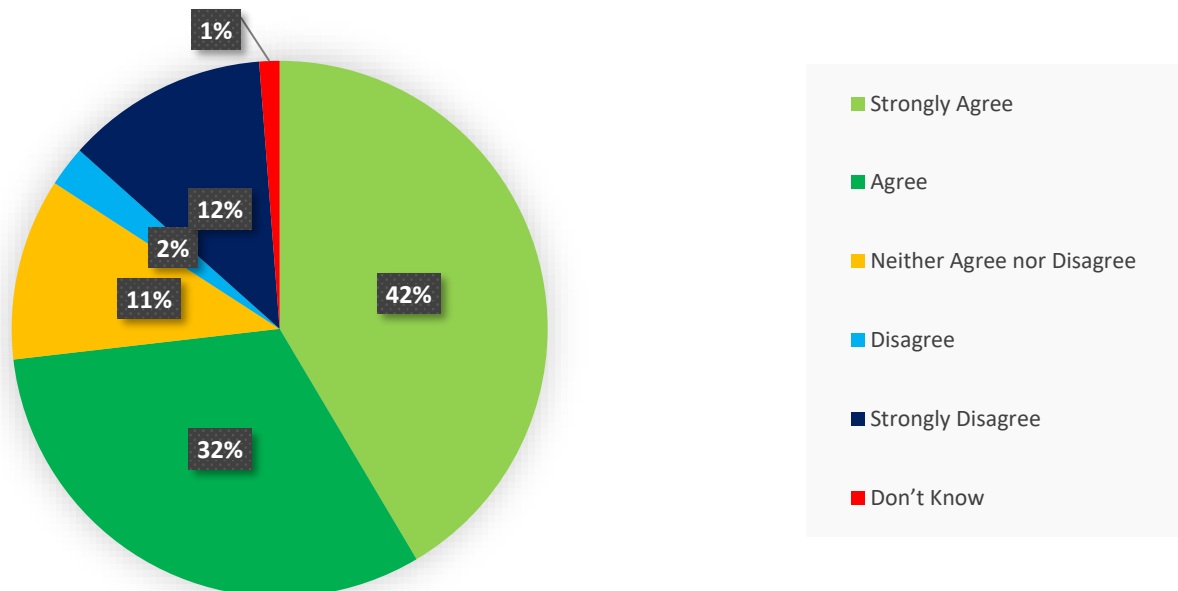
7.65. Respondents were asked a total of 8 questions about the features shown on sheet 4 (Appendix B: Drawing Number No. F-5223-A6BR-CON-0004). Of the 302 total responses to the online consultation, 83 responded to the questions on sheet 4.

Figure 9.1 Question 4A ("Footway and carriageway is to be improved")



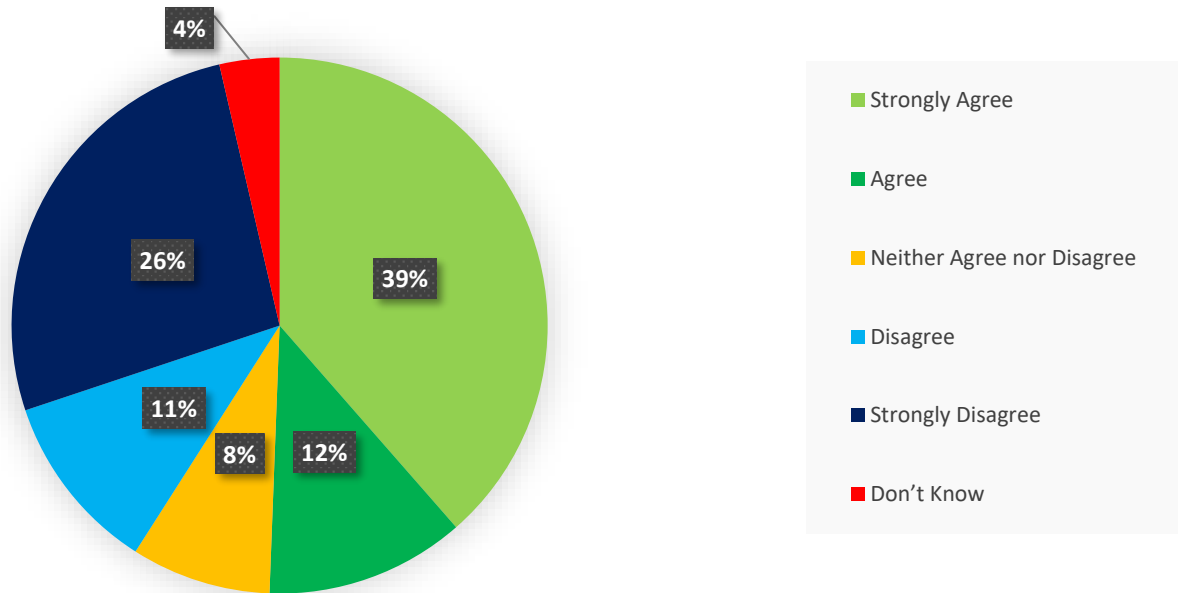
7.66. Figure 9.1 presents a summary of the 82 responses to question 4A (*"The surface to the footway and carriageway along the unadopted section of Leegate Road is to be improved and consideration given to possible traffic calming measures."*). It shows that 51 (62%) of respondents to this question strongly agreed or agreed with the proposals, while 24 (29%) strongly disagreed or disagreed. 7 (9%) neither agreed nor disagreed or didn't know.

Figure 9.2 Question 4B ("Street lighting will be reviewed")



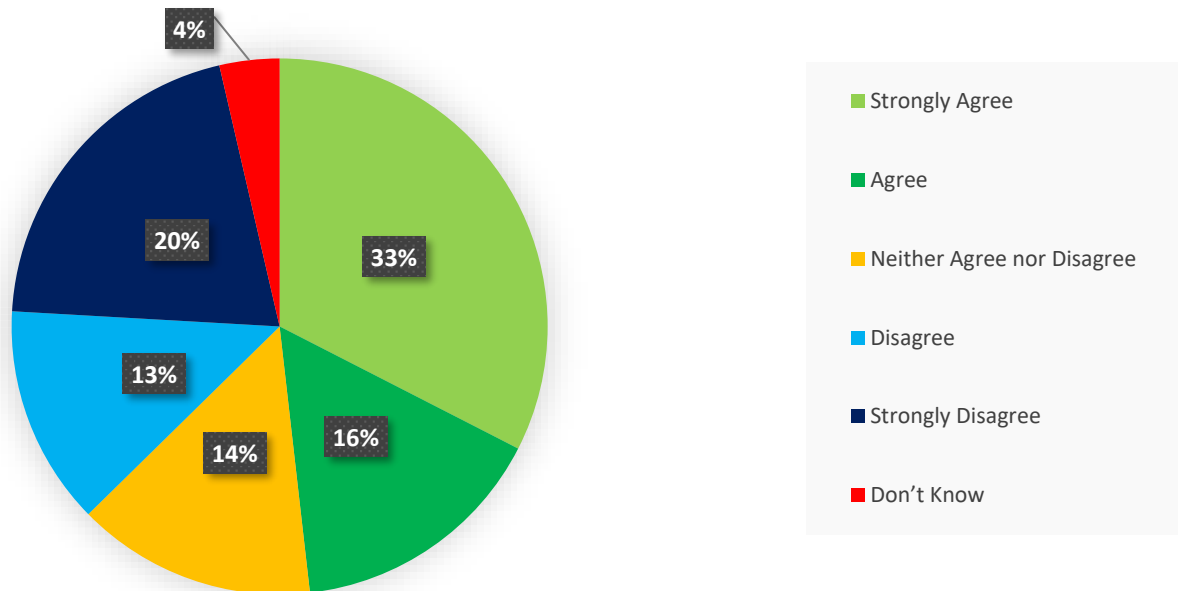
7.67. Figure 9.2 presents a summary of the 82 responses to question 4B (*"Street lighting will be reviewed and improved to current standards as necessary including using heritage style columns and lamps where appropriate."*). It shows that 60 (74%) of respondents to this question strongly agreed or agreed with the proposals, while 12 (14%) strongly disagreed or disagreed. 10 (12%) neither agreed nor disagreed or didn't know.

Figure 9.3 Question 4C ("A two-way segregated cycle path")



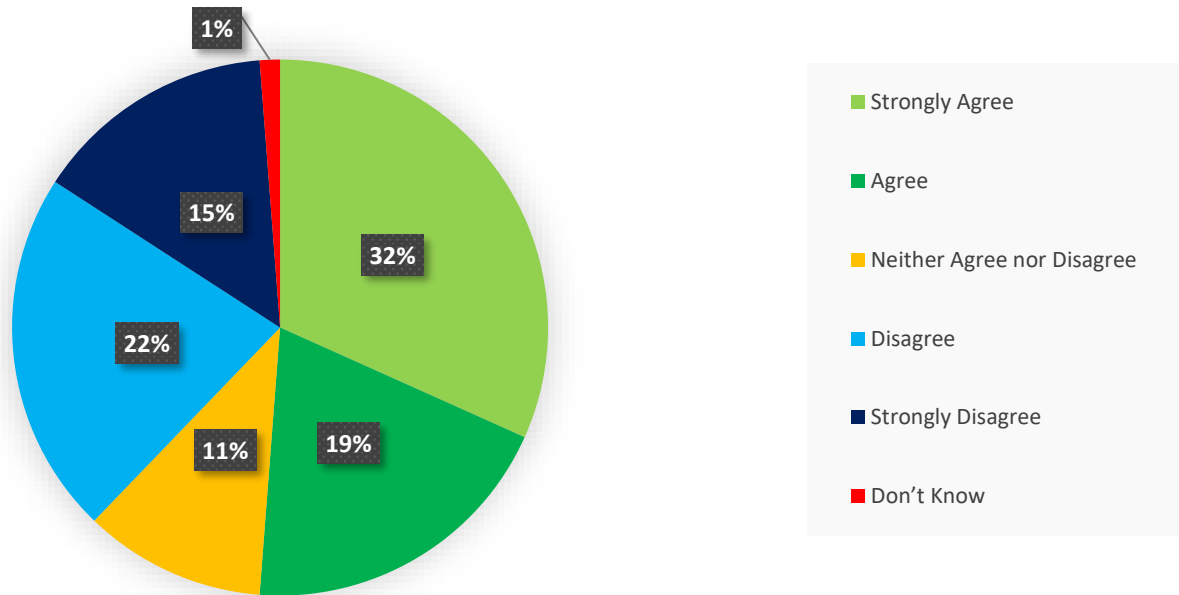
7.68. Figure 9.3 presents a summary of the 83 responses to question 4C (“A two-way segregated cycle path is to be provided through the existing road closure, between the adopted and unadopted sections of Leigate Road, including removal of some existing trees and replacement with tree planting and grass verges.”). It shows that 42 (51%) of respondents to this question strongly agreed or agreed with the proposals, while 31 (37%) strongly disagreed or disagreed. 10 (12%) neither agreed nor disagreed or didn’t know.

Figure 9.4 Question 4D ("A quiet on carriageway cycle route")



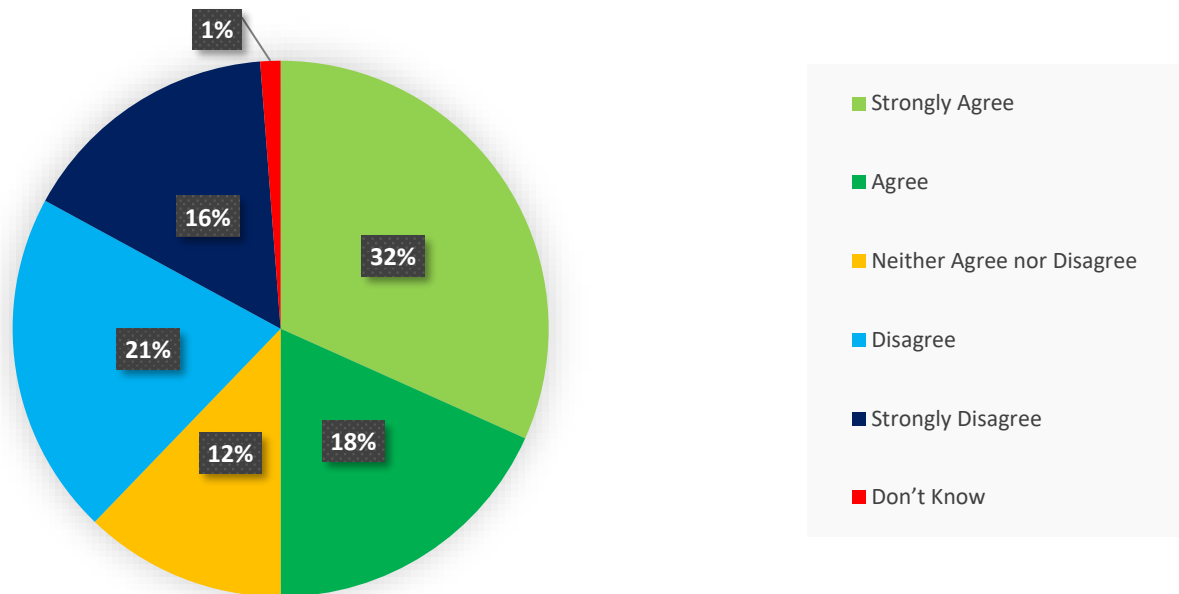
7.69. Figure 9.4 presents a summary of the 83 responses to question 4D (“A quiet on carriageway cycle route, defined with advisory road markings, will be provided along the adopted part of Leigate Road and Sevenoaks Avenue.”). It shows that 40 (49%) of respondents to this question strongly agreed or agreed with the proposals, while 28 (33%) strongly disagreed or disagreed. 15 (18%) neither agreed nor disagreed or didn’t know.

Figure 9.5 Question 4E ("Raised junction tables")



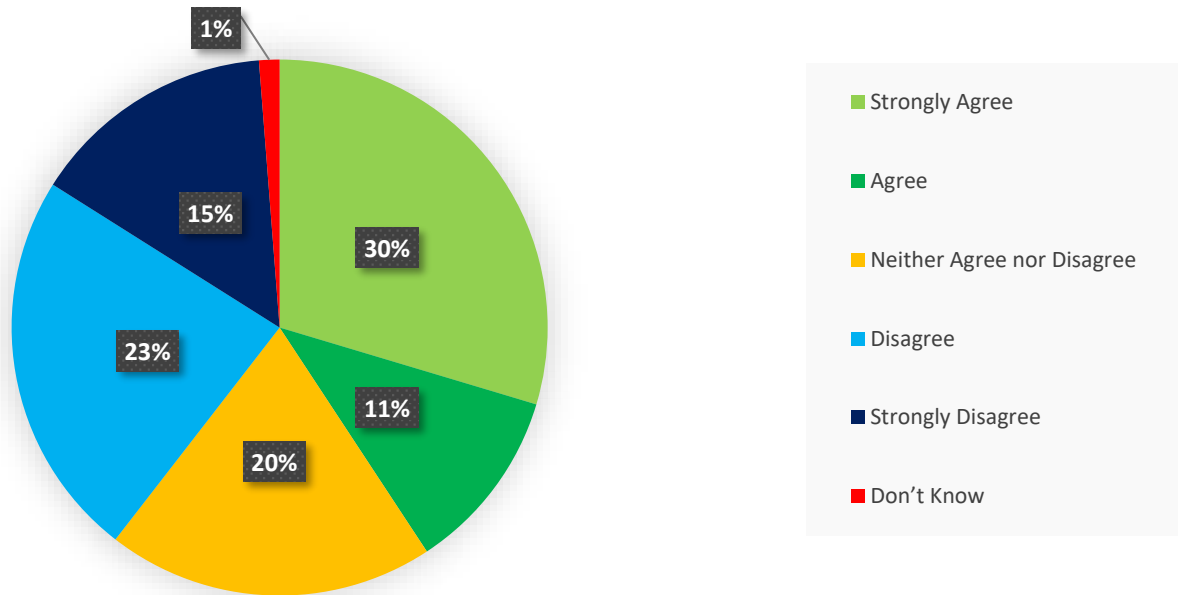
7.70. Figure 9.5 presents a summary of the 82 responses to question 4E (*“Raised junction tables, with footway improvements including the installation of uncontrolled crossings for pedestrians, will be provided at - Leegate Road / Emery Close.”*). It shows that 42 (51%) of respondents to this question strongly agreed or agreed with the proposals, while 30 (37%) strongly disagreed or disagreed. 11 (12%) neither agreed nor disagreed or didn’t know.

Figure 9.6 Question 4F ("Raised junction tables")



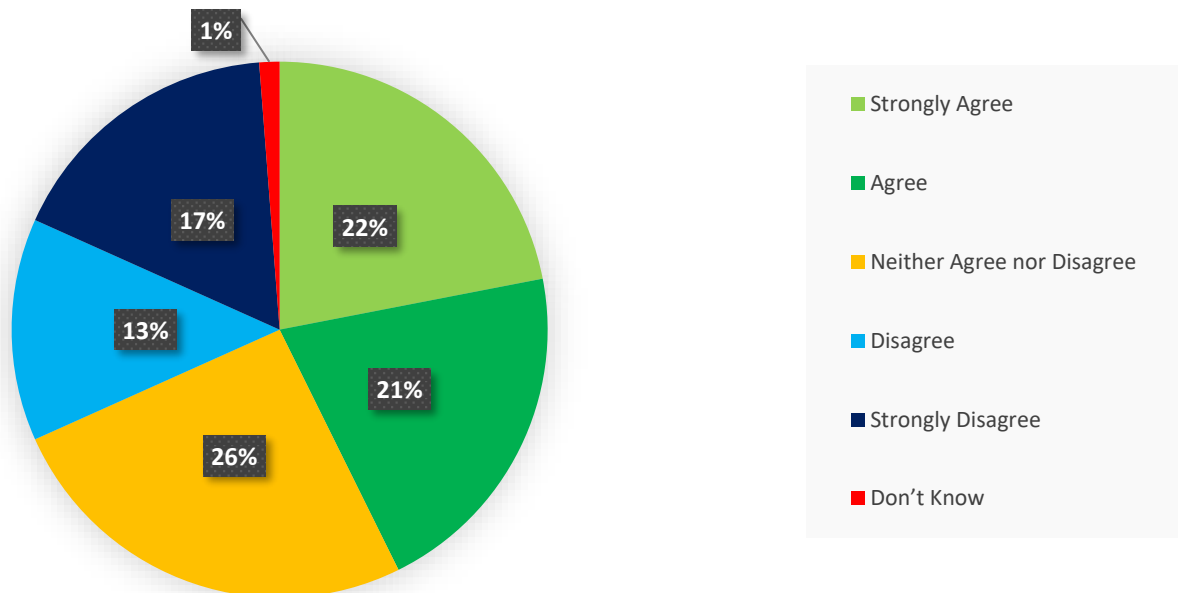
7.71. Figure 9.6 presents a summary of the 82 responses to question 4F (*“Raised junction tables, with footway improvements including the installation of uncontrolled crossings for pedestrians, will be provided at - Leegate Road / Sevenoaks Avenue.”*). It shows that 41 (50%) of respondents to this question strongly agreed or agreed with the proposals, while 30 (37%) strongly disagreed or disagreed. 11 (13%) neither agreed nor disagreed or didn’t know.

Figure 9.7 Question 4G ("Raised junction tables")



7.72. Figure 9.7 presents a summary of the 81 responses to question 4G (*“Raised junction tables, with footway improvements including the installation of uncontrolled crossings for pedestrians, will be provided at - Sevenoaks Avenue / Alderdale Drive.”*). It shows that 33 (41%) of respondents to this question strongly agreed or agreed with the proposals, while 31 (38%) strongly disagreed or disagreed. 17 (21%) neither agreed nor disagreed or didn’t know.

Figure 9.8 Question 4H ("Kerbed vehicle access points")



7.73. Figure 9.8 presents a summary of the 82 responses to question 4H (*“Kerbed vehicle access points will be replaced with vehicular dropped crossings to create a continuous footway across private access points.”*). It shows that 35 (43%) of respondents to this question strongly agreed or agreed with the proposals, while 25 (30%) strongly disagreed or disagreed. 22 (27%) neither agreed nor disagreed or didn’t know.

7.74. Respondents were asked to provide reasons for their answers. There were 83 responses and key recurring themes included:

- 11 responses referenced a belief that these proposals are unnecessary.
- 5 responses expressed a desire for a segregated cycle lane running up the A6.
- 4 comments expressed that these proposals are welcomed and needed.
- 4 comments have said that they are against vehicle drop crossings unless they are Dutch kerbs.
- 4 responses stated that they are against the implementation of raised junction tables.
- 3 residents expressed that Leegate Road needs maintenance to make it appealing to cyclists.
- 3 responses claimed these proposals are not justified due to the low number of cyclists.
- 2 residents have stated how they believe these proposals will improve cycling in the area.
- 2 commenters said that they are worried these proposals may potentially increase congestion.
- 2 residents have referenced that they are against any loss of trees.
- 2 commenters don't want any cyclists being encouraged to use this area.
- 2 responses mentioned a want for roads to be made safer for cyclists.
- 2 comments have requested that streets be maintained.
- 2 residents said they are against the implementation of traffic calming measures.
- 2 residents have expressed a fear that Opening up the gateway between the adopted and unadopted parts of Leegate Road could allow access for motorcyclists.

7.75. Stakeholder's Comments on the Sheet 4 Proposals:

Walk Ride GM

- Believes that it is overkill to provide a raised junction table at the Sevenoaks Avenue / Alderdale Drive junction.
- Wants kerbed access points to be Dutch style instead.

7.76. **Sheet 5 - Sevenoaks Avenue / Buckingham Road (including Shaw Road & Peel Moat Road)**

Table 6 below shows the Question Summary Table for Sheet 4 (Sevenoaks Avenue / Buckingham Road, including Shaw Road & Peel Moat Road)

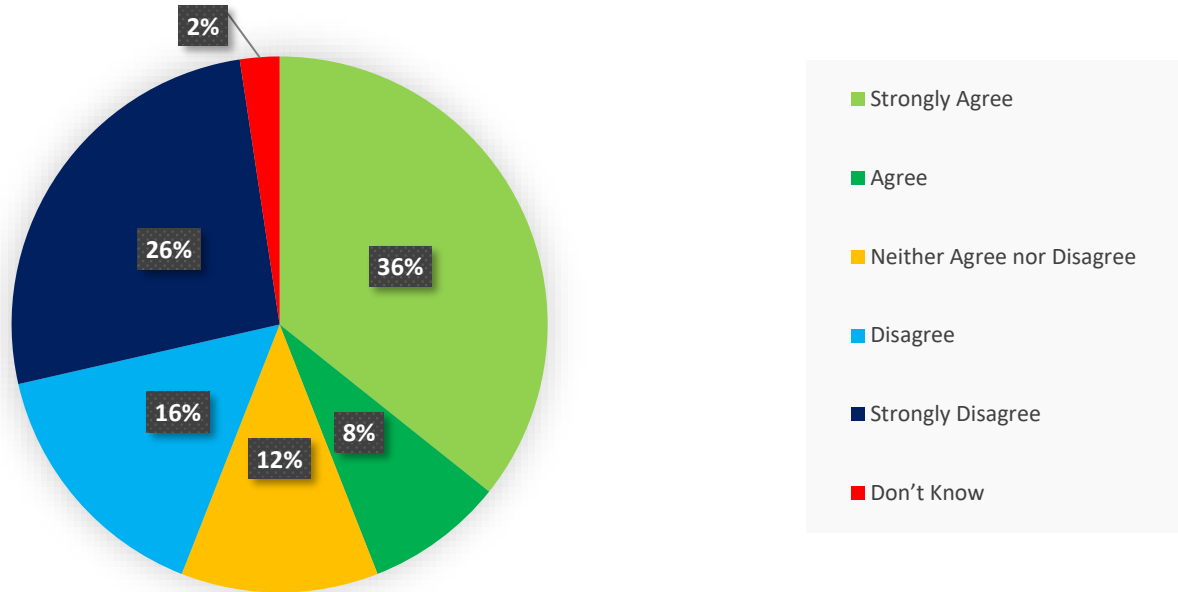
Sheet 5: Sevenoaks Avenue / Buckingham Road (including Shaw Road & Peel Moat Road)

Table 6: *Sheet 5 – Question Summary Table*

| Sheet 5: Question | Question's Number | Sheet 5: Question | Question's Number | Sheet 5: Question | Question's Number | Sheet 5: Question | Question's Number |
|---|-------------------|--|-------------------|---|-------------------|--|-------------------|
| A quiet on carriageway cycle route will be provided along Sevenoaks Avenue, Shaw Road, St.James Road Peel Moat Road and Buckingham Road, and defined with advisory road markings. | 5A | Raised junction tables, with footway improvements including the installation of uncontrolled crossings for pedestrians, will be provided at - Sevenoaks Avenue / Linksway Close | 5B | Raised junction tables, with footway improvements including the installation of uncontrolled crossings for pedestrians, will be provided at - Shaw Road / St. James Road | 5C | Raised junction tables, with footway improvements including the installation of uncontrolled crossings for pedestrians, will be provided at - St James Road / Deniston Road (both ends) | 5D |
| Raised junction tables, with footway improvements including the installation of uncontrolled crossings for pedestrians, will be provided at - Peel Moat Road / York Road | 5E | Raised junction tables, with footway improvements including the installation of uncontrolled crossings for pedestrians, will be provided at - Peel Moat Road / Buckingham Road | 5F | A footway buildout is proposed at the junction of Harmsworth Drive with Peel Moat Road | 5G | Vehicular dropped crossings will be provided to replace kerbed accesses at Heaton School and at the entrance to Peel Moat Court and Peel Moat Care Home. | 5H |

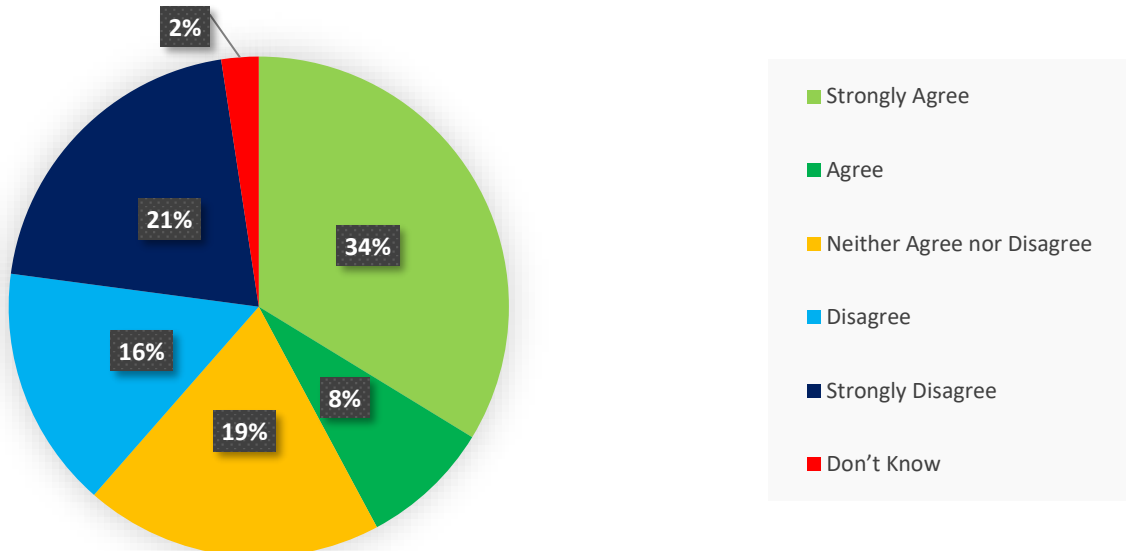
7.77. Respondents were asked a total of 8 questions about the features shown on sheet 5 (Appendix B: Drawing Number No. F-5223-A6BR-CON-0005). Of the 302 total responses to the online consultation, 84 responded to the questions on sheet 5.

Figure 10.1 Question 5A ("A quiet on carriageway cycle route")



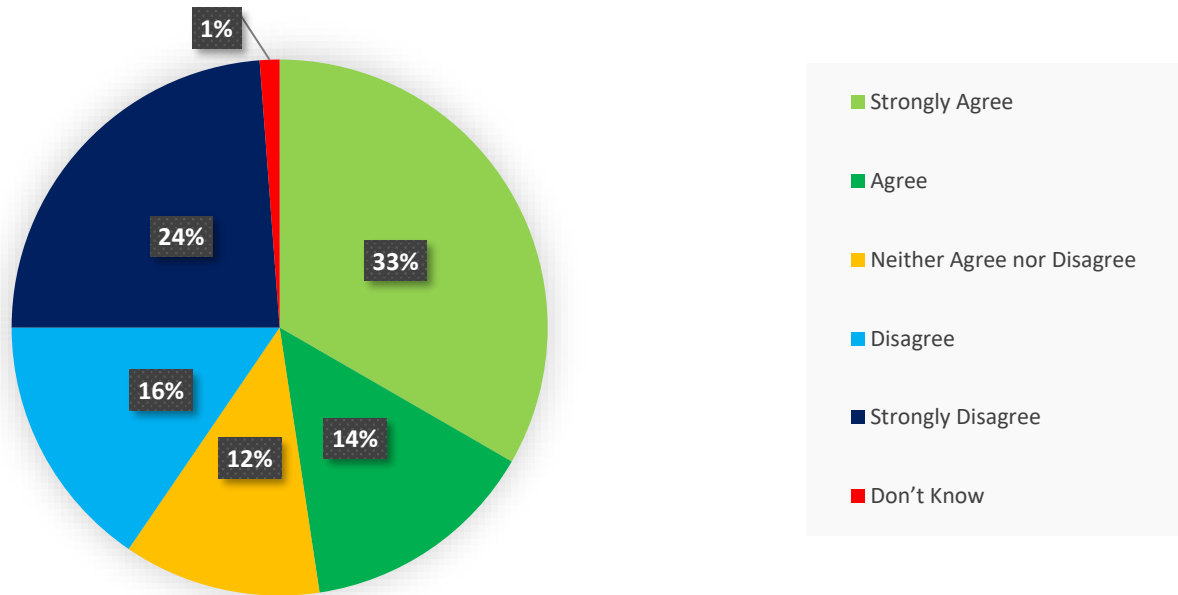
7.78. Figure 10.1 presents a summary of the 84 responses to question 5A ("A quiet on carriageway cycle route will be provided along Sevenoaks Avenue, Shaw Road, St. James Road Peel Moat Road and Buckingham Road, and defined with advisory road markings."). It shows that 37 (44%) of respondents to this question strongly agreed or agreed with the proposals, while 35 (42%) strongly disagreed or disagreed. 12 (14%) neither agreed nor disagreed or didn't know.

Figure 10.2 Question 5B ("Raised junction tables")



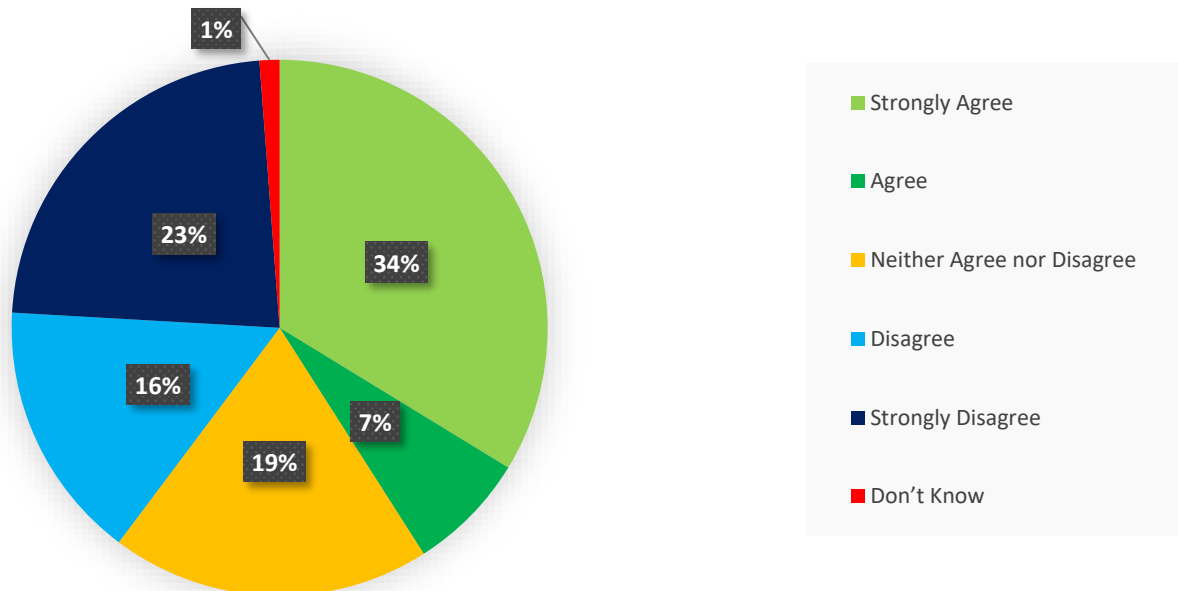
7.79. Figure 10.2 presents a summary of the 83 responses to question 5B ("Raised junction tables, with footway improvements including the installation of uncontrolled crossings for pedestrians, will be provided at - Sevenoaks Avenue / Linksway Close."). It shows that 35 (42%) of respondents to this question strongly agreed or agreed with the proposals, while 30 (37%) strongly disagreed or disagreed. 18 (21%) neither agreed nor disagreed or didn't know.

Figure 10.3 Question 5C ("Raised junction tables")



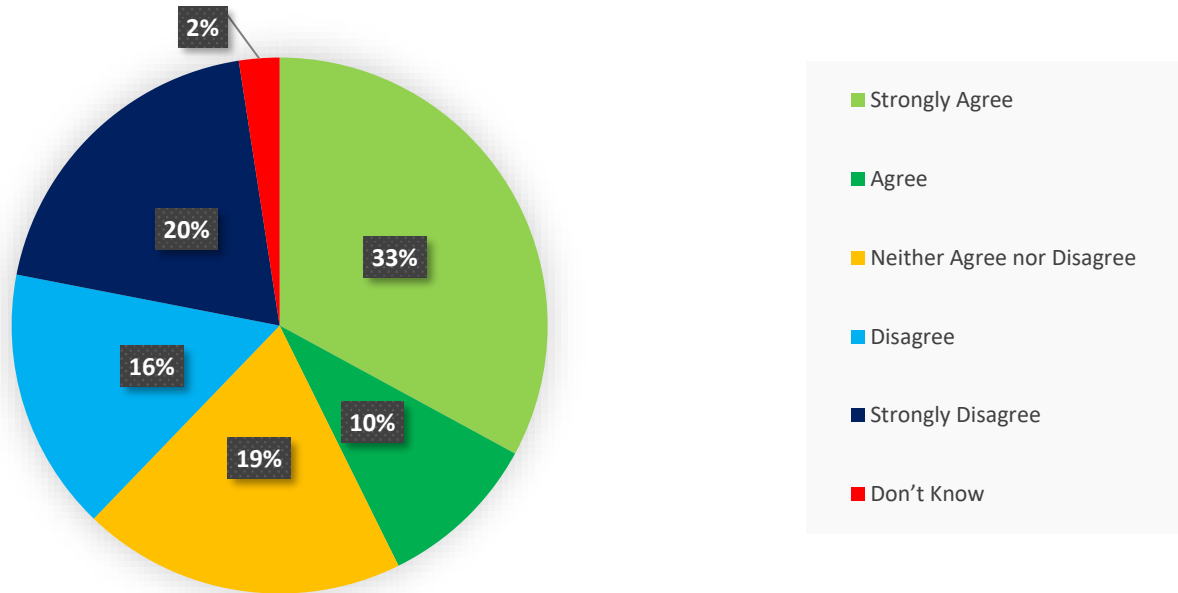
7.80. Figure 10.3 presents a summary of the 84 responses to question 5C (*“Raised junction tables, with footway improvements including the installation of uncontrolled crossings for pedestrians, will be provided at - Shaw Road / St. James Road.”*). It shows that 40 (47%) of respondents to this question strongly agreed or agreed with the proposals, while 33 (40%) strongly disagreed or disagreed. 11 (13%) neither agreed nor disagreed or didn’t know.

Figure 10.4 Question 5D ("Raised junction tables")



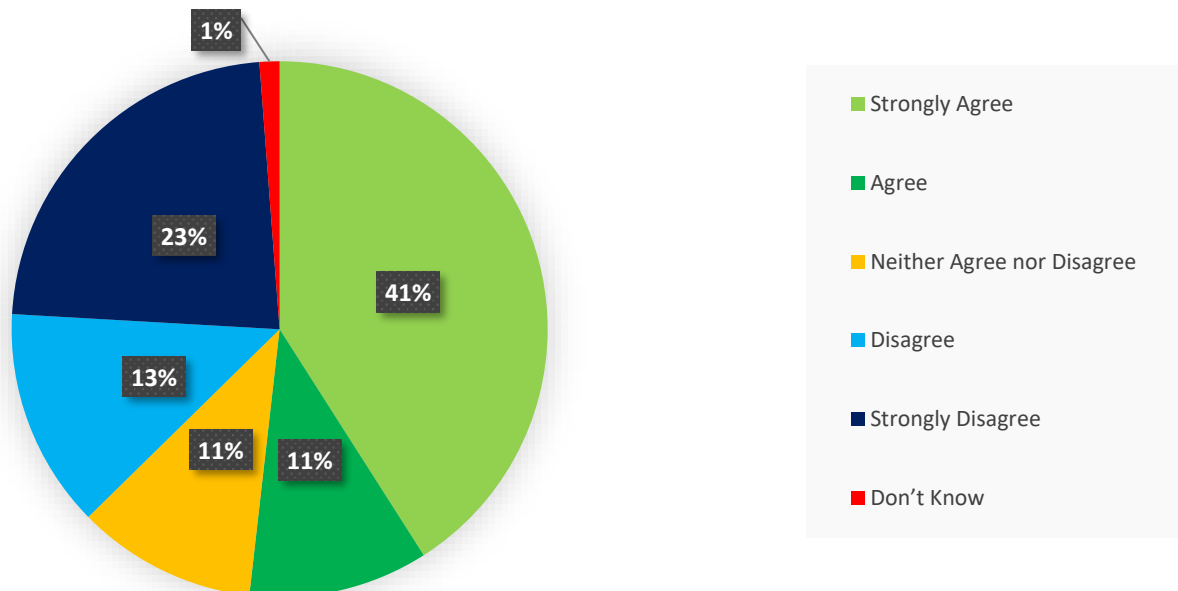
7.81. Figure 10.4 presents a summary of the 83 responses to question 5D (*“Raised junction tables, with footway improvements including the installation of uncontrolled crossings for pedestrians, will be provided at - St James Road / Deniston Road (both ends).”*). It shows that 34 (41%) of respondents to this question strongly agreed or agreed with the proposals, while 32 (39%) strongly disagreed or disagreed. 17 (20%) neither agreed nor disagreed or didn’t know.

Figure 10.5 Question 5E ("Raised junction tables")



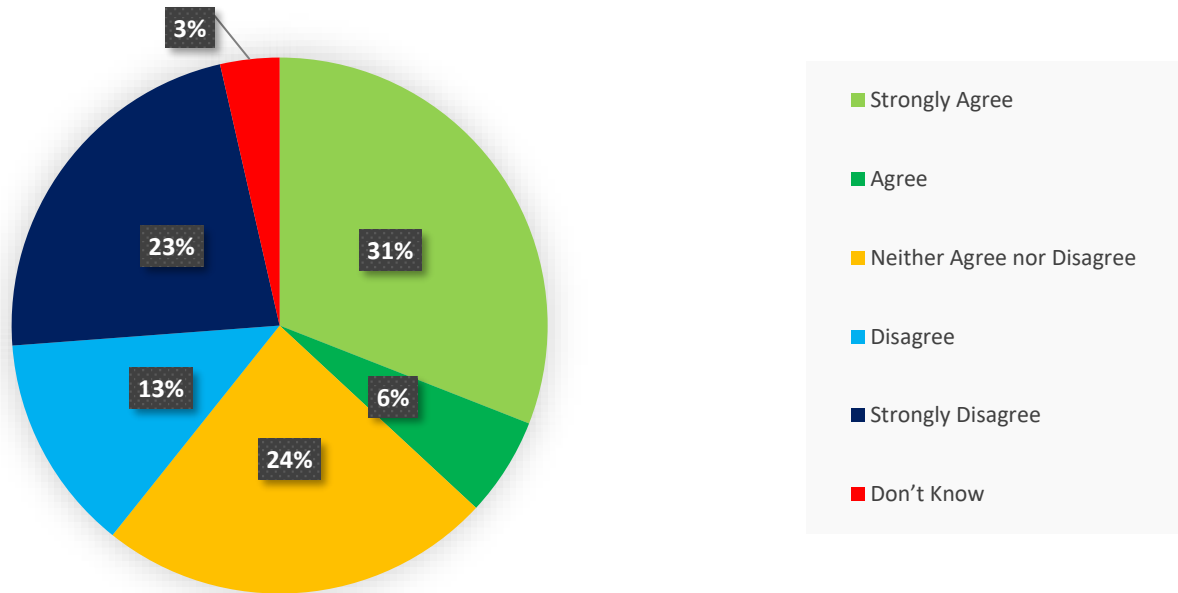
7.82. Figure 10.5 presents a summary of the 82 responses to question 5E (*“Raised junction tables, with footway improvements including the installation of uncontrolled crossings for pedestrians, will be provided at - Peel Moat Road / York Road.”*). It shows that 35 (43%) of respondents to this question strongly agreed or agreed with the proposals, while 29 (36%) strongly disagreed or disagreed. 18 (21%) neither agreed nor disagreed or didn’t know.

Figure 10.6 Question 5F ("Raised junction tables")



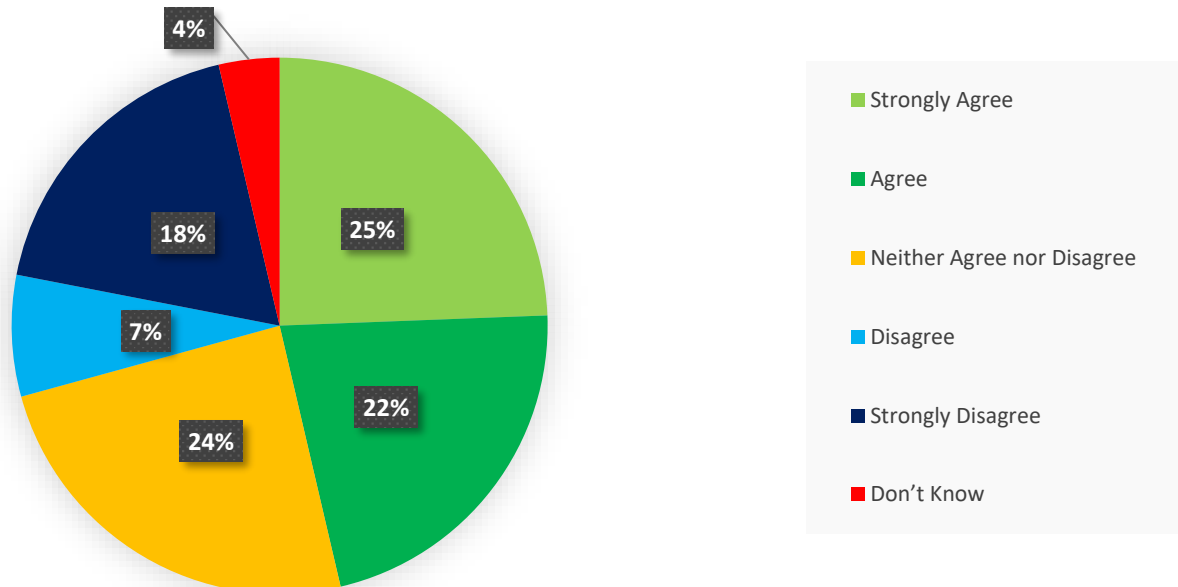
7.83. Figure 10.6 presents a summary of the 83 responses to question 5F (*“Raised junction tables, with footway improvements including the installation of uncontrolled crossings for pedestrians, will be provided at - Peel Moat Road / Buckingham Road.”*). It shows that 43 (52%) of respondents to this question strongly agreed or agreed with the proposals, while 30 (36%) strongly disagreed or disagreed. 10 (12%) neither agreed nor disagreed or didn’t know.

Figure 10.7 Question 5G ("A footway buildout")



7.84. Figure 10.7 presents a summary of the 84 responses to question 5G (“A footway buildout is proposed at the junction of Harmsworth Drive with Peel Moat Road.”). It shows that 31 (37%) of respondents to this question strongly agreed or agreed with the proposals, while 30 (36%) strongly disagreed or disagreed. 23 (27%) neither agreed nor disagreed or didn’t know.

Figure 10.8 Question 5H ("Vehicular dropped crossings")



7.85. Figure 10.8 presents a summary of the 82 responses to question 5H (“Vehicular dropped crossings will be provided to replace kerbed accesses at Heaton School and at the entrance to Peel Moat Court and Peel Moat Care Home.”). It shows that 38 (47%) of respondents to this question strongly agreed or agreed with the proposals, while 21 (25%) strongly disagreed or disagreed. 23 (28%) neither agreed nor disagreed or didn’t know.

- 7.86. Respondents were asked to provide reasons for their answer. There were 84 responses and key recurring themes included:
- 10 responses claimed that these proposals are unnecessary.
 - 7 comments expressed a desire for the implementation of a segregated cycle lane running up the A6.
 - 7 comments have said that they are against the implementation of raised junction tables.
 - 5 responses stated that these proposals may potentially increase congestion.
 - 5 residents expressed that there is a need for further traffic calming (beyond what is proposed), to be implemented.
 - 4 residents have stated how they want any proposed vehicle drop crossing to be a Dutch kerb.
 - 4 commenters said that they think the proposals are welcomed and needed.
 - 3 residents have referenced that they fear these proposals will look visually poor.
 - 3 commenters don't want the cycle route to run through St. James' Road.
 - 2 responses mentioned a want for more community spaces to be implemented (e.g., benches & trees).
 - 2 comments have requested that bollards be located outside of shops and key locations.
 - 2 responses claimed that these proposals are good for traffic calming.
 - 2 comments expressed that they think the cycle route should run through the golf course.
 - 2 responses stated that they are concerned over changes to parking.
 - 2 residents expressed that the proposals seem to be unfairly against motorists.
 - 2 residents have stated how they are against building out the footway.
 - 2 responses mentioned a want for any implemented raised junction tables to clearly indicate pedestrian priority.

7.87. Stakeholder's Comments on the Sheet 5 Proposals:

Walk Ride GM

- Believes it is overkill to provide yet another raised junction table at the Sevenoaks Avenue / Linksway junction.
- Believes it is overkill to provide yet another raised junction table St James Road / Deniston Road (both ends) junctions.
- Claim that the amount of raised junction tables will make it uncomfortable for cyclists to use.
- Wants an uncontrolled pedestrian crossing at the end of Harmsworth Drive.
- Wants kerbed access points to be Dutch style.

7.88. **Sheet 6 - Buckingham Road**

Table 7 below shows the Question Summary Table for Sheet 6 (Buckingham Road)

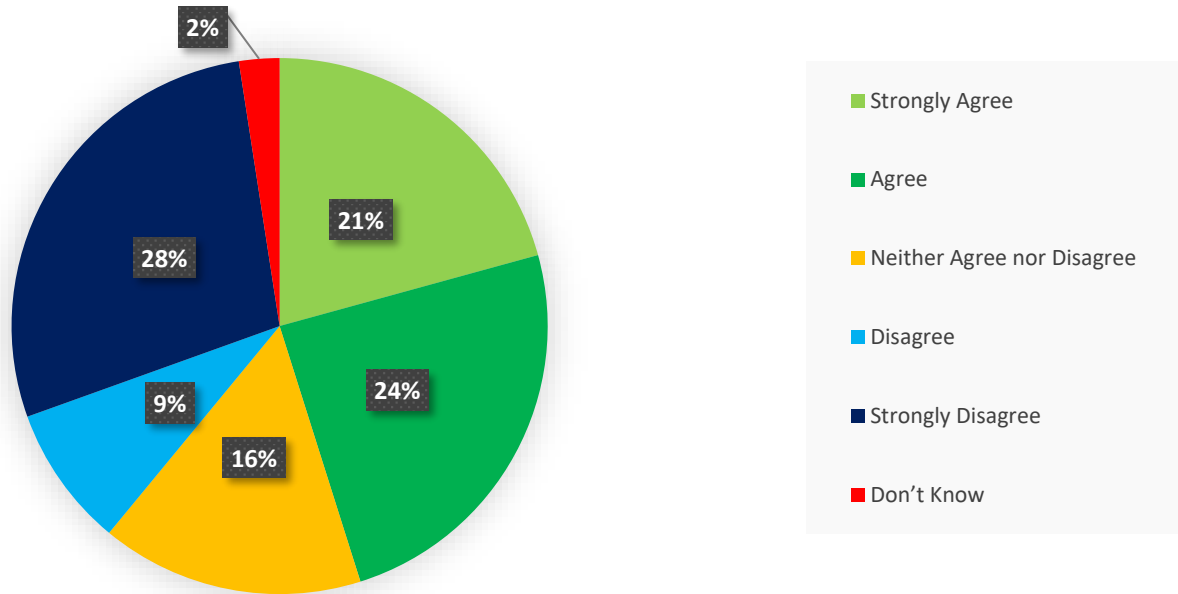
Sheet 6: Buckingham Road

Table 7: *Sheet 6 – Question Summary Table*

| Sheet 6: Question | Question's Number | Sheet 6: Question | Question's Number | Sheet 6: Question | Question's Number | Sheet 6: Question | Question's Number |
|--|-------------------|---|-------------------|--|-------------------|---|-------------------|
| A quiet on carriageway cycle route will be provided along Buckingham Road and defined with advisory road markings. | 6A | Raised junction tables, with footway improvements including the installation of uncontrolled crossings for pedestrians, will be provided at the junctions of Buckingham Road with Brownsville Road. | 6B | A segregated two-way cycleway and footway is proposed for the Buckingham Road bridge to link with the existing cycleway on Egerton Road North. | 6C | Buckingham Road is to be made one-way north-eastbound from Chandos Road to the A6 | 6D |
| A contraflow cycle lane is proposed for Buckingham Road to connect from St Thomas' Primary School to Chandos Road. | 6E | The existing one-way south-westbound traffic order on Buckingham Road from Chandos Road to Egerton Road North to be signed and marked. | 6F | A road hump with an uncontrolled pedestrian crossing is proposed on Buckingham Road outside St Thomas' Primary School. | 6G | | |

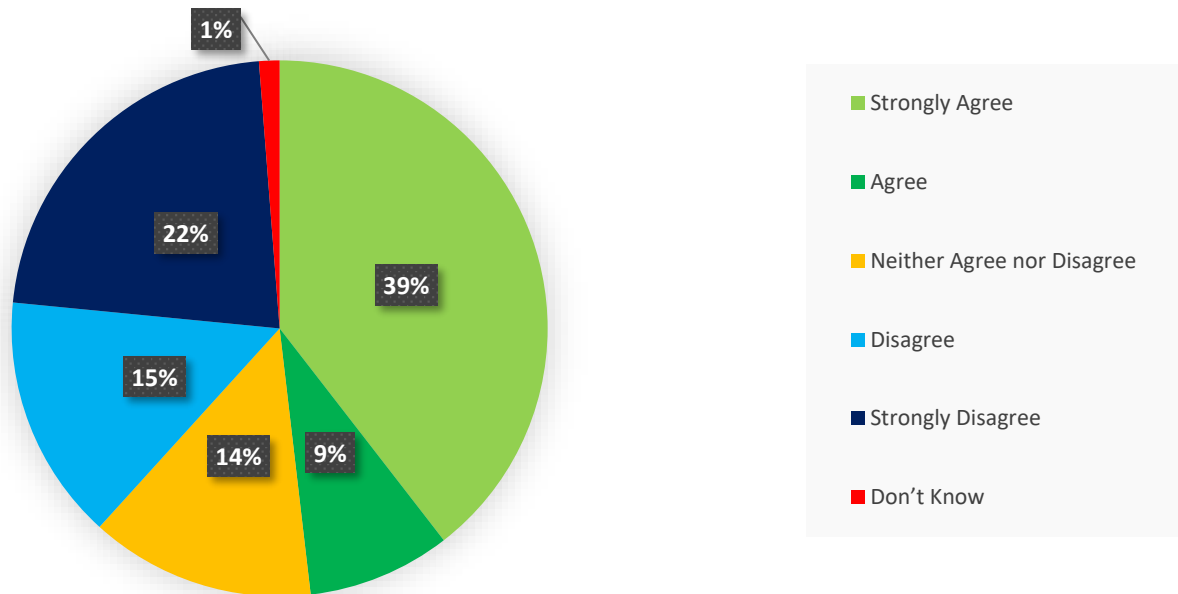
7.89. Respondents were asked a total of 7 questions about the features shown on sheet 6 (Appendix B: Drawing Number No. F-5223-A6BR-CON-0006). Of the 302 total responses to the online consultation, 82 responded to the questions on sheet 6.

Figure 11.1 Question 6A ("A quiet on carriageway cycle route")



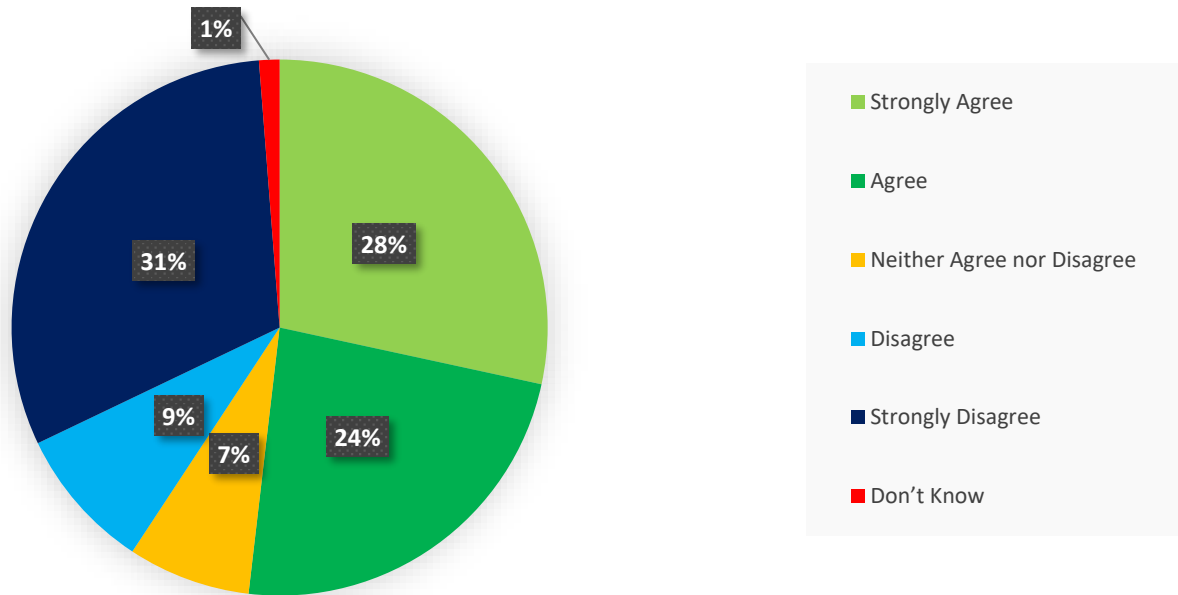
7.90. Figure 11.1 presents a summary of the 82 responses to question 6A ("A quiet on carriageway cycle route will be provided along Buckingham Road and defined with advisory road markings."). It shows that 37 (45%) of respondents to this question strongly agreed or agreed with the proposals, while 30 (37%) strongly disagreed or disagreed. 15 (18%) neither agreed nor disagreed or didn't know.

Figure 11.2 Question 6B ("Raised junction tables")



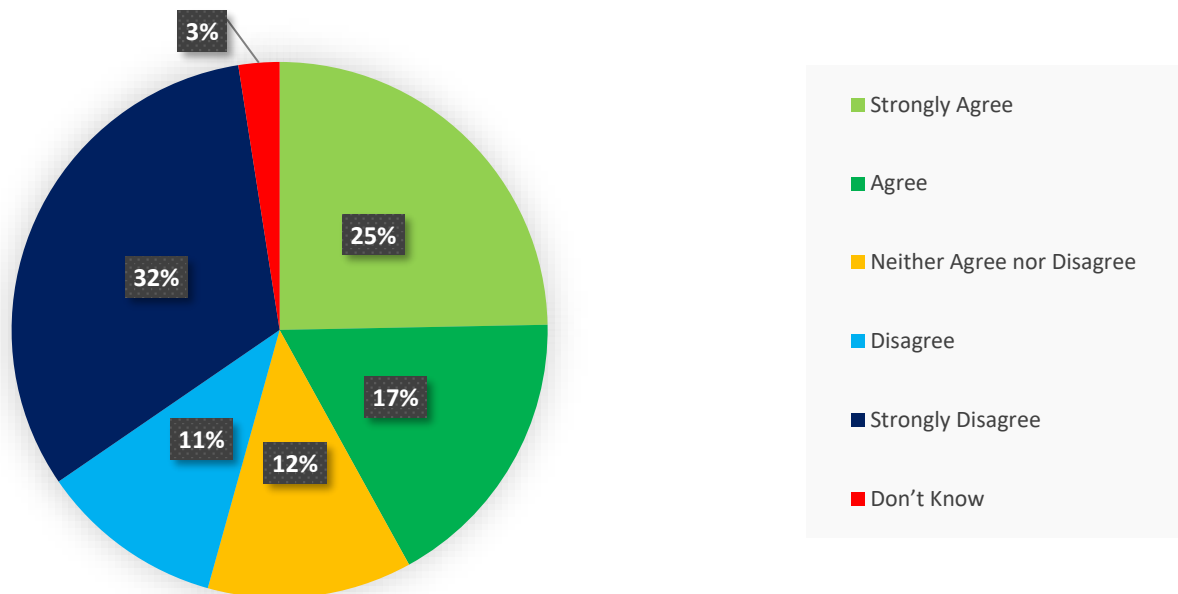
7.91. Figure 11.2 presents a summary of the 81 responses to question 6B ("Raised junction tables, with footway improvements including the installation of uncontrolled crossings for pedestrians, will be provided at the junctions of Buckingham Road with Brownsville Road."). It shows that 39 (48%) of respondents to this question strongly agreed or agreed with the proposals, while 30 (37%) strongly disagreed or disagreed. 12 (15%) neither agreed nor disagreed or didn't know.

Figure 11.3 Question 6C ("A segregated two-way cycleway")



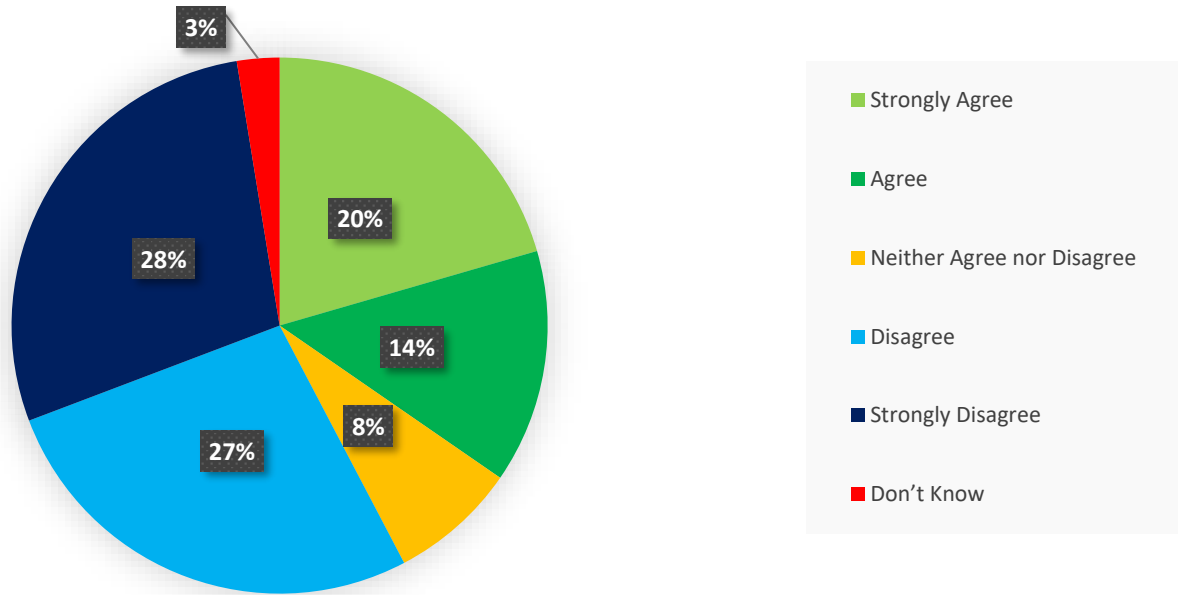
7.92. Figure 11.3 presents a summary of the 81 responses to question 6C (“A segregated two-way cycleway and footway is proposed for the Buckingham Road bridge to link with the existing cycleway on Egerton Road North.”). It shows that 42 (52%) of respondents to this question strongly agreed or agreed with the proposals, while 32 (40%) strongly disagreed or disagreed. 7 (8%) neither agreed nor disagreed or didn’t know.

Figure 11.4 Question 6D ("Buckingham Road is to be made one-way")



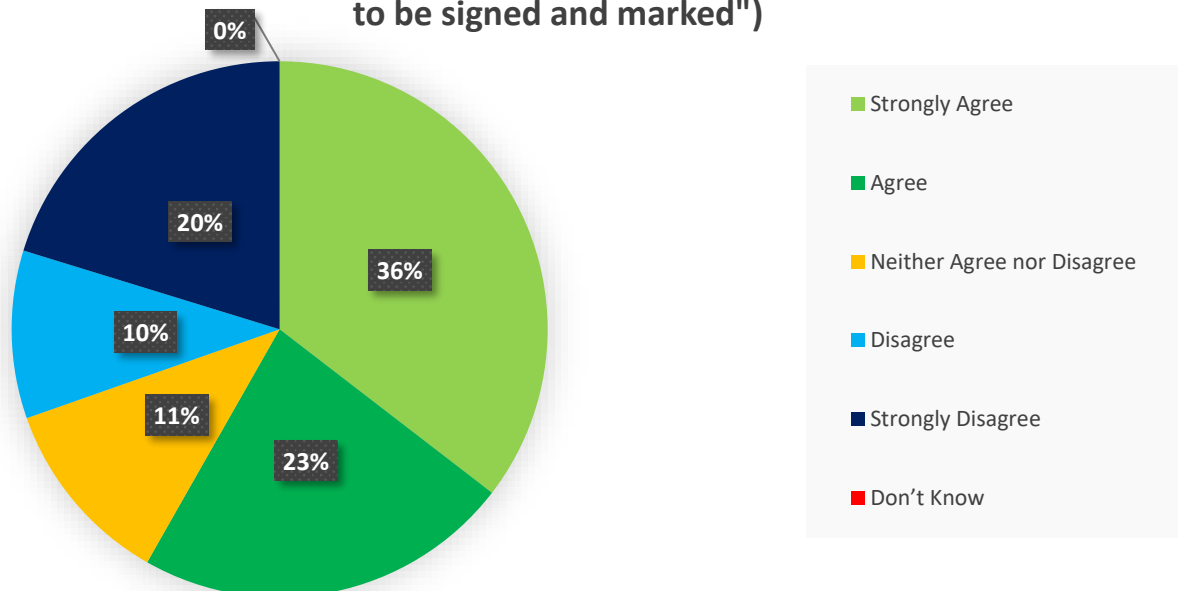
7.93. Figure 11.4 presents a summary of the 81 responses to question 6D (“Buckingham Road is to be made one-way north-eastbound from Chandos Road to the A6.”). It shows that 34 (42%) of respondents to this question strongly agreed or agreed with the proposals, while 35 (43%) strongly disagreed or disagreed. 12 (15%) neither agreed nor disagreed or didn’t know.

Figure 11.5 Question 6E ("A contraflow cycle lane")



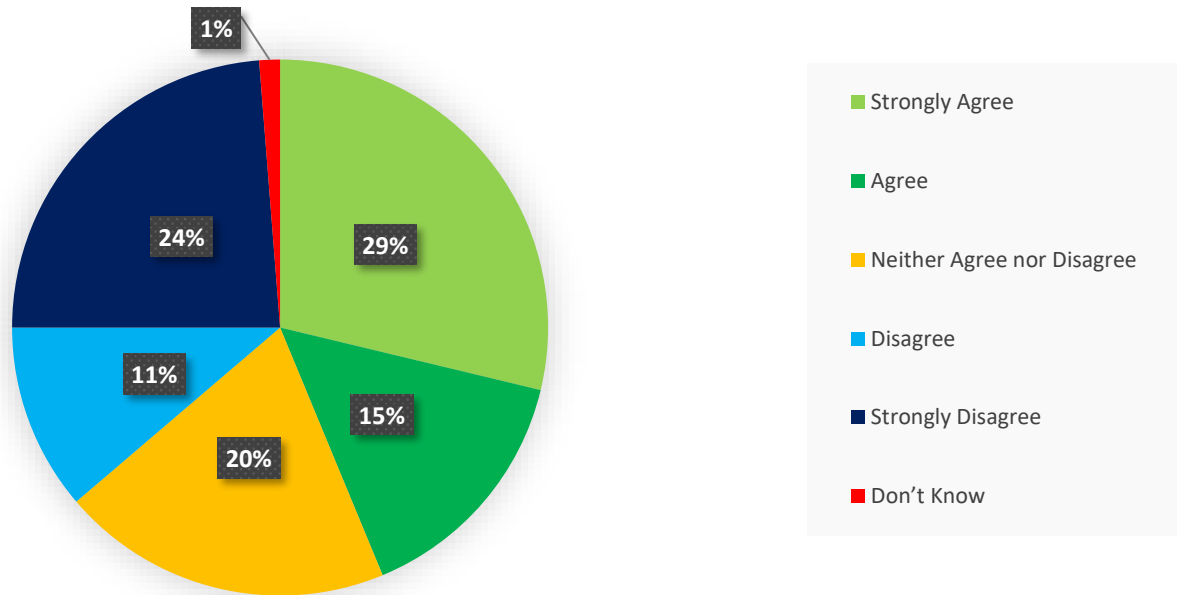
7.94. Figure 11.5 presents a summary of the 78 responses to question 6E (“A *contraflow cycle lane is proposed for Buckingham Road to connect from St Thomas’ Primary School to Chandos Road.*”). It shows that 27 (34%) of respondents to this question strongly agreed or agreed with the proposals, while 43 (55%) strongly disagreed or disagreed. 8 (11%) neither agreed nor disagreed or didn’t know.

Figure 11.6 Question 6F ("The existing one-way to be signed and marked")



7.95. Figure 11.6 presents a summary of the 79 responses to question 6F (“*The existing one-way south-westbound traffic order on Buckingham Road from Chandos Road to Egerton Road North to be signed and marked.*”). It shows that 46 (59%) of respondents to this question strongly agreed or agreed with the proposals, while 24 (30%) strongly disagreed or disagreed. 9 (11%) neither agreed nor disagreed or didn’t know.

Figure 11.7 Question 6G ("A road hump")



7.96. Figure 11.7 presents a summary of the 80 responses to question 6G (“A road hump with an uncontrolled pedestrian crossing is proposed on Buckingham Road outside St Thomas’ Primary School.”). It shows that 35 (44%) of respondents to this question strongly agreed or agreed with the proposals, while 28 (35%) strongly disagreed or disagreed. 17 (21%) neither agreed nor disagreed or didn’t know.

- 7.97. Respondents were asked to provide reasons for their answer. There were 82 responses and key recurring themes included:
- 11 responses referenced that the find these proposals to be unnecessary.
 - 10 responses claimed that they are against limiting access to Buckingham Road.
 - 8 comments expressed that they want the contra flow cycle lane to have physical separation.
 - 5 comments have said that these proposals are both welcomed and needed.
 - 5 responses stated that these proposals should include a segregated cycle lane running up the A6.
 - 4 residents expressed that they are against limiting access to Ellesmere Road.
 - 4 responses claimed these proposals may potentially increase congestion.
 - 4 residents have stated how they believe the proposed cycle lane should be segregated cycle lane.
 - 3 commenters said that they find these proposals to be unfairly against motorists.
 - 3 residents have referenced that they want to see the prevention of cars parking in the cycle lane.
 - 2 commenters want the proposed cycle route to go through the golf course.
 - 2 responses mentioned they think that these proposals won’t improve journey times.
 - 2 comments have requested that further traffic calming, beyond the proposals, is implemented.
 - 2 responses stated they agree with limiting access to Buckingham Road.
 - 2 responses exclaimed they are concerned over any potential further loss of parking.
 - 2 comments expressed that they want the bus lanes to operate 24 hours a day.
 - 2 comments have said that these proposals could devalue their property.
 - 2 responses stated that these proposals should include signage to warn of cyclists (e.g., on the bridge).

7.98. Stakeholder's Comments on the Sheet 6 Proposals:

Walk Ride GM

- Requests that Buckingham Road should be made "No Entry" turning in from the A6.
- Questions whether the section of Buckingham Road between the A6 and Chandos Road actually needs to be made one-way.
- Disagrees with the proposal of a speed hump on Buckingham Road outside the Infants School.
- "4. There is an advisory contraflow cycle lane on Egerton Road North (leading up to the proposed segregated route over the Buckingham Road railway bridge), which has not been included in the proposals. This cycle lane must either be made mandatory/segregated and/or have parking and loading restrictions put in place during school drop-off and pick-up times. Currently it is rendered totally unusable at school drop-off and pick-up times, as people can legitimately park in it and many people do so at those times, completely blocking it. This means that anyone on a cycle has to cycle against the flow of vehicles on the one-way road, putting them in danger."
- Wants advisory contraflow cycle lane on Egerton Road North to either be made mandatory / segregated.
- "5. The safety of the exit of the segregated cycle route from the bridge onto the corner of Buckingham Road and Tatton Road North needs to be looked at - if nothing else, there needs to be some clear warning signage here, so that vehicles are aware it is a cycle route. The actual segregation is unlikely to be adhered to by the large flow of users at school drop-off and pick-up times, however, we welcome it being made more accessible by the removal/redesign of the existing barriers - presumably bollards will be put in place to prevent motor vehicle access? Could these be more colourful/school appropriate ones than the standard black bollards that are normally used?"
- Wants the safety of the exit of the segregated cycle route from the bridge onto the corner of Buckingham Road and Tatton Road North to be looked at.
- States: The Bus Lane going north past the end of Buckingham Road must, as a minimum, be operational during School drop-off and pick-up times.

St Thomas' Primary School Street Team

- Requests closing the entrance to Buckingham Rd from the A6 or failing that making it "no entry".
- Supports allowing cyclists to enter from the A6 to support active travel journeys to school from the A6.
- Supports a "no entry" from the A6.
- Wants better protection and signage of the segregated cycle route over to the railway footbridge.
- Wants an extension of bus lanes times to start from 3pm to cover end of school day pick up times.

7.99. **Sheet 7 - Peel Moat Road to Warwick Road**

Table 8 below shows the Question Summary Table for Sheet 7 (Peel Moat Road / Broomfield Road / Warwick Road)

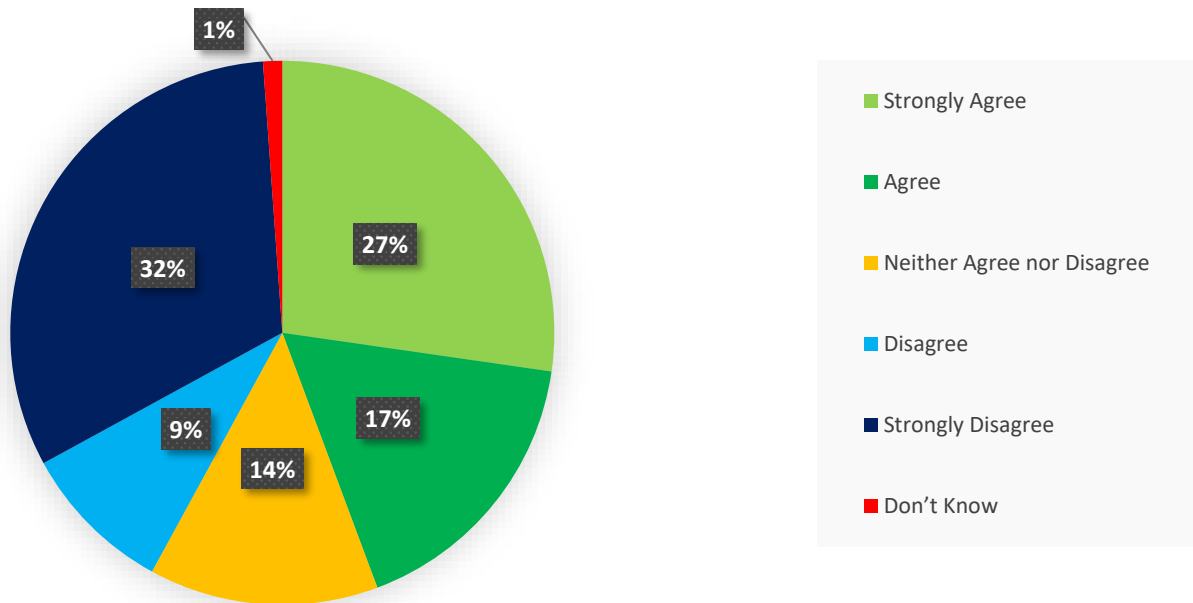
Sheet 7: Peel Moat Road - Warwick Road

Table 8: **Sheet 7** – Question Summary Table

| Sheet 7: Question | Question's Number | Sheet 7: Question | Question's Number | Sheet 7: Question | Question's Number | Sheet 7: Question | Question's Number |
|--|-------------------|--|-------------------|---|-------------------|---|-------------------|
| <u>Viewport 7A:</u> A quiet on carriageway cycle route will be provided along Peel Moat Road and Broomfield Road and defined with advisory road markings. | 7A | <u>Viewport 7A:</u> Raised junction tables, with footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances, and to help reduce turning speed of vehicles will be provided at - Peel Moat Road / Elms Road | 7B | <u>Viewport 7A:</u> Raised junction tables, with footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances, and to help reduce turning speed of vehicles will be provided at - Peel Moat Road / Singleton Road | 7C | <u>Viewport 7A:</u> Other proposed traffic calming measures include a road hump on Peel Moat Road outside Peel Moat Care Home. | 7D |
| <u>Viewport 7A:</u> Vehicle dropped crossings to provide a continuous footway are proposed at the access to Peel Moat Court and Peel Moat Care Home | 7E | <u>Viewport 7A:</u> The proposed signalised junction at Heaton Moor Road / Peel Moat Road / Broomfield Road is an approved scheme (Bee Network Crossings) | 7F | <u>Viewport 7B:</u> A quiet on carriageway cycle route will be provided along Broomfield Road and Warwick Road, defined with advisory road markings. | 7G | <u>Viewport 7B:</u> Footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians) at - Broomfield Road / Earl Road | 7H |
| <u>Viewport 7B:</u> Footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians) at - Broomfield Road / Dalton Grove | 7I | <u>Viewport 7B:</u> Footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians) at - Broomfield Road / Warwick Road | 7J | <u>Viewport 7B:</u> Traffic calming measures (road humps) are proposed on Warwick Road. | 7K | <u>Viewport 7B:</u> A proposed change of priority for traffic at the junction of Warwick Road and Broomfield Road. | 7L |

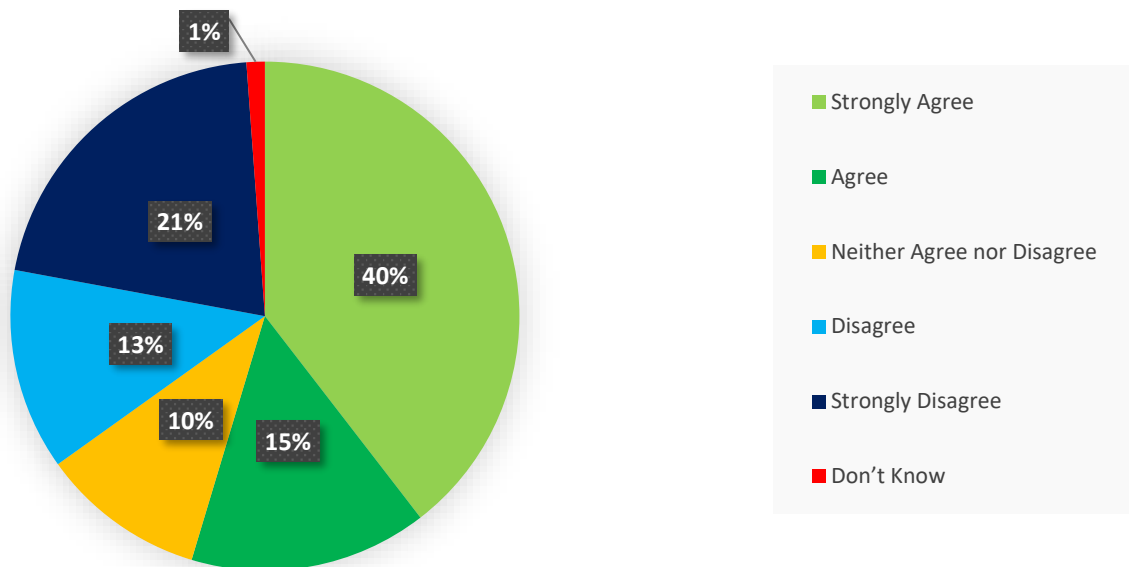
7.100. Respondents were asked a total of 12 questions about the features shown on sheet 7 (Appendix B: Drawing Number No. F-5223-A6BR-CON-0007). Of the 302 total responses to the online consultation, 88 responded to the questions on sheet 7.

Figure 12.1 Question 7A ("A quiet on carriageway cycle route")



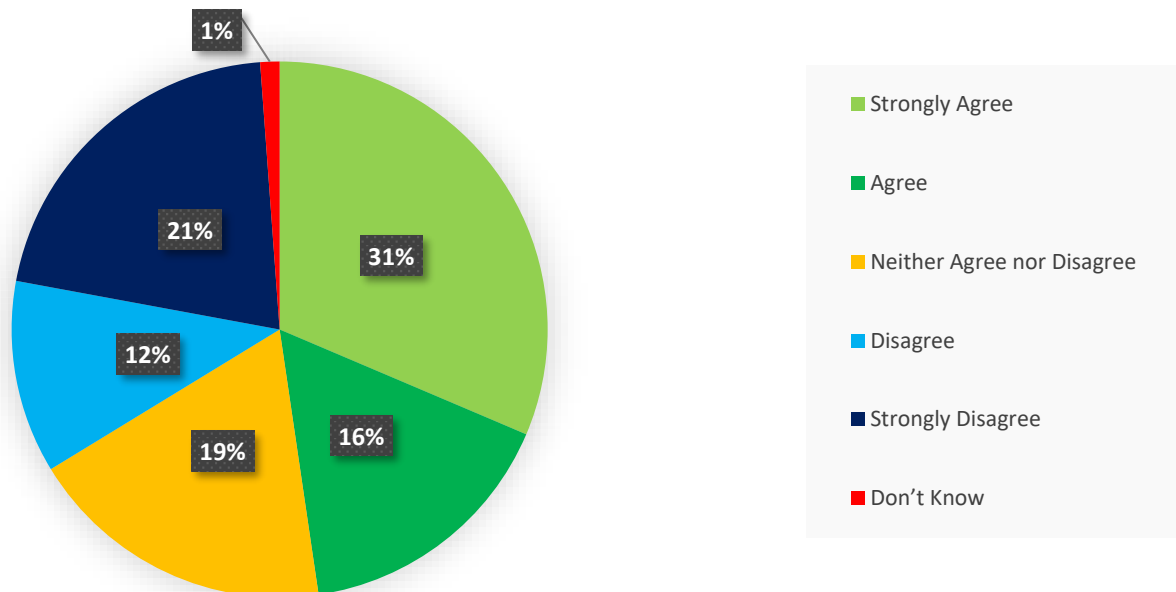
7.101. Figure 12.1 presents a summary of the 88 responses to question 7A ("A quiet on carriageway cycle route will be provided along Peel Moat Road and Broomfield Road and defined with advisory road markings."). It shows that 39 (44%) of respondents to this question strongly agreed or agreed with the proposals, while 36 (41%) strongly disagreed or disagreed. 13 (15%) neither agreed nor disagreed or didn't know.

Figure 12.2 Question 7B ("Raised junction tables")



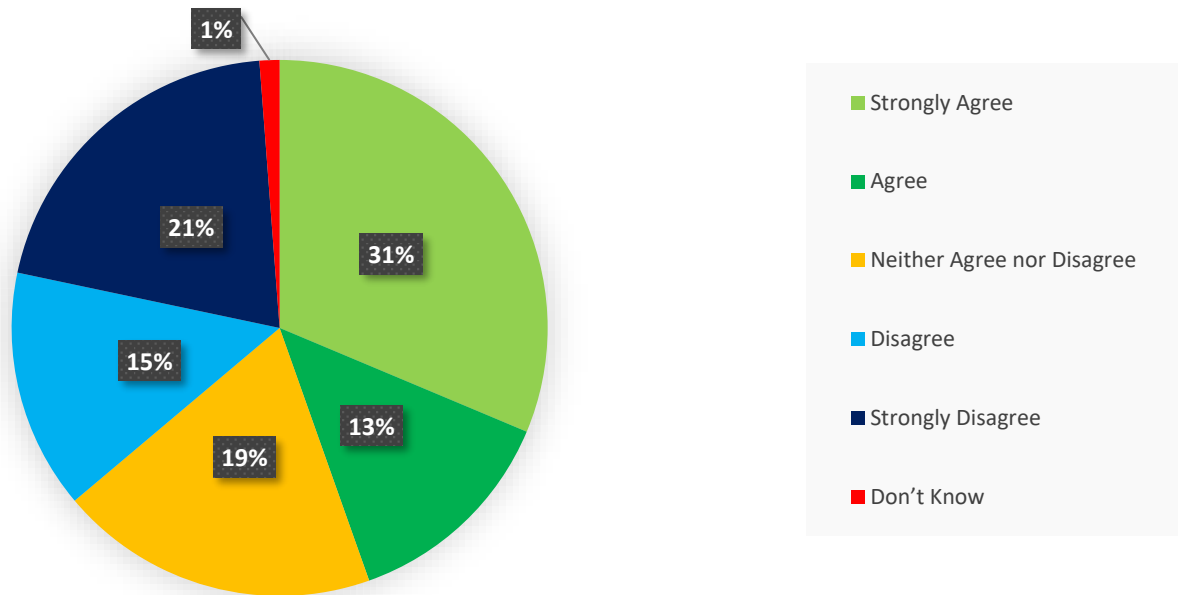
7.102. Figure 12.2 presents a summary of the 86 responses to question 7B (*“Raised junction tables, with footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances, and to help reduce turning speed of vehicles will be provided at - Peel Moat Road / Elms Road.”*). It shows that 47 (55%) of respondents to this question strongly agreed or agreed with the proposals, while 29 (34%) strongly disagreed or disagreed. 10 (11%) neither agreed nor disagreed or didn't know.

Figure 12.3 Question 7C ("Raised junction tables")



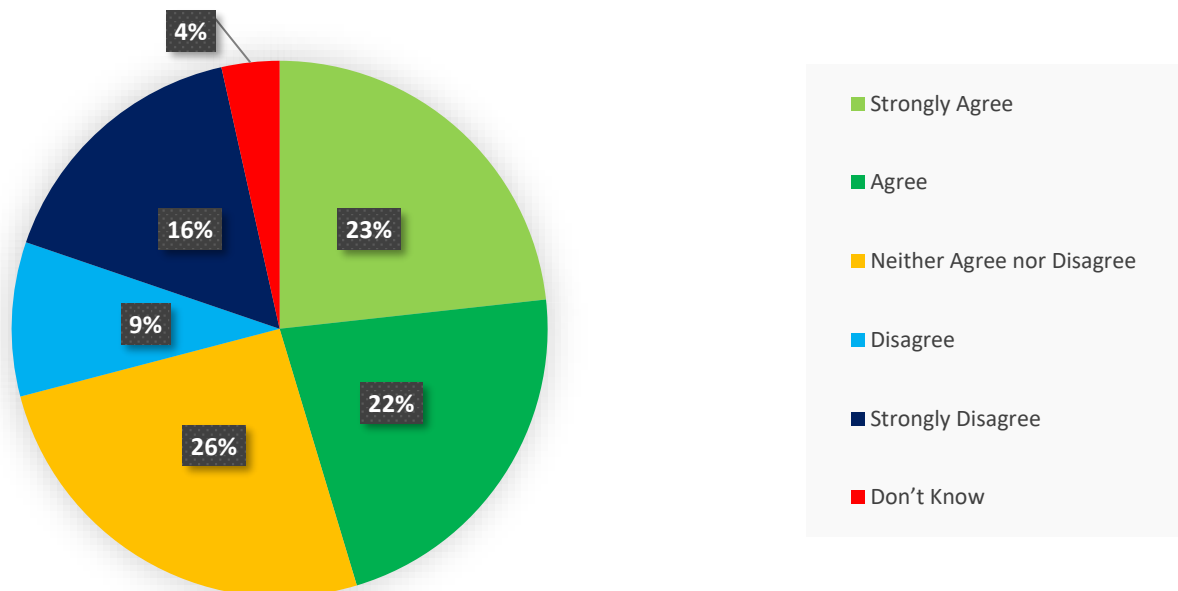
7.103. Figure 12.3 presents a summary of the 86 responses to question 7C (*“Raised junction tables, with footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances, and to help reduce turning speed of vehicles will be provided at - Peel Moat Road / Singleton Road.”*). It shows that 41 (47%) of respondents to this question strongly agreed or agreed with the proposals, while 28 (33%) strongly disagreed or disagreed. 17 (20%) neither agreed nor disagreed or didn't know.

Figure 12.4 Question 7D ("Other proposed traffic calming measures")



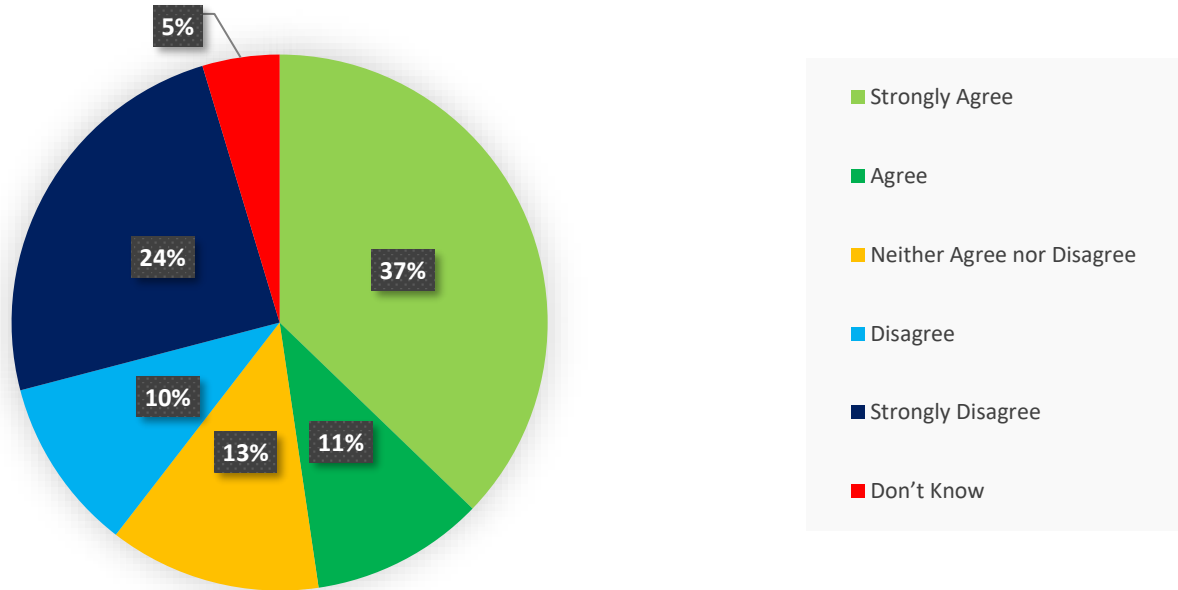
7.104. Figure 12.4 presents a summary of the 83 responses to question 7D (*"Other proposed traffic calming measures include a road hump on Peel Moat Road outside Peel Moat Care Home."*). It shows that 37 (44%) of respondents to this question strongly agreed or agreed with the proposals, while 29 (36%) strongly disagreed or disagreed. 17 (20%) neither agreed nor disagreed or didn't know.

Figure 12.5 Question 7E ("Vehicle dropped crossings")



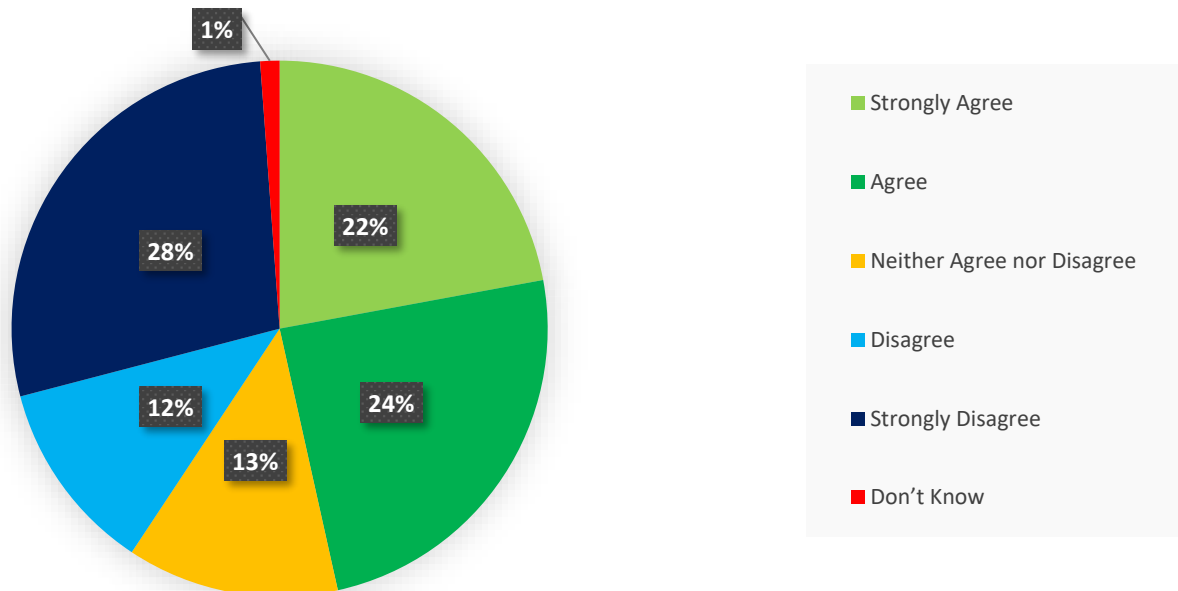
7.105. Figure 12.5 presents a summary of the 86 responses to question 7E (*"Vehicle dropped crossings to provide a continuous footway are proposed at the access to Peel Moat Court and Peel Moat Care Home."*). It shows that 39 (45%) of respondents to this question strongly agreed or agreed with the proposals, while 22 (25%) strongly disagreed or disagreed. 25 (30%) neither agreed nor disagreed or didn't know.

Figure 12.6 Question 7F ("proposed signalised junction")



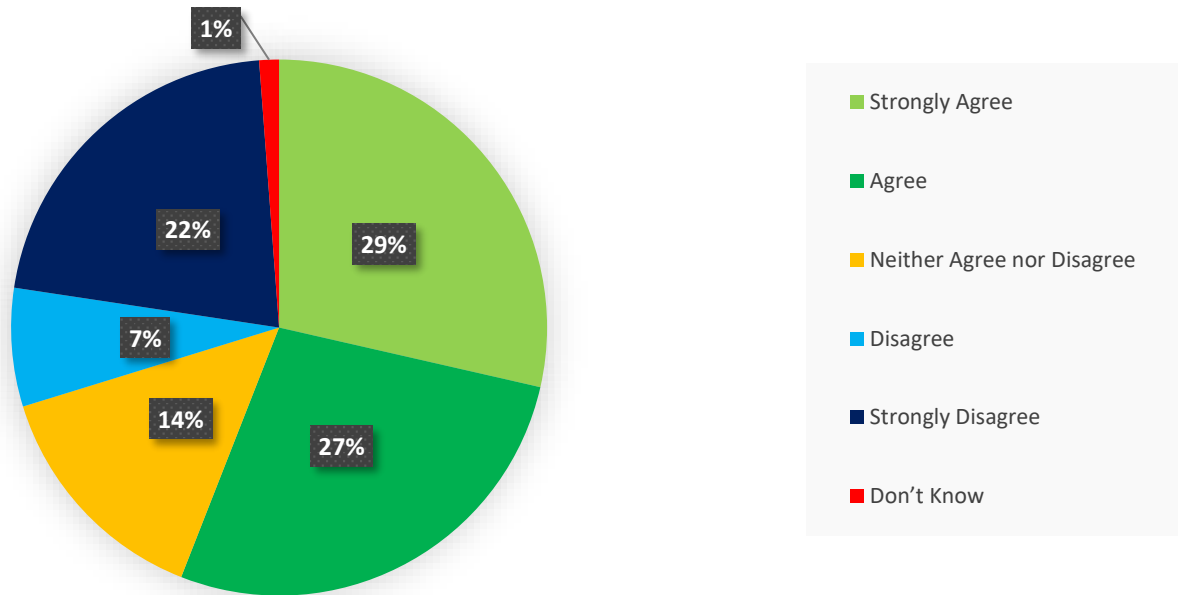
7.106. Figure 12.6 presents a summary of the 86 responses to question 7F (*"The proposed signalised junction at Heaton Moor Road / Peel Moat Road / Broomfield Road is an approved scheme (Bee Network Crossings)."*). It shows that 41 (48%) of respondents to this question strongly agreed or agreed with the proposals, while 30 (34%) strongly disagreed or disagreed. 15 (18%) neither agreed nor disagreed or didn't know.

Figure 12.7 Question 7G ("A quiet on carriageway cycle route")



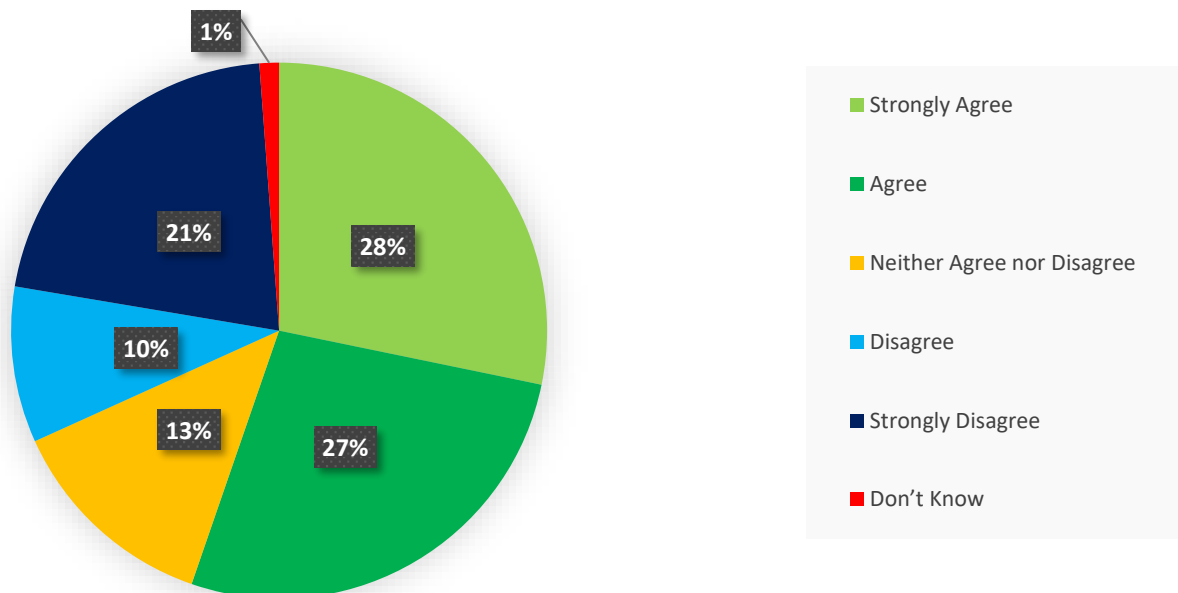
7.107. Figure 12.7 presents a summary of the 86 responses to question 7G (*"A quiet on carriageway cycle route will be provided along Broomfield Road and Warwick Road, defined with advisory road markings."*). It shows that 40 (46%) of respondents to this question strongly agreed or agreed with the proposals, while 34 (40%) strongly disagreed or disagreed. 12 (14%) neither agreed nor disagreed or didn't know.

Figure 12.8 Question 7H ("Footway improvements")



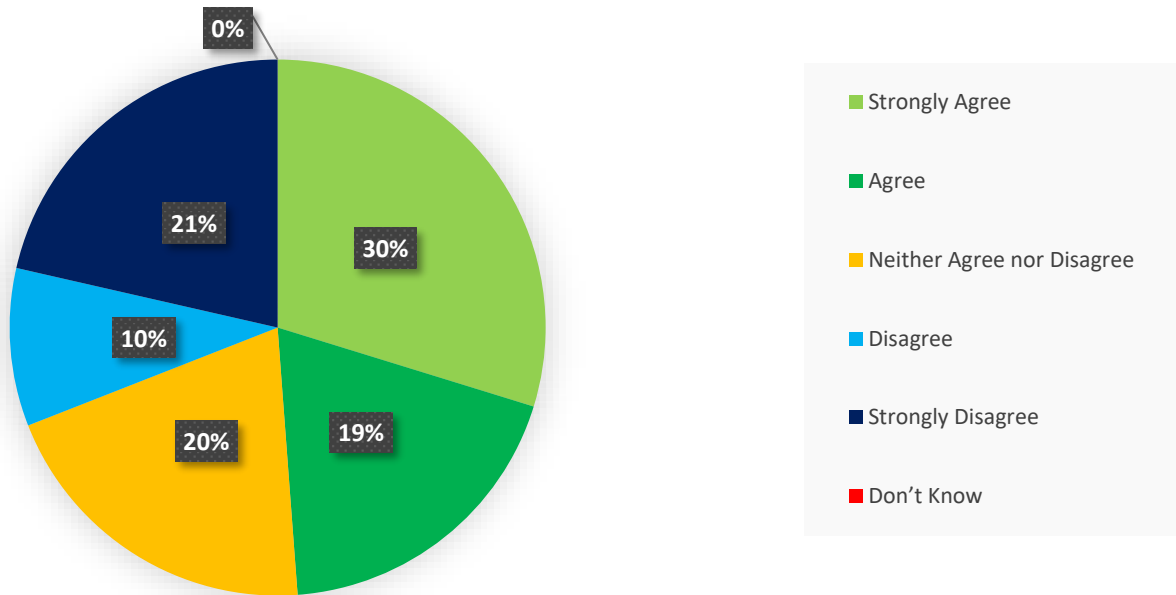
7.108. Figure 12.8 presents a summary of the 84 responses to question 7H (*“Footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians) at - Broomfield Road / Earl Road.”*). It shows that 47 (56%) of respondents to this question strongly agreed or agreed with the proposals, while 24 (29%) strongly disagreed or disagreed. 13 (15%) neither agreed nor disagreed or didn't know.

Figure 12.9 Question 7I ("Footway improvements")



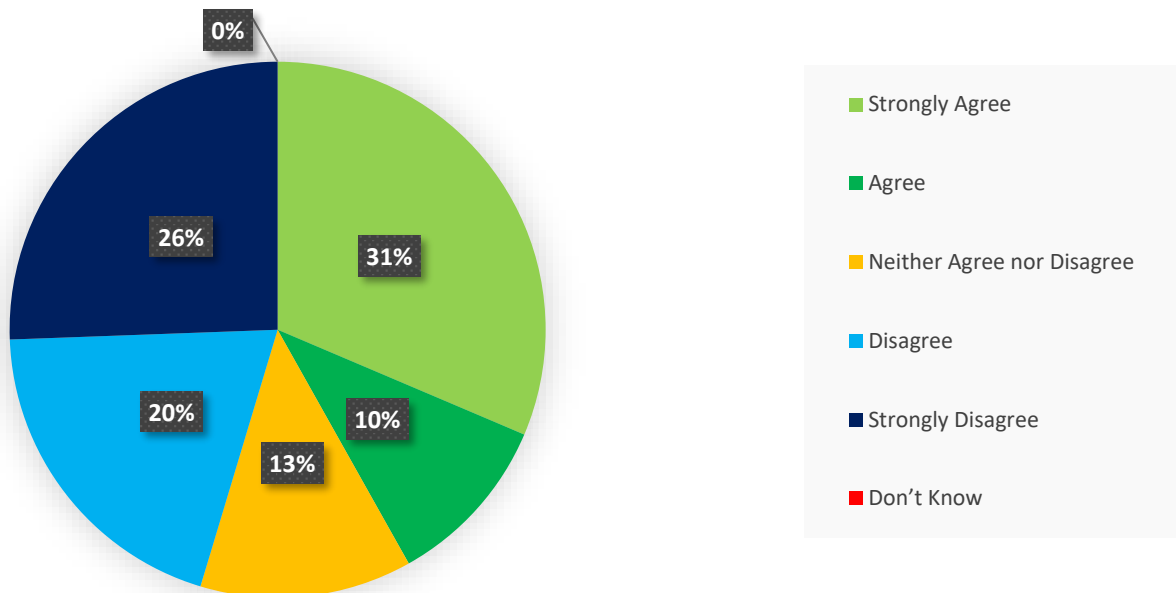
7.109. Figure 12.9 presents a summary of the 85 responses to question 7I (*“Footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians) at - Broomfield Road / Dalton Grove.”*). It shows that 47 (55%) of respondents to this question strongly agreed or agreed with the proposals, while 26 (31%) strongly disagreed or disagreed. 12 (14%) neither agreed nor disagreed or didn't know.

Figure 12.10 Question 7J ("Footway improvements")



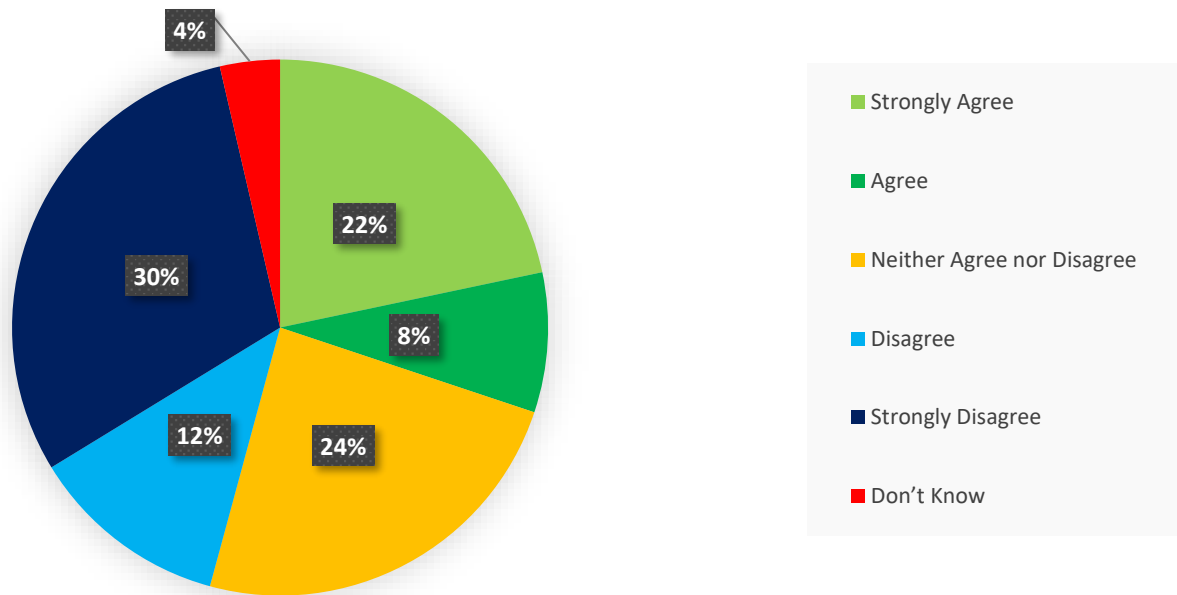
7.110. Figure 12.10 presents a summary of the 84 responses to question 7J (*“Footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians) at - Broomfield Road / Warwick Road.”*). It shows that 41 (49%) of respondents to this question strongly agreed or agreed with the proposals, while 26 (31%) strongly disagreed or disagreed. 17 (20%) neither agreed nor disagreed or didn’t know.

Figure 12.11 Question 7K ("Traffic calming measures")



7.111. Figure 12.11 presents a summary of the 86 responses to question 7K (*“Traffic calming measures (road humps) are proposed on Warwick Road.”*). It shows that 36 (41%) of respondents to this question strongly agreed or agreed with the proposals, while 39 (46%) strongly disagreed or disagreed. 11 (13%) neither agreed nor disagreed or didn’t know.

Figure 12.12 Question 7L ("A proposed change of priority for traffic")



7.112. Figure 12.12 presents a summary of the 83 responses to question 7L (“A proposed change of priority for traffic at the junction of Warwick Road and Broomfield Road.”). It shows that 25 (30%) of respondents to this question strongly agreed or agreed with the proposals, while 35 (42%) strongly disagreed or disagreed. 23 (28%) neither agreed nor disagreed or didn’t know.

- 7.113. Respondents were asked to provide reasons for their answer. There were 88 responses and key recurring themes included:
- 19 responses claimed that these proposals are unnecessary.
 - 10 comments have said that they are against changing the priority of traffic on Broomfield Road.
 - 10 comments have said that they are against changing the priority of traffic on Warwick Road.
 - 7 responses stated a want for the provision of a segregated cycle lane running the length of the A6.
 - 7 residents expressed that the proposals could potentially increase congestion.
 - 6 responses claimed they are against the proposed traffic calming measures.
 - 5 residents have stated how they believe these proposals to be welcomed and needed.
 - 4 commenters said that they are against the implementation of vehicle drop crossings which are not Dutch kerbs.
 - 4 residents have referenced that they want cars parking on the pavement to be prevented.
 - 4 responses mentioned a want for cars parking in the cycle lane to be prevented.
 - 4 responses claimed that these proposals are not justified due to a lack of cyclists in the area.
 - 3 comments expressed a fear that these proposals are unfairly against motorists.
 - 3 responses stated they are against the proposed crossing.
 - 3 residents expressed rejection of the proposed raised junction tables.
 - 2 residents have stated how they believe these proposals could decrease the safety of pedestrians (as they may now conflict with cyclists).

7.114. Stakeholder's Comments on the Sheet 7 Proposals:

Walk Ride GM

- Believes Care needs to be taken in the placement of the advisory road markings.
- Questions the need for at the junction of Singleton Road and Peel Moat Road.
- Questions if another road hump needed so close to the signalised junction of Peel Moat Road and Heaton Moor Road.
- Wants Dutch style kerbed access points.
- Says the additional road hump on Warwick Rd between the junctions with Broomfield Road and Derby Road seems superfluous.
- Fears that the change in priority at the Broomfield Road / Warwick Road junction could make it more dangerous for pedestrians to cross.

7.115. **Sheet 8 - Warwick Road / Derby Road / Parsonage Road / Heaton Road / Alexandra Road / Brackley Road / St Leonard's Road / Gower Road / Glenfield Road**

Table 9 below shows the Question Summary Table for Sheet 8 (Warwick Road / Derby Road / Parsonage Road / Heaton Road / Alexandra Road / Brackley Road / St Leonard's Road / Gower Road / Glenfield Road)

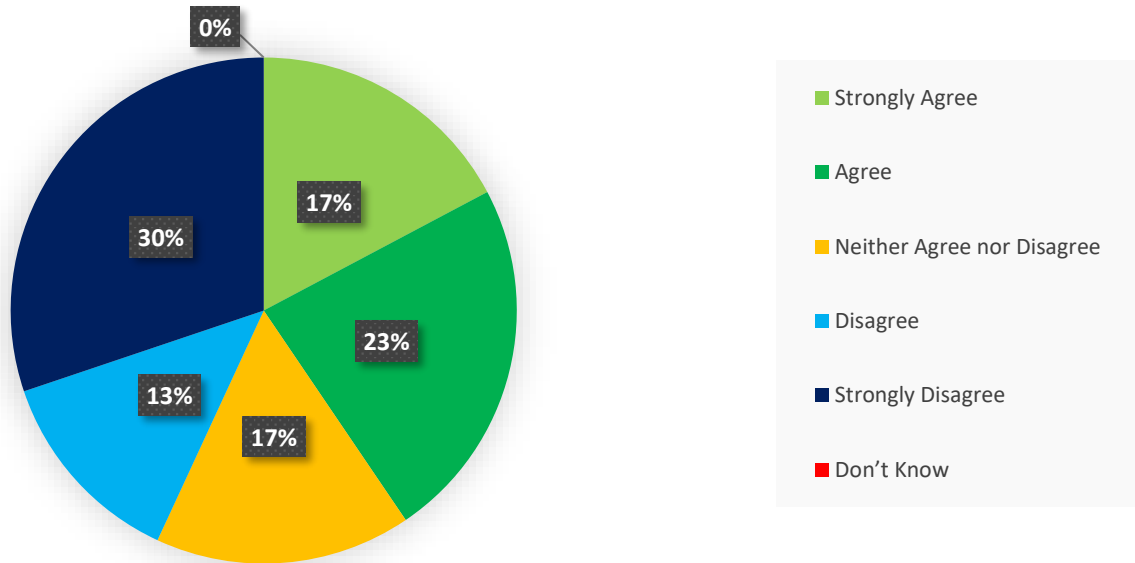
**Sheet 8: Warwick Road / Derby Road / Parsonage Road / Heaton Road / Alexandra Road /
Brackley Road / St Leonard's Road / Gower Road / Glenfield Road**

Table 9: **Sheet 8** – Question Summary Table

| Sheet 8: Question | Question's Number | Sheet 8: Question | Question's Number | Sheet 8: Question | Question's Number | Sheet 8: Question | Question's Number |
|--|-------------------|--|-------------------|---|-------------------|---|-------------------|
| <u>Viewport 8A:</u> A quiet on carriageway cycle route will be provided along Warwick Road, Derby Road and Heaton Road, and defined with advisory road markings. | 8A | <u>Viewport 8A:</u> Footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians) at - Warwick Road / Warwick Close | 8B | <u>Viewport 8A:</u> Footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians) at - Warwick Road / Derby Road | 8C | <u>Viewport 8A:</u> Footway improvements which also include the reduction of corner kerb radii and footway widening to reduce the crossing distances across the junctions are proposed at - Tatton Road South / Heaton Road | 8D |
| <u>Viewport 8A:</u> Footway improvements which also include the reduction of corner kerb radii and footway widening to reduce the crossing distances across the junctions are proposed at - Derby Road / Parsonage Road | 8E | <u>Viewport 8A:</u> Footway improvements which also include the reduction of corner kerb radii and footway widening to reduce the crossing distances across the junctions are proposed at - Parsonage Road / Heaton Road | 8F | <u>Viewport 8A:</u> The footway across Warwick Road Bridge is to be widened and the carriageway narrowed. To assist safety on the reduced carriageway width a weight restriction of 3.5 tonnes (except for access) is proposed on Warwick Road between the A6 and Tatton Road South / Heaton Road. | 8G | <u>Viewport 8A:</u> Traffic calming measures (road humps) are proposed on Warwick Road. | 8H |
| <u>Viewport 8A:</u> Road closure to traffic with a two-way segregated cycle path is proposed between Derby Road and Heaton Road, at the north end of the green. | 8I | <u>Viewport 8A:</u> A signalised junction with green man pedestrian facilities on all arms is proposed on Heaton Road at the junction with Ashburn Road and Alexandra Road, including the relocation of the existing southbound bus stop to Parsonage Road close to the junction with Derby Road. | 8J | <u>Viewport 8A:</u> Vehicular dropped crossings will be provided to create a continuous footway across the accesses to private driveways in some locations, replacing kerbed crossings. | 8K | <u>Viewport 8B:</u> A quiet on carriageway cycle route will be provided along Brackley Road, St. Leonard's Road, Gower Road and Glenfield Road, and defined with advisory road markings. This route, with the new junction at the A6 (Sheet 3) and works to Warwick Road (Sheet 8) will connect the east and west parallel cycle routes. | 8L |
| <u>Viewport 8B:</u> A raised junction table, with footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), will be provided at - Denby Lane / St Leonard's Road | 8M | <u>Viewport 8B:</u> A raised junction table, with footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), will be provided at - Denby Lane / Gower Road | 8N | <u>Viewport 8B:</u> Proposed traffic calming measure: road hump on Brackley Road | 8O | <u>Viewport 8B:</u> Footway improvements which also include the reduction of corner kerb radii and footway widening to reduce the crossing distances and uncontrolled crossings with tactile paving (for pedestrians) are proposed at - Brackley Road / Rosedale Road | 8P |
| <u>Viewport 8B:</u> Footway improvements which also include the reduction of corner kerb radii and footway widening to reduce the crossing distances and uncontrolled crossings with tactile paving (for pedestrians) are proposed at - Brackley Road / St Leonard's Road | 8Q | <u>Viewport 8B:</u> Footway improvements which also include the reduction of corner kerb radii and footway widening to reduce the crossing distances and uncontrolled crossings with tactile paving (for pedestrians) are proposed at - Gower Road / Marlborough Drive | 8R | <u>Viewport 8B:</u> Vehicle dropped crossings are proposed at several locations to replace kerbed accesses. | 8S | | |

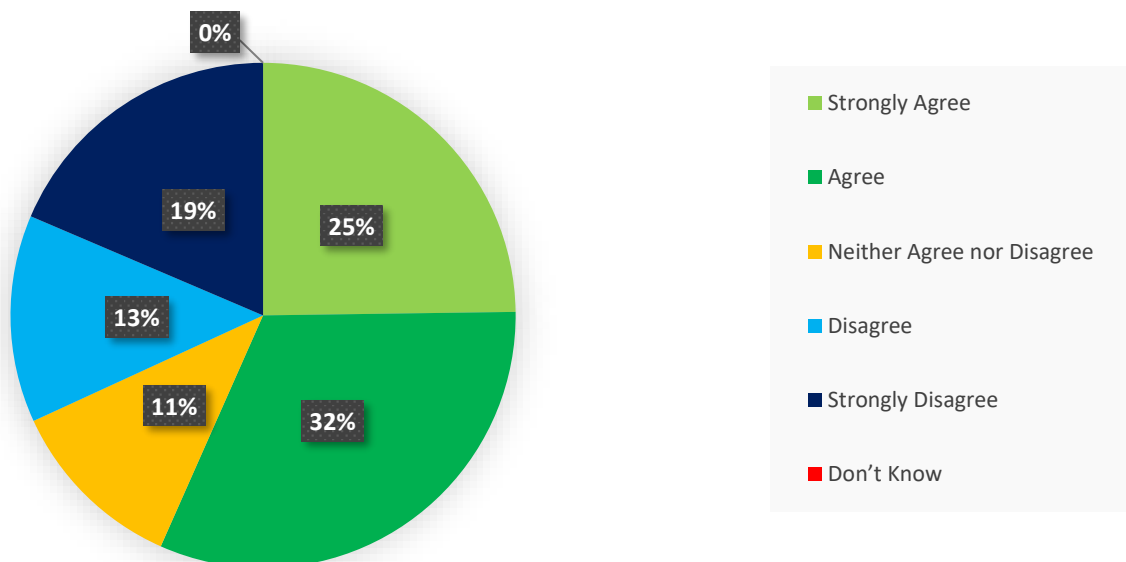
7.116. Respondents were asked a total of 19 questions about the features shown on sheet 8 (Appendix B: Drawing Number No. F-5223-A6BR-CON-0008). Of the 302 total responses to the online consultation, 122 responded to the questions on sheet 8.

Figure 13.1 Question 8A ("A quiet on carriageway cycle route")



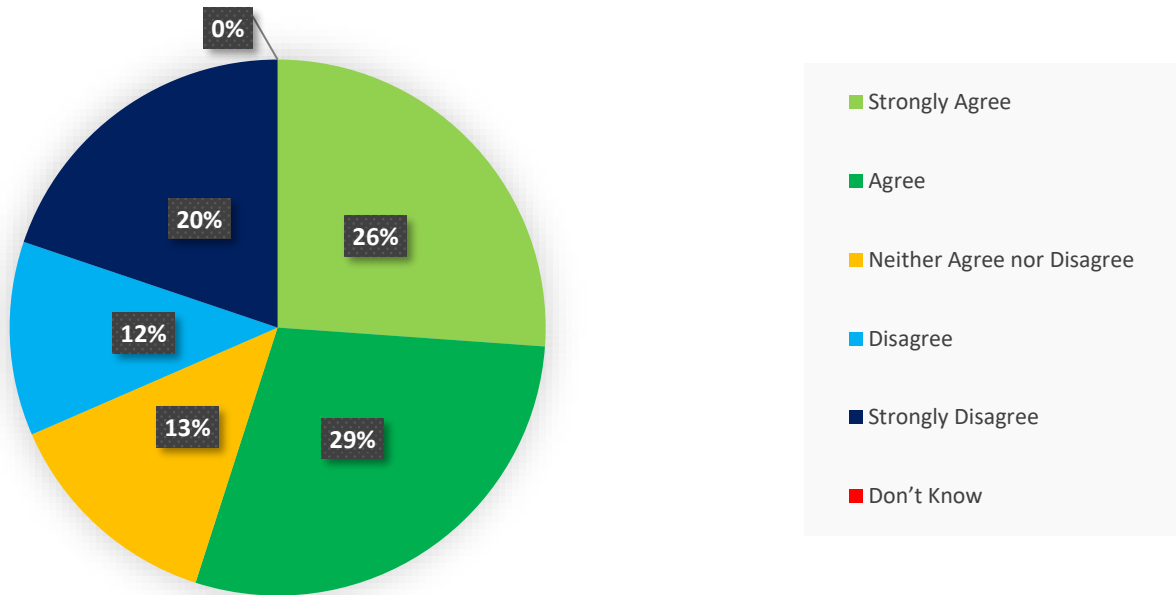
7.117. Figure 13.1 presents a summary of the 116 responses to question 8A ("A quiet on carriageway cycle route will be provided along Warwick Road, Derby Road and Heaton Road, and defined with advisory road markings."). It shows that 47 (40%) of respondents to this question strongly agreed or agreed with the proposals, while 50 (43%) strongly disagreed or disagreed. 19 (17%) neither agreed nor disagreed or didn't know.

Figure 13.2 Question 8B ("Footway improvements")



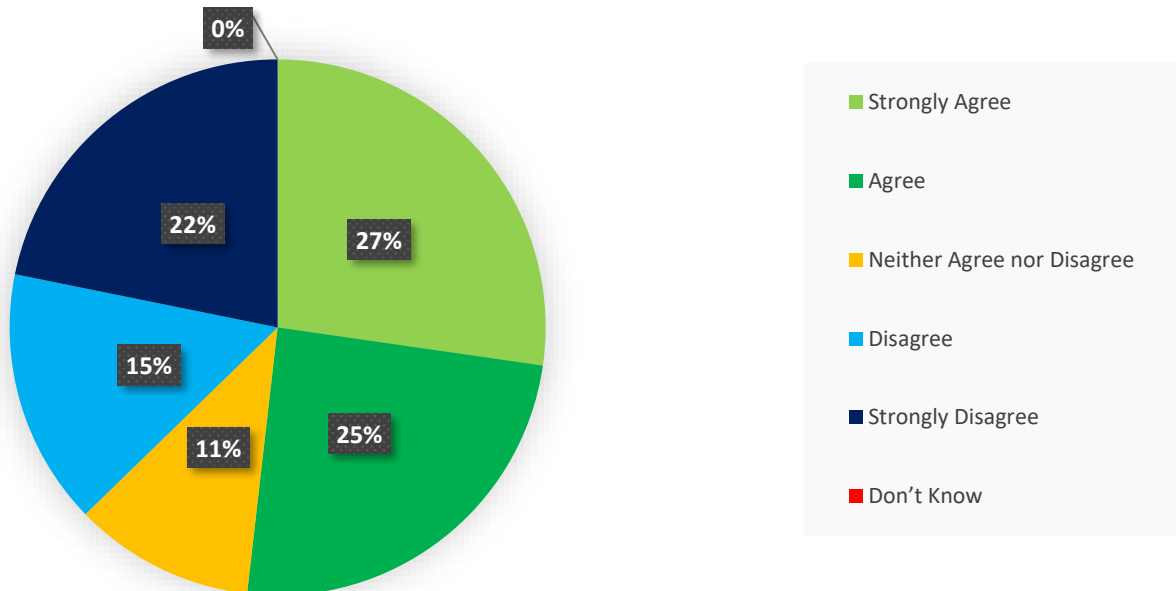
7.118. Figure 13.2 presents a summary of the 113 responses to question 8B ("Footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians) at - Warwick Road / Warwick Close."). It shows that 64 (57%) of respondents to this question strongly agreed or agreed with the proposals, while 36 (32%) strongly disagreed or disagreed. 13 (11%) neither agreed nor disagreed or didn't know.

Figure 13.3 Question 8C ("Footway improvements")



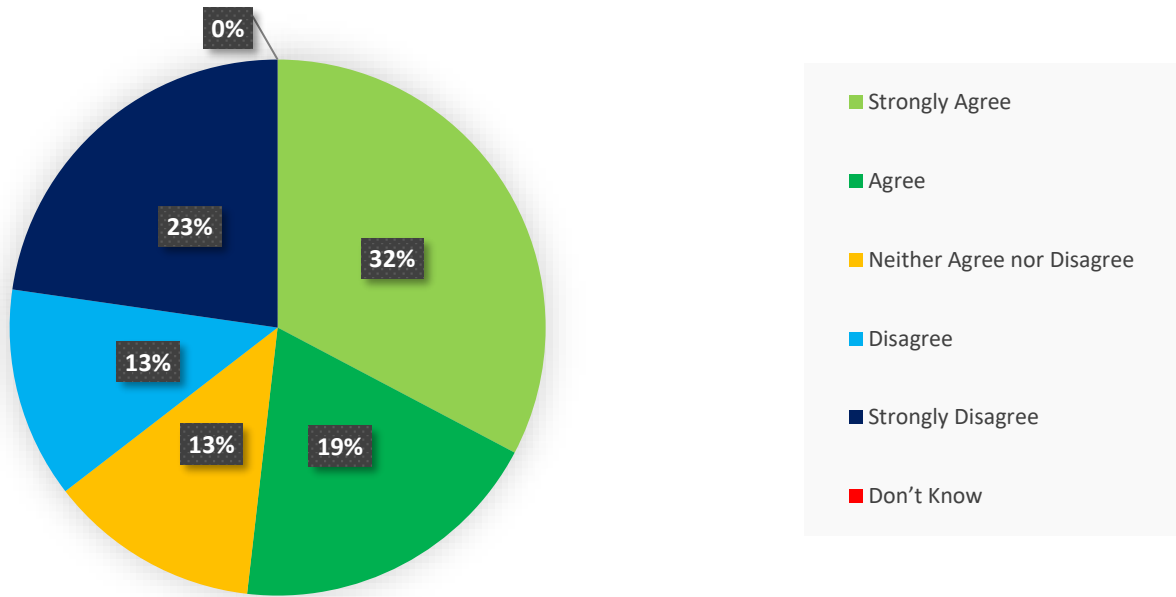
7.119. Figure 13.3 presents a summary of the 111 responses to question 8C (*“Footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians) at - Warwick Road / Derby Road.”*). It shows that 61 (55%) of respondents to this question strongly agreed or agreed with the proposals, while 35 (32%) strongly disagreed or disagreed. 15 (13%) neither agreed nor disagreed or didn’t know.

Figure 13.4 Question 8D ("Footway improvements")



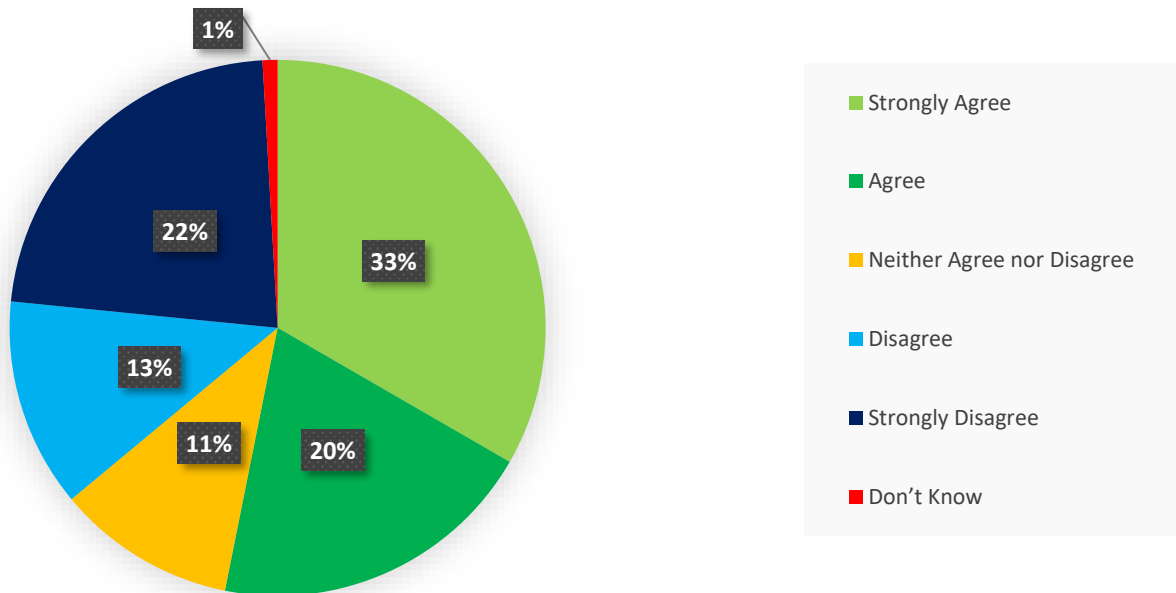
7.120. Figure 13.4 presents a summary of the 110 responses to question 8D (*“Footway improvements which also include the reduction of corner kerb radii and footway widening to reduce the crossing distances across the junctions are proposed at - Tatton Road South / Heaton Road.”*). It shows that 57 (52%) of respondents to this question strongly agreed or agreed with the proposals, while 41 (37%) strongly disagreed or disagreed. 12 (11%) neither agreed nor disagreed or didn’t know.

Figure 13.5 Question 8E ("Footway improvements")



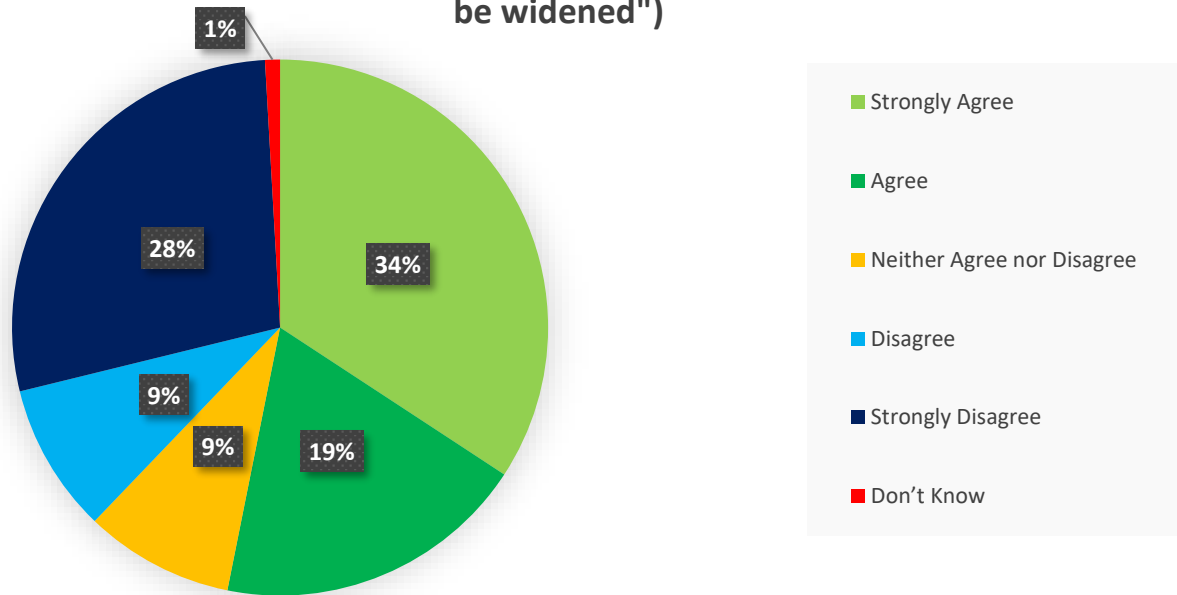
7.121. Figure 13.5 presents a summary of the 110 responses to question 8E (*“Footway improvements which also include the reduction of corner kerb radii and footway widening to reduce the crossing distances across the junctions are proposed at - Derby Road / Parsonage Road.”*). It shows that 57 (51%) of respondents to this question strongly agreed or agreed with the proposals, while 39 (36%) strongly disagreed or disagreed. 14 (13%) neither agreed nor disagreed or didn’t know.

Figure 13.6 Question 8F ("Footway improvements")



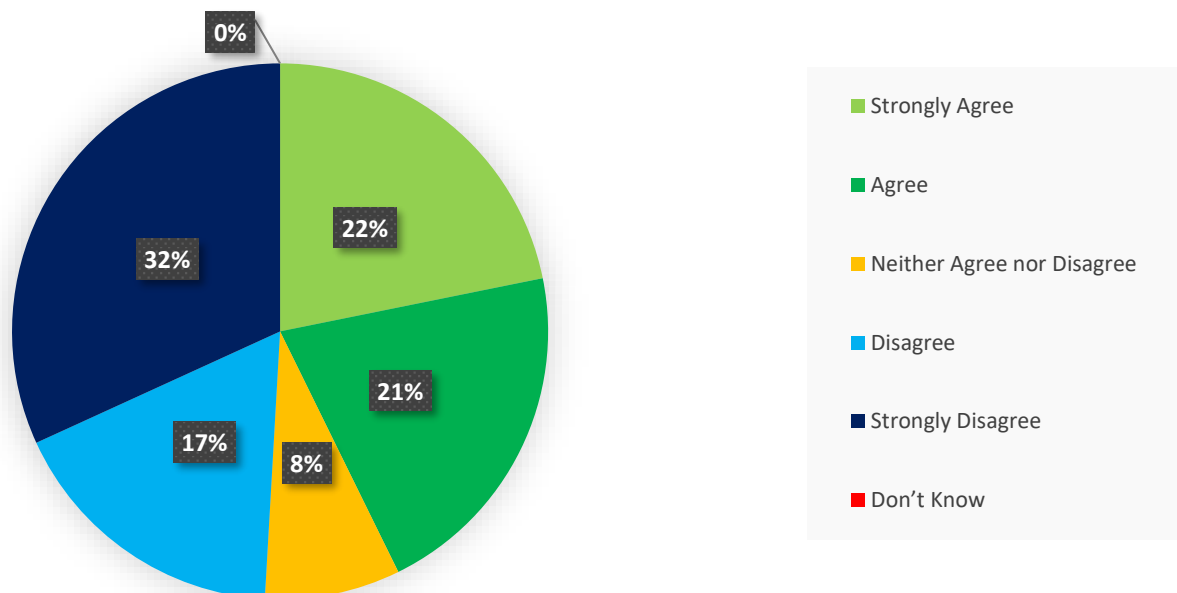
7.122. Figure 13.6 presents a summary of the 111 responses to question 8F (*“Footway improvements which also include the reduction of corner kerb radii and footway widening to reduce the crossing distances across the junctions are proposed at - Parsonage Road / Heaton Road.”*). It shows that 59 (53%) of respondents to this question strongly agreed or agreed with the proposals, while 39 (35%) strongly disagreed or disagreed. 13 (12%) neither agreed nor disagreed or didn’t know.

Figure 13.7 Question 8G ("Footway across Warwick Road Bridge is to be widened")



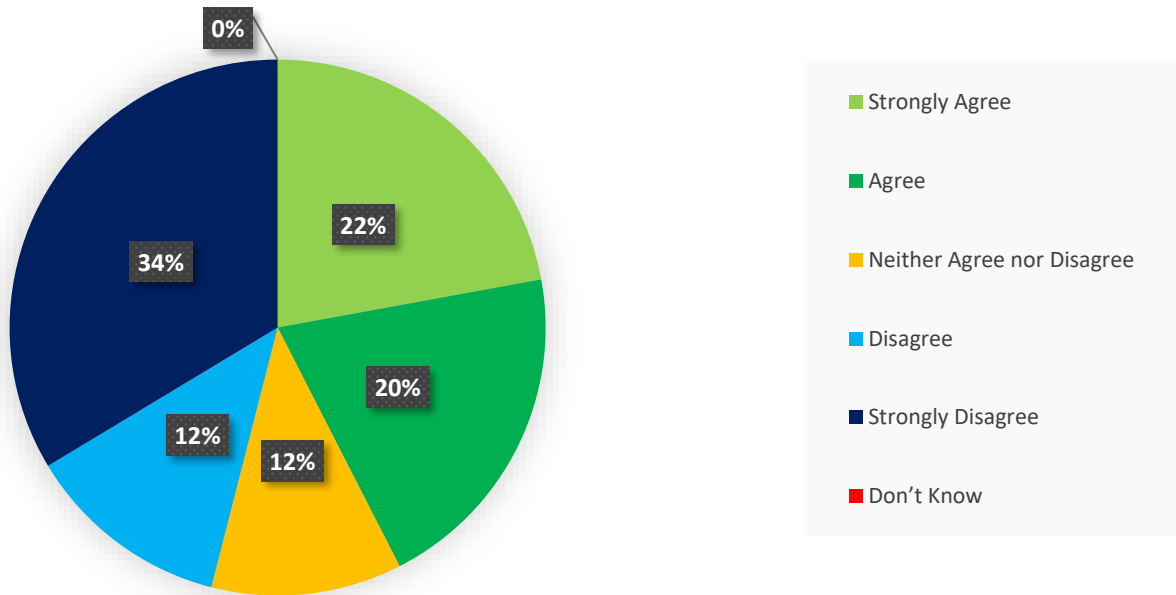
7.123. Figure 13.7 presents a summary of the 111 responses to question 8G (*"The footway across Warwick Road Bridge is to be widened and the carriageway narrowed. To assist safety on the reduced carriageway width a weight restriction of 3.5 tonnes (except for access) is proposed on Warwick Road between the A6 and Tatton Road South / Heaton Road."*). It shows that 59 (53%) of respondents to this question strongly agreed or agreed with the proposals, while 41 (37%) strongly disagreed or disagreed. 11 (10%) neither agreed nor disagreed or didn't know.

Figure 13.8 Question 8H ("Traffic calming measures")



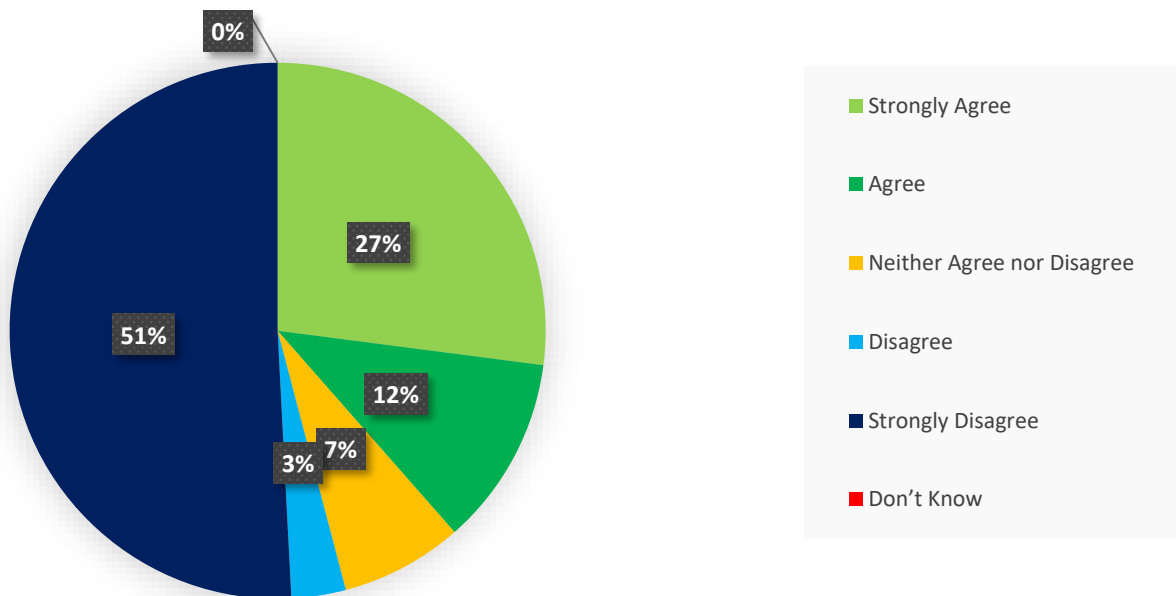
7.124. Figure 13.8 presents a summary of the 110 responses to question 8H (*"Traffic calming measures (road humps) are proposed on Warwick Road."*). It shows that 47 (43%) of respondents to this question strongly agreed or agreed with the proposals, while 54 (49%) strongly disagreed or disagreed. 9 (8%) neither agreed nor disagreed or didn't know.

Figure 13.9 Question 8I ("Road closure to traffic")



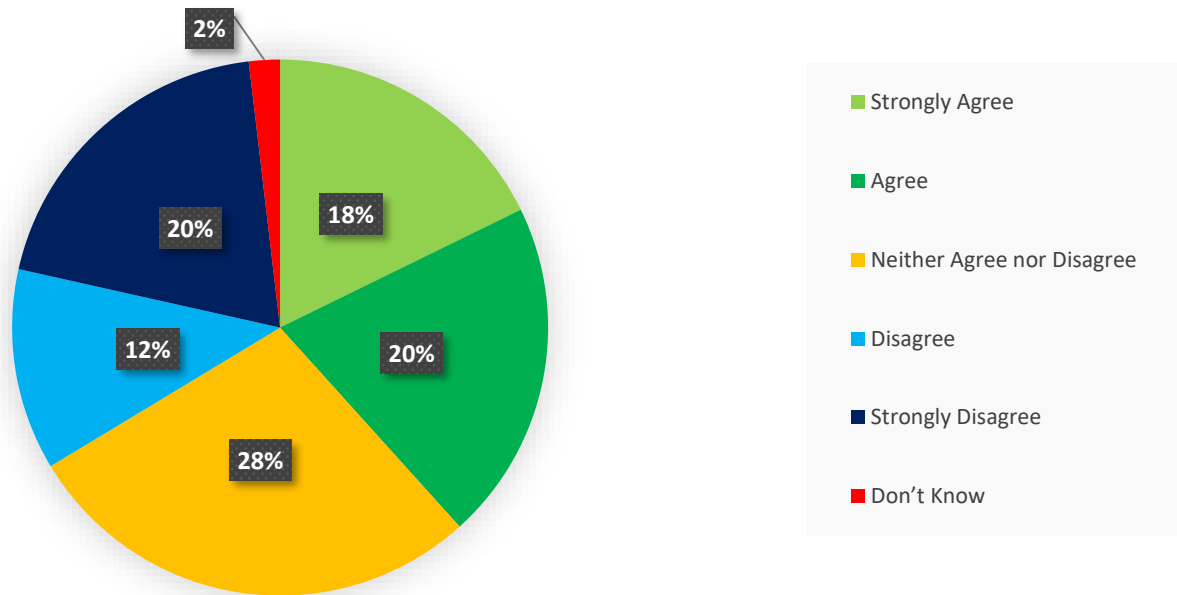
7.125. Figure 13.9 presents a summary of the 113 responses to question 8I (*"Road closure to traffic with a two-way segregated cycle path is proposed between Derby Road and Heaton Road, at the north end of the green."*). It shows that 48 (42%) of respondents to this question strongly agreed or agreed with the proposals, while 52 (46%) strongly disagreed or disagreed. 13 (12%) neither agreed nor disagreed or didn't know.

Figure 13.10 Question 8J ("A signalised junction")



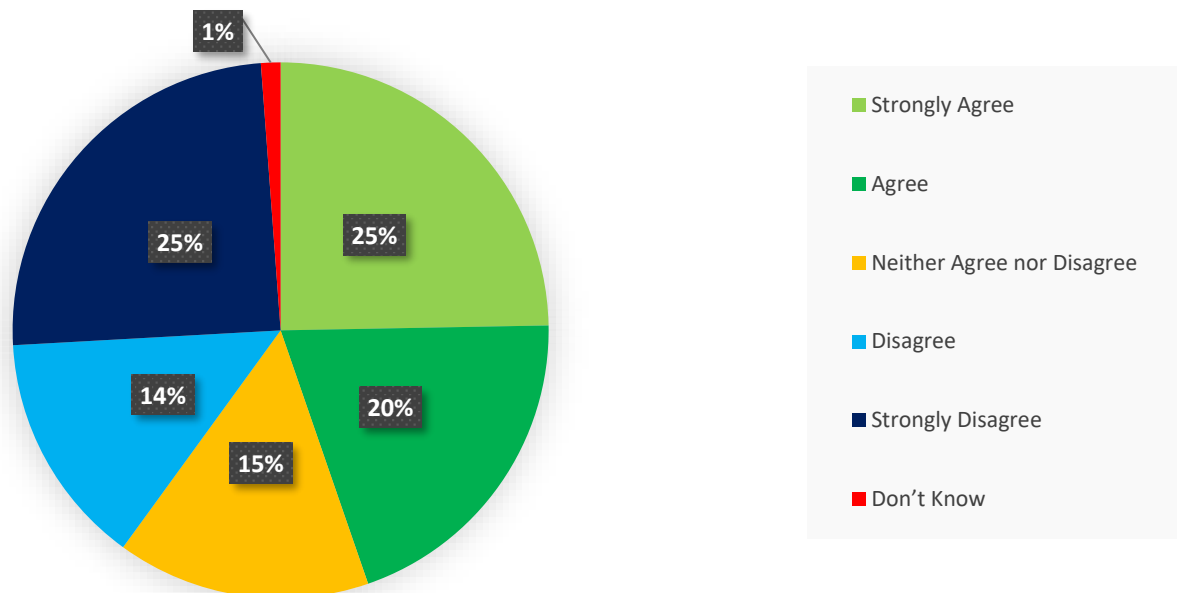
7.126. Figure 13.10 presents a summary of the 122 responses to question 8J (*"A signalised junction with green man pedestrian facilities on all arms is proposed on Heaton Road at the junction with Ashburn Road and Alexandra Road, including the relocation of the existing southbound bus stop to Parsonage Road close to the junction with Derby Road."*). It shows that 47 (39%) of respondents to this question strongly agreed or agreed with the proposals, while 66 (54%) strongly disagreed or disagreed. 9 (7%) neither agreed nor disagreed or didn't know.

Figure 13.11 Question 8K ("Vehicular dropped crossings")



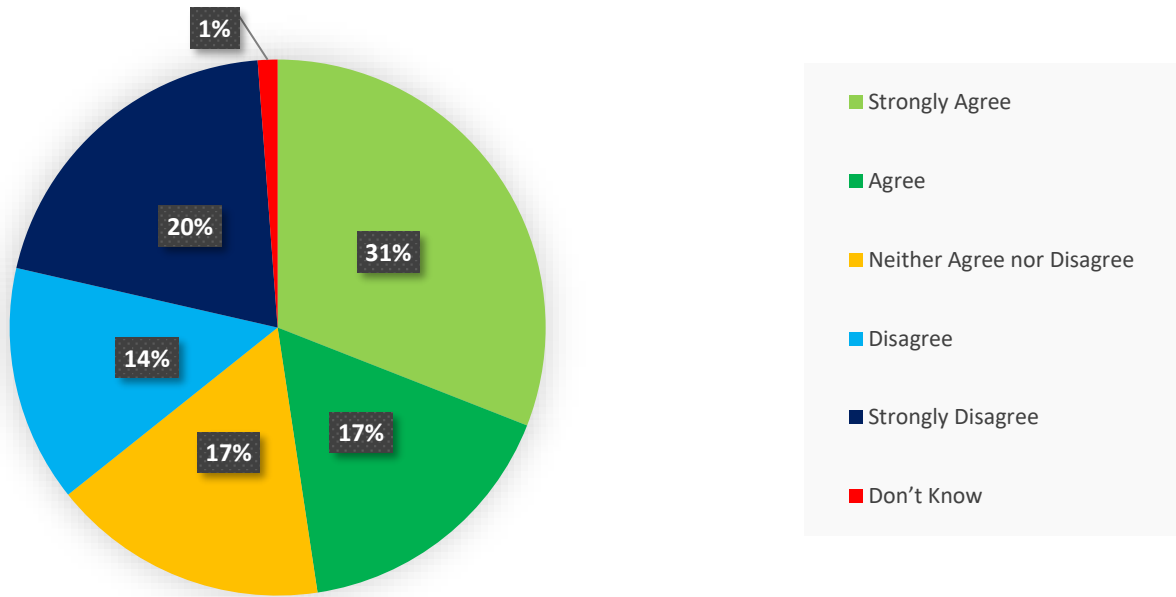
7.127. Figure 13.11 presents a summary of the 107 responses to question 8K (“*Vehicular dropped crossings will be provided to create a continuous footway across the accesses to private driveways in some locations, replacing kerbed crossings.*”). It shows that 41 (38%) of respondents to this question strongly agreed or agreed with the proposals, while 34 (32%) strongly disagreed or disagreed. 32 (30%) neither agreed nor disagreed or didn’t know.

Figure 13.12 Question 8L ("A quiet on carriageway cycle route")



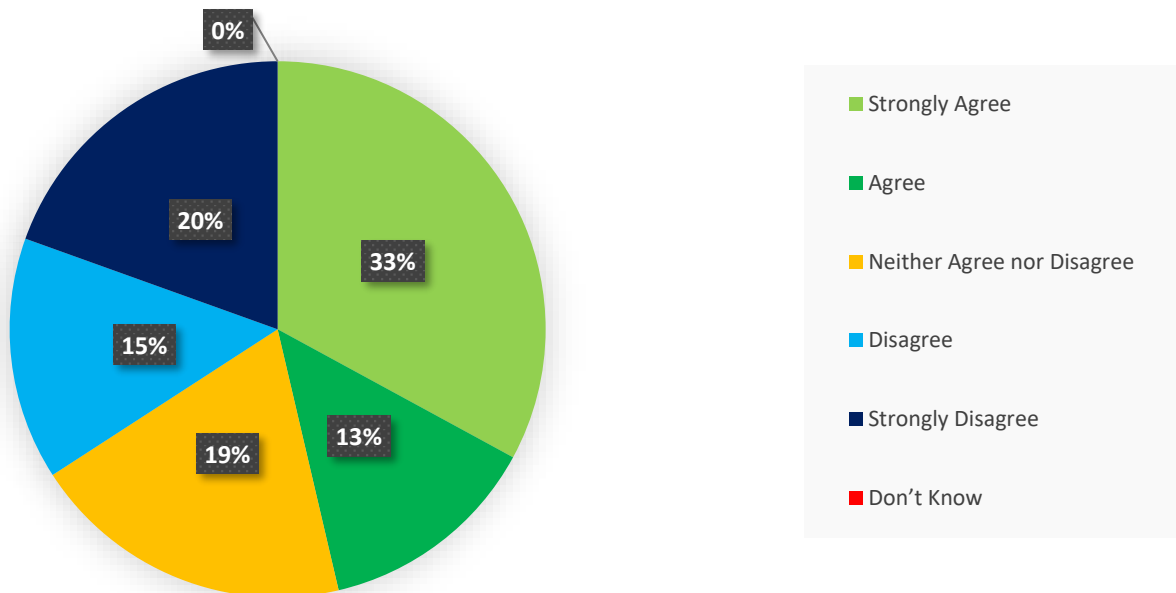
7.128. Figure 13.12 presents a summary of the 85 responses to question 8L (“*A quiet on carriageway cycle route will be provided along Brackley Road, St. Leonard’s Road, Gower Road and Glenfield Road, and defined with advisory road markings. This route, with the new junction at the A6 (Sheet 3) and works to Warwick Road (Sheet 8) will connect the east and west parallel cycle routes.*”). It shows that 38 (45%) of respondents to this question strongly agreed or agreed with the proposals, while 33 (39%) strongly disagreed or disagreed. 14 (16%) neither agreed nor disagreed or didn’t know.

Figure 13.13 Question 8M ("A raised junction table")



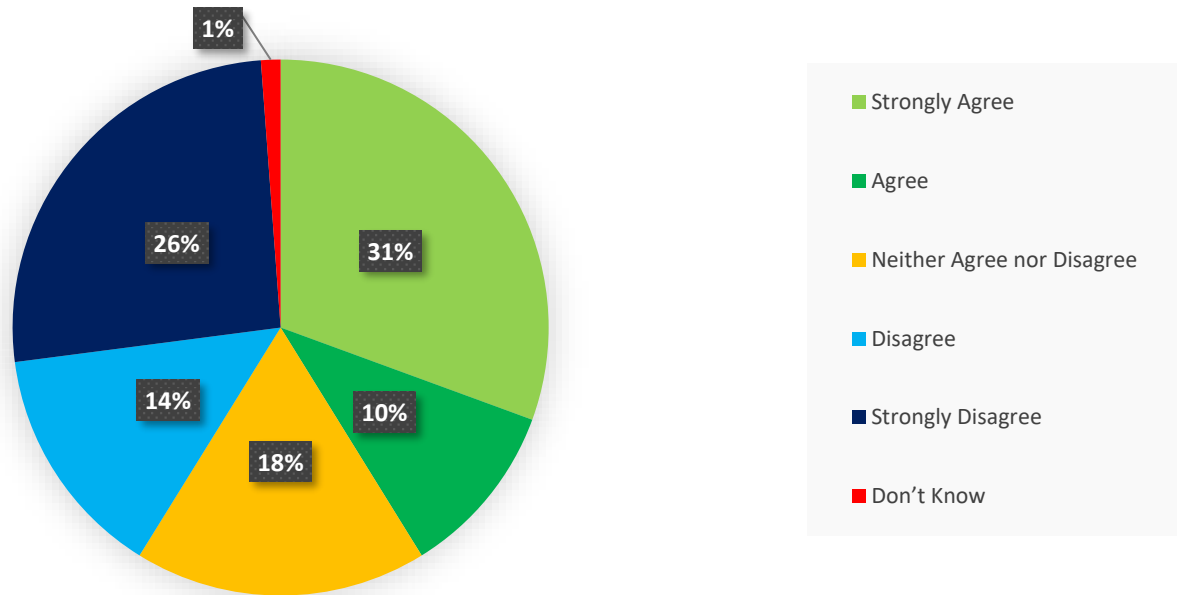
7.129. Figure 13.13 presents a summary of the 84 responses to question 8M (*"A raised junction table, with footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), will be provided at - Denby Lane / St Leonard's Road."*). It shows that 40 (48%) of respondents to this question strongly agreed or agreed with the proposals, while 29 (34%) strongly disagreed or disagreed. 15 (18%) neither agreed nor disagreed or didn't know.

Figure 13.14 Question 8N ("A raised junction table")



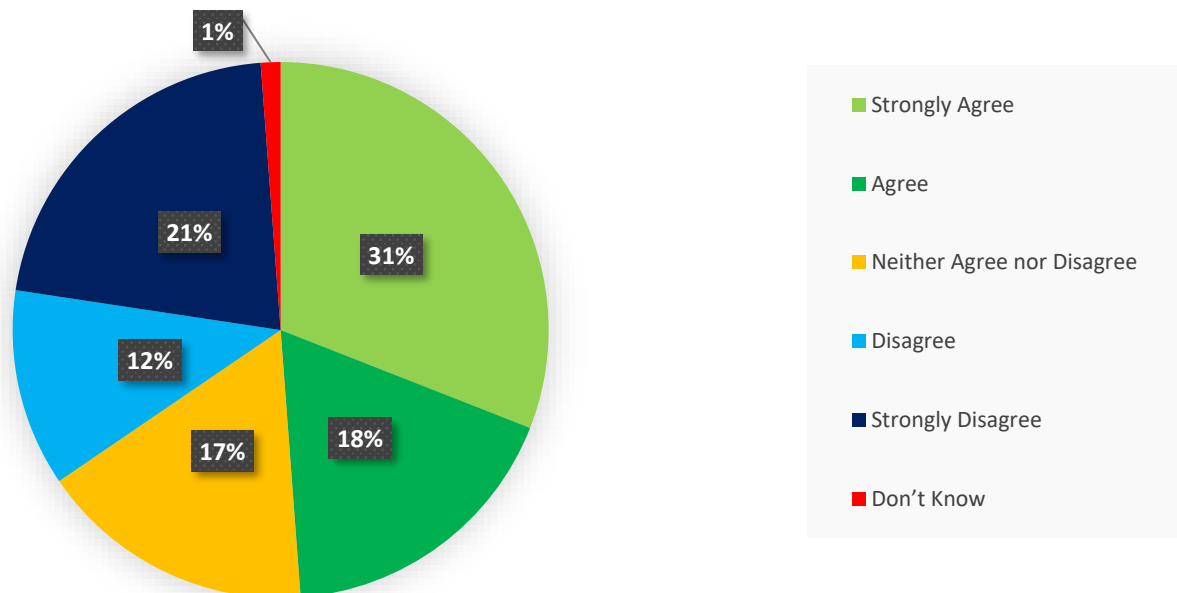
7.130. Figure 13.14 presents a summary of the 82 responses to question 8N (*"A raised junction table, with footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), will be provided at - Denby Lane / Gower Road."*). It shows that 38 (46%) of respondents to this question strongly agreed or agreed with the proposals, while 28 (35%) strongly disagreed or disagreed. 16 (19%) neither agreed nor disagreed or didn't know.

Figure 13.15 Question 80 ("Proposed traffic calming measure")



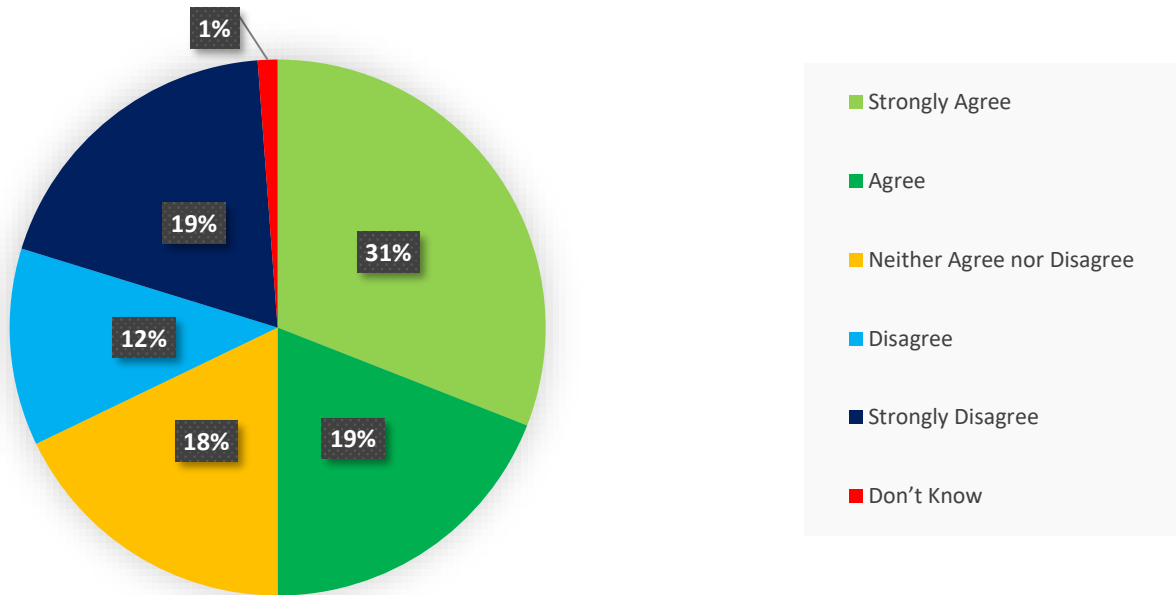
7.131. Figure 13.15 presents a summary of the 85 responses to question 80 (*“Proposed traffic calming measure: road hump on Brackley Road.”*). It shows that 35 (41%) of respondents to this question strongly agreed or agreed with the proposals, while 34 (40%) strongly disagreed or disagreed. 16 (19%) neither agreed nor disagreed or didn’t know.

Figure 13.16 Question 8P ("Footway improvements")



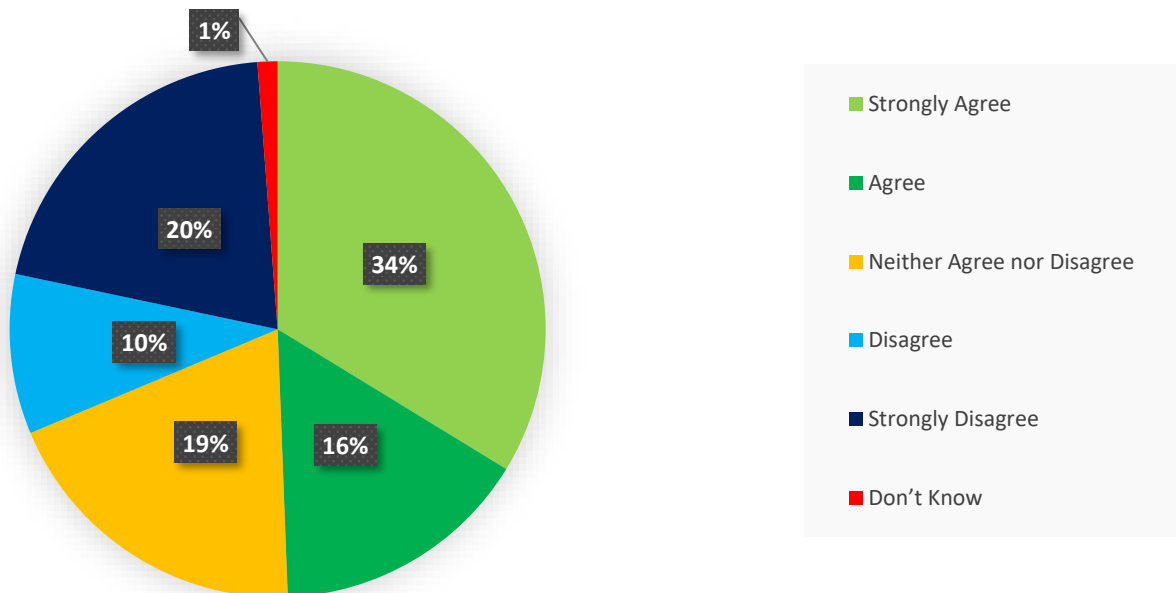
7.132. Figure 13.16 presents a summary of the 84 responses to question 8P (*“Footway improvements which also include the reduction of corner kerb radii and footway widening to reduce the crossing distances and uncontrolled crossings with tactile paving (for pedestrians) are proposed at - Brackley Road / Rosedale Road.”*). It shows that 41 (49%) of respondents to this question strongly agreed or agreed with the proposals, while 28 (33%) strongly disagreed or disagreed. 15 (18%) neither agreed nor disagreed or didn’t know.

Figure 13.17 Question 8Q ("Footway improvements")



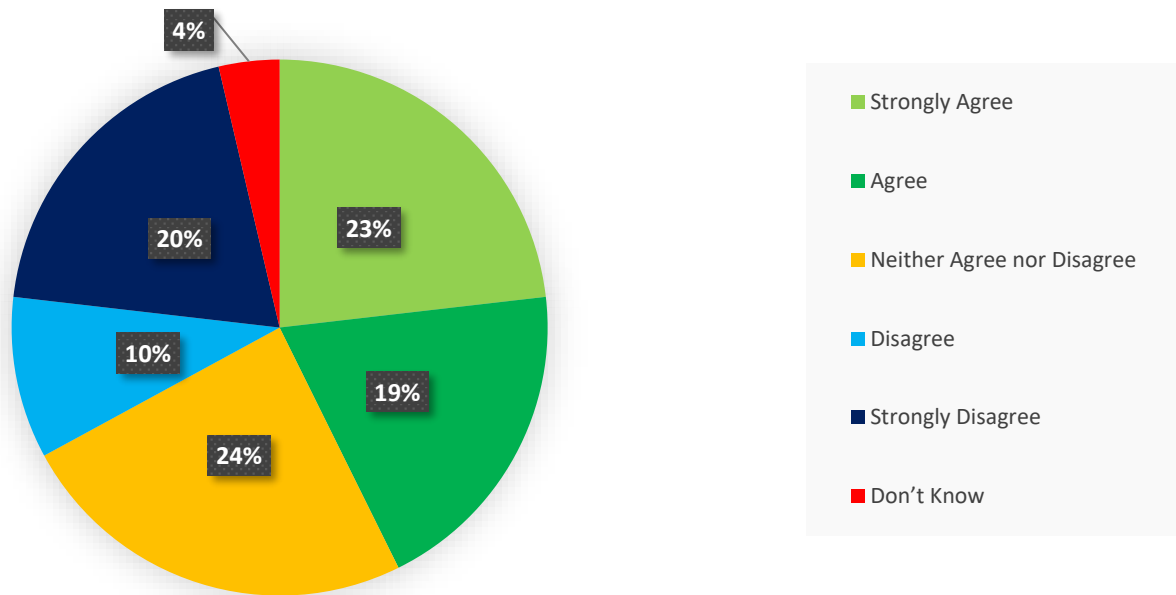
7.133. Figure 13.17 presents a summary of the 84 responses to question 8Q (“*Footway improvements which also include the reduction of corner kerb radii and footway widening to reduce the crossing distances and uncontrolled crossings with tactile paving (for pedestrians) are proposed at - Brackley Road / St Leonard’s Road.*”). It shows that 42 (50%) of respondents to this question strongly agreed or agreed with the proposals, while 26 (31%) strongly disagreed or disagreed. 16 (19%) neither agreed nor disagreed or didn’t know.

Figure 13.18 Question 8R ("Footway improvements")



7.134. Figure 13.18 presents a summary of the 83 responses to question 8R (“*Footway improvements which also include the reduction of corner kerb radii and footway widening to reduce the crossing distances and uncontrolled crossings with tactile paving (for pedestrians) are proposed at - Gower Road / Marlborough Drive.*”). It shows that 41 (50%) of respondents to this question strongly agreed or agreed with the proposals, while 25 (30%) strongly disagreed or disagreed. 17 (20%) neither agreed nor disagreed or didn’t know.

Figure 13.19 Question 8S ("Vehicle dropped crossings")



7.135. Figure 13.19 presents a summary of the 82 responses to question 8S (“*Vehicle dropped crossings are proposed at several locations to replace kerbed accesses.*”). It shows that 35 (42%) of respondents to this question strongly agreed or agreed with the proposals, while 24 (30%) strongly disagreed or disagreed. 23 (28%) neither agreed nor disagreed or didn’t know.

- 7.136. Respondents were asked to provide reasons for their answer. There were 122 responses and key recurring themes included:
- 36 responses claimed that these proposals are unnecessary.
 - 23 comments expressed a fear that these proposals may potentially increase congestion.
 - 23 comments have said that these proposals could increase pollution.
 - 14 responses stated that they are against the proposed crossings.
 - 10 residents expressed they are against moving the bus stop.
 - 9 responses claimed these proposals should include a segregated cycle lane running up the length of the A6.
 - 9 residents have stated how they believe the proposed crossing at Alexandra Road is unnecessary.
 - 9 commenters said that they are concerned these proposals could decrease the safety of cyclists.
 - 8 residents have referenced that these proposals are both welcomed and needed.
 - 8 commenters don’t want the implementation of the proposed crossing at Ashburn Road.
 - 8 responses mentioned a fear that these proposals could decrease the safety of motorists.
 - 7 comments have requested that the crossing at Heaton Road not be implemented.
 - 6 responses referenced a dislike of traffic calming measures.
 - 5 responses claimed that the proposal to narrow Warwick Road may have a negative impact on cyclists.
 - 5 comments expressed a fear that these proposals may lead to the loss of parking spaces.
 - 4 comments have said that these proposals should “filter” Warwick Road, to prevent access to it in a motor vehicle.
 - 4 responses stated that they are against any vehicle dropped crossing which is not a Dutch kerb.
 - 4 residents expressed that the proposals could be perceived as being unfairly against motorists.
 - 4 responses claimed these proposals need to ensure that traffic is controlled and slowed.
 - 3 residents have stated how they believe these proposals may cause Warwick Road bridge to become too narrow.

- 3 commenters suggested that Warwick Road bridge be made one-way (due to a perceived lack of space).
- 3 residents have referenced that they fear these proposals may decrease the safety of pedestrians.
- 2 commenters want bollards along the proposed route which will prevent pavement parking.
- 2 responses mentioned that they think the cycle route running down Heaton Road is unnecessary due to it being rarely used currently.
- 2 comments have requested that a “No Waiting At Any Time” be implemented at the green space near the Heaton Road / Parsonage Road junction.
- 2 responses referenced a desire for the priority at Parsonage Road junction with Heaton Road to be reverted to the older layout.
- 2 responses claimed that they are against the proposal to build out the junction at Warwick Road and Heaton Road.

7.137. Stakeholder’s Comments on the Sheet 8 Proposals:

Walk Ride GM

- Against speed cushions or speed humps, due to discomfort caused to riders.
- Agrees with the reconfiguration of the junction of Heaton Road, Ashburn Road and Alexandra Road.
- Requests that kerbed vehicle access points are Dutch style entrance kerbs.

7.138. **Sheet 9 - Ashburn Road to Higher Bury Street**

Table 10 below shows the Question Summary Table for Sheet 9 (Ashburn Road / Bowerfold Lane / Higher Bury Street)

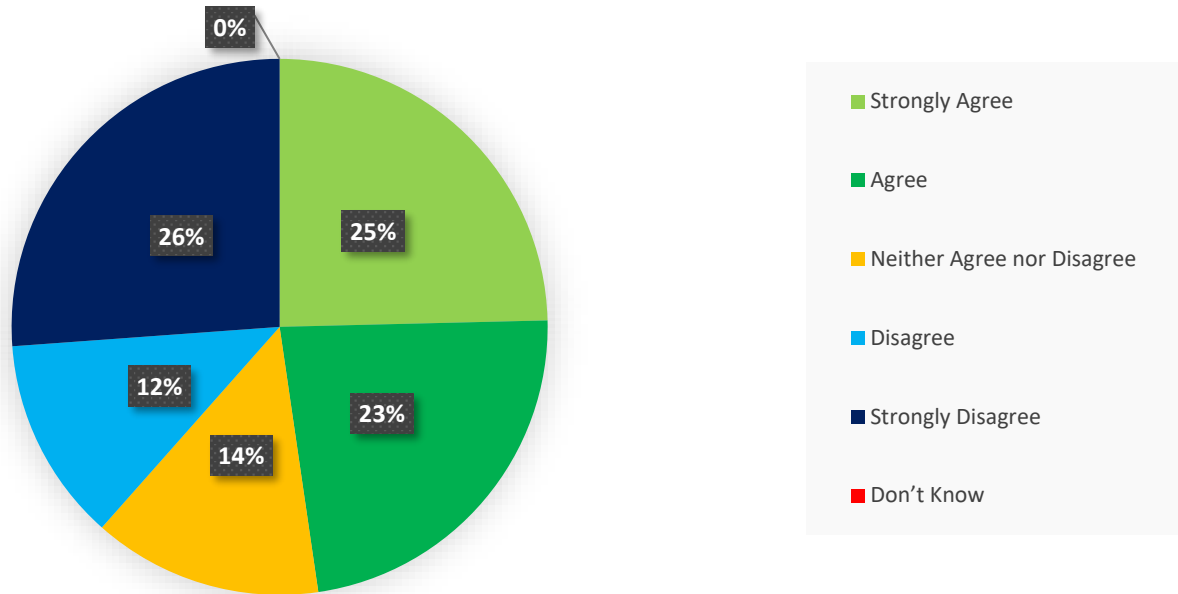
Sheet 9: Ashburn Road - Higher Bury Street

Table 10: **Sheet 9** – Question Summary Table

| Sheet 9: Question | Question's Number | Sheet 9: Question | Question's Number | Sheet 9: Question | Question's Number | Sheet 9: Question | Question's Number |
|---|-------------------|---|-------------------|--|-------------------|---|-------------------|
| <u>Viewport 9A:</u> A quiet on carriageway cycle route will be provided along Ashburn Road and will be defined using advisory road markings | 9A | <u>Viewport 9A:</u> Traffic calming measures are proposed along Ashburn Road, including junction tables with footway improvements at - Ashburn Road / Pendennis Road | 9B | <u>Viewport 9A:</u> Traffic calming measures are proposed along Ashburn Road, including junction tables with footway improvements at - Ashburn Road / Yealand Avenue | 9C | <u>Viewport 9A:</u> Traffic calming measures are proposed along Ashburn Road, including junction tables with footway improvements at - Ashburn Road / Bowerfold Lane | 9D |
| <u>Viewport 9A:</u> Change of junction priority at Bowerfold Lane to give priority to Ashburn Road / Bowerfold Lane to the east following the proposed cycle route. | 9E | <u>Viewport 9A:</u> There will also be footway improvements, including the installation of uncontrolled crossings for pedestrians and the reduction of junction radii, at Ashburn Grove / Gail Avenue. | 9F | <u>Viewport 9B:</u> A raised table junction, with footway improvements including the installation of uncontrolled crossings for pedestrians, will be provided at the junction of Bowerfold Lane / Dunblane Avenue. | 9G | <u>Viewport 9B:</u> A segregated two-way cycleway and footway, is proposed for the existing bridleway between Bowerfold Lane and Higher Bury Street, including the removal of some existing trees and replacement tree and hedge planting. | 9H |
| <u>Viewport 9B:</u> Modifications are proposed near the B&Q service access at the north end of Higher Bury Street to provide a footway / cycleway connection across the access / turning head. | 9I | <u>Viewport 9B:</u> A shared use footway/cycleway is proposed along the eastern side of Higher Bury Street with footway improvements at the junction with Lower Bury Street and Rooth Street, including the installation of uncontrolled crossings with tactile paving for pedestrians and vehicular dropped crossings in place of kerbed access points to create a continuous footway / cycleway. | 9J | <u>Viewport 9B:</u> Footway improvements are proposed on the western side of Higher Bury Street to improve the footway vehicular dropped crossings in place of kerbed access points to create a continuous footway. | 9K | <u>Viewport 9B:</u> Footway widening is proposed on the eastern side of Lower Bury Street to provide a footway / cycleway near the junction with Rooth Street / Higher Bury Street. | 9L |

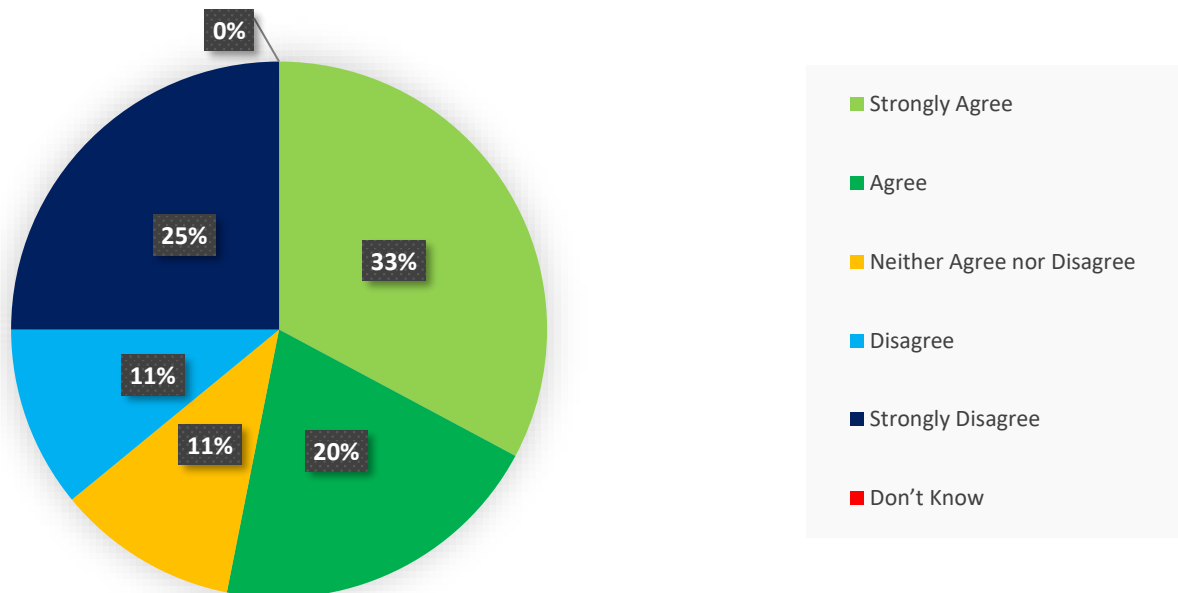
7.139. Respondents were asked a total of 12 questions about the features shown on sheet 9 (Appendix B: Drawing Number No. F-5223-A6BR-CON-0009). Of the 302 total responses to the online consultation, 66 responded to the questions on sheet 9.

Figure 14.1 Question 9A ("A quiet on carriageway cycle route")



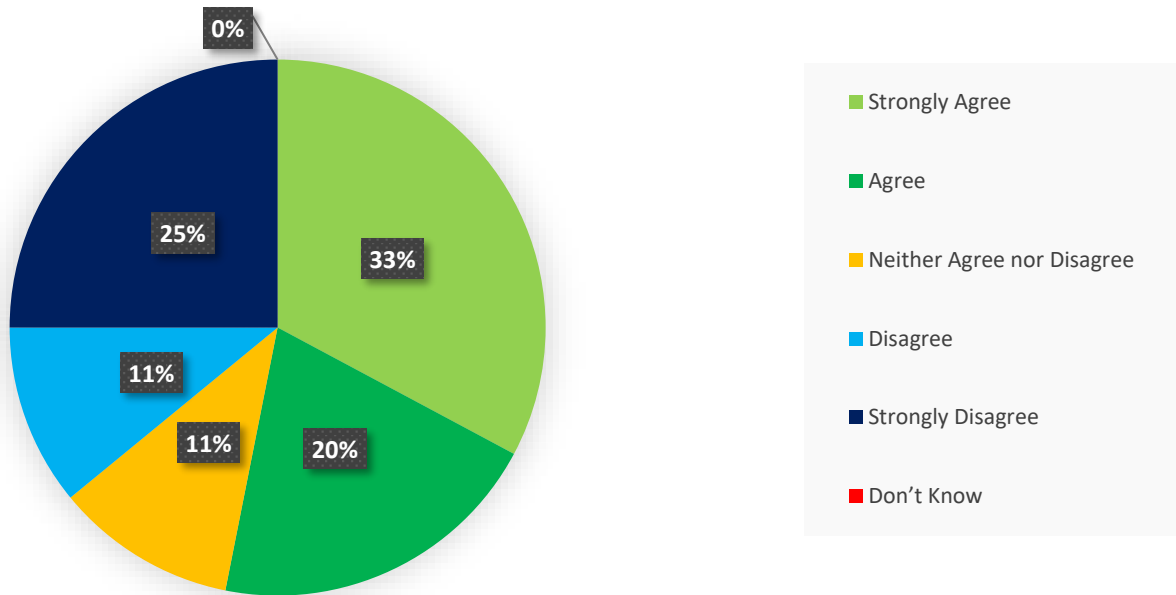
7.140. Figure 14.1 presents a summary of the 65 responses to question 9A (“A quiet on carriageway cycle route will be provided along Ashburn Road and will be defined using advisory road markings.”). It shows that 31 (48%) of respondents to this question strongly agreed or agreed with the proposals, while 25 (38%) strongly disagreed or disagreed. 9 (14%) neither agreed nor disagreed or didn’t know.

Figure 14.2 Question 9B ("Traffic calming measures")



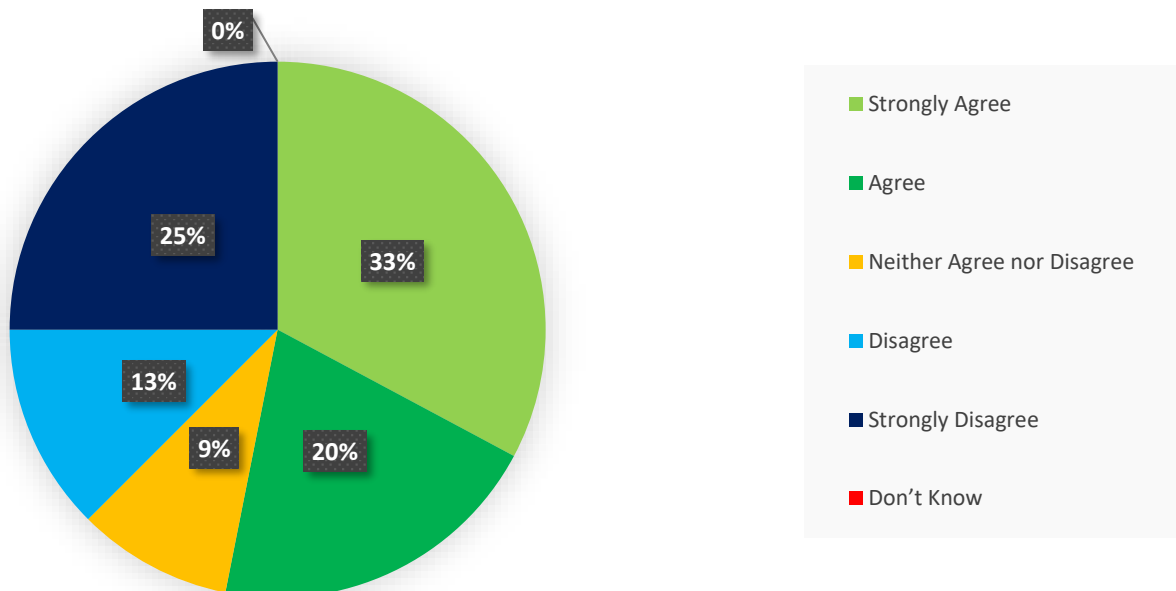
7.141. Figure 14.2 presents a summary of the 64 responses to question 9B (“Traffic calming measures are proposed along Ashburn Road, including junction tables with footway improvements at - Ashburn Road / Pendennis Road.”). It shows that 34 (53%) of respondents to this question strongly agreed or agreed with the proposals, while 23 (36%) strongly disagreed or disagreed. 7 (11%) neither agreed nor disagreed or didn’t know.

Figure 14.3 Question 9C ("Traffic calming measures")



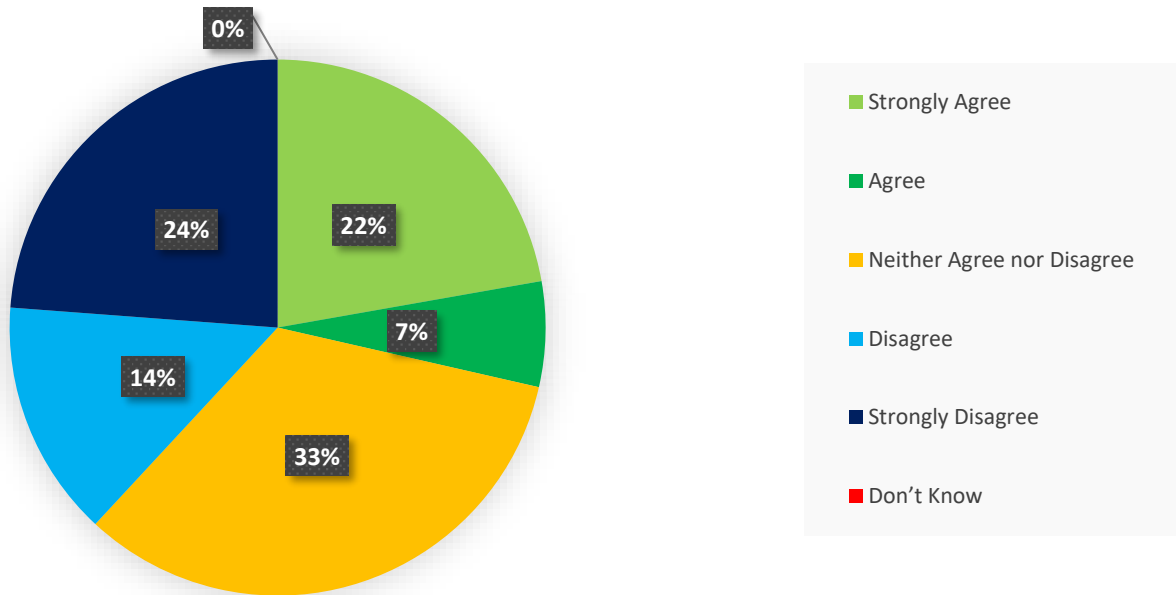
7.142. Figure 14.3 presents a summary of the 64 responses to question 9C (*"Traffic calming measures are proposed along Ashburn Road, including junction tables with footway improvements at - Ashburn Road / Yealand Avenue."*). It shows that 34 (53%) of respondents to this question strongly agreed or agreed with the proposals, while 23 (36%) strongly disagreed or disagreed. 7 (11%) neither agreed nor disagreed or didn't know.

Figure 14.4 Question 9D ("Traffic calming measures")



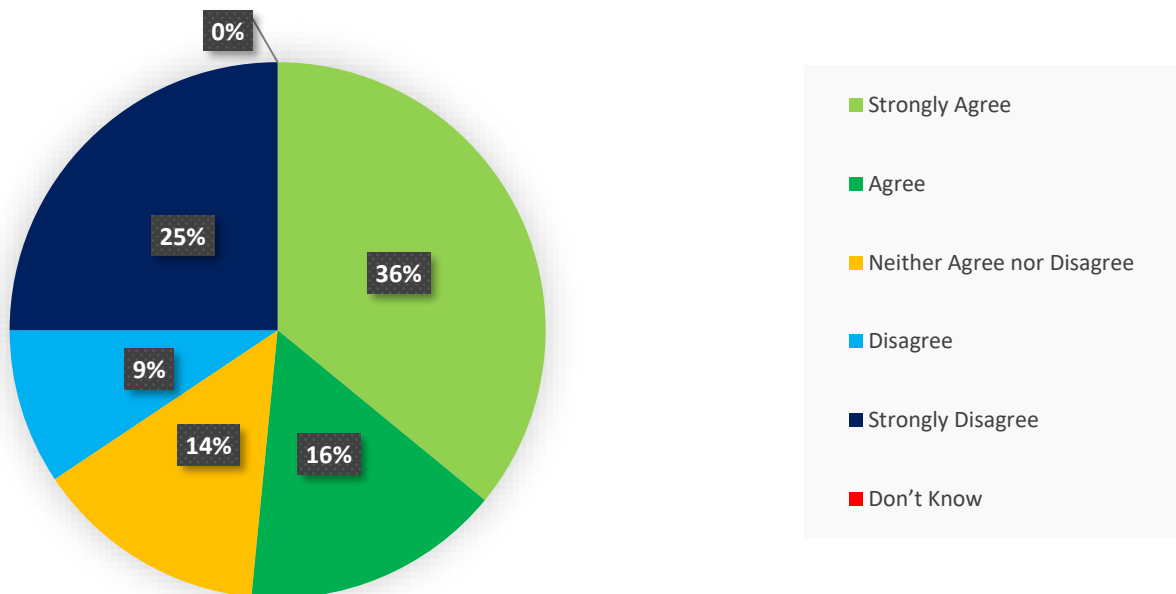
7.143. Figure 14.4 presents a summary of the 64 responses to question 9D (*"Traffic calming measures are proposed along Ashburn Road, including junction tables with footway improvements at - Ashburn Road / Bowerfold Lane."*). It shows that 34 (53%) of respondents to this question strongly agreed or agreed with the proposals, while 24 (38%) strongly disagreed or disagreed. 6 (9%) neither agreed nor disagreed or didn't know.

Figure 14.5 Question 9E ("Change of junction priority")



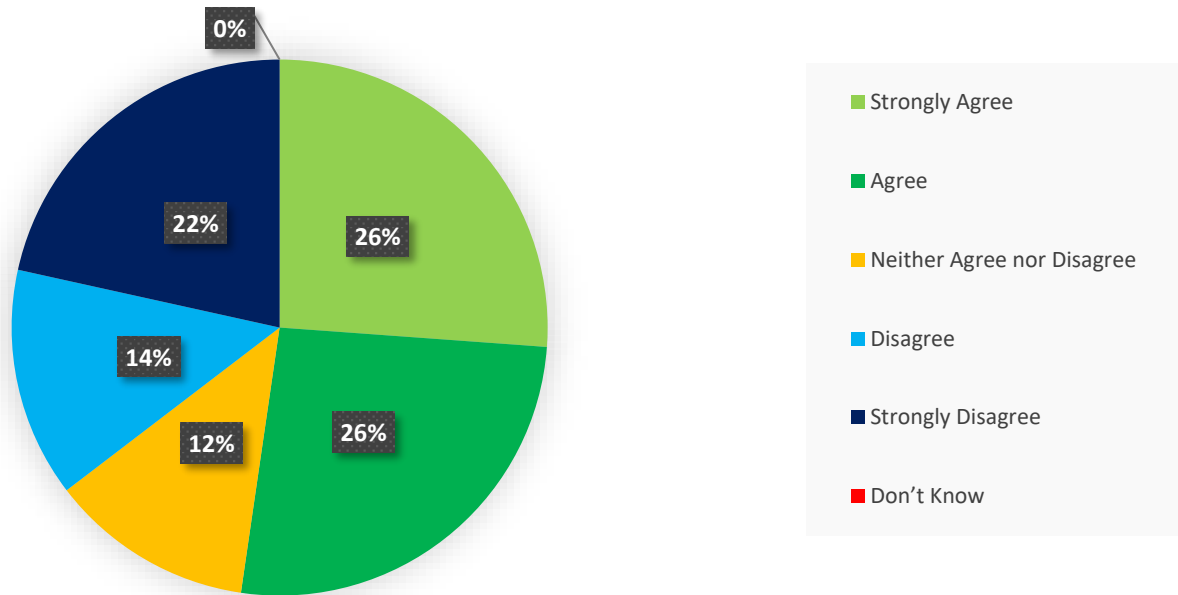
7.144. Figure 14.5 presents a summary of the 63 responses to question 9E (*"Change of junction priority at Bowerfold Lane to give priority to Ashburn Road / Bowerfold Lane to the east following the proposed cycle route."*). It shows that 18 (29%) of respondents to this question strongly agreed or agreed with the proposals, while 24 (38%) strongly disagreed or disagreed. 21 (33%) neither agreed nor disagreed or didn't know.

Figure 14.6 Question 9F ("Footway improvements")



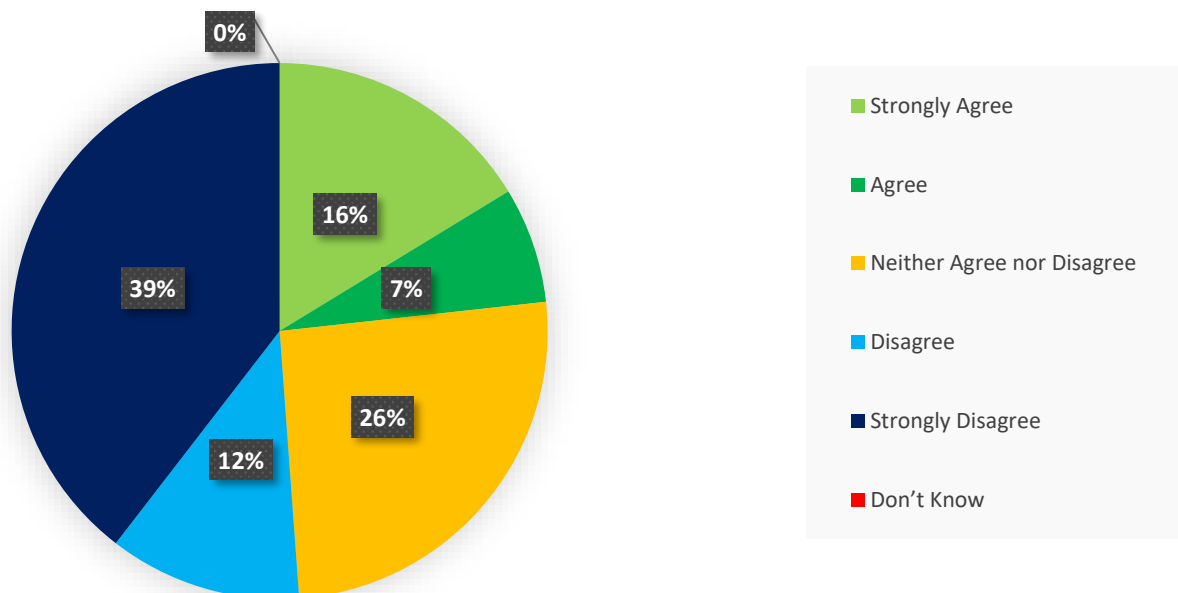
7.145. Figure 14.6 presents a summary of the 64 responses to question 9F (*"There will also be footway improvements, including the installation of uncontrolled crossings for pedestrians and the reduction of junction radii, at Ashburn Grove / Gail Avenue."*). It shows that 33 (52%) of respondents to this question strongly agreed or agreed with the proposals, while 22 (34%) strongly disagreed or disagreed. 9 (14%) neither agreed nor disagreed or didn't know.

Figure 14.7 Question 9G ("A raised table junction")



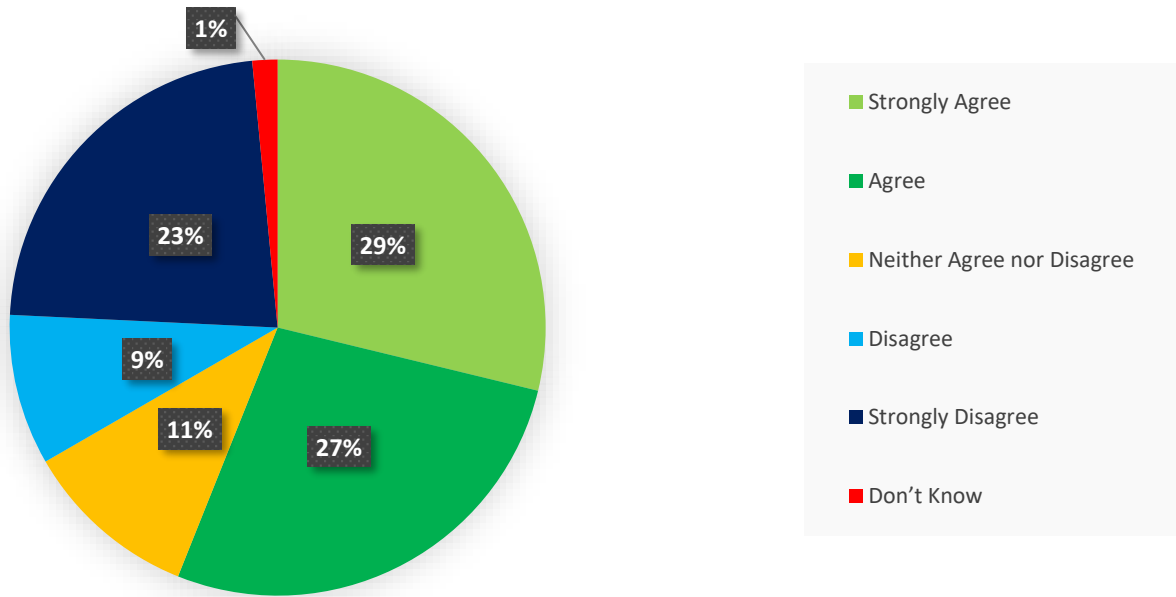
7.146. Figure 14.7 presents a summary of the 65 responses to question 9G (“A raised table junction, with footway improvements including the installation of uncontrolled crossings for pedestrians, will be provided at the junction of Bowerfold Lane / Dunblane Avenue.”). It shows that 34 (52%) of respondents to this question strongly agreed or agreed with the proposals, while 23 (36%) strongly disagreed or disagreed. 8 (12%) neither agreed nor disagreed or didn’t know.

Figure 14.8 Question 9H ("A segregated two-way cycleway")



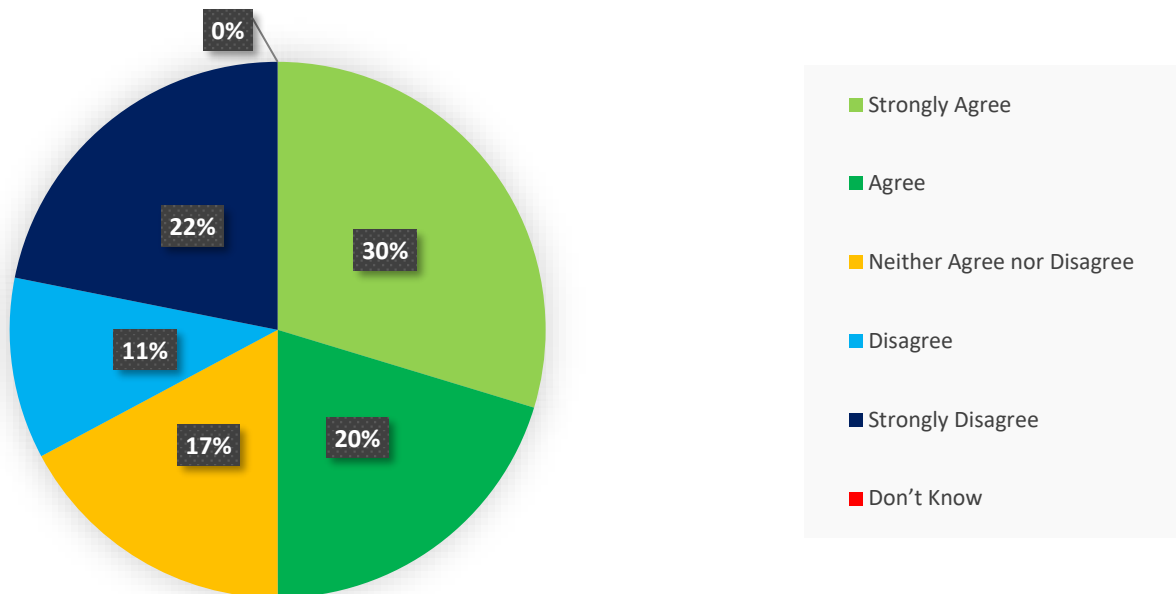
7.147. Figure 14.8 presents a summary of the 43 responses to question 9H (“A segregated two-way cycleway and footway, is proposed for the existing bridleway between Bowerfold Lane and Higher Bury Street, including the removal of some existing trees and replacement tree and hedge planting.”). It shows that 10 (23%) of respondents to this question strongly agreed or agreed with the proposals, while 22 (51%) strongly disagreed or disagreed. 11 (26%) neither agreed nor disagreed or didn’t know.

Figure 14.9 Question 9I ("Modifications are proposed near the B&Q")



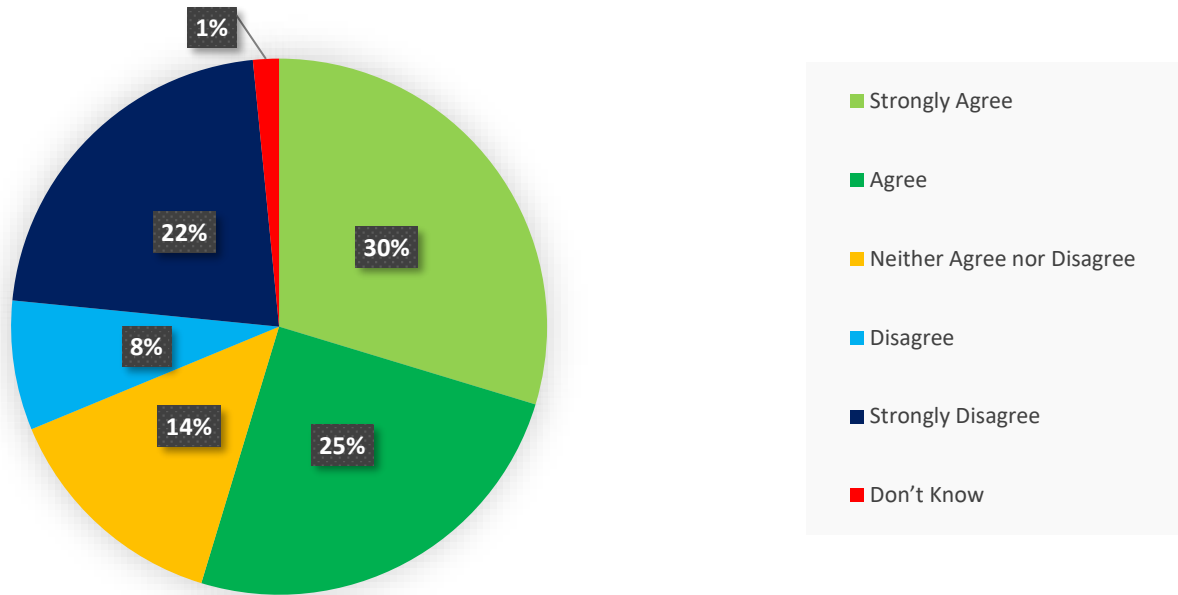
7.148. Figure 14.9 presents a summary of the 66 responses to question 9I (“*Modifications are proposed near the B&Q service access at the north end of Higher Bury Street to provide a footway / cycleway connection across the access / turning head.*”). It shows that 37 (56%) of respondents to this question strongly agreed or agreed with the proposals, while 21 (32%) strongly disagreed or disagreed. 8 (12%) neither agreed nor disagreed or didn’t know.

Figure 14.10 Question 9J ("A shared use footway/cycleway")



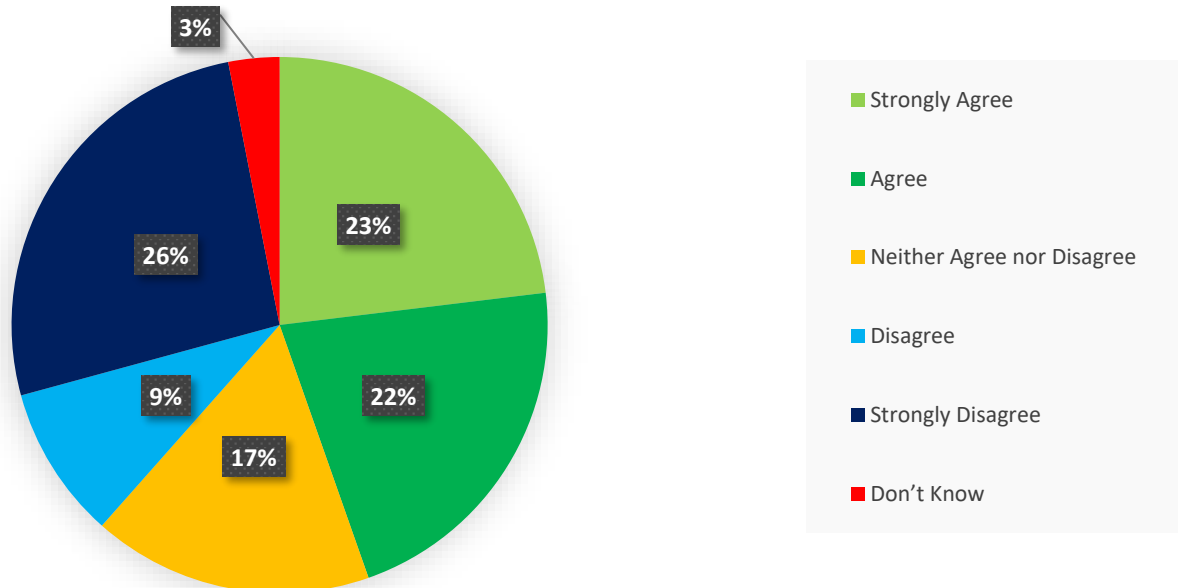
7.149. Figure 14.10 presents a summary of the 64 responses to question 9J (“*A shared use footway/cycleway is proposed along the eastern side of Higher Bury Street with footway improvements at the junction with Lower Bury Street and Rooth Street, including the installation of uncontrolled crossings with tactile paving for pedestrians and vehicular dropped crossings in place of kerbed access points to create a continuous footway / cycleway.*”). It shows that 32 (50%) of respondents to this question strongly agreed or agreed with the proposals, while 21 (33%) strongly disagreed or disagreed. 11 (17%) neither agreed nor disagreed or didn’t know.

Figure 14.11 Question 9K ("Footway improvements")



7.150. Figure 14.11 presents a summary of the 64 responses to question 9K (“Footway improvements are proposed on the western side of Higher Bury Street to improve the footway vehicular dropped crossings in place of kerbed access points to create a continuous footway.”). It shows that 35 (55%) of respondents to this question strongly agreed or agreed with the proposals, while 19 (30%) strongly disagreed or disagreed. 10 (15%) neither agreed nor disagreed or didn’t know.

Figure 14.12 Question 9L ("Footway widening")



7.151. Figure 14.12 presents a summary of the 65 responses to question 9L (“Footway widening is proposed on the eastern side of Lower Bury Street to provide a footway / cycleway near the junction with Rooth Street / Higher Bury Street.”). It shows that 29 (45%) of respondents to this question strongly agreed or agreed with the proposals, while 23 (35%) strongly disagreed or disagreed. 13 (20%) neither agreed nor disagreed or didn’t know.

- 7.152. Respondents were asked to provide reasons for their answer. There were 66 responses and key recurring themes included:
- 14 responses claimed that these proposals are unnecessary.
 - 8 comments expressed that these proposals are both welcomed and needed.
 - 7 comments have said that these proposals should include a segregated cycle lane running up the A6.
 - 6 responses stated that they would be against any potential loss of trees.
 - 4 residents expressed that the proposals could be dangerous for cyclists (as the route leads them onto an industrial estate).
 - 4 responses claimed this proposed route would be poor for cyclists.
 - 3 residents have stated how they against the proposed shared pedestrian and cyclist space.
 - 3 commenters said that they find these proposals to be unfairly against motorists.
 - 3 residents have referenced that they think these proposals may increase congestion.
 - 3 commenters don't want any traffic calming measures to be implemented.
 - 2 responses mentioned that there are against the proposal of the segregated cycle track at Bowerfold lane.

- 7.153. Stakeholder's Comments on the Sheet 9 Proposals:

Walk Ride GM

- Agrees with providing raised tables at key junctions
- Disagrees with the priority at the junction of Ashburn Road and Bowerfold Lane being changed.
- Thinks that the spacing of bollards indicated on the drawings looks too small.
- Believes that, on the bridleway, the proposal to separate pedestrians from cycles is unlikely to achieve much as the real problems with this route is fear for personal safety
- Says that few people will want to cycle along the proposed shared-use footway on the Eastern side of Higher Bury Street, given its proximity to the Abattoir (bad smell)
- Thinks that the small section of shared use on the corner of Lower Bury Street is unnecessary

- 7.154. **Sheet 10 - Travis Brow to Heaton Lane**

Table 11 below shows the Question Summary Table for Sheet 10 (Travis Brow - Heaton Lane)

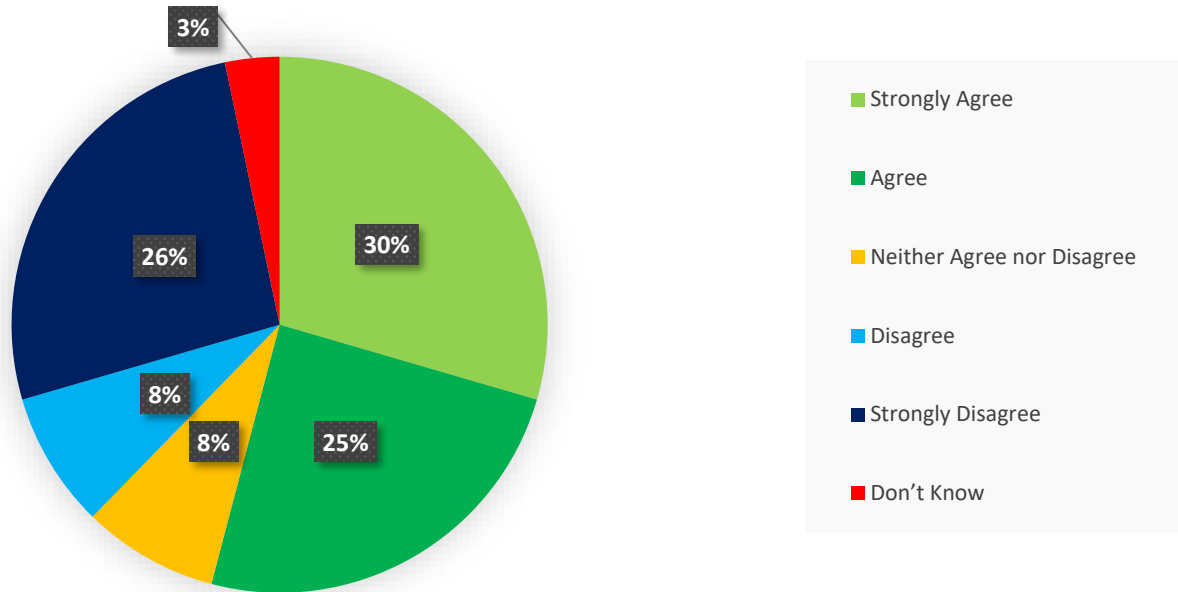
Sheet 10: Travis Brow - Heaton Lane

Table 11: **Sheet 10** – Question Summary Table

| Sheet 10: Question | Question's Number | Sheet 10: Question | Question's Number | Sheet 10: Question | Question's Number | Sheet 10: Question | Question's Number |
|---|-------------------|---|-------------------|---|-------------------|---|-------------------|
| A segregated two-way cycleway, is proposed on Travis Brow from George's Road to Heaton Lane roundabout including a Tiger crossing at the junction of Hope Street. | 10A | Sparrow crossings are proposed at the George's Road junction and to replace the existing Toucan Crossing across Travis Brow at the Ambulance Station. | 10B | Tiger Crossings are proposed for the Travis Brow, Great Egerton Street and Heaton Lane (east) arms of Heaton Lane roundabout. | 10C | Cyclists can either join the carriageway on Heaton Lane or follow the existing footway / cycleway on Heaton Lane to the Toucan crossings at the A6 / Heaton Lane junction to provide access to Mersey Square. | 10D |
| A segregated two-way cycleway, is proposed from the roundabout along Heaton Lane (west) into Acorn Business Park where it becomes a shared use footway/cycleway which links with a path along the River Mersey. | 10E | A shared use footway/cycleway is proposed for the southern footway from the Ambulance Station to the Pyramid Roundabout (M60 Junction 1). | 10F | | | | |

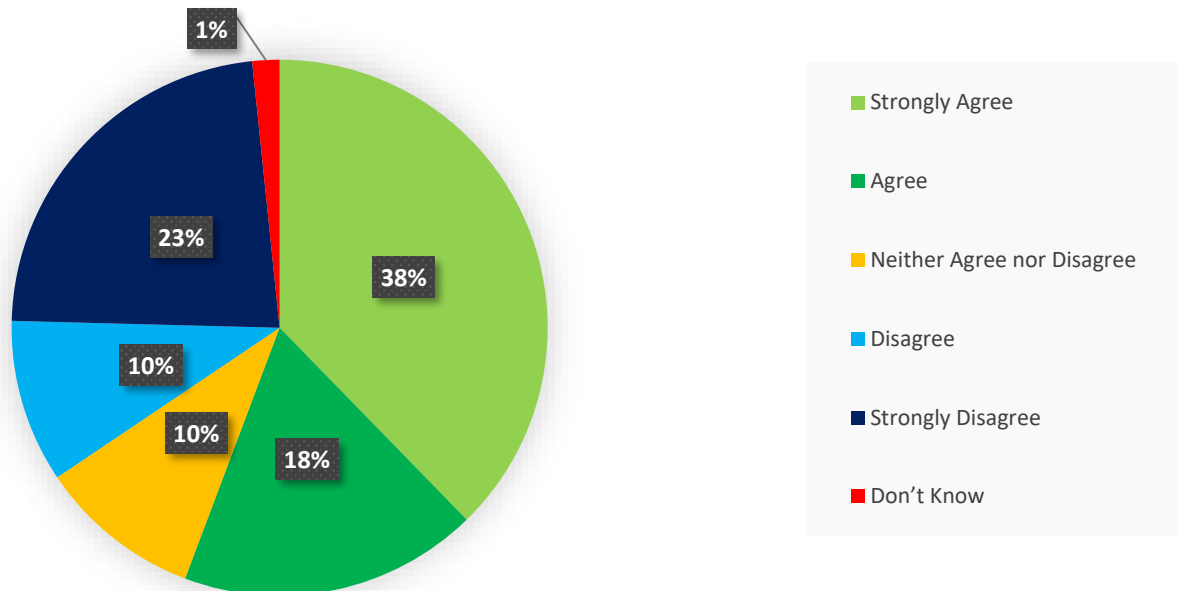
7.155. Respondents were asked a total of 6 questions about the features shown on sheet 10 (Appendix B: Drawing Number No. F-5223-A6BR-CON-0010). Of the 302 total responses to the online consultation, 62 responded to the questions on sheet 10.

Figure 15.1 Question 10A ("A segregated two-way cycleway")



7.156. Figure 15.1 presents a summary of the 61 responses to question 10A ("A segregated two-way cycleway, is proposed on Travis Brow from George's Road to Heaton Lane roundabout including a Tiger crossing at the junction of Hope Street."). It shows that 33 (55%) of respondents to this question strongly agreed or agreed with the proposals, while 21 (34%) strongly disagreed or

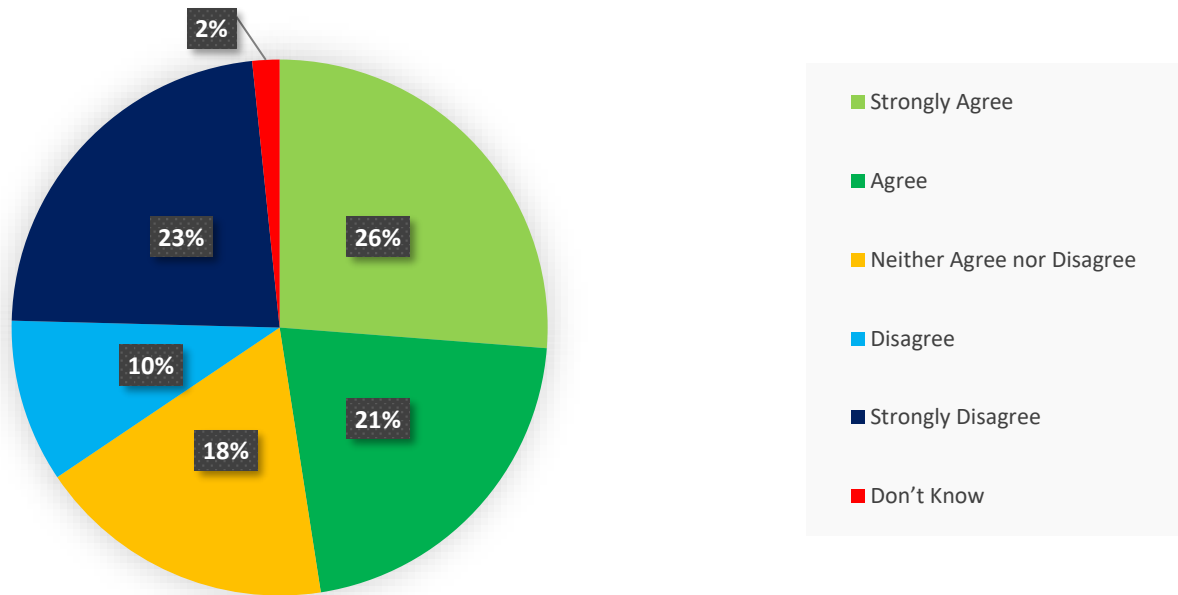
Figure 15.2 Question 10B ("Sparrow crossings are proposed")



disagreed. 7 (11%) neither agreed nor disagreed or didn't know.

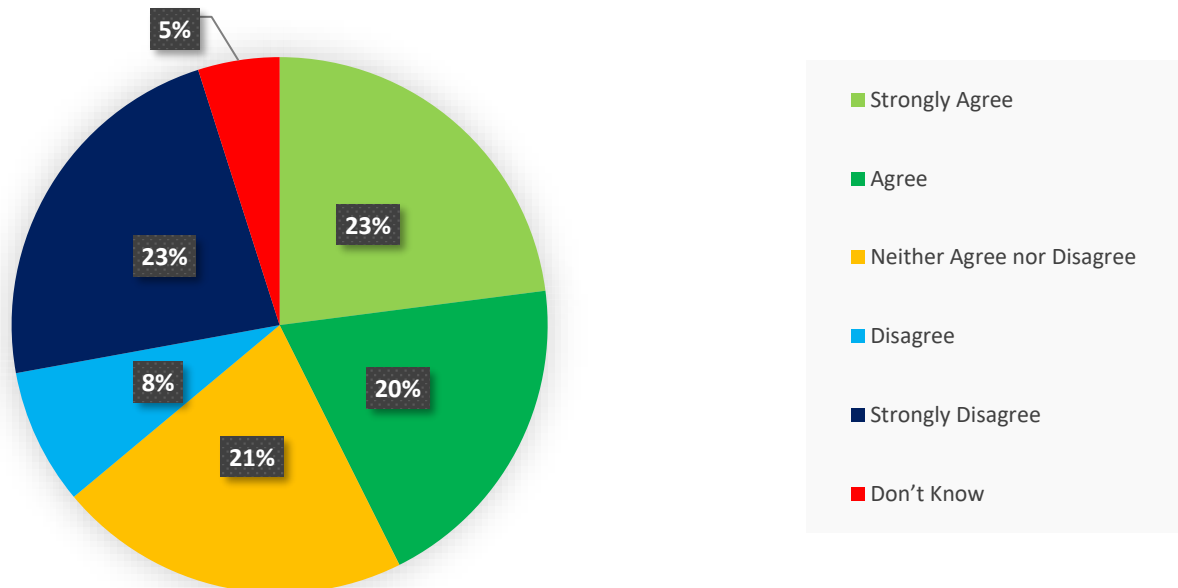
7.157. Figure 15.2 presents a summary of the 61 responses to question 10B ("Sparrow crossings are proposed at the George's Road junction and to replace the existing Toucan Crossing across Travis Brow at the Ambulance Station."). It shows that 34 (56%) of respondents to this question strongly agreed or agreed with the proposals, while 20 (33%) strongly disagreed or disagreed. 7 (11%) neither agreed nor disagreed or didn't know.

Figure 15.3 Question 10C ("Tiger Crossings are proposed")



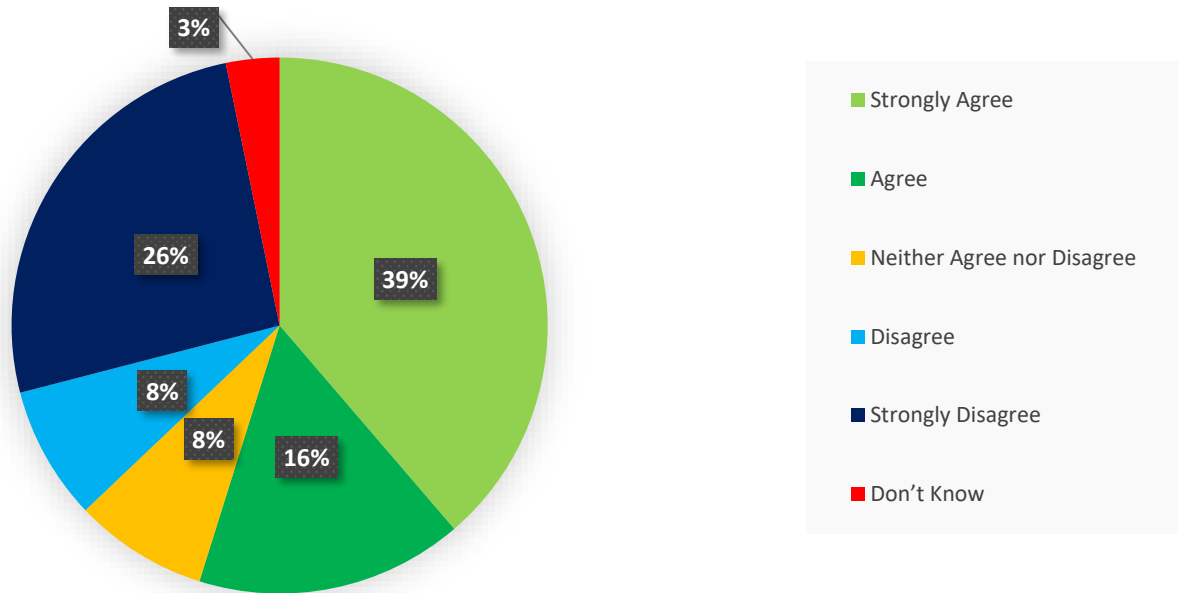
7.158. Figure 15.3 presents a summary of the 61 responses to question 10C (*"Tiger Crossings are proposed for the Travis Brow, Great Egerton Street and Heaton Lane (east) arms of Heaton Lane roundabout."*). It shows that 29 (47%) of respondents to this question strongly agreed or agreed with the proposals, while 20 (33%) strongly disagreed or disagreed. 7 (20%) neither agreed nor disagreed or didn't know.

Figure 15.4 Question 10D ("To provide access to Mersey Square")



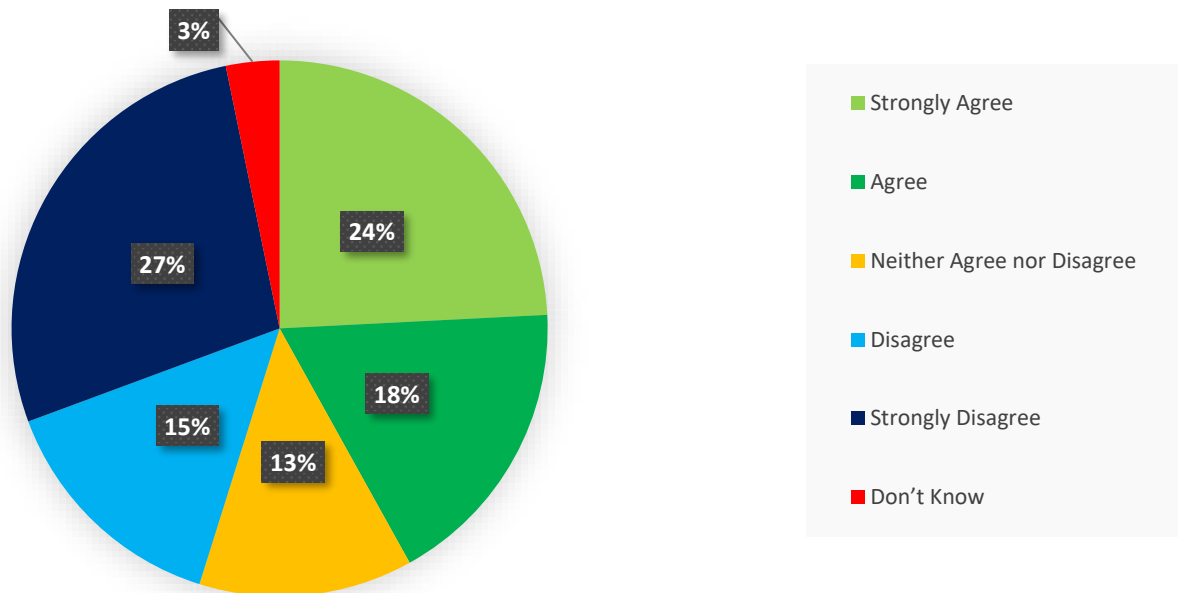
7.159. Figure 15.4 presents a summary of the 61 responses to question 10D (*"Cyclists can either join the carriageway on Heaton Lane or follow the existing footway / cycleway on Heaton Lane to the Toucan crossings at the A6 / Heaton Lane junction to provide access to Mersey Square."*). It shows that 26 (43%) of respondents to this question strongly agreed or agreed with the proposals, while 19 (31%) strongly disagreed or disagreed. 16 (26%) neither agreed nor disagreed or didn't know.

Figure 15.5 Question 10E ("A segregated two-way cycleway")



7.160. Figure 15.5 presents a summary of the 62 responses to question 10E (“A segregated two-way cycleway, is proposed from the roundabout along Heaton Lane (west) into Acorn Business Park where it becomes a shared use footway/cycleway which links with a path along the River Mersey.”). It shows that 34 (55%) of respondents to this question strongly agreed or agreed with the proposals, while 21 (34%) strongly disagreed or disagreed. 7 (11%) neither agreed nor disagreed or didn’t know.

Figure 15.6 Question 10F ("A shared use footway/cycleway")



7.161. Figure 15.6 presents a summary of the 62 responses to question 10F (“A shared use footway/cycleway is proposed for the southern footway from the Ambulance Station to the Pyramid Roundabout (M60 Junction 1).”). It shows that 26 (42%) of respondents to this question strongly agreed or agreed with the proposals, while 26 (42%) strongly disagreed or disagreed. 10 (16%) neither agreed nor disagreed or didn’t know.

- 7.162. Respondents were asked to provide reasons for their answer. There were 62 responses and key recurring themes included:
- 6 responses claimed that these proposals are unnecessary.
 - 5 comments have said that they are against the shared use footway (pedestrian and cyclist space).
 - 5 residents expressed that the proposals should give cyclists priority on the roundabout.
 - 4 residents have stated how they believe the proposals to be welcomed and needed.
 - 3 residents have referenced that they want a segregated cycle lane running up the length of the A6.
 - 3 responses mentioned these proposals may increase congestion.
 - 3 comments have exclaimed that these proposals may be perceived as being unfairly against motorists.

- 7.163. Stakeholder's Comments on the Sheet 10 Proposals:

Walk Ride GM

- Concerned that there may not be room for an LTN 1/20 compliant 3m bidirectional cycle track and 2m footway under the M60 bridge.
- Thinks there is a safety concern due to poor sightlines where tiger crossings are proposed across two lanes of traffic at Heaton Lane roundabout.
- Thinks that there's no reason to maintain two lanes of motor traffic, either on Heaton Lane roundabout itself or on any of its five approach roads.
- Suggests reducing the roundabout to a single lane for motor vehicles and creating a one-way clockwise cycle track around the entire roundabout.
- Recommends that cycles should be able to cross each road efficiently in one stage on Travis Brow and George's Road.

- 7.164. **Sheet 11 - Nelstrop Road North to Downham Road**

Table 12 below shows the Question Summary Table for Sheet 11 (Nelstrop Road North / Nelstrop Crescent / Nelstrop Road / Downham Road)

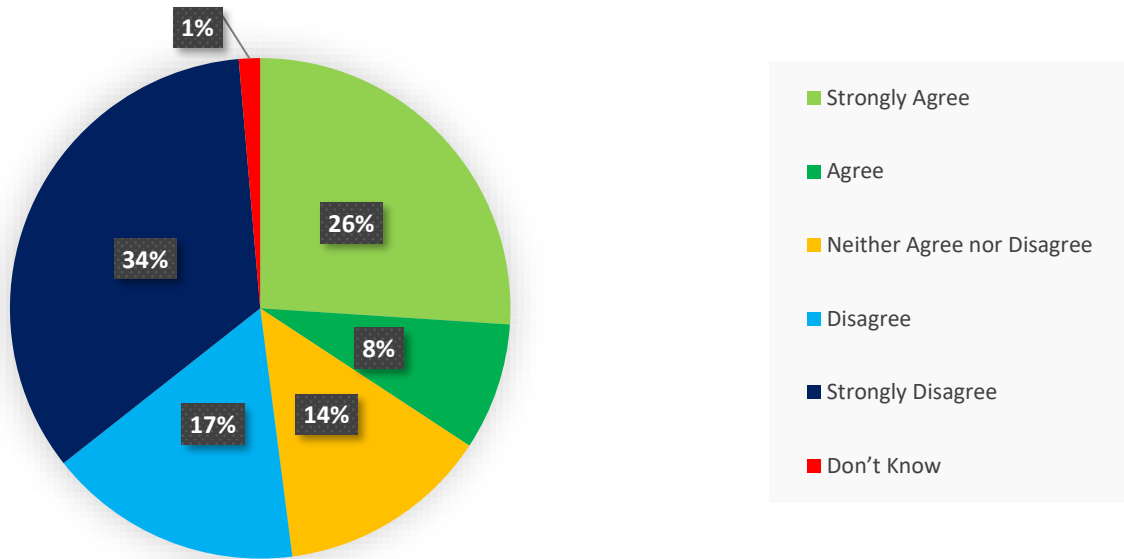
Sheet 11: Nelstrop Road North - Downham Road

Table 12: **Sheet 11** – Question Summary Table

| Sheet 11: Question | Question's Number | Sheet 11: Question | Question's Number | Sheet 11: Question | Question's Number | Sheet 11: Question | Question's Number |
|--|-------------------|--|-------------------|---|-------------------|---|-------------------|
| <p><u>Viewport 11A:</u> A quiet on carriageway cycle route will be provided along Nelstrop Road North, Marbury Road and Nelstrop Road and defined with advisory road surface markings.</p> | 11A | <p><u>Viewport 11A:</u> Raised junction tables, with footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances, and to help reduce turning speed of vehicles will be provided at the junctions of: - Marbury Road / Nelstrop Road North - Nelstrop Road / Carnforth Road - Broadstone Hall Road North / Appleton Road.</p> | 11B | <p><u>Viewport 11A:</u> Other footway improvements which also include the reduction of corner kerb radii and footway widening to reduce the crossing distances at: - Simon Freeman Close / Marbury Road - Nelstrop Crescent / Nelstrop Road. Vehicle dropped crossings to create a continuous footway are also proposed in several locations to replace kerbed access points.</p> | 11C | <p><u>Viewport 11A:</u> Carnforth Road will be closed to motor traffic between Marbury Road and Broadstone Hall Road North. A two-way segregated cycleway is proposed on the closed section of carriageway with drop bollards to allow emergency vehicle access, along with tree planting and grass verges.</p> | 11D |
| <p><u>Viewport 11A:</u> Further traffic calming in the form of a road hump is also proposed for Carnforth Road.</p> | 11E | <p><u>Viewport 11A:</u> A change of priority for traffic is proposed at the junction of Carnforth Road and Nelstrop Road</p> | 11F | <p><u>Viewport 11A:</u> The existing bus stop on Nelstrop Road is to be relocated further south to the junction with Nelstrop Crescent. Other existing bus stops are to be modified to current TfGM standards.</p> | 11G | <p><u>Viewport 11B:</u> A quiet on carriageway cycle route will be provided along Nelstrop Road and Downham Road and defined with advisory road markings.</p> | 11H |
| <p><u>Viewport 11B:</u> A raised junction table, with footway improvements including the installation of uncontrolled crossings with tactile paving, a reduction of corner kerb radii, footway widening and a change in junction priority will be provided at the junctions of: - Nelstrop Road / Farm Close - Downham Road / Hulme Road</p> | 11I | <p><u>Viewport 11B:</u> Reduced kerb radii and pedestrian drop crossings with tactile paving are proposed at Christleton Avenue at the junction with Downham Road.</p> | 11J | <p><u>Viewport 11B:</u> Vehicle dropped crossings to create a continuous footway are also proposed in several locations in place of kerbed access points.</p> | 11K | | |

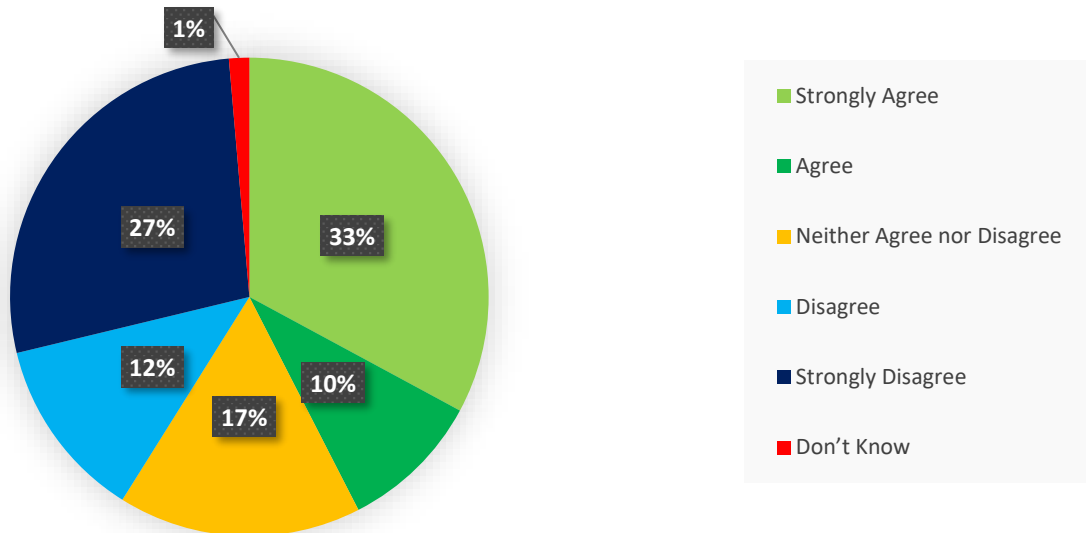
7.165. Respondents were asked a total of 11 questions about the features shown on sheet 11 (Appendix B: Drawing Number No. F-5223-A6BR-CON-0011). Of the 302 total responses to the online consultation, 74 responded to the questions on sheet 11.

Figure 16.1 Question 11A ("A quiet on carriageway cycle route")



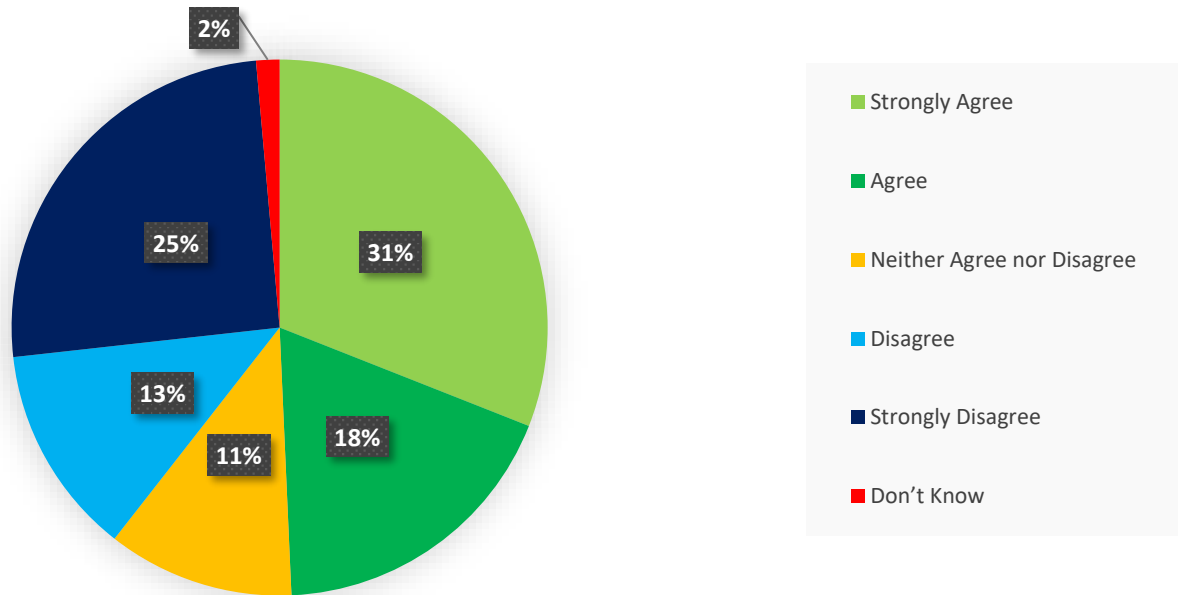
7.166. Figure 16.1 presents a summary of the 73 responses to question 11A ("A quiet on carriageway cycle route will be provided along Nelstrop Road North, Marbury Road and Nelstrop Road and defined with advisory road surface markings."). It shows that 25 (34%) of respondents to this question strongly agreed or agreed with the proposals, while 37 (51%) strongly disagreed or disagreed. 11 (15%) neither agreed nor disagreed or didn't know.

Figure 16.2 Question 11B ("Raised junction tables")



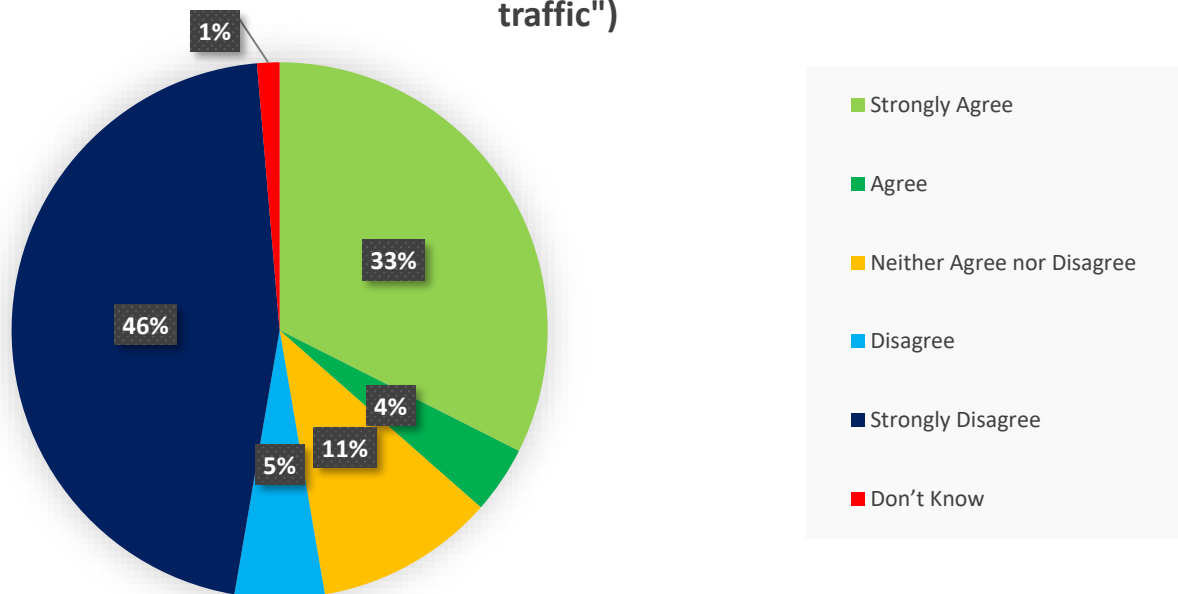
7.167. Figure 16.2 presents a summary of the 73 responses to question 11B ("Raised junction tables, with footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances, and to help reduce turning speed of vehicles will be provided at the junctions of: - Marbury Road / Nelstrop Road North - Nelstrop Road / Carnforth Road - Broadstone Hall Road North / Appleton Road."). It shows that 31 (43%) of respondents to this question strongly agreed or agreed with the proposals, while 29 (39%) strongly disagreed or disagreed. 13 (18%) neither agreed nor disagreed or didn't know.

Figure 16.3 Question 11C ("Other footway improvements")



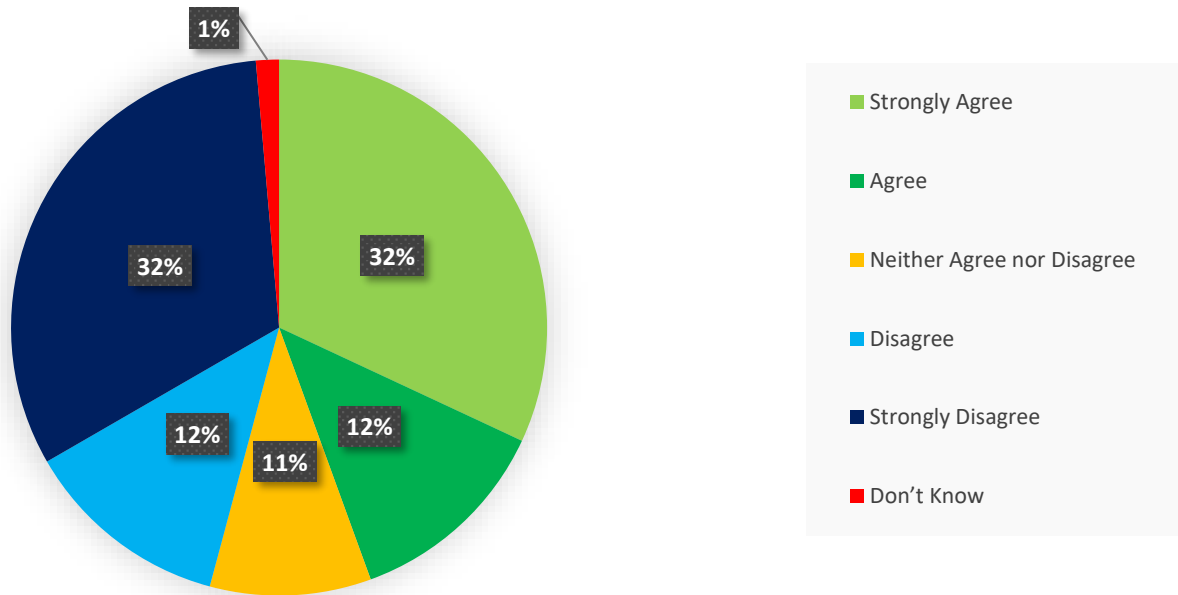
7.168. Figure 16.3 presents a summary of the 71 responses to question 11C (*"Other footway improvements which also include the reduction of corner kerb radii and footway widening to reduce the crossing distances at: - Simon Freeman Close / Marbury Road - Nelstrop Crescent / Nelstrop Road. Vehicle dropped crossings to create a continuous footway are also proposed in several locations to replace kerbed access points."*). It shows that 35 (49%) of respondents to this question strongly agreed or agreed with the proposals, while 27 (38%) strongly disagreed or disagreed. 9 (13%) neither agreed nor disagreed or didn't know.

Figure 16.4 Question 11D ("Carnforth Road will be closed to motor traffic")



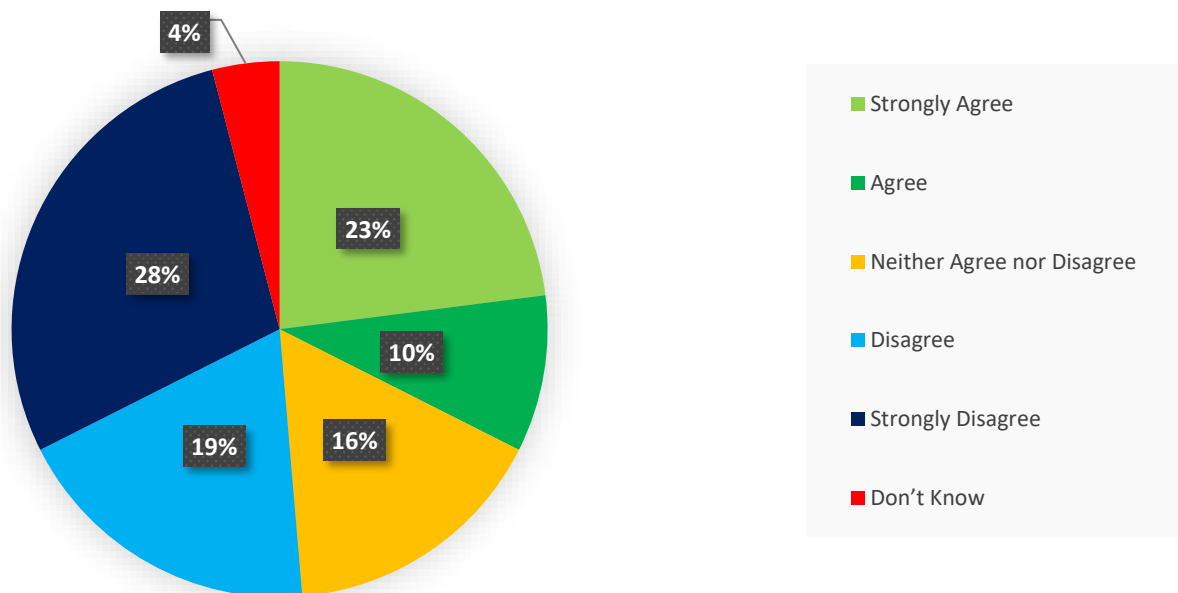
7.169. Figure 16.4 presents a summary of the 74 responses to question 11D (*"Carnforth Road will be closed to motor traffic between Marbury Road and Broadstone Hall Road North. A two-way segregated cycleway is proposed on the closed section of carriageway with drop bollards to allow emergency vehicle access, along with tree planting and grass verges."*). It shows that 27 (37%) of respondents to this question strongly agreed or agreed with the proposals, while 38 (51%) strongly disagreed or disagreed. 9 (12%) neither agreed nor disagreed or didn't know.

Figure 16.5 Question 11E ("Further traffic calming")



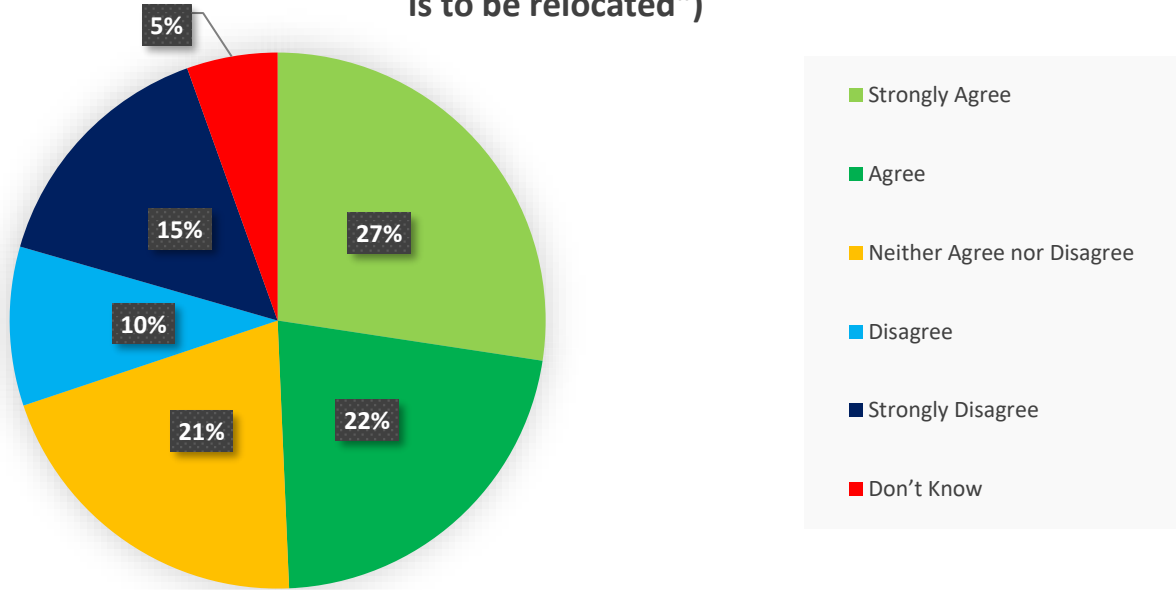
7.170. Figure 16.5 presents a summary of the 72 responses to question 11E (“Further traffic calming in the form of a road hump is also proposed for Carnforth Road.”). It shows that 32 (44%) of respondents to this question strongly agreed or agreed with the proposals, while 32 (44%) strongly disagreed or disagreed. 8 (12%) neither agreed nor disagreed or didn’t know.

Figure 16.6 Question 11F ("A change of priority for traffic")



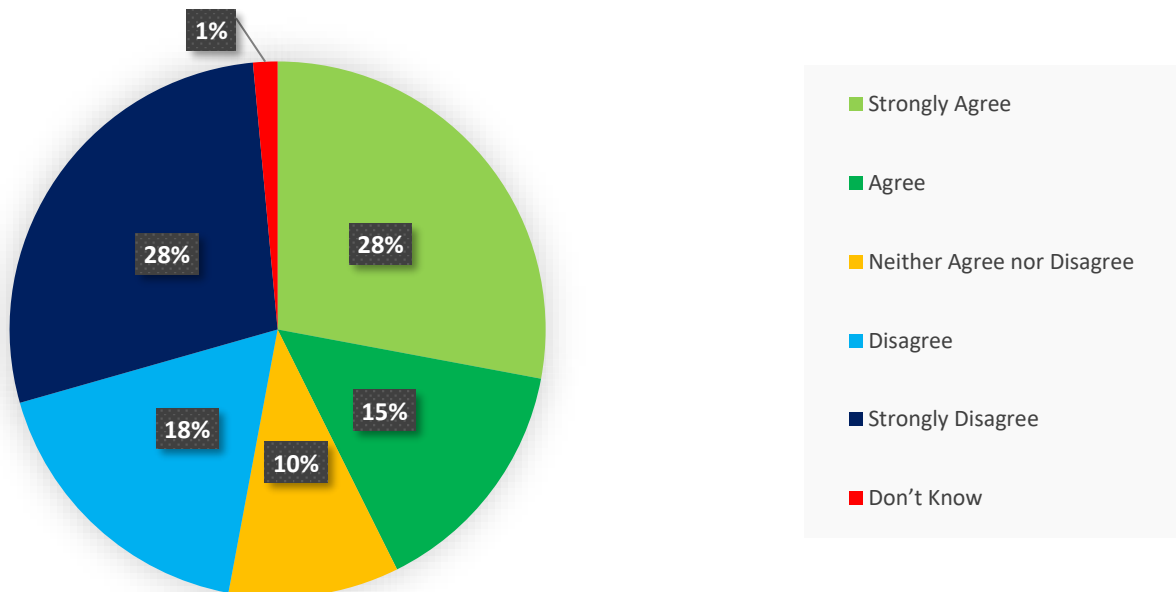
7.171. Figure 16.6 presents a summary of the 74 responses to question 11F (“A change of priority for traffic is proposed at the junction of Carnforth Road and Nelstrop Road.”). It shows that 24 (33%) of respondents to this question strongly agreed or agreed with the proposals, while 35 (47%) strongly disagreed or disagreed. 15 (20%) neither agreed nor disagreed or didn’t know.

Figure 16.7 Question 11G ("The existing bus stop is to be relocated")



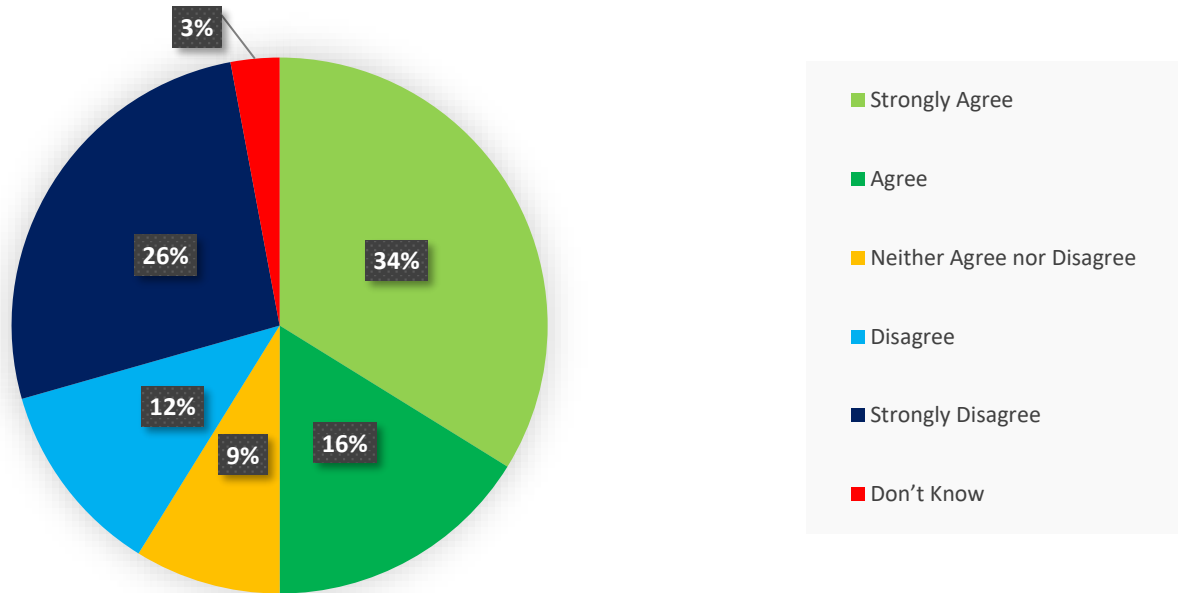
7.172. Figure 16.7 presents a summary of the 73 responses to question 11G (“*The existing bus stop on Nelstrop Road is to be relocated further south to the junction with Nelstrop Crescent. Other existing bus stops are to be modified to current TfGM standards.*”). It shows that 36 (49%) of respondents to this question strongly agreed or agreed with the proposals, while 18 (25%) strongly disagreed or disagreed. 19 (26%) neither agreed nor disagreed or didn’t know.

Figure 16.8 Question 11H ("A quiet on carriageway cycle route")



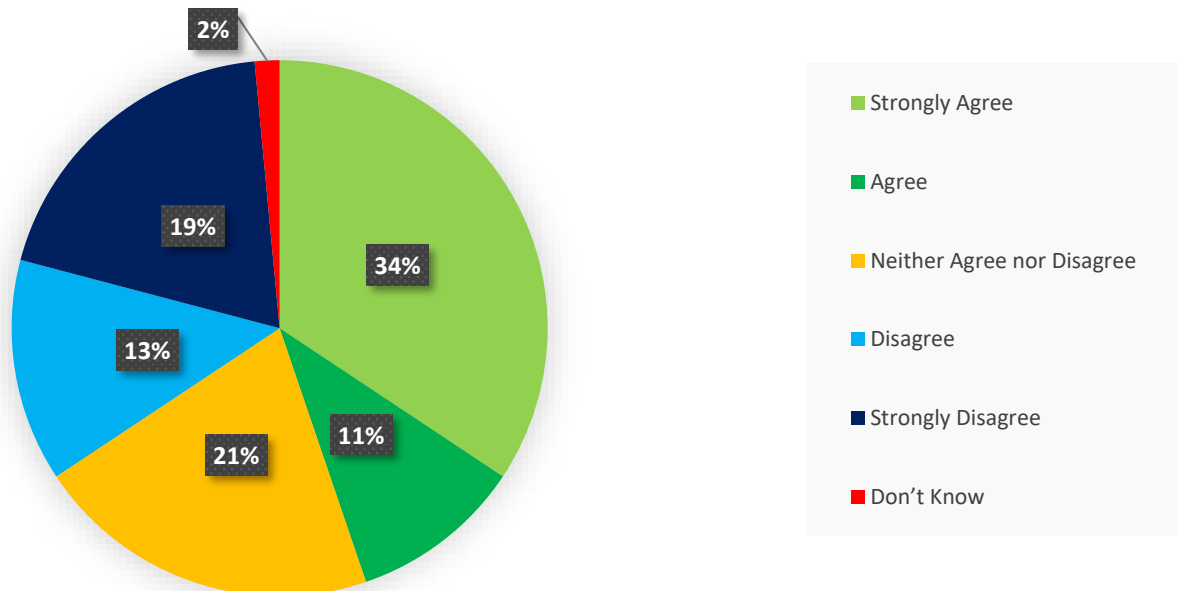
7.173. Figure 16.8 presents a summary of the 68 responses to question 11H (“*A quiet on carriageway cycle route will be provided along Nelstrop Road and Downham Road, and defined with advisory road markings.*”). It shows that 29 (43%) of respondents to this question strongly agreed or agreed with the proposals, while 31 (46%) strongly disagreed or disagreed. 8 (11%) neither agreed nor disagreed or didn’t know.

Figure 16.9 Question 11I ("A raised junction table")



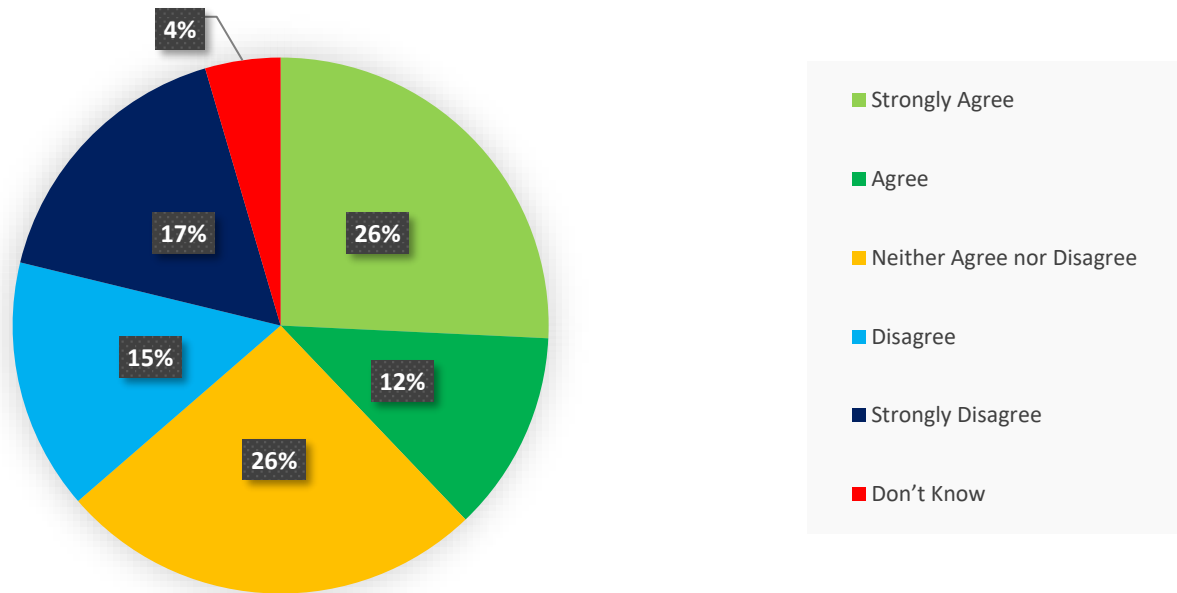
7.174. Figure 16.9 presents a summary of the 68 responses to question 11I (“A raised junction table, with footway improvements including the installation of uncontrolled crossings with tactile paving, a reduction of corner kerb radii, footway widening and a change in junction priority will be provided at the junctions of: - Nelstrop Road / Farm Close - Downham Road / Hulme Road.”). It shows that 34 (50%) of respondents to this question strongly agreed or agreed with the proposals, while 26 (38%) strongly disagreed or disagreed. 8 (12%) neither agreed nor disagreed or didn’t know.

Figure 16.10 Question 11J ("Reduced kerb radii")



7.175. Figure 16.10 presents a summary of the 67 responses to question 11J (“Reduced kerb radii and pedestrian drop crossings with tactile paving are proposed at Christleton Avenue at the junction with Downham Road.”). It shows that 30 (45%) of respondents to this question strongly agreed or agreed with the proposals, while 22 (32%) strongly disagreed or disagreed. 15 (23%) neither agreed nor disagreed or didn’t know.

Figure 16.11 Question 11K ("Vehicle dropped crossings")



7.176. Figure 16.11 presents a summary of the 66 responses to question 11K (*"Vehicle dropped crossings to create a continuous footway are also proposed in several locations in place of kerbed access points."*). It shows that 25 (38%) of respondents to this question strongly agreed or agreed with the proposals, while 21 (32%) strongly disagreed or disagreed. 20 (30%) neither agreed nor disagreed or didn't know.

- 7.177. Respondents were asked to provide reasons for their answer. There were 74 responses and key recurring themes included:
- 10 responses claimed that these proposals are welcomed and needed.
 - 10 responses stated that they are against road crossings.
 - 6 residents expressed that the proposals could potentially increase congestion.
 - 5 responses claimed these proposals should instead include a segregated cycle route running up the A6.
 - 5 residents have stated how they believe traffic should be controlled and slowed.
 - 4 commenters said that they are against any loss of parking.
 - 3 commenters don't want any traffic calming.
 - 3 responses mentioned that Broadstone Hall Rd North traffic may become heavier (due to proposals).
 - 3 comments have requested that raised junction tables do not get implemented.
 - 2 responses referenced a desire for bollards (to prevent pavement parking).
 - 2 responses claimed that these proposals should include more greenery, such as street trees.
 - 2 comments expressed a fear that these proposals unfairly effect motorists.
 - 2 residents expressed that the proposals bring no positive benefit to the speed of the Nelstrop Road and Carnforth Road turn, in their opinion.
 - 2 commenters said that they are against any vehicle dropped crossing which is a not a Dutch Kerb.

7.178. Stakeholder's Comments on the Sheet 11 Proposals:

Walk Ride GM

- Requests further filtering of the junction with Carnforth Road due to the right turn being made easier.
- Against the implementation of more traffic calming.
- Believes, due to how narrow it is, that Nelstrop Road is not a quiet road.
- Fears the change in priority at Hulme Road / Downham Road may increase vehicle speeds for vehicles travelling from Broadstone Road using Downham Road and increase the likelihood of rat-running on Downham Road.
- Requests that all vehicle dropped crossings are done in the Dutch Style.

7.179. **Sheet 12 - Downham Road / Manchester Road / Lloyd Street**

Table 13 below shows the Question Summary Table for Sheet 12 (Downham Road / Halesden Road / Bollington Road / Ash Grove / Manchester Road / Denby Lane / Whitehill Street West / Lloyd Street)

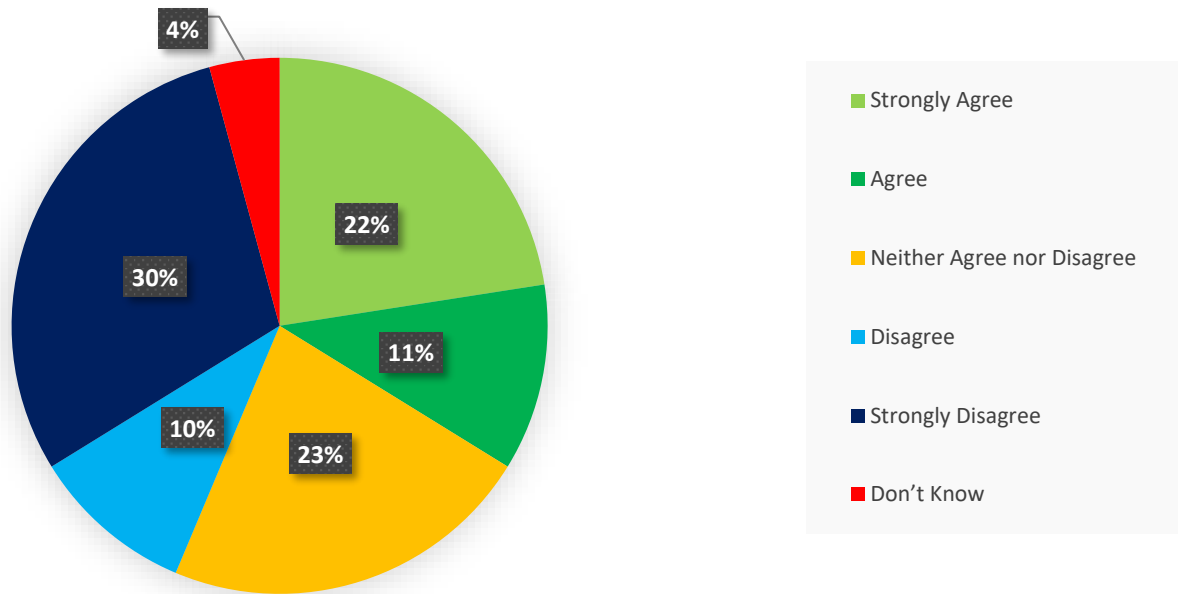
Sheet 12: Downham Road / Manchester Road / Lloyd Street

Table 13: *Sheet 12 – Question Summary Table*

| Sheet 12: Question | Question's Number | Sheet 12: Question | Question's Number | Sheet 12: Question | Question's Number | Sheet 12: Question | Question's Number |
|---|-------------------|--|-------------------|--|-------------------|---|-------------------|
| <u>Viewport 12A:</u> A quiet on carriageway cycle route will be provided along Downham Road and part of Halesden Road and Bollington Road and defined with advisory road markings. | 12A | <u>Viewport 12A:</u> Raised junction tables including uncontrolled crossing with tactile paving and kerb radius reduction are proposed at the junctions of: - Downham Road / Halesdon Road -Downham Road / Bollington Road -and on Halesdon Road and Orthes Grove at their junctions with Manchester Road. | 12B | <u>Viewport 12A:</u> A one-way segregated Contra-flow Cycleway along Ash Grove will be provided adjacent to Manchester Road Park in place of the current Highway verge. | 12C | <u>Viewport 12A:</u> The existing footway on the north-eastern side of Manchester Road, from Halesden Rd to Denby Lane will be upgraded to a shared use footway / cycleway including widening from Ash Grove to Denby Lane. | 12D |
| <u>Viewport 12A:</u> New Toucan Crossings with foot / cycleway connections are proposed on Manchester Road at Lambs Fold and at the junction with Denby Lane. | 12E | <u>Viewport 12A:</u> The existing footway on the south-western side of Manchester Road at Lambs fold will be upgraded to provide shared space at the proposed Toucan Crossing, and the existing footpath between Manchester Road and Brackley Road will be widened to provide a shared use path. This will involve adjustments to the car park at Lambs Fold, including tree removal and replacement planting, and moving of the boundary fence at 1-9 Lambs Fold. A vehicle dropped crossing will be provided across Lambs Fold at Manchester Road to create a continuous footway. | 12F | <u>Viewport 12A:</u> Kerb radii reduction, extension of the existing pedestrian refuge and a 2.3m (7 ft, 6 inch) width restriction are proposed for Denby Lane at its junction with Manchester Road. | 12G | <u>Viewport 12A:</u> A two-way segregated cycleway is proposed along the existing north-eastern footway on Manchester Road from Denby Lane connecting to a shared space footway / cycleways at new Toucan Crossings at the Manchester Road / Whitehill Steet junction. | 12H |
| <u>Viewport 12A:</u> Existing bus stops to be modified to current TfGM standards. | 12I | <u>Viewport 12B:</u> The existing pedestrian crossings at the Manchester Road / Whitehill Street West signalised junction will be upgraded to Toucan Crossings with shared space footway / cycleway connections. | 12J | <u>Viewport 12B:</u> A two-way segregated cycleway is proposed along the existing southwestern footway on Manchester Road connecting the new Toucan Crossings at the Manchester Road / Whitehill Steet West junction with Lloyd Street. | 12K | <u>Viewport 12B:</u> Existing bus stop to be modified to current TfGM standards. | 12L |
| <u>Viewport 12B:</u> A quiet on carriageway cycle route defined with advisory surface markings will be provided along Lloyd Street. | 12M | <u>Viewport 12B:</u> Footway improvements including the installation of an uncontrolled crossing with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances, and to help reduce turning speed of vehicles are proposed at the junction with Colin Road. | 12N | <u>Viewport 12B:</u> Traffic calming road humps are proposed on Lloyd Street. | 12O | | |

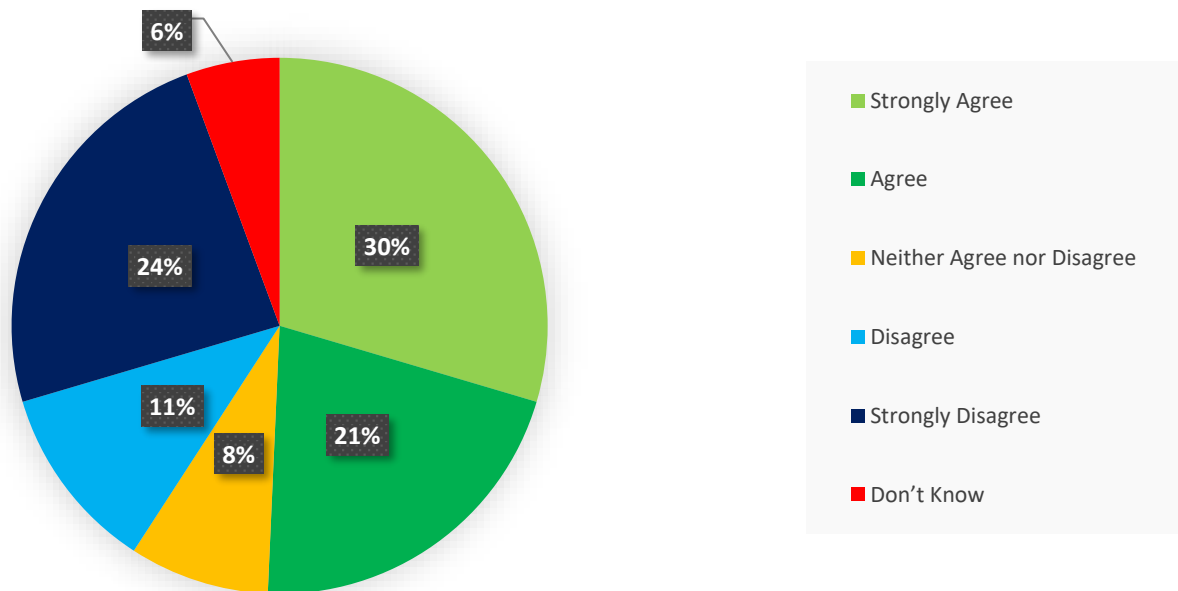
7.180. Respondents were asked a total of 15 questions about the features shown on sheet 12 (Appendix B: Drawing Number No. F-5223-A6BR-CON-0012). Of the 302 total responses to the online consultation, 77 responded to the questions on sheet 12.

Figure 17.1 Question 12A ("A quiet on carriageway cycle route")



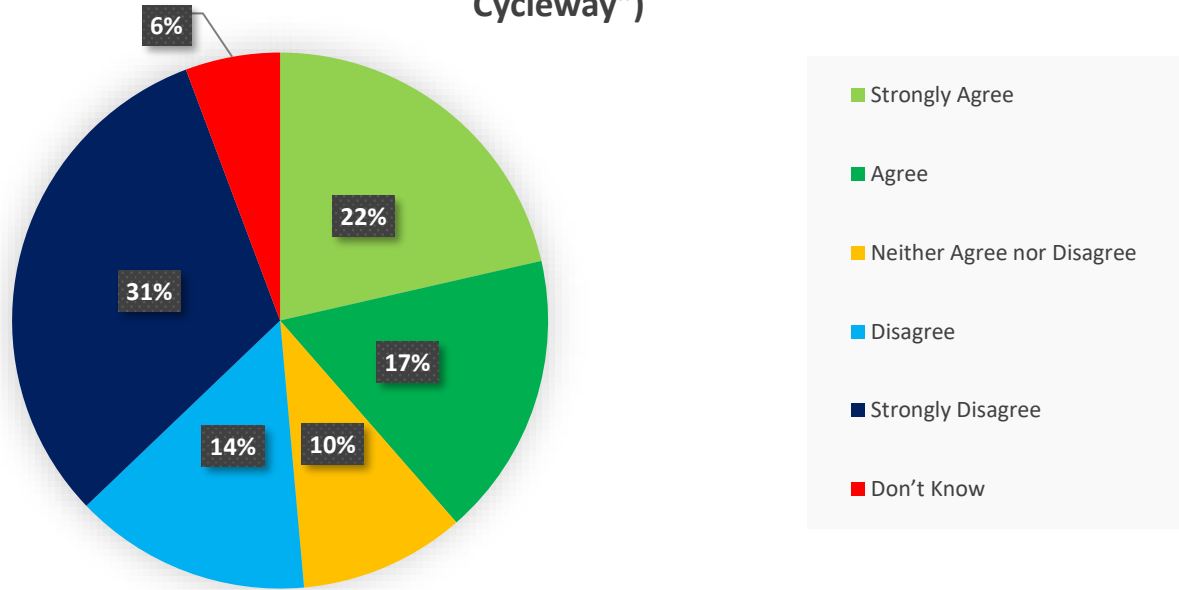
7.181. Figure 17.1 presents a summary of the 71 responses to question 12A ("A quiet on carriageway cycle route will be provided along Downham Road and part of Halesden Road and Bollington Road and defined with advisory road markings."). It shows that 24 (33%) of respondents to this question strongly agreed or agreed with the proposals, while 28 (40%) strongly disagreed or disagreed. 19 (27%) neither agreed nor disagreed or didn't know.

Figure 17.2 Question 12B ("Raised junction tables")



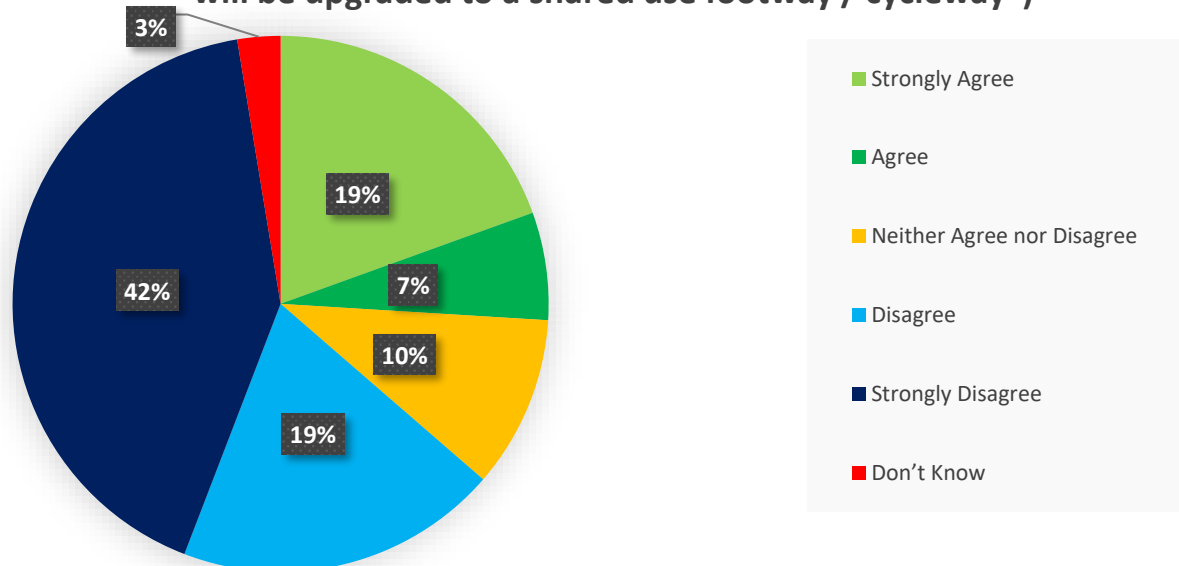
7.182. Figure 17.2 presents a summary of the 71 responses to question 12B ("Raised junction tables including uncontrolled crossing with tactile paving and kerb radius reduction are proposed at the junctions of: - Downham Road / Halesdon Road - Downham Road / Bollington Road - and on Halesdon Road and Orthes Grove at their junctions with Manchester Road."). It shows that 36 (51%) of respondents to this question strongly agreed or agreed with the proposals, while 25 (35%) strongly disagreed or disagreed. 10 (14%) neither agreed nor disagreed or didn't know.

Figure 17.3 Question 12C ("A one-way segregated Contra-flow Cycleway")



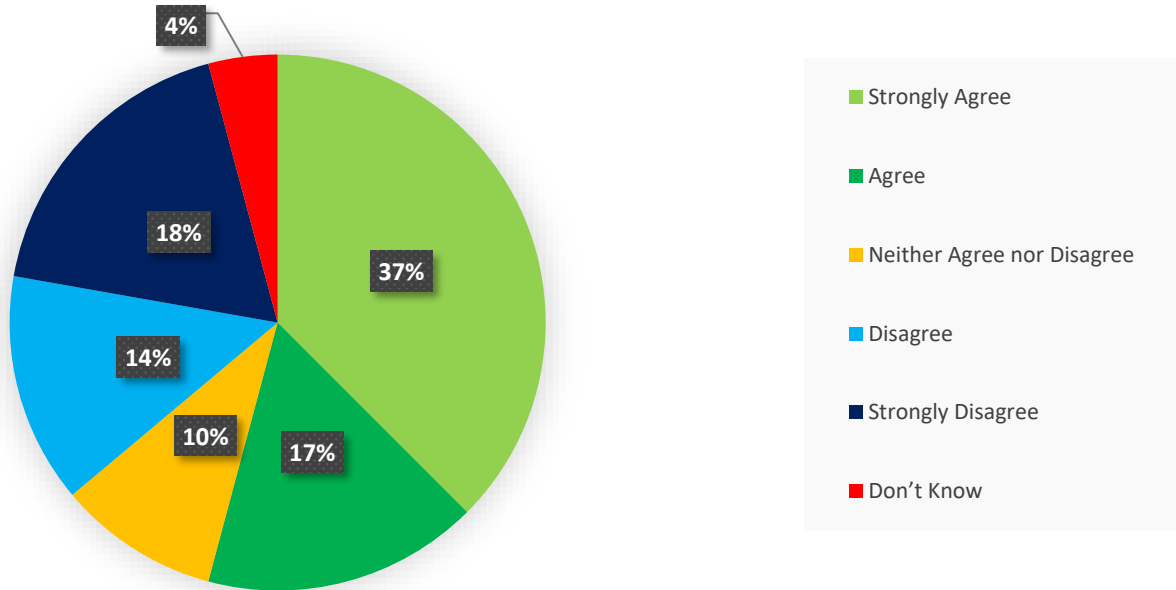
7.183. Figure 17.3 presents a summary of the 70 responses to question 12C (“A one-way segregated Contra-flow Cycleway along Ash Grove will be provided adjacent to Manchester Road Park in place of the current Highway verge.”). It shows that 27 (39%) of respondents to this question strongly agreed or agreed with the proposals, while 32 (45%) strongly disagreed or disagreed. 11 (16%) neither agreed nor disagreed or didn’t know.

Figure 17.4 Question 12D ("The existing footway will be upgraded to a shared use footway / cycleway")



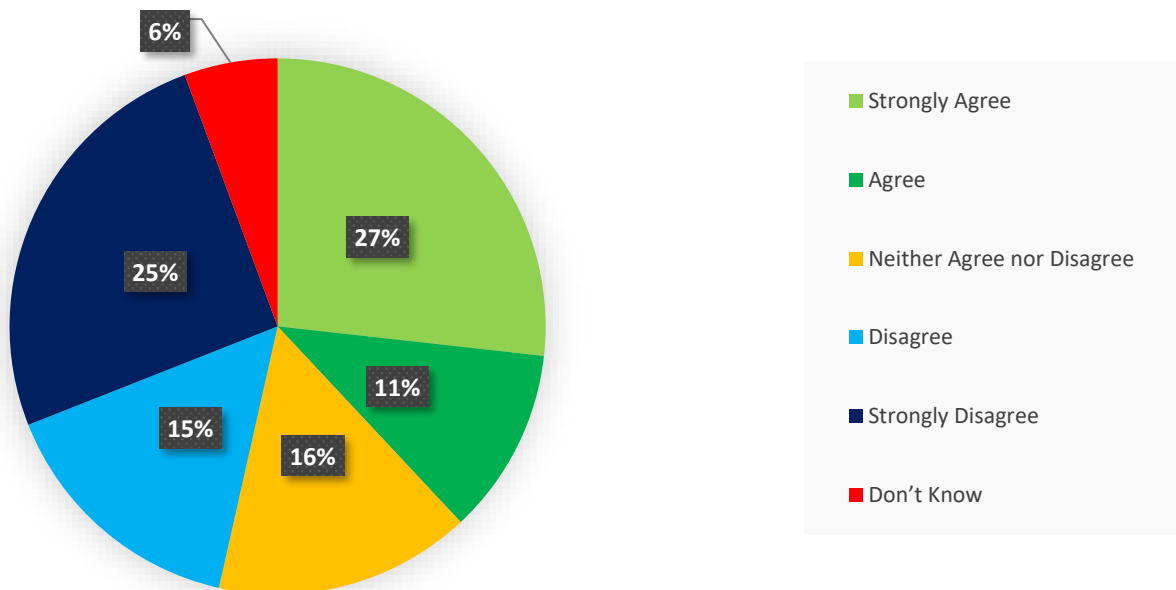
7.184. Figure 17.4 presents a summary of the 77 responses to question 12D (“The existing footway on the north-eastern side of Manchester Road, from Halesden Rd to Denby Lane will be upgraded to a shared use footway / cycleway including widening from Ash Grove to Denby Lane.”). It shows that 20 (26%) of respondents to this question strongly agreed or agreed with the proposals, while 47 (61%) strongly disagreed or disagreed. 10 (13%) neither agreed nor disagreed or didn’t know.

Figure 17.5 Question 12E ("New Toucan Crossings")



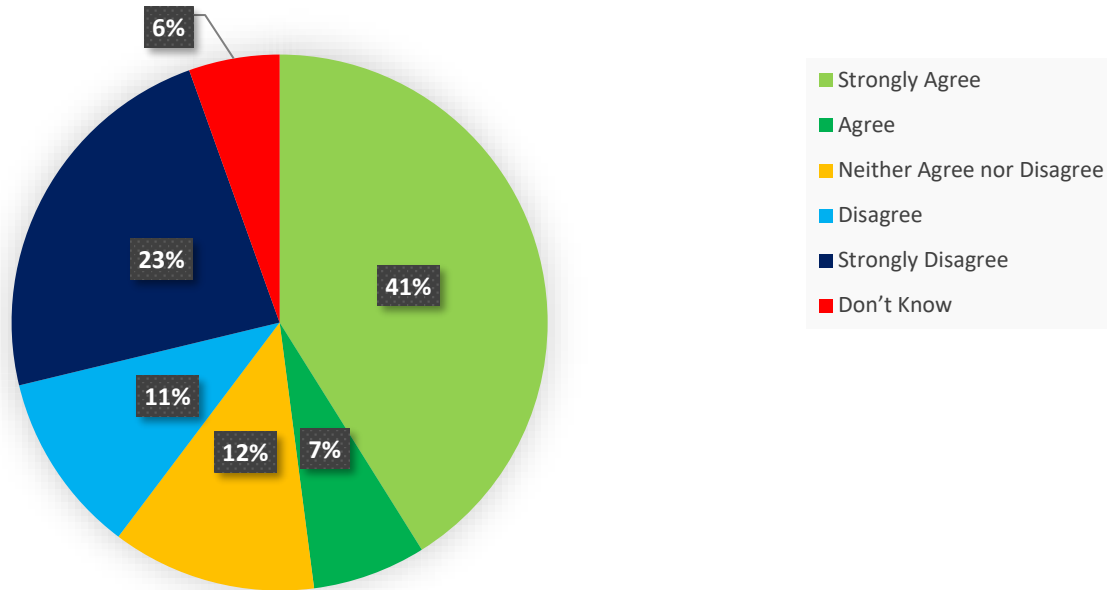
7.185. Figure 17.5 presents a summary of the 72 responses to question 12E (*"New Toucan Crossings with foot / cycleway connections are proposed on Manchester Road at Lambs Fold and at the junction with Denby Lane."*). It shows that 39 (54%) of respondents to this question strongly agreed or agreed with the proposals, while 23 (32%) strongly disagreed or disagreed. 10 (14%) neither agreed nor disagreed or didn't know.

Figure 17.6 Question 12F ("The existing footway will be upgraded")



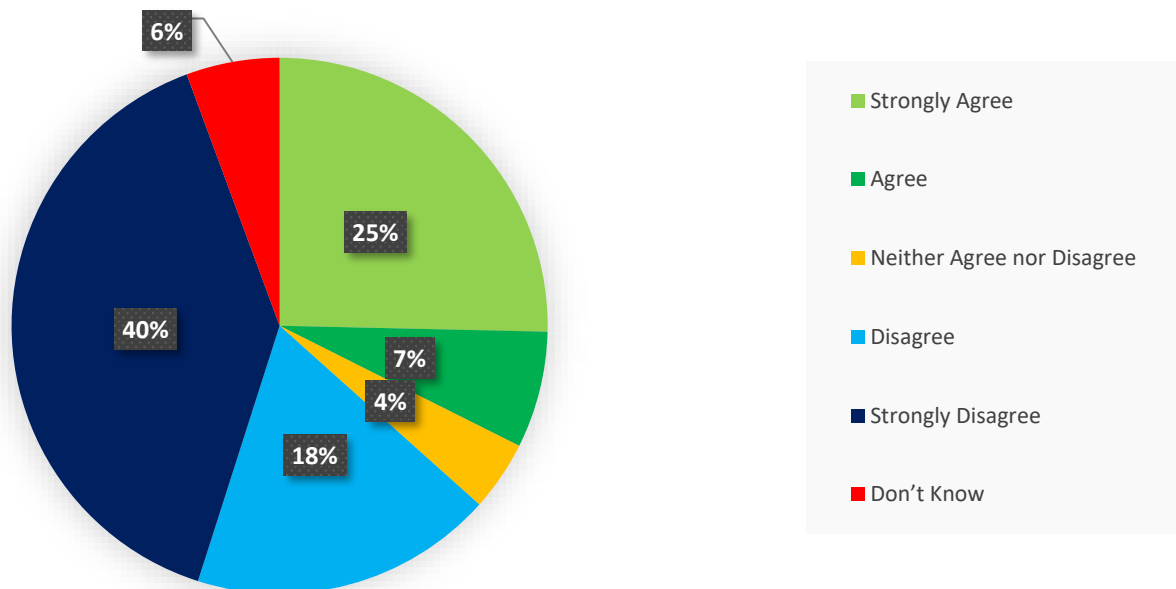
7.186. Figure 17.6 presents a summary of the 71 responses to question 12F (*"The existing footway on the south-western side of Manchester Road at Lambs fold will be upgraded to provide shared space at the proposed Toucan Crossing, and the existing footpath between Manchester Road and Brackley Road will be widened to provide a shared use path. This will involve adjustments to the car park at Lambs Fold, including tree removal and replacement planting, and moving of the boundary fence at 1-9 Lambs Fold. A vehicle dropped crossing will be provided across Lambs Fold at Manchester Road to create a continuous footway."*). It shows that 27 (38%) of respondents to this question strongly agreed or agreed with the proposals, while 29 (40%) strongly disagreed or disagreed. 15 (22%) neither agreed nor disagreed or didn't know.

Figure 17.7 Question 12G ("Kerb radii reduction")



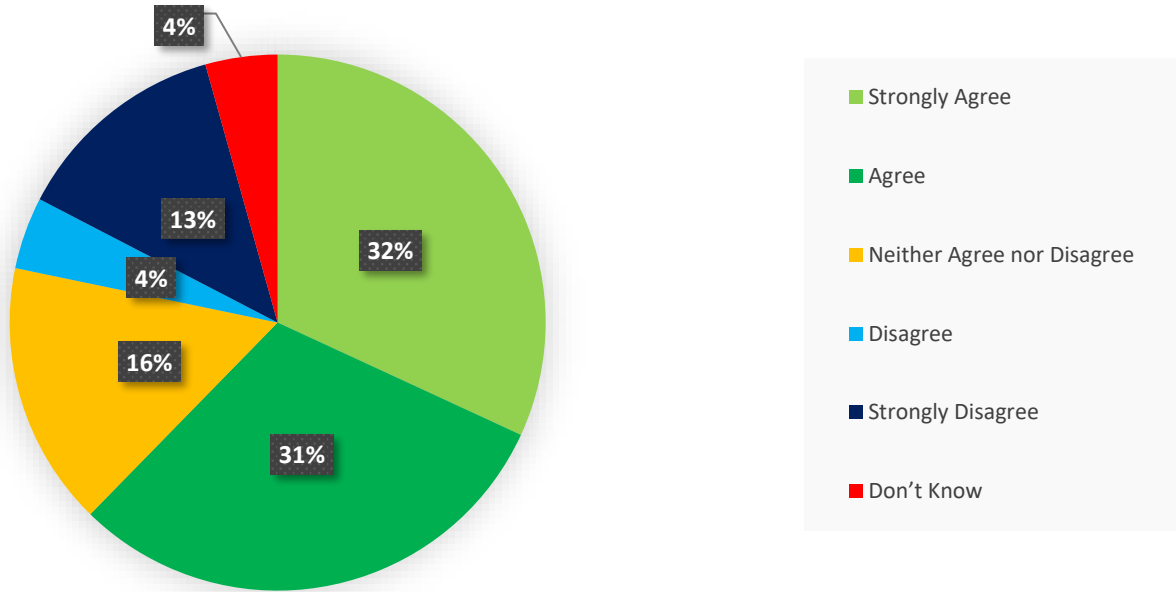
7.187. Figure 17.7 presents a summary of the 73 responses to question 12G (“*Kerb radii reduction, extension of the existing pedestrian refuge and a 2.3m (7 ft, 6 inch) width restriction is proposed for Denby Lane at its junction with Manchester Road.*”). It shows that 35 (48%) of respondents to this question strongly agreed or agreed with the proposals, while 25 (34%) strongly disagreed or disagreed. 13 (18%) neither agreed nor disagreed or didn’t know.

Figure 17.8 Question 12H ("A two-way segregated cycleway")



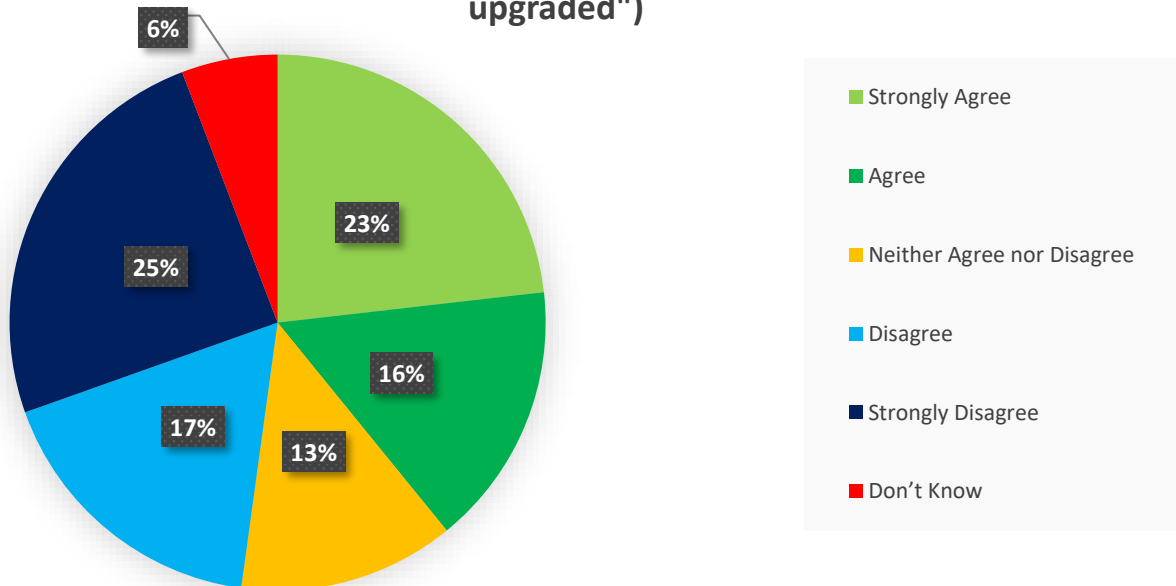
7.188. Figure 17.8 presents a summary of the 71 responses to question 12H (“*A two-way segregated cycleway is proposed along the existing north-eastern footway on Manchester Road from Denby Lane connecting to a shared space footway / cycleways at new Toucan Crossings at the Manchester Road / Whitehill Steet junction.*”). It shows that 23 (32%) of respondents to this question strongly agreed or agreed with the proposals, while 41 (58%) strongly disagreed or disagreed. 7 (10%) neither agreed nor disagreed or didn’t know.

Figure 17.9 Question 12I ("Existing bus stops to be modified")



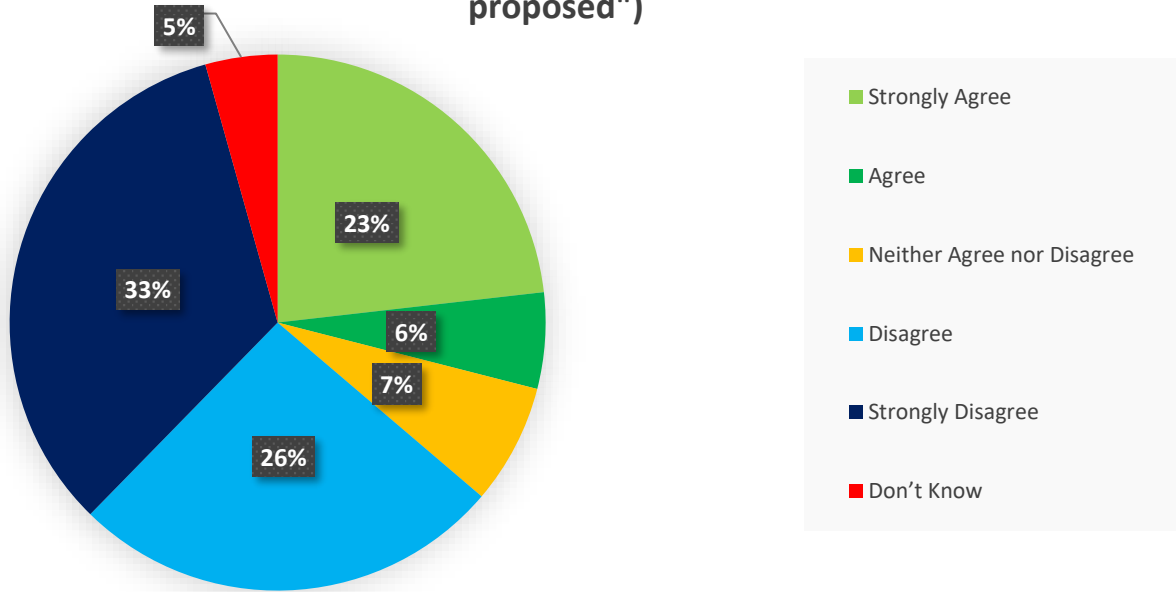
7.189. Figure 17.9 presents a summary of the 69 responses to question 12I (*"Existing bus stops to be modified to current TfGM standards."*). It shows that 43 (63%) of respondents to this question strongly agreed or agreed with the proposals, while 12 (17%) strongly disagreed or disagreed. 14 (20%) neither agreed nor disagreed or didn't know.

Figure 17.10 Question 12J ("Existing pedestrian crossings will be upgraded")



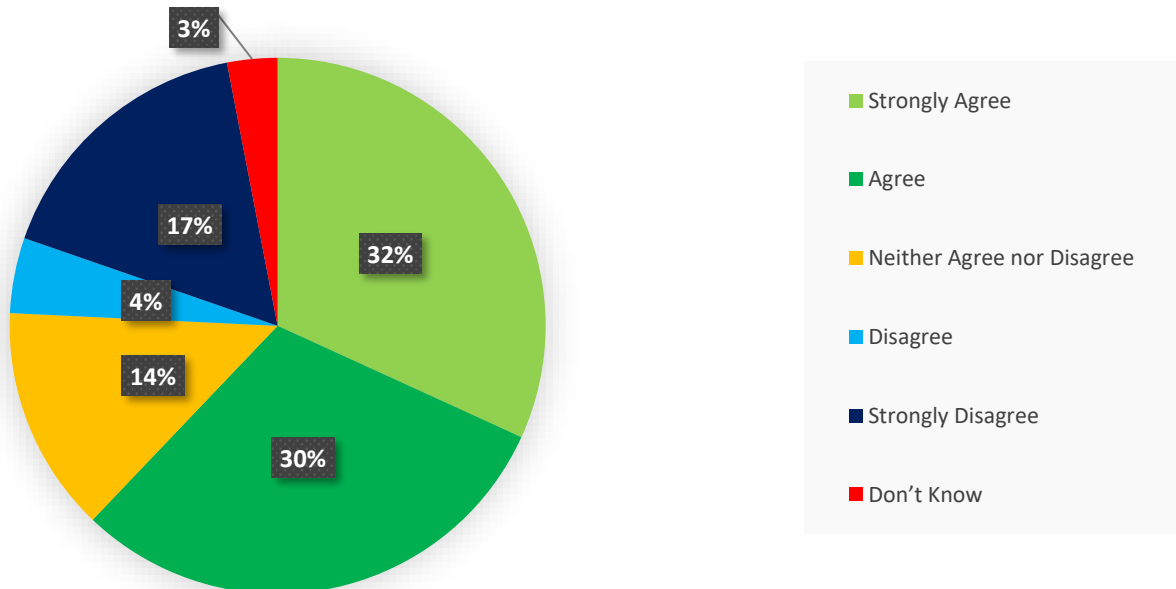
7.190. Figure 17.10 presents a summary of the 69 responses to question 12J (*"The existing pedestrian crossings at the Manchester Road / Whitehill Street West signalised junction will be upgraded to Toucan Crossings with shared space footway / cycleway connections."*). It shows that 27 (39%) of respondents to this question strongly agreed or agreed with the proposals, while 29 (42%) strongly disagreed or disagreed. 13 (19%) neither agreed nor disagreed or didn't know.

Figure 17.11 Question 12K ("A two-way segregated cycleway is proposed")



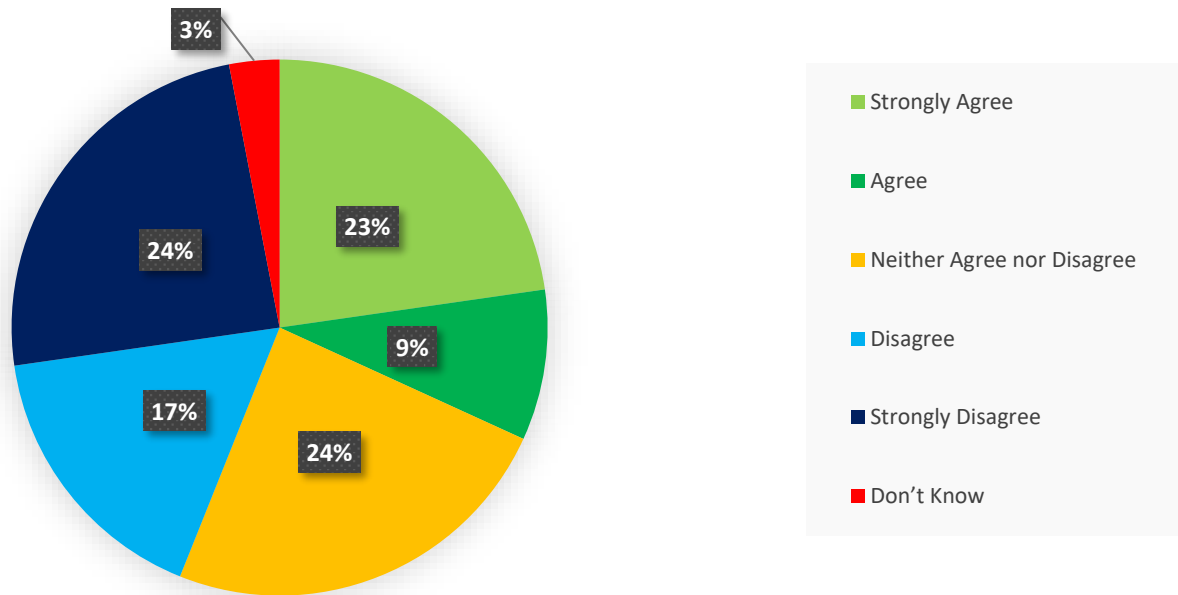
7.191. Figure 17.11 presents a summary of the 69 responses to question 12K (“A two-way segregated cycleway is proposed along the existing southwestern footway on Manchester Road connecting the new Toucan Crossings at the Manchester Road / Whitehill Steet West junction with Lloyd Street.”). It shows that 20 (29%) of respondents to this question strongly agreed or agreed with the proposals, while 41 (59%) strongly disagreed or disagreed. 8 (12%) neither agreed nor disagreed or didn’t know.

Figure 17.12 Question 12L ("Existing bus stop to be modified")



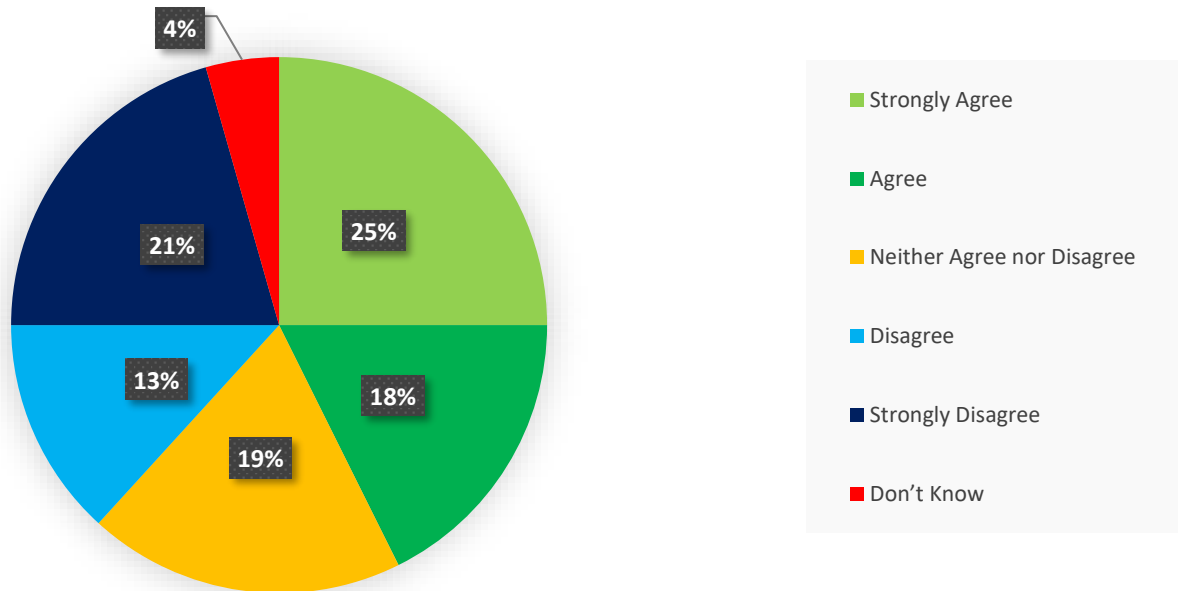
7.192. Figure 17.12 presents a summary of the 66 responses to question 12L (“Existing bus stop to be modified to current TfGM standards.”). It shows that 41 (62%) of respondents to this question strongly agreed or agreed with the proposals, while 14 (21%) strongly disagreed or disagreed. 11 (17%) neither agreed nor disagreed or didn’t know.

Figure 17.13 Question 12M ("A quiet on carriageway cycle route")



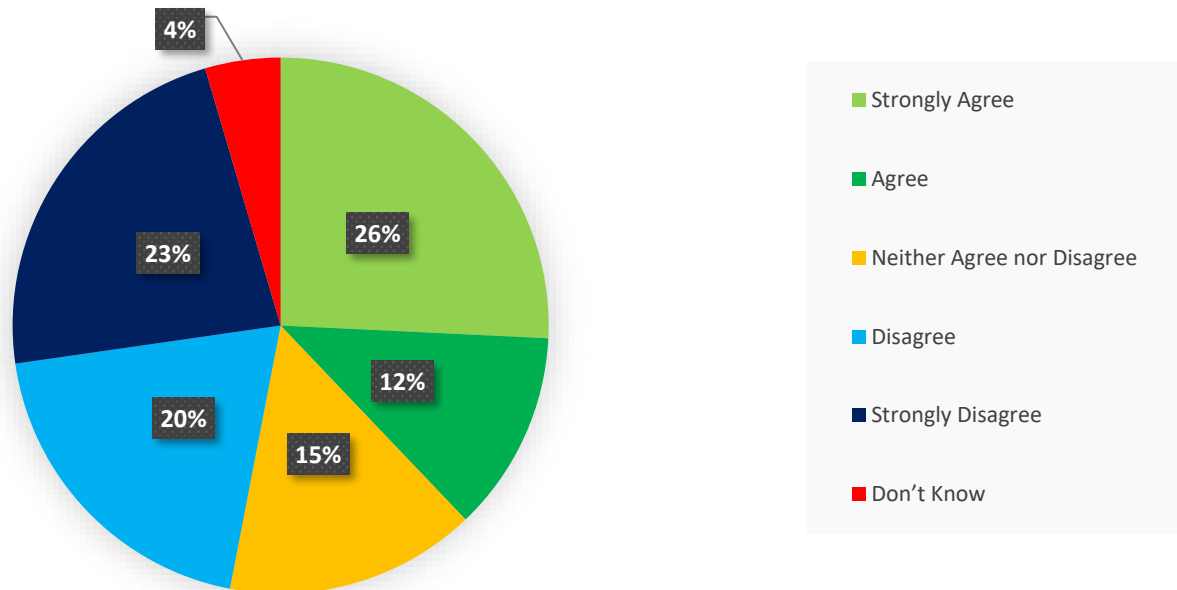
7.193. Figure 17.13 presents a summary of the 66 responses to question 12M (*"A quiet on carriageway cycle route defined with advisory surface markings will be provided along Lloyd Street."*). It shows that 21 (32%) of respondents to this question strongly agreed or agreed with the proposals, while 27 (41%) strongly disagreed or disagreed. 18 (27%) neither agreed nor disagreed or didn't know.

Figure 17.14 Question 12N ("Footway improvements")



7.194. Figure 17.14 presents a summary of the 68 responses to question 12N (*"Footway improvements including the installation of an uncontrolled crossing with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances, and to help reduce turning speed of vehicles are proposed at the junction with Colin Road."*). It shows that 29 (43%) of respondents to this question strongly agreed or agreed with the proposals, while 23 (34%) strongly disagreed or disagreed. 16 (23%) neither agreed nor disagreed or didn't know.

Figure 17.15 Question 120 ("Traffic calming road humps")



7.195. Figure 17.15 presents a summary of the 66 responses to question 120 (*"Traffic calming road humps are proposed on Lloyd Street."*). It shows that 25 (38%) of respondents to this question strongly agreed or agreed with the proposals, while 28 (43%) strongly disagreed or disagreed. 13 (19%) neither agreed nor disagreed or didn't know.

- 7.196. Respondents were asked to provide reasons for their answer. There were 77 responses and key recurring themes included:
- 17 responses claimed that these proposals are unnecessary.
 - 14 comments expressed that these proposals are welcomed and needed.
 - 13 comments have said that they are against the implementation of a shared pedestrian and cyclist space.
 - 5 responses stated that the proposed route is poor as they are against the section where the cyclist must change from one side of the road to the other (around the Whitehill junction).
 - 5 residents expressed that they would not support proposals that would cause them to lose parking spaces.
 - 5 responses claimed that all cycle lanes should be physically segregated.
 - 5 commenters said that they are against the proposed contra-flow cycle lane.
 - 4 residents have referenced that they find the Eastern cycle route to be too indirect.
 - 4 responses mentioned they support the proposed toucan crossing, across from Manchester Road near Denby Lane.
 - 3 responses claimed that these proposals are too complicated.
 - 3 comments expressed a fear that there is not enough room for the implementation of a cycle lane.
 - 3 comments have said that they don't want the footway on Halesden Road to be converted.
 - 3 comments have said that they don't want the footway on Ash Grove to be converted.
 - 3 responses stated that these proposals have the potential to increase congestion.
 - 3 residents expressed that they are against the proposed traffic calming measures (speed humps).
 - 2 responses claimed that traffic on Manchester Road needs further calming measures.
 - 2 residents have stated how they believe these proposals unfairly effect motorists.
 - 2 commenters said they want Denby Lane width restrictors as they would be beneficial.
 - 2 comments expressed a fear that these proposals put cyclists over other road users.
 - 2 comments have said that these proposals need to prevent cars parking on the pavement.

- 2 commenters said that they are against narrowing the junction at Whitehill Street West (as turning for HGVs going to the industrial estate will become more difficult).

7.197. Stakeholder's Comments on the Sheet 12 Proposals:

Walk Ride GM

- Agrees with the toucan crossing over Manchester Road at Lambs Fold
- Does not support the reliance on long stretches of shared use cycleway/footpath (pedestrian/cyclist conflict) to deliver this scheme.
- Fears the Downham Road / Halesdon Road route is in danger of becoming a rat-run for traffic from Manchester Road to Broadstone Road
- Wants bollards on Denby Lane to prevent pavement parking.
- Against the further implementation of more traffic calming measures.

7.198. **Sheet 13 – Lloyd Street to Lancashire Hill**

Table 14 below shows the Question Summary Table for Sheet 13 (Lloyd Street / All Saint's Road / Bardsley Road / Grafton Street / Belmont Street / Baker Street / Short Street / Mendip Close – Quantock Close / Gordon Steet / Lancashire Hill)

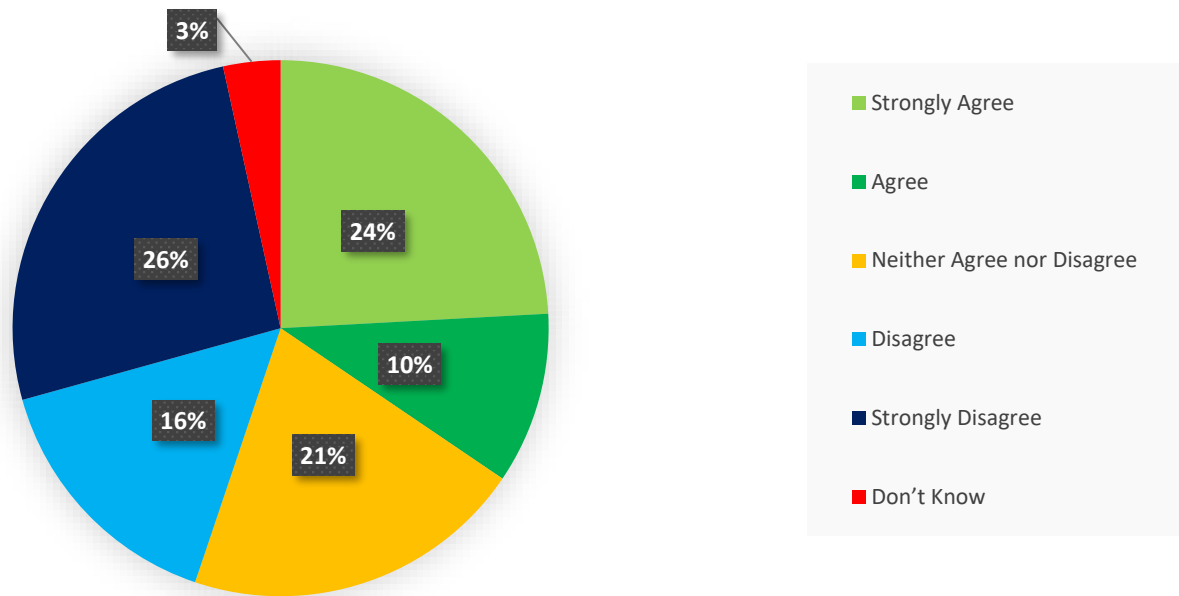
Sheet 13: Baker Street / Belmont Way / Lancashire Hill

Table 14: **Sheet 13** – Question Summary Table

| Sheet 13: Question | Question's Number | Sheet 13: Question | Question's Number | Sheet 13: Question | Question's Number | Sheet 13: Question | Question's Number |
|---|-------------------|--|-------------------|---|-------------------|---|-------------------|
| <p><u>Viewport 13A:</u> A quiet on carriageway cycle route defined with advisory surface markings will be provided from Lloyd Street along All Saints' Road, Grafton Street and Bardsley Street, utilising the one-way system where applicable and connecting to the existing Toucan Crossing on Belmont Way.</p> | 13A | <p><u>Viewport 13A:</u> A short section of segregated contra-flow cycleway is proposed at the junction of Lloyd Street with All Saints' Road with contra-flow cycling permitted on Lloyd Street from All Saints Road to Colin Road (including appropriate signage and markings).</p> | 13B | <p><u>Viewport 13A:</u> The quiet on carriageway cycle route continues along Belmont Street to Baker Street.</p> | 13C | <p><u>Viewport 13A:</u> Traffic calming road humps, are proposed on Lloyd Street, Grafton Street, Belmont Street and Baker Street.</p> | 13D |
| <p><u>Viewport 13A:</u> Footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances, and to help reduce turning speed of vehicles are proposed on at the junctions of: - Grafton Street / Burton Street - Grafton Street / Meal Street - Belmont Street / Baker Street.</p> | 13E | <p><u>Viewport 13B:</u> A quiet on carriageway cycle route defined with advisory surface markings will be provided from Belmont Way to Lancashire Hill along Belmont Street, Baker Street, Short Street and Mendip Close.</p> | 13F | <p><u>Viewport 13B:</u> A path improvement is proposed between Mendip Close and Quantock Close to create a widened segregated footway and cycleway.</p> | 13G | <p><u>Viewport 13B:</u> Traffic calming road humps are proposed on Baker Street and Short Street.</p> | 13H |
| <p><u>Viewport 13B:</u> Footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances, and to help reduce turning speed of vehicles are proposed on at the junctions of: - Baker Street / Short Street - Short Street / Mendip Close - Love Lane / Quantock Close</p> | 13I | <p><u>Viewport 13C:</u> A quiet on carriageway cycle route defined with advisory surface markings will be provided from Gordon Street to Orphanage Street, which links to the existing cycleway on Lancashire Hill.</p> | 13J | <p><u>Viewport 13C:</u> The cycle route will follow the existing segregated cycleway on Lancashire Hill to Great Egerton Street.</p> | 13K | <p><u>Viewport 13C:</u> The cycle route will cross Great Egerton Street on the existing Toucan crossing facility and use the existing ramp to access Tiviot Dale which connects to Prince's Street and Bridge Street.</p> | 13L |

7.199. Respondents were asked a total of 12 questions about the features shown on sheet 13 (Appendix B: Drawing Number No. F-5223-A6BR-CON-0013). Of the 302 total responses to the online consultation, 58 responded to the questions on sheet 13.

Figure 18.1 Question 13A ("A quiet on carriageway cycle route")



7.200. Figure 18.1 presents a summary of the 58 responses to question 13A ("A quiet on carriageway cycle route defined with advisory surface markings will be provided from Lloyd Street along All Saints' Road, Grafton Street and Bardsley Street, utilising the one-way system where applicable and connecting to the existing Toucan Crossing on Belmont Way."). It shows that 20 (34%) of respondents to this question strongly agreed or agreed with the proposals, while 24 (42%) strongly disagreed or disagreed. 14 (24%) neither agreed nor disagreed or didn't know.

Figure 18.2 Question 13B ("Section of segregated contra-flow cycleway")

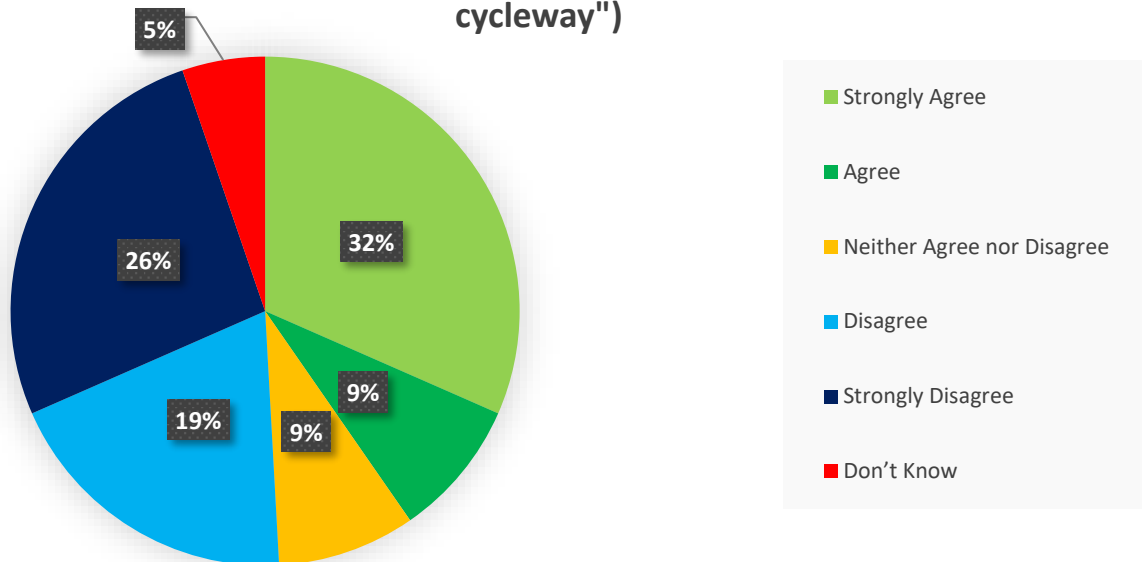
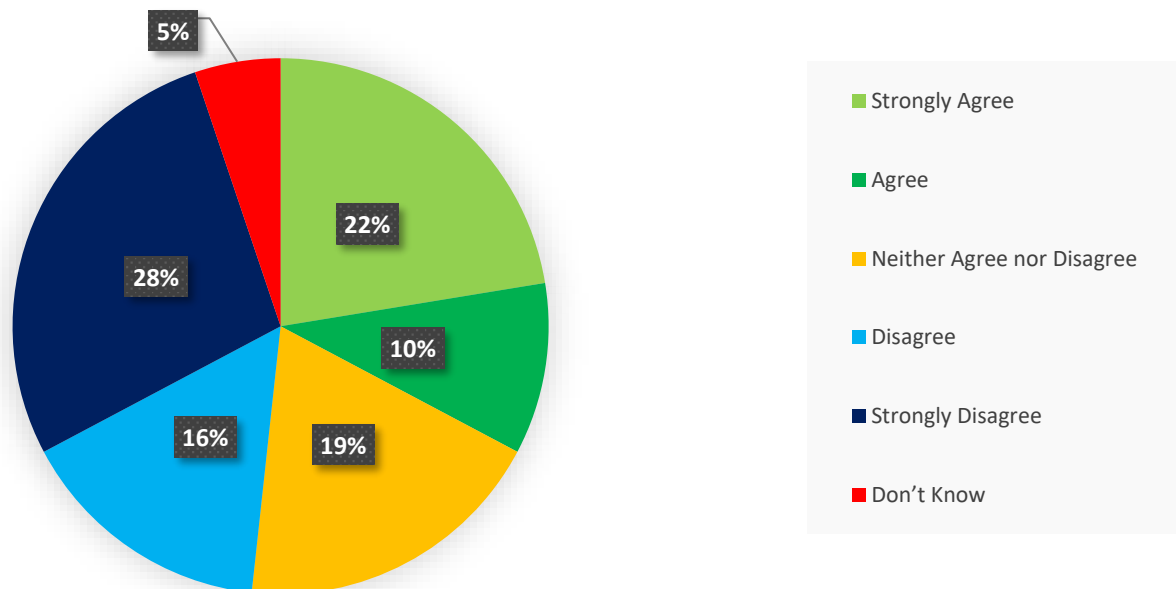


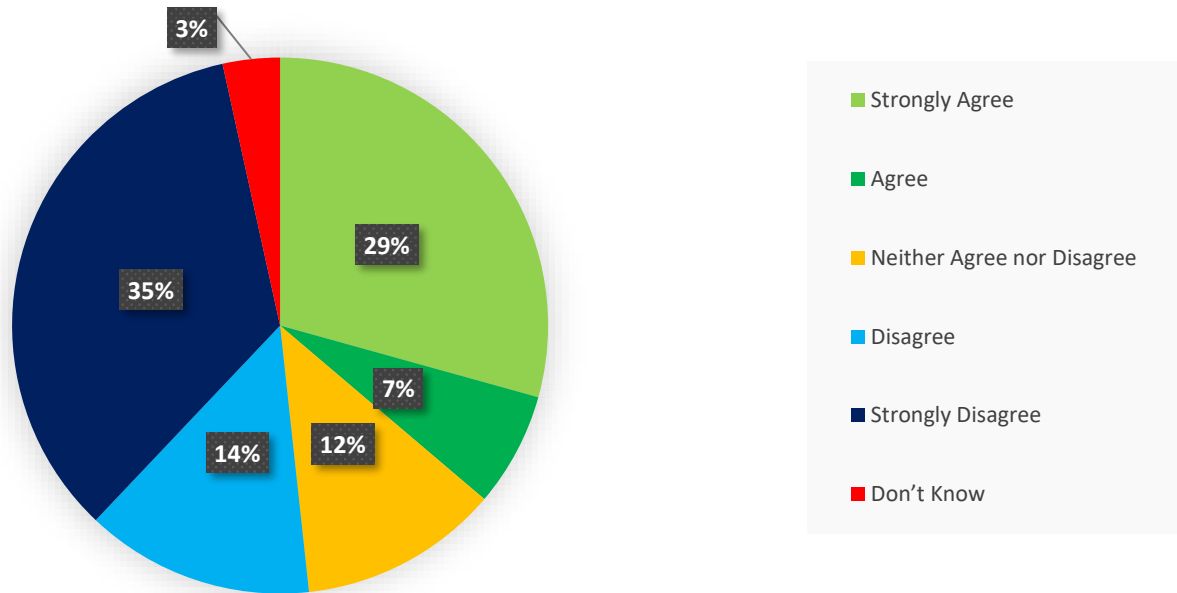
Figure 18.2 presents a summary of the 57 responses to question 13B (“A short section of segregated contra-flow cycleway is proposed at the junction of Lloyd Street with All Saints’ Road with contra-flow cycling permitted on Lloyd Street from All Saints Road to Colin Road (including appropriate signage and markings).”). It shows that 23 (41%) of respondents to this question strongly agreed or agreed with the proposals, while 26 (45%) strongly disagreed or disagreed. 8 (14%) neither agreed nor disagreed or didn’t know.

Figure 18.3 Question 13C ("The quiet on carriageway cycle route")



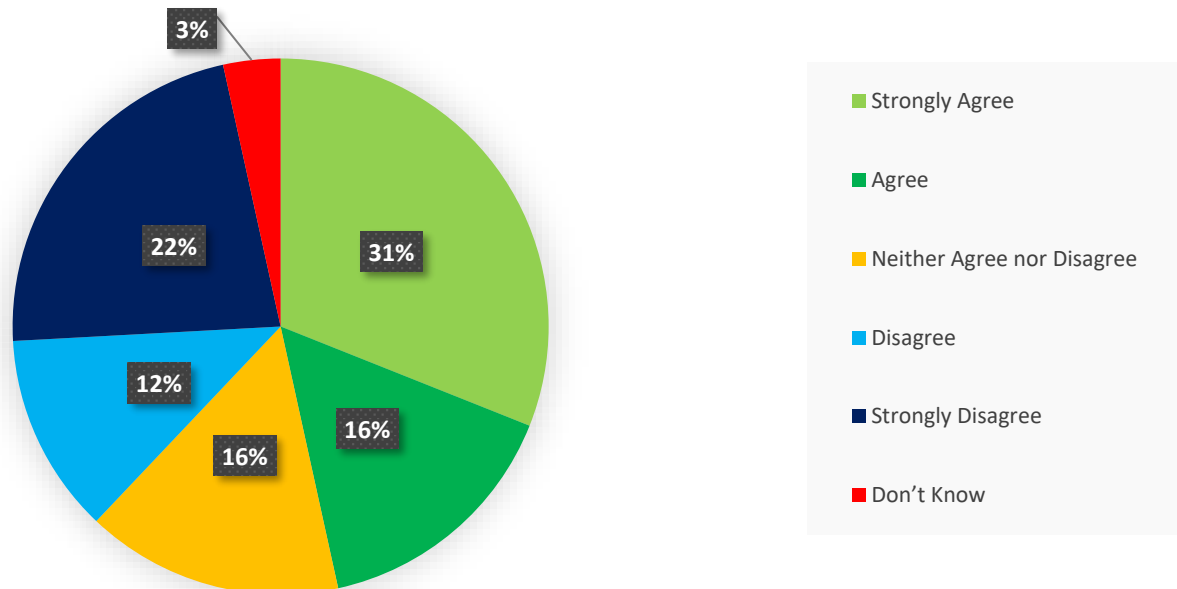
7.201. Figure 18.3 presents a summary of the 58 responses to question 13C (“The quiet on carriageway cycle route continues along Belmont Street to Baker Street.”). It shows that 19 (32%) of respondents to this question strongly agreed or agreed with the proposals, while 25 (44%) strongly disagreed or disagreed. 14 (24%) neither agreed nor disagreed or didn’t know.

Figure 18.4 Question 13D ("Traffic calming road humps")



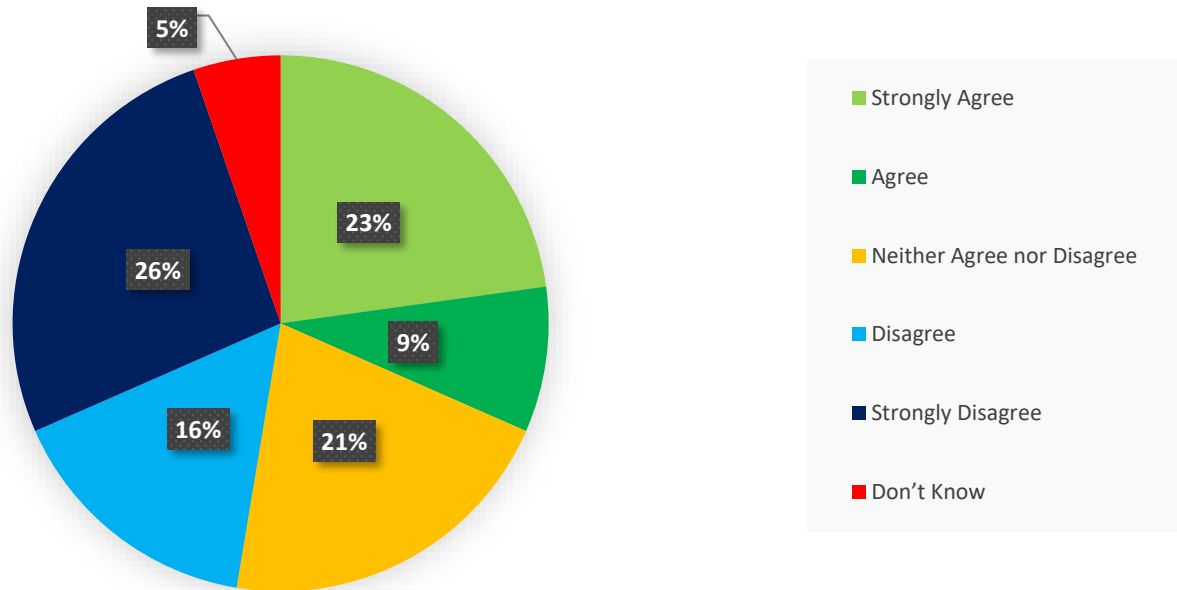
7.202. Figure 18.4 presents a summary of the 58 responses to question 13D (*"Traffic calming road humps, are proposed on Lloyd Street, Grafton Street, Belmont Street and Baker Street."*). It shows that 21 (36%) of respondents to this question strongly agreed or agreed with the proposals, while 28 (49%) strongly disagreed or disagreed. 9 (15%) neither agreed nor disagreed or didn't know.

Figure 18.5 Question 13E ("Footway improvements")



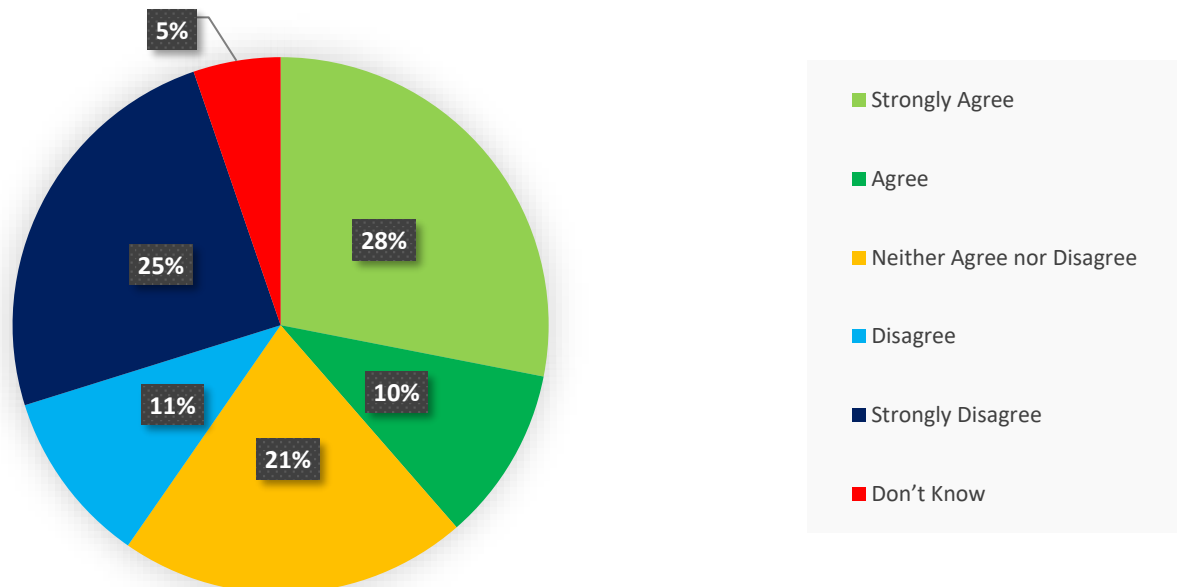
7.203. Figure 18.5 presents a summary of the 58 responses to question 13E (*"Footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances, and to help reduce turning speed of vehicles are proposed on at the junctions of: -Grafton Street / Burton Street - Grafton Street / Meal Street - Belmont Street / Baker Street."*). It shows that 27 (47%) of respondents to this question strongly agreed or agreed with the proposals, while 20 (34%) strongly disagreed or disagreed. 11 (19%) neither agreed nor disagreed or didn't know.

Figure 18.6 Question 13F ("A quiet on carriageway cycle route")



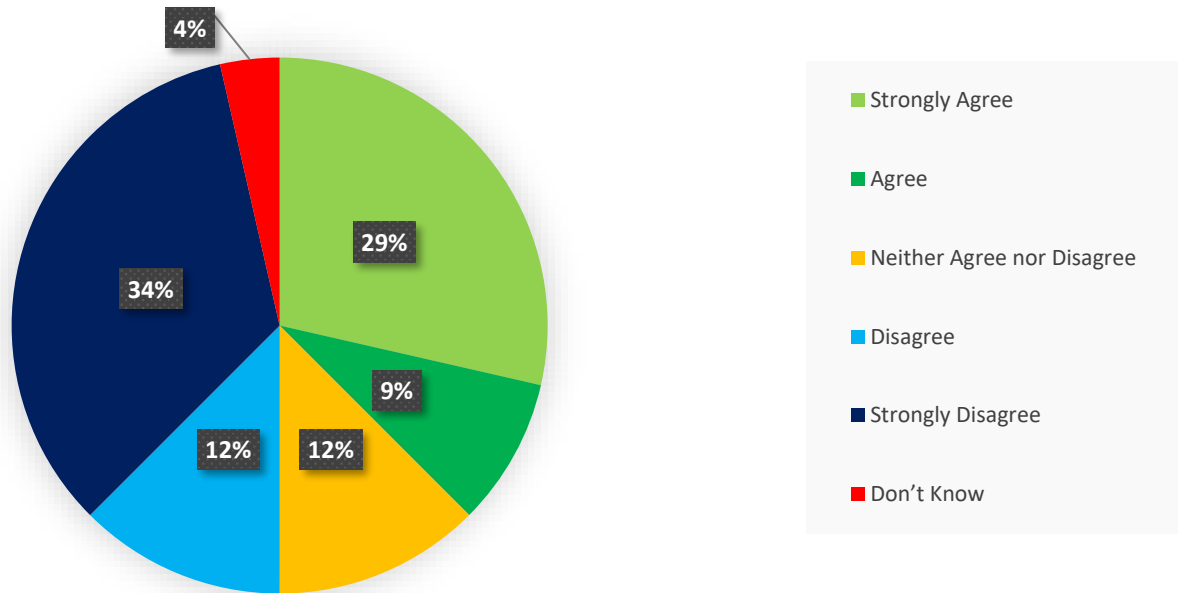
7.204. Figure 18.6 presents a summary of the 57 responses to question 13F (“*A quiet on carriageway cycle route defined with advisory surface markings will be provided from Belmont Way to Lancashire Hill along Belmont Street, Baker Street, Short Street and Mendip Close.*”). It shows that 18 (32%) of respondents to this question strongly agreed or agreed with the proposals, while 24 (42%) strongly disagreed or disagreed. 15 (26%) neither agreed nor disagreed or didn’t know.

Figure 18.7 Question 13G ("A path improvement is proposed")



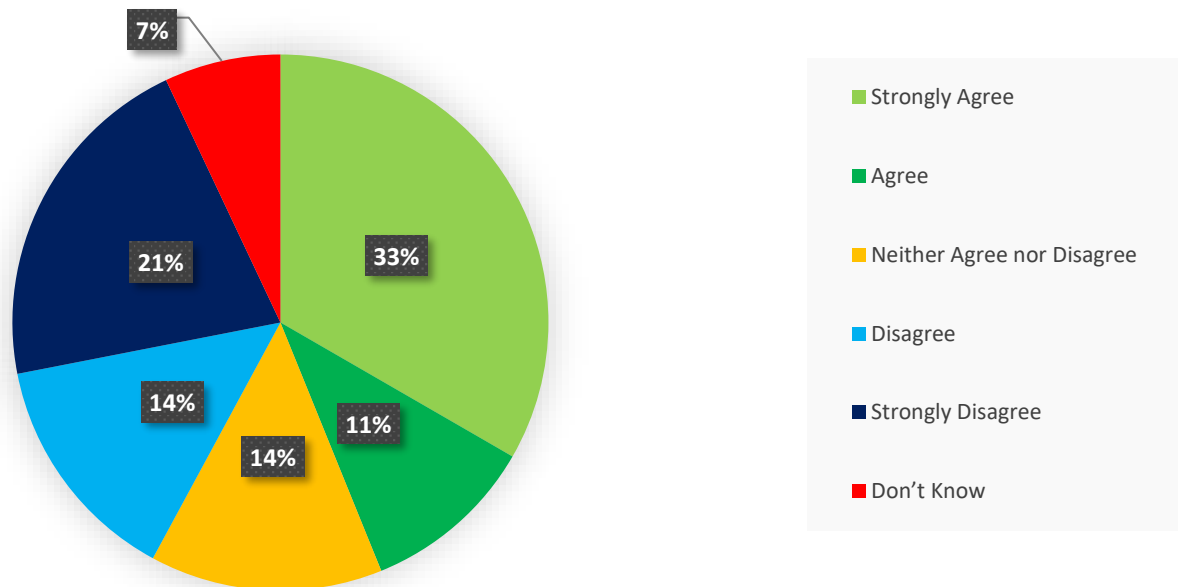
7.205. Figure 18.7 presents a summary of the 57 responses to question 13G (“*A path improvement is proposed between Mendip Close and Quantock Close to create a widened segregated footway and cycleway.*”). It shows that 22 (38%) of respondents to this question strongly agreed or agreed with the proposals, while 20 (36%) strongly disagreed or disagreed. 15 (26%) neither agreed nor disagreed or didn’t know.

Figure 18.8 Question 13H ("Traffic calming road humps")



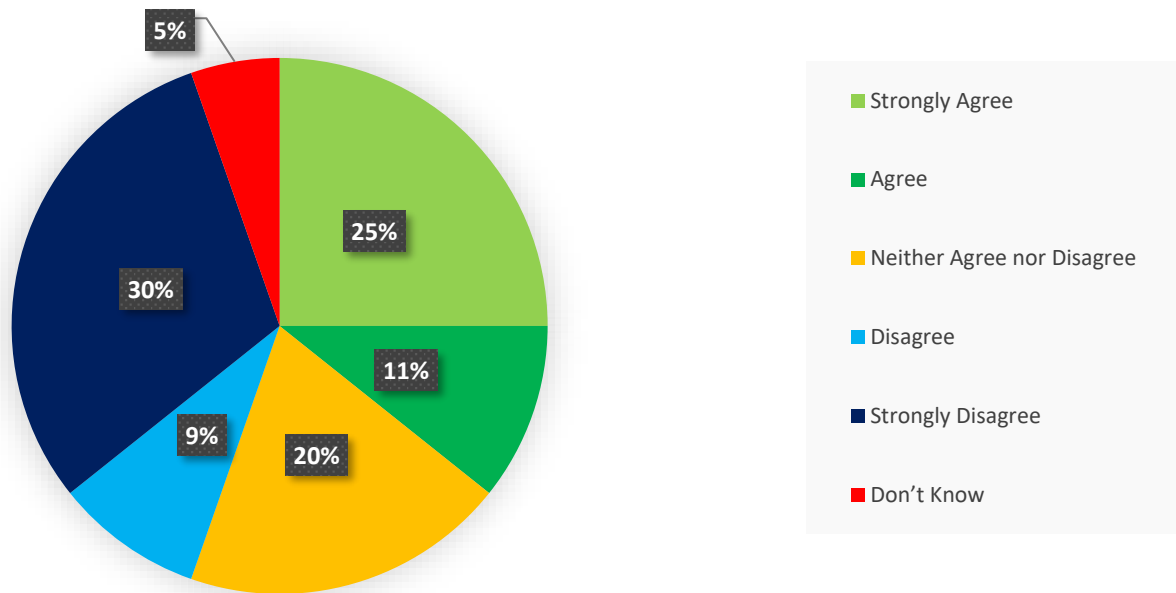
7.206. Figure 18.8 presents a summary of the 56 responses to question 13H (*"Traffic calming road humps are proposed on Baker Street and Short Street."*). It shows that 21 (38%) of respondents to this question strongly agreed or agreed with the proposals, while 26 (46%) strongly disagreed or disagreed. 9 (16%) neither agreed nor disagreed or didn't know.

Figure 18.9 Question 13I ("Footway improvements")



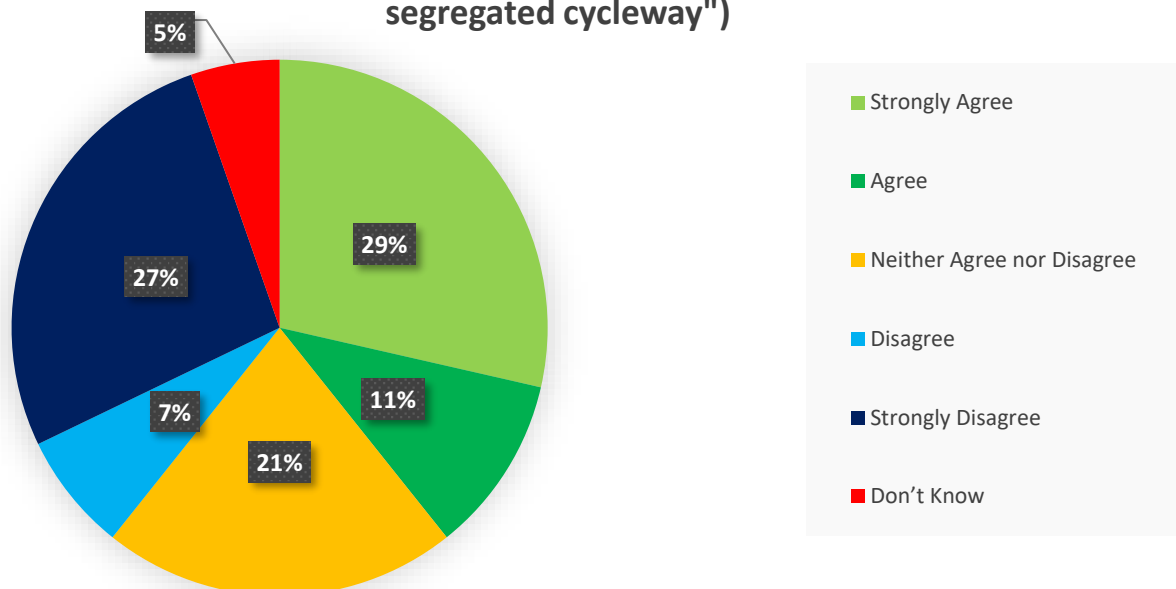
7.207. Figure 18.9 presents a summary of the 57 responses to question 13I (*"Footway improvements including the installation of uncontrolled crossings with tactile paving (for pedestrians), the reduction of corner kerb radii and footway widening to reduce the crossing distances, and to help reduce turning speed of vehicles are proposed on at the junctions of: - Baker Street / Short Street - Short Street / Mendip Close - Love Lane / Quantock Close."*). It shows that 25 (44%) of respondents to this question strongly agreed or agreed with the proposals, while 20 (35%) strongly disagreed or disagreed. 12 (21%) neither agreed nor disagreed or didn't know.

Figure 18.10 Question 13J ("A quiet on carriageway cycle route")



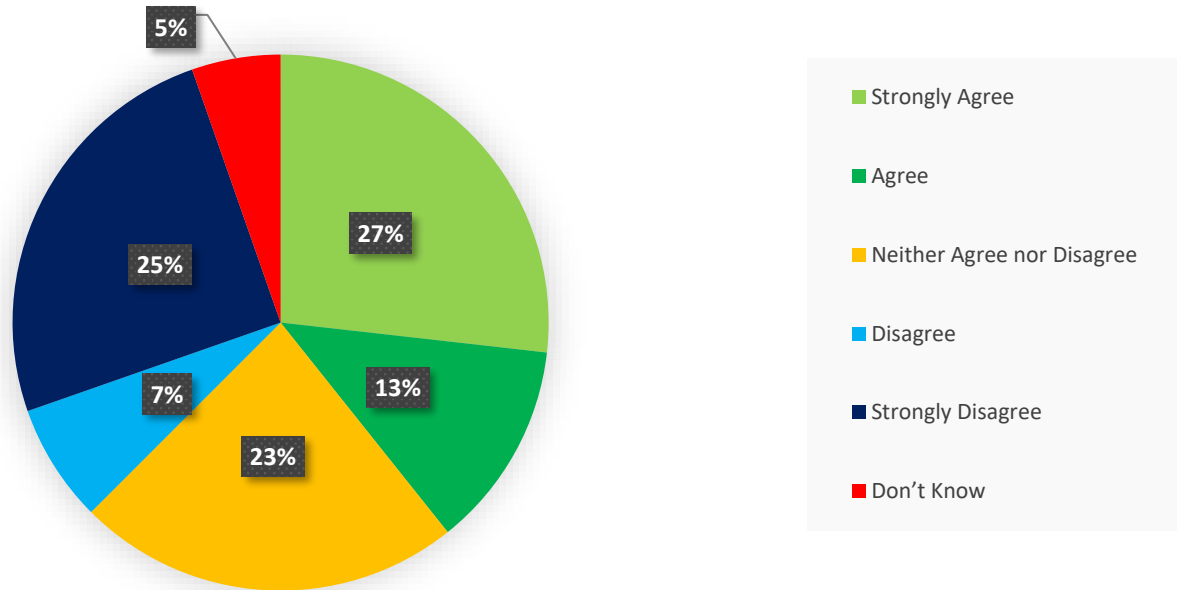
7.208. Figure 18.10 presents a summary of the 56 responses to question 13J (*"A quiet on carriageway cycle route defined with advisory surface markings will be provided from Gordon Street to Orphanage Street, which links to the existing cycleway on Lancashire Hill."*). It shows that 20 (36%) of respondents to this question strongly agreed or agreed with the proposals, while 22 (39%) strongly disagreed or disagreed. 14 (25%) neither agreed nor disagreed or didn't know.

Figure 18.11 Question 13K ("Cycle route will follow the existing segregated cycleway")



7.209. Figure 18.11 presents a summary of the 56 responses to question 13K (*"The cycle route will follow the existing segregated cycleway on Lancashire Hill to Great Egerton Street."*). It shows that 22 (40%) of respondents to this question strongly agreed or agreed with the proposals, while 19 (34%) strongly disagreed or disagreed. 15 (26%) neither agreed nor disagreed or didn't know.

Figure 18.12 Question 13L ("The cycle route")



7.210. Figure 18.12 presents a summary of the 56 responses to question 13L (*"The cycle route will cross Great Egerton Street on the existing Toucan crossing facility and use the existing ramp to access Tiviot Dale which connects to Prince's Street and Bridge Street."*). It shows that 22 (40%) of respondents to this question strongly agreed or agreed with the proposals, while 18 (32%) strongly disagreed or disagreed. 16 (28%) neither agreed nor disagreed or didn't know.

7.211. Respondents were asked to provide reasons for their answer. There were 58 responses and key recurring themes included:

- 6 responses referenced a belief that the Eastern cycle route is not direct enough (compared to if the A6 were used).
- 6 responses claimed that these proposals are unnecessary.
- 5 comments expressed that they are against shared use facilities (shared cycle and pedestrian spaces).
- 4 comments have said that these proposals are welcomed and needed.
- 4 responses stated that they think there should be a segregated cycle lane running up the A6.
- 2 residents expressed that the proposals could potentially increase congestion.
- 2 residents have stated how they believe the roads aren't suitable for cyclists (due to: cobbles, poorly maintained, litter / fly-tipping, in their opinion).

7.212. Stakeholder's Comments on the Sheet 13 Proposals:

Walk Ride GM

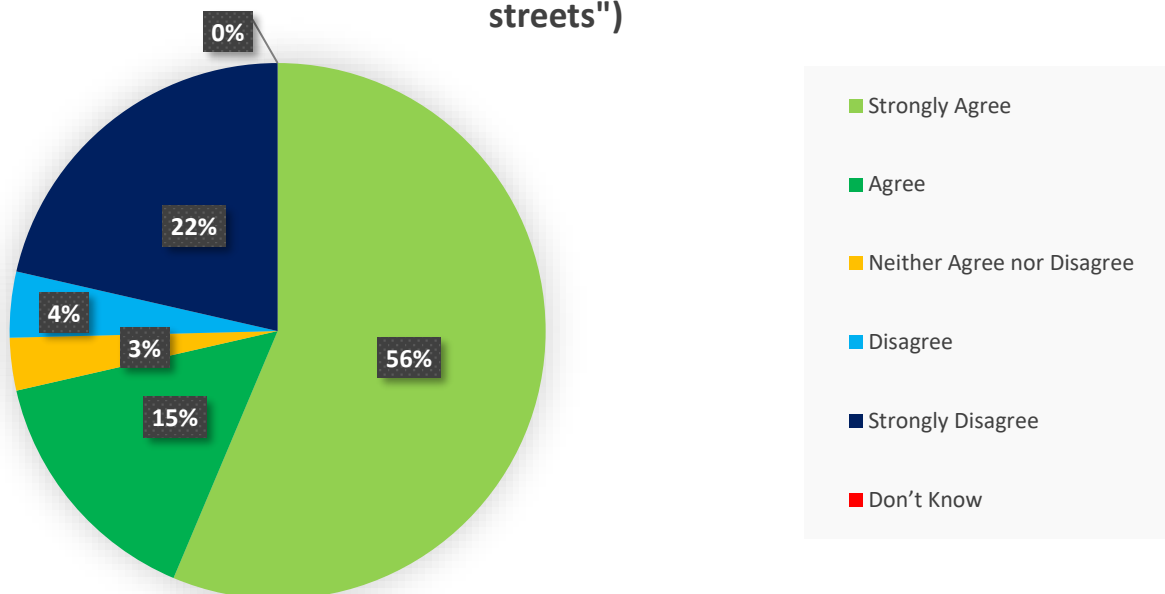
- States cobbled roads are not suitable for cycling.
- Believes the parallel routes are too complicated.
- Agrees with footway improvements
- Doesn't want road humps being implemented as it is uncomfortable for cyclists.
- Believes the segregated sections of the parallel routes to be unnecessary
- Believes crossing would be improved if it was possible to cross in one stage or it was upgraded to a parallel crossing.

- Requests that the crossing point on Penny Lane needs to be more clearly marked and have priority for cycles across the raised table.

7.213. **20mph Residential Streets**

7.214. Respondents were asked “To what extent do you agree or disagree with the proposed 20mph speed limit on the residential streets listed?”. Out of the 302 responses to this entire consultation, 126 of them answered this question. An overview of the proposed 20mph zones is shown at “Appendix D: 20mph Overview”.

Figure 19.1 Question ("Proposed 20mph speed limit on the residential streets")



7.215. Figure 19.1 presents a summary of the 126 responses to the question (“To what extent do you agree or disagree with the proposed 20mph speed limit on the residential streets listed?”). It shows that 90 (71%) of respondents to this question strongly agreed or agreed with the proposals, while 32 (26%) strongly disagreed or disagreed. 4 (3%) neither agreed nor disagreed or didn’t know.

7.216. Out of the responses to the question “To what extent do you agree or disagree with the proposed 20mph speed limit on the residential streets listed?” represented above (Figure 19.1), the below table (Table 16) shows where these respondents said they live:

| Option | Total | Option | Total | Option | Total |
|--|-------|-----------------|-------|--|-------|
| I do not live / work on any of these streets | 79 | Hale Road | 1 | Alexandra Road (Green Lane to Heaton Road) | 1 |
| Parsonage Road (Derby Road to Warwick Road) | 3 | Harvey Close | 1 | Roman Road (private street) | 1 |
| Green Lane | 3 | All Saints Road | 1 | Samuel Street | 1 |

| | | | | | |
|---|----------|--|----------|--|----------|
| Leegate Road | 3 | Kensington Close (private street) | 1 | Sharples Street | 1 |
| Shaw Road (Sevenoaks Avenue to Buckingham Road West) | 3 | Langford Road | 1 | Egerton Road South | 1 |
| Brantwood Road | 2 | Baker Street | 1 | Short Street | 1 |
| Whitefield | 2 | Lloyd Street | 1 | Warwick Road (Parsonage Road to Green Lane) | 1 |
| Heathcote Avenue | 2 | Orthes Grove | 1 | Bardsley Street | 1 |

- 7.217. Respondents were asked to provide reasons for their answer. There were 126 responses and key recurring themes included:
- 48 responses claimed that these proposals are needed and welcomed.
 - 39 comments expressed support for all proposed speed limits on residential roads.
 - 21 comments stated that the 20mph limits will need to be enforced.
 - 21 responses stated that these proposals are unnecessary.
 - 13 residents expressed that there is a need for physical traffic calming.
 - 9 responses requested that Heaton Moor Road become a 20mph zone.
 - 7 residents have stated how they believe Buckingham Road west should be a 20mph zone.
 - 6 commenters said that they think the speed limit should be enforced by a “moving speed camera”.
 - 6 residents have referenced that they believe the proposals to have the potential to increase congestion.
 - 6 responses mentioned a potential for the proposals to increase pollution.
 - 5 comments have requested that Mauldeth Road become a 20mph zone.
 - 4 responses referenced a desire for the 20mph limit on Shaw Road to be extended.
 - 3 responses claimed that these proposals should do more to prevent cars parking on the pavement.
 - 3 comments expressed a want for Parsonage Road to be made 20mph.
 - 2 comments have said that these proposals should make St. Andrews Road 20mph.
 - 2 responses stated that these proposals are unfairly against motorists, in their opinion.
 - 2 residents expressed that Alexandra Road should be made 20mph.

7.218. Stakeholder’s Comments on the Proposed 20mph Speed Limit:

Walk Ride GM

- The extension of a 20mph limit was strongly supported. However, there was concern about the designation of "Other Busy Roads", which appears to preclude their inclusion in this list.
- Requests the following roads also need to be included for consistency:
 - Wittenbury Road
 - Alan Road
 - Malton Road
 - St Andrews Road
 - Acrefield Avenue
 - Balmoral Road
 - Whitelow Road
 - Cleveland Road

- Bankhall Road (and side roads off it)
- Wants Heaton Moor Rd and Mauldeth Rd to also be 20mph

St Thomas' Primary School Street Team

- Wants more residential roads to become 20mph
- Wants Heaton Moor Rd and Mauldeth Rd to also be 20mph

8.0. STAKEHOLDER RESPONSES

Email Enquiries and Responses

8.1. For public enquiries relating to the “A6 Corridor - Improving Journeys” proposals, there was an inbox created (a6corridor@stockport.gov.uk). These email enquiries can be split into several categories.

8.2. Categories of Email Enquiries:

- General
- 20mph
- A6 Route
- Cycle Routes
- Western Route
- Eastern Route

List of all Key Themes (by category) of Enquiries Received by Email

8.3. Below is a list of all key themes (by category) of enquiries received by email, in regards to the “A6 Corridor - Improving Journeys” proposals, they were received between the 26th of February 2024 and the 23rd of April 2024.

8.4. General:

- 3 emails expressed that they had issues with the website.
- 1 email expressed a fear over a potential loss of parking.
- 1 email claimed these proposals are unfairly only designed to benefit cyclists.
- 1 email said they support the bus lanes.
- 1 email outlined a want for segregated cycle lanes.
- 1 email requested for detailed financial information about the “A6 Corridor - Improving Journeys” proposals.

8.5. 20mph:

- 2 emails requested that Shaw Road also be made 20mph.

8.6. A6 Route:

- 2 emails claimed that the cycle route should run up the length of the A6.
- 1 email requested that a lollipop lady be hired.

8.7. Cycle Routes:

- 5 emails stated they want the cycle route to run up the A6.

- 2 emails have said that the cycle route should both run up the A6 and be segregated.
- 1 email requests double red lines and traffic cameras at the two bottle necks at Dickinson Road and Stockport Road.
- 1 email said that these proposals don't improve journeys.
- 1 email claims that these proposals unfairly focus on cyclists.
- 1 email said the consultation didn't run for long enough.

8.8. Western Route:

- 6 emails have stated that the signalised junction proposal at Heaton Lane/Alexandra Road/Ashbourne Road is not wanted.
- 3 emails said that they do not think there is enough room to widen Warwick Road bridge.
- 2 emails stated that the proposals are welcomed / needed.
- 2 emails said that Warwick Road needs to be made safer.
- 1 email said the left turn only from Egerton Road North on to Heaton Moor Road is a great idea.
- 1 email asked if the cycle path will be marked?
- 1 email wants more information on the Warwick Road proposals.
- 1 email claimed the proposals to be unnecessary.
- 1 email stated they are against against blocking motor traffic from entering side roads from the A6.
- 1 email suggests a need for more signalised crossings.
- 1 email wants for the hiring of a lollipop lady.
- 1 email said there should be a segregated cycle route running up the A6.
- 1 email claims that footway buildouts are dangerous.

8.9. Eastern Route:

- 2 emails oppose the proposed road closure to traffic on Carnforth Road between Marbury Road and Broadstone Hall Road North.
- 1 email expressed support for the Brackley Road Crossing to become a toucan crossing.
- 1 email wanted more information on the Legate Road proposals.
- 1 email says there needs to be better signage for the cycle route.

8.10. Walk Ride:

- 39 emails were received from residents stating how they agree with the comments of Walk Ride GM, regarding the "A6 Corridor - Improving Journeys" proposals.

Calls and Letters

- 8.11. Whilst no Letters were received during the consultation period, 1 paper copy of the response form was received. The received paper copy of the online consultation form has had its input filtered into the results of the online consultation.
- 8.12. All received calls were directed to email or online consultation pages.
- 8.13. A total of 4 voice mails were received during the consultation period, the summary of what was said is as follows:
- Querying on what the intended plans and process was for this scheme.
 - Noted that a bus stop was being relocated to outside of their house and has some privacy concerns.

- Calling with regards to Heaton Chapel Improvements, specifically Edgerton Road North going onto Heaton Moor Road, happy with the letter received but wanted more information.
- Request for paper copy of the online consultation form.

Stakeholder Group Responses

- 8.14. Shown in appendix F5 is the response to this consultation, from the federation of small businesses, sent via email.
- 8.15. Two separate stakeholder groups responded to the online consultation, these were; Walk Ride GM and the St Thomas' Primary School Street Team. These responses have been added to the bottom of each relevant sheet summary in this consultation summary report. The figures for the key themes found within the comments on each sheet include the themes found within the comments of these two stakeholder groups.
- 8.16. In Person Meeting with Local Business Owners

On May 15th, which was outside of the consultation period, the business owners of 480-486 on Manchester Road were contacted regarding the proposals with face-to-face meeting taking place.

The concerns raised were:

- The proposal to realign the junction may cause it to become too tight.
- Currently, cars are taking a turn at a dangerous speed, they believe that this could be solved by implementing a speed bump.
- Any loss of parking outside of their shops could reduce the amount of potential footfall to their business.
- They expressed the importance of the existing parking outside of their shops to their business.
- Significant amount of pavement parking in the area due to the lack of formal parking facilities.

9.0. SUMMARY

- 9.1. A full and inclusive consultation has been undertaken with the specific purpose of informing stakeholders, the public, local businesses, and interest groups of the outlined within "A6 Corridor - Improving Journeys" and capturing their comments.
- 9.2. 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.

10.0. APPENDICES

Appendix F1 – Consultation Publicity Leaflet sent to properties

Appendix F2 – Consultation Area

Appendix F3 – Postcode Plots (F3A) and Postcode Summaries (F3B)

Appendix F4 – Response Summary Tables

Appendix F5 – Responses received from local community groups