



**STOCKPORT**  
METROPOLITAN BOROUGH COUNCIL

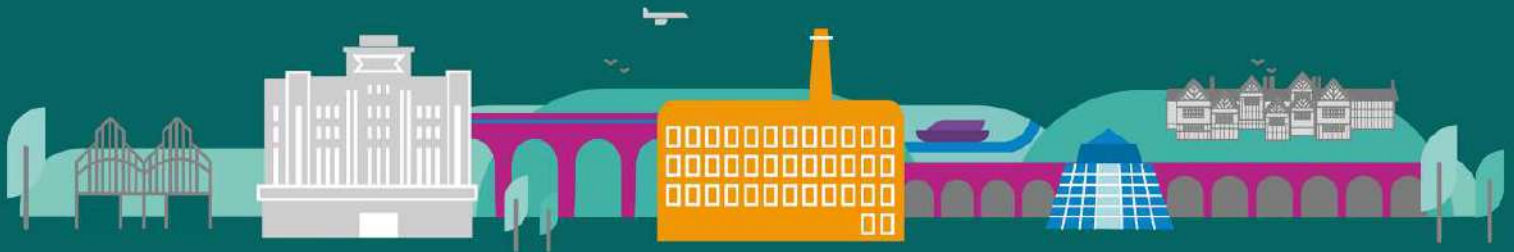
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0712

# A560 Quality Bus Transit Scheme Consultation Report

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**Version:** 3  
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**Date:** 22/05/2024





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## Introduction

- 1.1. The council has secured funding to develop a Quality Bus Transit (QBT) corridor, aiming to make travel quicker and easier for bus passengers in Stockport. This initiative is being developed in collaboration with Transport for Greater Manchester (TfGM) and is funded by the government's City Region Sustainable Transport Settlement (CRSTS). This is a national investment fund dedicated to enhancing local transport networks, with the goal of improving access for local businesses and organisations, and facilitating residents' access to amenities within their communities.
- 1.2. The project is part of a major investment spanning the entire 330 bus route connecting Stockport to Ashton via Hyde and Dukinfield, which will see enhancements to bus stops, junctions, crossings, and access points.
- 1.3. These proposals aim to improve access to bus stops and facilitate the safe crossing of this busy route for pedestrians, cyclists, and wheelchair users.
- 1.4. A consultation on the current proposals of this scheme was conducted from 26<sup>th</sup> February 2024 to 24<sup>th</sup> March 2024. Local residents and stakeholders were invited to share their opinions through an online survey. Additionally, a drop-in event was organised at Woodley Civic Hall on 14<sup>th</sup> March 2024, where local residents and stakeholders had the opportunity to express their views on the proposals.
- 1.5. This report outlines the consultation methodology employed by the Council and the feedback received on the proposals.
- 1.6. The primary goal of the consultation was to inform the public, local residents, businesses, and interest groups about the proposed changes and to gather their feedback. A comprehensive and inclusive consultation has been undertaken which has involved stakeholders including the public, local businesses, and interest groups.

## Summary of Proposals

2.1. The package of proposals include:

### Scheme A:

- A new Puffin traffic light crossing would be provided on Great Portwood Street, just west of its junction with Marsland Street. This would replace an existing pedestrian refuge island in the same location. This proposed Puffin crossing would improve access to the nearby bus stops, as well as The Peel Centre Retail Park. It is also proposed to install a raised table at the junction of Marsland Street and Richard Street to make it easier for pedestrians to cross the road.

### Scheme B:

- It is proposed that the existing Pelican traffic light crossing on Carrington Road just west of its junction with Werneth Street be upgraded to a new Puffin traffic light crossing. The proposals would also see both the bus stops (eastbound and westbound) relocated to be positioned closer to the crossing point and to improve the spacing of stops on the route.
- The westbound bus stop would be moved approximately 35m to the east (outside J.D. Bodyshop Motor Body Repairs). The eastbound stop would be moved approximately 120m to the east, to a position just east of Werneth Street adjacent to an existing grass verge.
- It is proposed to provide a new cycle link through the footway at the end of Crescent Road on to Carrington Road.
- The existing guardrail in this location would be replaced with bollards to continue to prevent access for motor vehicle traffic. We are also proposing to install a raised table at the side road junction of Werneth Street and Carrington Road to make it easier for pedestrians crossing the road.

### Scheme C:

- A new Toucan traffic light crossing would be provided on Stockport Road West to replace the existing Pelican crossing just west of its junction with Osborne Street. A Toucan crossing will allow both pedestrian and cyclist use and will connect Elm Tree Road to Osborne Street as a new active travel link. Stockport Council has wider ambitions to create a comprehensive walking and cycling network across The Borough and this would be a positive step towards achieving that goal.
- On Stockport Road West, it is proposed to retain the existing westbound bus stop in its current position, but the eastbound bus stop would be moved approximately 15m to the west as we are seeking to install a slightly wider footway in this location (which may accommodate a new bus shelter) and it will also place the stop a bit closer to the Toucan crossing.
- Raised tables would be provided at the side road junctions of Stockport Road West and Osborne Street as well as Stockport Road West and Elm Tree Road to make it easier for pedestrians crossing the road. We are also proposing to install a new parking layby on Osborne Street and bollards to prevent vehicles parking on the footway.

### Scheme D:

- A new Puffin crossing would be provided on Stockport Road East approximately 25m west of its junction with James Street, adjacent to the Public Footpath between properties 48 and 50 Stockport Road East. This crossing location would cater for bus stop access and walking routes in the area, with a significant amount of bus users utilising the pathway between Stockport Road East and Bredbury Industrial Estate.
- To create enough space for the crossing to be installed, it would be required to remove approximately 100m of on street /on pavement parking on Stockport Road East. This would also support improved pedestrian access on the relatively narrow footway which is currently obstructed by parked cars.

- The existing eastbound bus stop in this location would be retained in its current position, however pavement widening would be provided to accommodate an improved bus stop. The westbound bus stop, which is currently located opposite John Street, would be relocated approximately 120m to the west so it would be more conveniently located for the proposed crossing position.
- As part of the works the pedestrian route along James Street could be improved and the route from St Marks Street to Redhouse Lane could be improved for pedestrians and cyclists.

### Scheme E:

- An improved traffic light junction would be provided at the junction of Stockport Road East, George Lane and Redhouse Lane which would include Toucan crossings on all arms of the junction, allowing both cyclists and pedestrians to cross the road. The pavements at the junction would be widened to accommodate cycling and walking and new crossings would be provided on the eastern side of the junction and outside the entrance to the Church. The proposals would link into the 'CRSTS Bredbury to Woodley' scheme which will close the junction of Mill Street and Hyde Road to motor vehicle traffic and provide a cycling and walking link through to Bredbury Parkway.
- It is proposed to provide cycling and walking links across the green space located to the southeast of this junction. The improved paths will link Stockport Road East, George Lane and Oldham Drive. The paths will be surfaced and lit. They will be designed to minimise any impact on the existing trees.

The consulted drawings are included at **Appendix A**.

## Methodology

### 3.1. Aims and Objectives

The consultation has been undertaken with the purpose of informing stakeholders of the proposals and capturing their views.

Specifically, the aims were to:

- Inform the public, local residents, businesses and interest groups and other stakeholders of the proposals;
- Ensure that those with an interest in or who may be affected by the proposals have an opportunity to provide their comments and as such input to their development; and
- Ensure that community engagement was fully accessible, informative, and relevant to the participants.

The consultation has been undertaken during a period when the proposals are at a formative stage and has presented comprehensive information to allow those consulted to provide intelligent considerations and an informed response.

Following the consultation, the Council will endeavour to ensure that information is communicated with regards to the proposals.

It is anticipated that the community will have further opportunity to provide formal comments as part of the Traffic Regulation Order process.

### 3.2. Timescales and Audience

The consultation was held between 26<sup>th</sup> February and 24<sup>th</sup> March 2024. This allowed adequate time for responses to be submitted using a variety of media.

The main consultation audience was:

- Residents 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.

### 3.3. Consultation Support

A telephone helpline (0161 217 6043) and email address ([walkcycle@stockport.gov.uk](mailto:walkcycle@stockport.gov.uk)) was active throughout the consultation period to respond to scheme/consultation queries.

### 3.4. Awareness Raising

This consultation was advertised on the Stockport Council website, letters were delivered to residents and signage was advertised in the local area directing people to the online consultation. A drop-in session was also organised on the 14/03/23 at Woodley Civic Hall from 2pm to 8pm.

### 3.5. Methods of Consultation

The following provides a summary of the main methods of consultation applied:

- **Letters**

Letters (Appendix B) were sent to properties adjacent to the proposals (Appendix C) with information about the schemes and directing residents and businesses to the consultation web pages to view the proposals in full.

- **Web Pages**

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

- **Response Form**

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

- **Drop-Ins**

A drop-in session was hosted as below to enable the local community to discuss the proposals with the project team:

- Thursday 14<sup>th</sup> March 2-8pm, Woodley Civic Hall, Hyde Road, Woodley, SK6 1QG  
Approx. 40 Attendees

- **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 public, residents, businesses and a variety of interest groups / forums and other stakeholders in the area.

Emails were sent to key stakeholders 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.

## Approach to Analysis

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

The online response form sought feedback on the extent to which the respondent agreed or disagreed with each element of the proposals. This has been used to determine the overall level of support for the specific elements of the scheme referred herein.

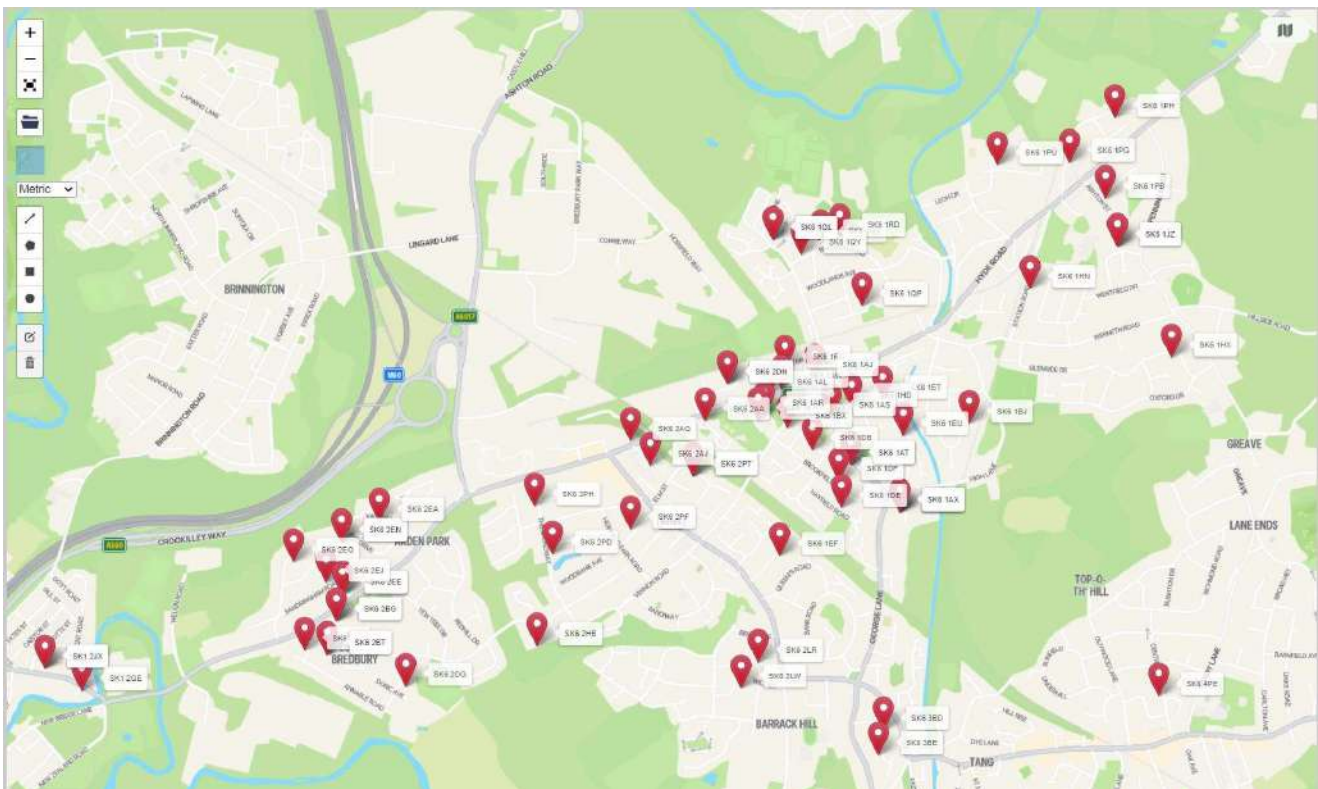
A total of 108 total responses were received including 106 online responses and 2 written responses.

The analysis undertaken also determines respondents' opinions in relation to where they live.

Given the level of detail of some of the comments received, this report presents an overview of the feedback. The comments log will be used by the project team to enable consideration of the greater detail contained therein.

An exercise has been undertaken to check for significant duplication of online response form completions based on respondents' IP addresses. All responses have been accepted.

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.



*Map of Respondents*

Further analysis was undertaken in which only respondents within a 200m boundary of any given scheme were considered. The results of this are presented for each question below.

All results of the data analysis are included at **Appendix F**.

# Consultation Response

A total of #106 online response forms were completed and as well as a number of emails to the [walkcycle@stockport.gov.uk](mailto:walkcycle@stockport.gov.uk) email address.

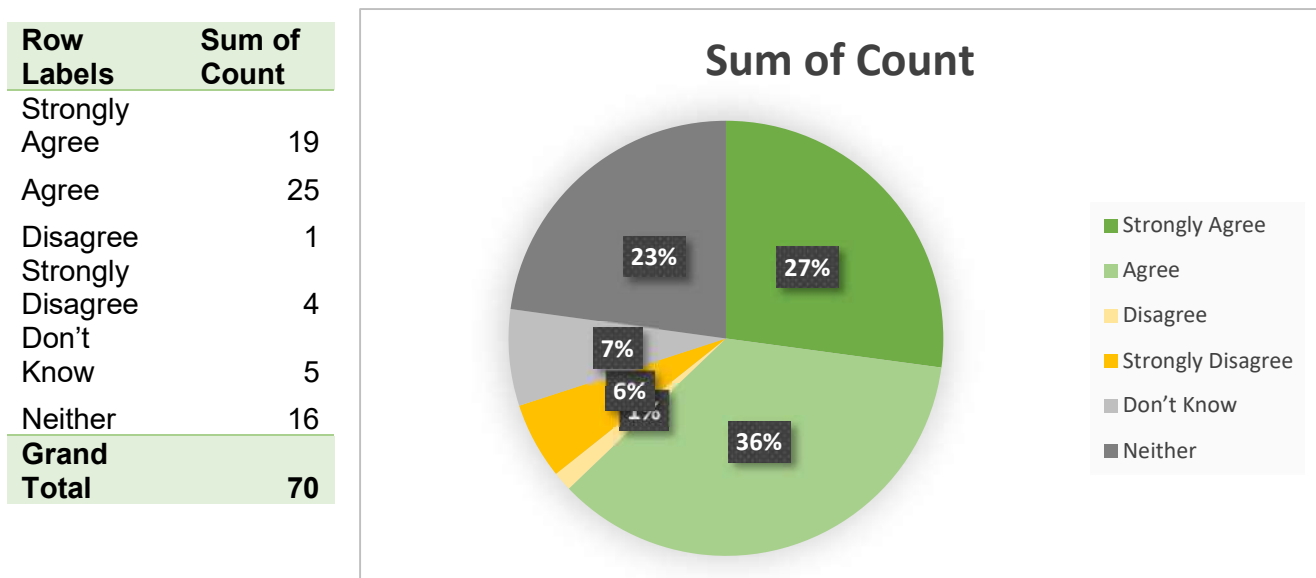
## 5.1. Scheme A

The responses have been plotted by postcode; this is presented at **Appendix E**.

An analysis of the data has been undertaken to ensure only accurate and relevant data is considered; this is presented at **Appendix F**.

Respondents were asked several questions regarding the proposals for **Scheme A**. A table and chart can be found below displaying the data for each question.

**Q1: To what extent do you agree or disagree with the **Scheme A** proposals to provide a new Puffin crossing including associated waiting restrictions on Great Portwood Street?**



## Results

In relation to the proposed Puffin crossing on Great Portwood Street, responses were mostly positive with **44 positive responses** and **5 negative responses. (90% Positive to 10% Negative)**

Further analysis was then undertaken in which only responses within a 200 metre boundary of **Scheme A** were analysed. No responses were received within a 200 metre boundary of **Scheme A**.

## Comments

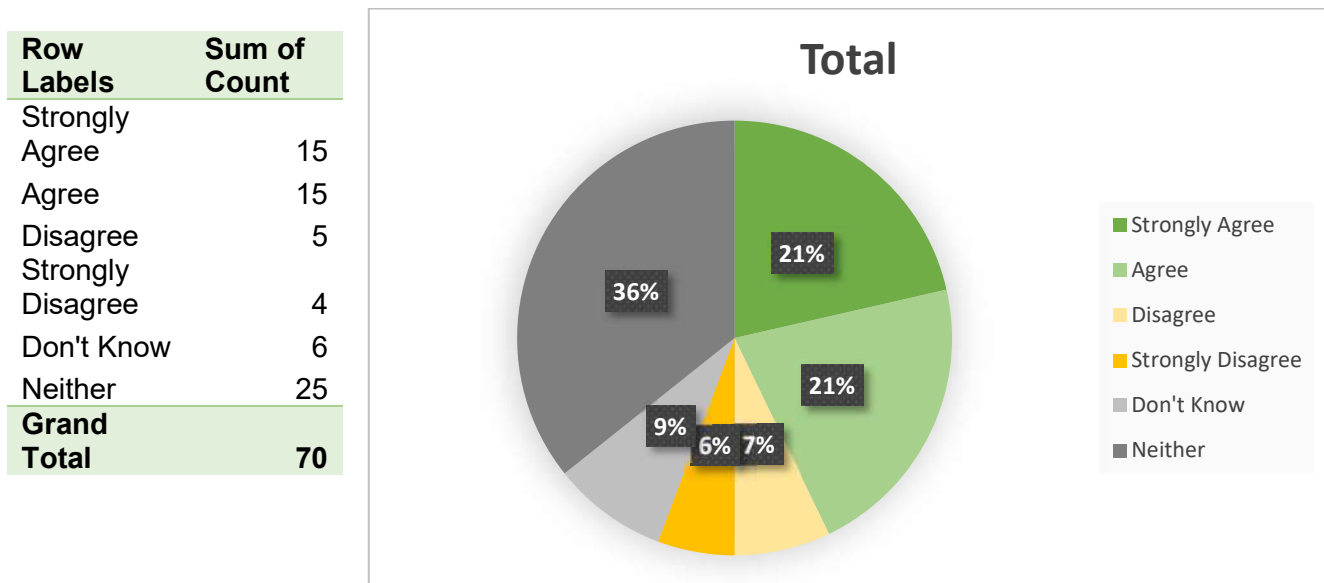
Respondents were asked to provide reasons for their answer. Key recurring themes included:

- 15 respondents commented that they feel the proposals will have a positive impact on pedestrian safety
- 2 respondent commented that they were concerned the proposals may have a negative impact on congestion
- 1 respondent commented that they were concerned the proposals may have a negative impact on pollution



- 2 respondents commented that the proposals were not ambitious enough
- 4 respondents commented that the proposals would have no benefit
- 2 respondents commented that there shouldn't be segregation for cyclists
- 1 respondent suggested that all on street parking be removed
- 1 respondent suggested that the carriageway should be widened
- 2 respondents commented that they were concerned about disruption caused by the construction of the proposals
- 2 respondents commented that they feel it would be unfair for them to respond as they are not local residents to scheme A.

**Q2: To what extent do you agree or disagree with the **Scheme A** proposals to provide a raised table at the junction of Richard Street and Marsland Street?**



**Results**

In relation to the proposed speed table on Richard Street, responses were mostly positive with **30 positive responses** and **9 negative responses. (77% Positive to 23% Negative)**

Further analysis was then undertaken in which only responses within a 200 metre boundary of **Scheme A** were analysed. No responses were received within a 200 metre boundary of **Scheme A**.

**Comments**

Respondents were asked to provide reasons for their answer. Key recurring themes included:

- 5 respondents commented that they feel the proposals will have a positive impact on pedestrian safety
- 3 respondents commented that they were concerned the proposals may have a negative impact on congestion
- 7 respondents commented that the proposals would have no benefit
- 1 respondents commented that the proposals were not ambitious enough
- 1 respondent suggested that the carriageway should be widened
- 1 respondent suggested a raised table on Marsland Street
- 1 respondent suggested speed restrictions of 20MPH on Marsland Street
- 2 respondents commented that they feel it would be unfair for them to respond as they are not local residents to scheme A.

## 5.2. Scheme B

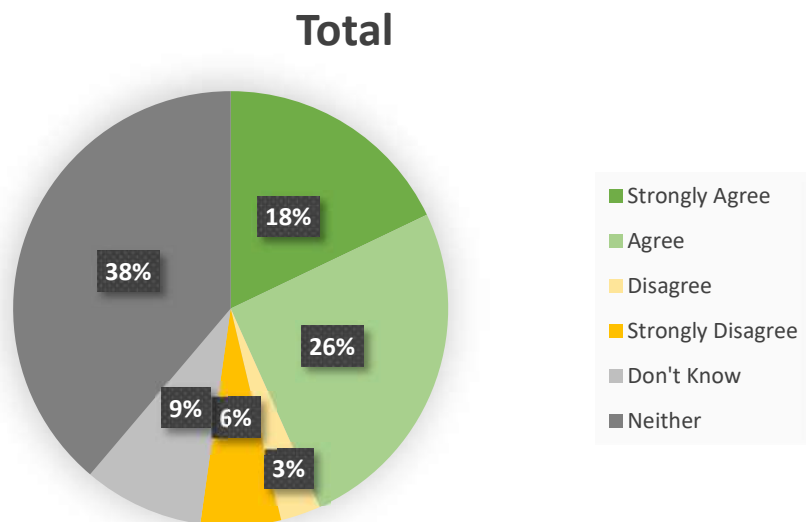
The responses have been plotted by postcode; this is presented at **Appendix E**.

An analysis of the data has been undertaken to ensure only accurate and relevant data is considered; this is presented at **Appendix F**.

Respondents were asked several questions regarding the proposals for **Scheme B**. A table and chart can be found below displaying the data for each question.

**Q1: To what extent do you agree or disagree with the **Scheme B** proposals to upgrade the existing Pelican crossing on Carrington Road to a Puffin crossing?**

Row Labels	Sum of Count
Strongly Agree	12
Agree	18
Disagree	2
Strongly Disagree	4
Don't Know	6
Neither	26
<b>Grand Total</b>	<b>68</b>



### Results

In relation to the proposals to upgrade the existing Pelican crossing to a Puffin crossing on Carrington Road, responses were mostly positive with **30 positive responses** and **6 negative responses. (83% Positive to 17% Negative)**

Further analysis was then undertaken in which only responses within a 200 metre boundary of **Scheme B** were analysed. Responses were all positive with **4 positive responses** and **0 negative responses. (100% Positive to 0% Negative)**

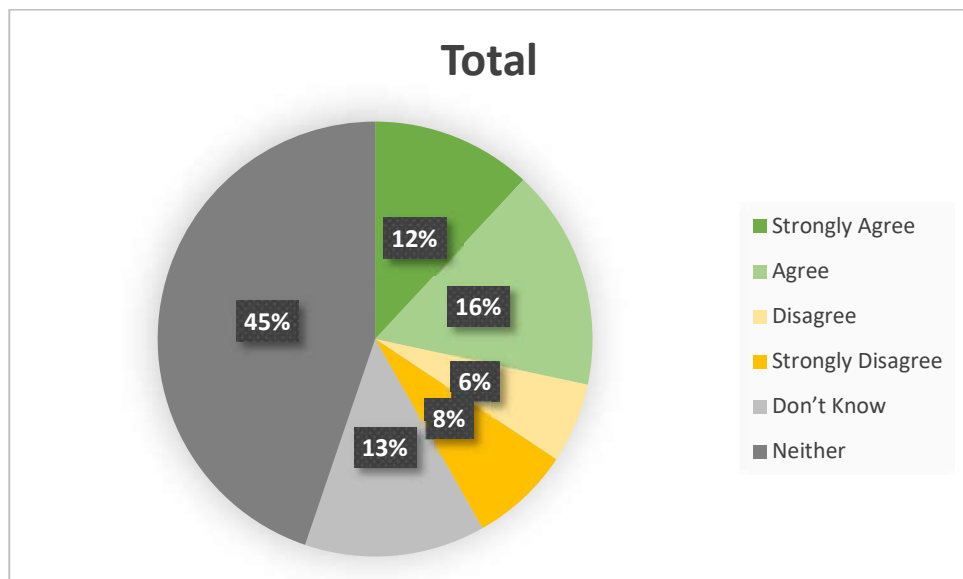
### Comments

Respondents were asked to provide reasons for their answer. Key recurring themes included:

- 8 respondents commented that they feel the proposals will have a positive impact on pedestrian safety
- 6 respondents commented that the proposals would have no benefit or that the current layout is adequate
- 1 respondent commented that the proposals are not ambitious enough
- 3 respondents commented that they prefer the existing Pelican over a Puffin crossing
- 2 respondents commented that they feel it would be unfair for them to respond as they are not local residents to scheme B.

**Q2: To what extent do you agree or disagree with the **Scheme B** proposals to relocate the bus stops on Carrington Road?**

Row Labels	Sum of Count
Strongly Agree	8
Agree	11
Disagree	4
Strongly Disagree	5
Don't Know	9
Neither	30
<b>Grand Total</b>	<b>67</b>



**Results**

In relation to proposals to relocate the bus stops on Carrington Road, responses were mostly positive with **19 positive responses** and **9 negative responses. (32% Positive to 68% Negative)**

Further analysis was then undertaken in which only responses within a 200 metre boundary of **Scheme B** were analysed. Responses were all positive with **4 positive responses** and **0 negative responses. (100% Positive to 0% Negative)**

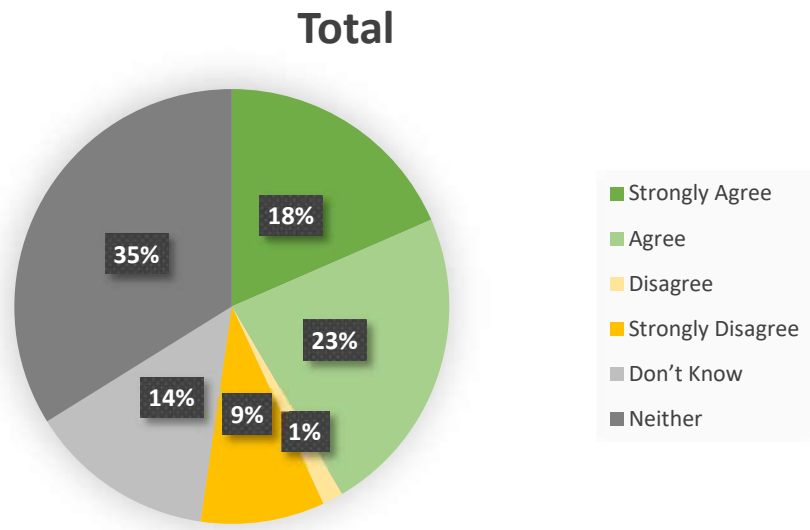
**Comments**

Respondents were asked to provide reasons for their answer. Key recurring themes included:

- 3 respondents commented that they feel the proposals will have a positive impact on traffic flow
- 2 respondents commented that the proposals would have no benefit or that the current layout is adequate
- 2 respondents commented that they feel the proposals would worsen current issues with congestion
- 1 respondent suggested a recessed bus stop layby
- 1 respondent suggested that the bus stop be removed
- 4 respondents were concerned about the proximity of the proposed bus stop to a junction
- 1 resident was concerned that there may not be enough space for the bus use the proposed stop due to parking

**Q3: To what extent do you agree or disagree with the **Scheme B** proposals to provide a cycle link from Crescent Road to Carrington Road?**

Row Labels	Sum of Count
Strongly Agree	12
Agree	15
Disagree	1
Strongly Disagree	6
Don't Know	9
Neither	23
<b>Grand Total</b>	<b>66</b>



**Results**

In relation to proposals to provide a cycle link between Crescent Road and Carrington Road, responses were mostly positive with **27 positive responses** and **7 negative responses. (79% Positive to 21% Negative)**

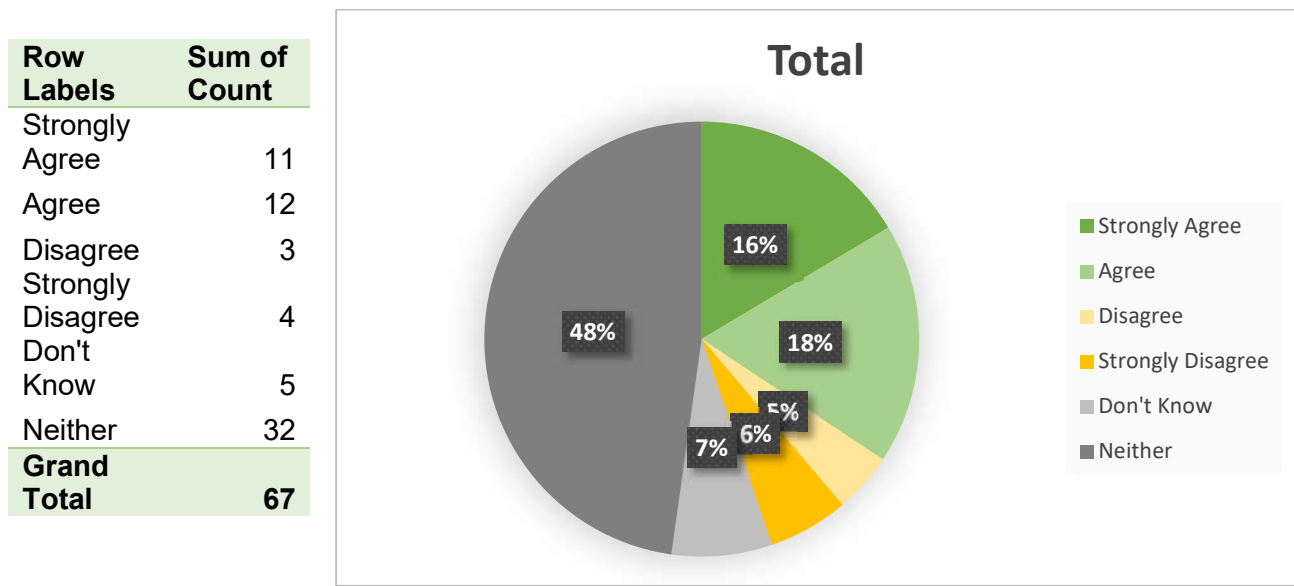
Further analysis was then undertaken in which only responses within a 200 metre boundary of **Scheme B** were analysed. Responses were all positive with **4 positive responses** and **0 negative responses. (100% Positive to 0% Negative)**

**Comments**

Respondents were asked to provide reasons for their answer. Key recurring themes included:

- 5 respondents commented that they feel the proposals will have a positive impact on cycle safety
- 4 respondents commented that the proposals would have no benefit or that the current layout is adequate
- 1 respondent commented that they feel the proposals would worsen current issues with congestion
- 2 respondents commented that they feel it would be unfair for them to respond as they are not local residents to scheme B.
- 4 respondents commented that the proposals are not ambitious enough or that the proposals do not link up to other cycle infrastructure

**Q4: To what extent do you agree or disagree with the **Scheme B** proposals to provide a raised table at the junction of Werneth Street and Carrington Road.**



**Results**

In relation to proposals to provide a raised table at the junction of Werneth Street and Carrington Road, responses were mostly positive with **23 positive responses** and **7 negative responses. (77% Positive to 23% Negative)**

Further analysis was then undertaken in which only responses within a 200 metre boundary of **Scheme B** were analysed. Responses were all positive with **4 positive responses** and **0 negative responses. (100% Positive to 0% Negative)**

**Comments**

Respondents were asked to provide reasons for their answer. Key recurring themes included:

- 6 respondents commented that they feel the proposals will have a positive impact on pedestrian safety
- 6 respondents commented that the proposals would have no benefit or that the current layout is adequate
- 1 respondent commented that they feel the proposals would contribute to increased congestion
- 1 respondent suggested that the raised tables be installed at a reasonable height
- 1 respondent suggested that a continuous pavement would be better

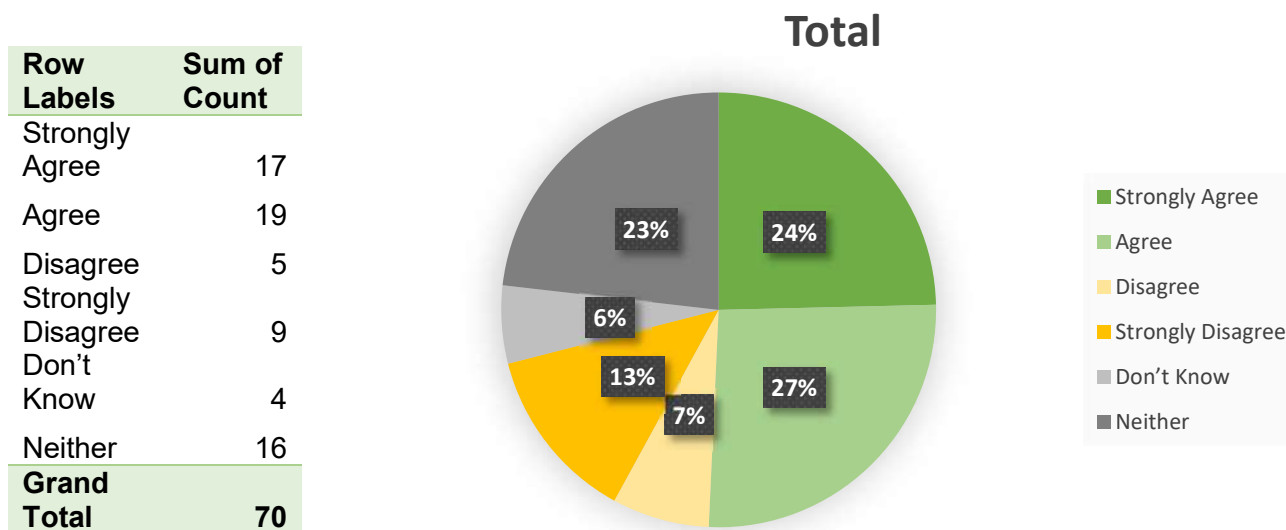
### 5.3. Scheme C

The responses have been plotted by postcode; this is presented at **Appendix E**.

An analysis of the data has been undertaken to ensure only accurate and relevant data is considered; this is presented at **Appendix F**.

Respondents were asked several questions regarding the proposals for **Scheme C**. A table and chart can be found below displaying the data for each question.

**Q1: To what extent do you agree or disagree with the **Scheme C** proposals to replace the existing Pelican crossing with a Toucan crossing on Stockport Road West between Elm Tree Road and Osborne Street?**



#### Results

In relation to proposals to replace existing Pelican crossing with a Toucan crossing on Stockport Road West between Elm Tree Road and Osborne Street, responses were mostly positive with **36 positive responses** and **14 negative responses**. **(72% Positive to 28% Negative)**

Further analysis was then undertaken in which only responses within a 200 metre boundary of **Scheme C** were analysed. Responses were mostly positive with **7 positive responses** and **2 negative responses**. **(78% Positive to 22% Negative)**

#### Comments

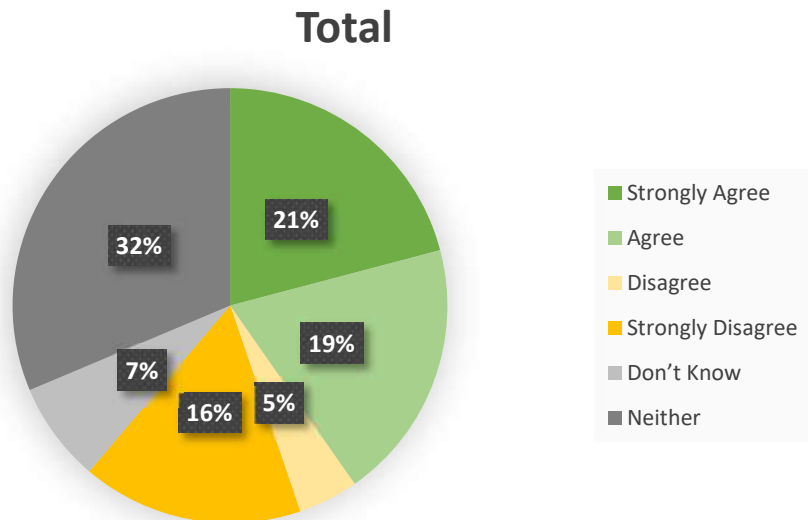
Respondents were asked to provide reasons for their answer. Key recurring themes included:

- 7 respondents commented that they feel the proposals will have a positive impact on pedestrian safety
- 8 respondents commented that the proposals would have no benefit or that the current layout is adequate
- 5 respondents commented that there should be segregation provided for cyclists
- 3 respondents commented that they were concerned about potential disruption caused by the construction of the proposals
- 2 respondents commented that they feel the proposals would contribute to increased pollution from vehicles

- 2 respondents commented that they feel it would be unfair for them to respond as they are not local residents to scheme C.
- 1 respondent commented that traffic signals used by the council are not intelligent enough
- 3 respondents commented that it is currently dangerous or difficult to exit Osborne Street onto Stockport Road West

**Q2: To what extent do you agree or disagree with the **Scheme C** proposals to relocate the eastbound bus stop on Stockport Road West?**

Row Labels	Sum of Count
Strongly Agree	
Agree	14
Disagree	3
Strongly Disagree	11
Don't Know	5
Neither	22
<b>Grand Total</b>	<b>68</b>



**Results**

In relation to proposals to relocate existing bus stop on Stockport Road West, responses were mostly positive with **27 positive responses** and **14 negative responses. (66% Positive to 34% Negative)**

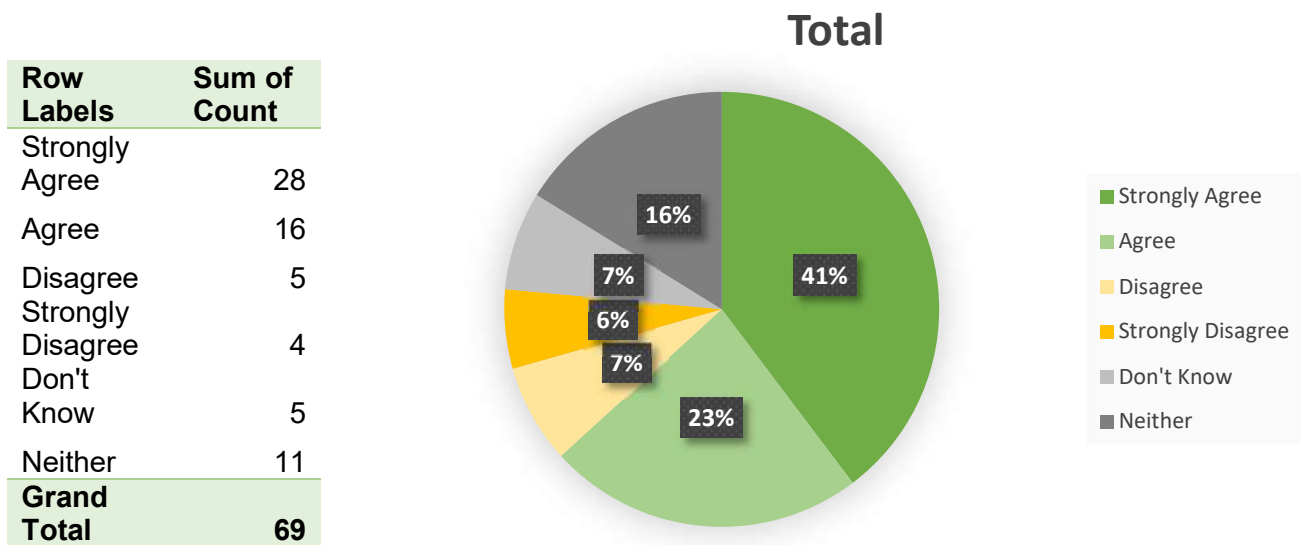
Further analysis was then undertaken in which only responses within a 200 metre boundary of **Scheme C** were analysed. Responses were mostly positive with **6 positive responses** and **3 negative responses. (67% Positive to 33% Negative)**

**Comments**

Respondents were asked to provide reasons for their answer. Key recurring themes included:

- 5 respondents commented that they feel the proposals will have a positive impact
- 5 respondents commented that the proposals would have no benefit or that the current layout is adequate
- 5 respondents commented that there should be segregation provided for cyclists
- 2 respondents commented that they were concerned about potential disruption caused by the construction of the proposals
- 6 respondents commented that they feel the proposed relocated bus stop location is unsafe due to its proximity to a major junction
- 2 respondents suggested that a layby be constructed for the bus stop
- 1 respondent commented that the current layout is dangerous
- 1 resident suggested that an engineer visit the site between 8am and 9am

**Q3: To what extent do you agree or disagree with the **Scheme C** proposals to provide a parking layby and bollards on Osborne Street to prevent vehicles from parking on the footway?**



**Results**

In relation to proposals to provide a parking layby and bollards on Osborne Street, responses were mostly positive with **44 positive responses** and **9 negative responses. (83% Positive to 17% Negative)**

Further analysis was then undertaken in which only responses within a 200 metre boundary of **Scheme C** were analysed. Responses were mostly positive with **7 positive responses** and **1 negative responses. (87% Positive to 13% Negative)**

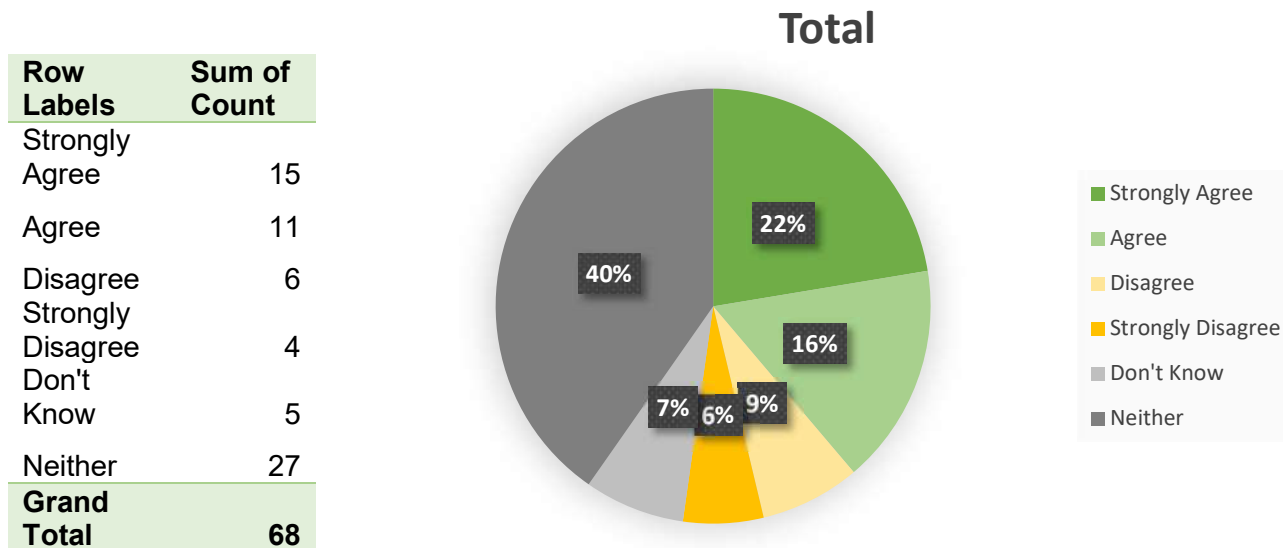
**Comments**

Respondents were asked to provide reasons for their answer. Key recurring themes included:

- 18 respondents commented that they feel the proposals will have a positive impact on pedestrian safety mostly in reference to safety around Arden Primary School
- 7 respondents commented that they were concerned about the loss of parking spaces
- 2 respondents commented that they were concerned about the proposed bollards taking up usable footway space
- 4 respondents commented that they were concerned about potential disruption caused by the construction of the proposals
- 2 respondents commented that they feel it would be unfair for them to respond as they are not local residents to scheme C.



**Q4: To what extent do you agree or disagree with the **Scheme C** proposals to provide a raised table at the junction of Elm Tree Road and Carrington Road?**



**Results**

In relation to proposals to provide a raised table at the junction of Elm Tree Road and Carrington Road, responses were mostly positive with **26 positive responses** and **10 negative responses. (72% Positive to 28% Negative)**

Further analysis was then undertaken in which only responses within a 200 metre boundary of **Scheme C** were analysed. Responses were mostly positive with **5 positive responses** and **2 negative responses. (71% Positive to 29% Negative)**

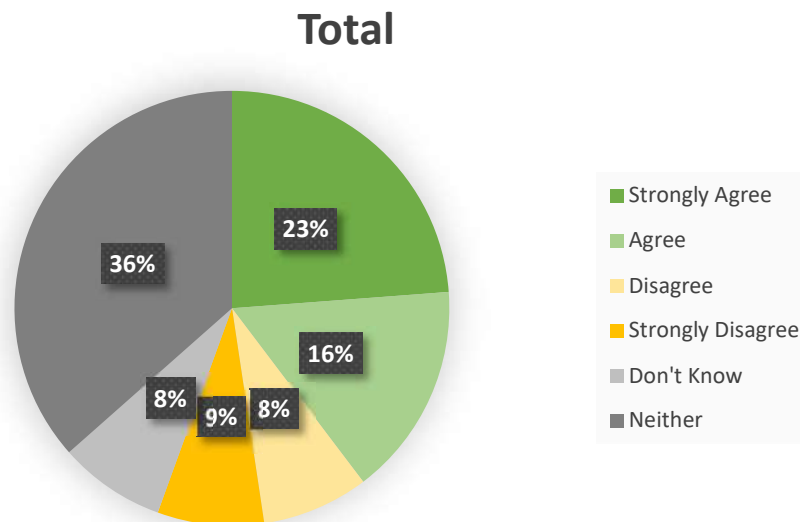
**Comments**

Respondents were asked to provide reasons for their answer. Key recurring themes included:

- 7 respondents commented that they feel the proposals will have a positive impact on safety for all road users
- 4 respondents commented that they feel there would be no benefit to the proposals
- 2 respondents commented that they feel the proposals would be disruptive due to reducing traffic speeds
- 1 respondent suggested a continuous footway be installed instead of a raised table
- 1 respondent suggested that speed restrictions of 20MPH be implemented on Elm Tree Road
- 2 respondents commented that they were concerned about the disruption caused by the construction of the proposals
- 2 respondents commented that they feel it would be unfair for them to respond as they are not local residents to scheme C.

**Q5: To what extent do you agree or disagree with the **Scheme C** proposals to provide a raised table at the junction of Osborne Street and Carrington Road?**

Row Labels	Sum of Count
Strongly Agree	15
Agree	10
Disagree	5
Strongly Disagree	6
Don't Know	5
Neither	23
<b>Grand Total</b>	<b>64</b>



**Results**

In relation to proposals to provide a raised table at the junction of Osborne Street and Carrington Road, responses were mostly positive with **25 positive responses** and **11 negative responses. (70% Positive to 30% Negative)**

Further analysis was then undertaken in which only responses within a 200 metre boundary of **Scheme C** were analysed. Responses were mostly positive with **5 positive responses** and **1 negative responses. (83% Positive to 17% Negative)**

**Comments**

Respondents were asked to provide reasons for their answer. Key recurring themes included:

- 8 respondents commented that they feel the proposals will have a positive impact
- 4 respondents commented that they feel there would be no benefit to the proposals
- 1 respondent suggested that the raised table be at the same level as the shared pavement to benefit cycling
- 2 respondents commented that they were concerned about the disruption caused by the construction of the proposals
- 2 respondents commented that they feel it would be unfair for them to respond as they are not local residents to scheme C.

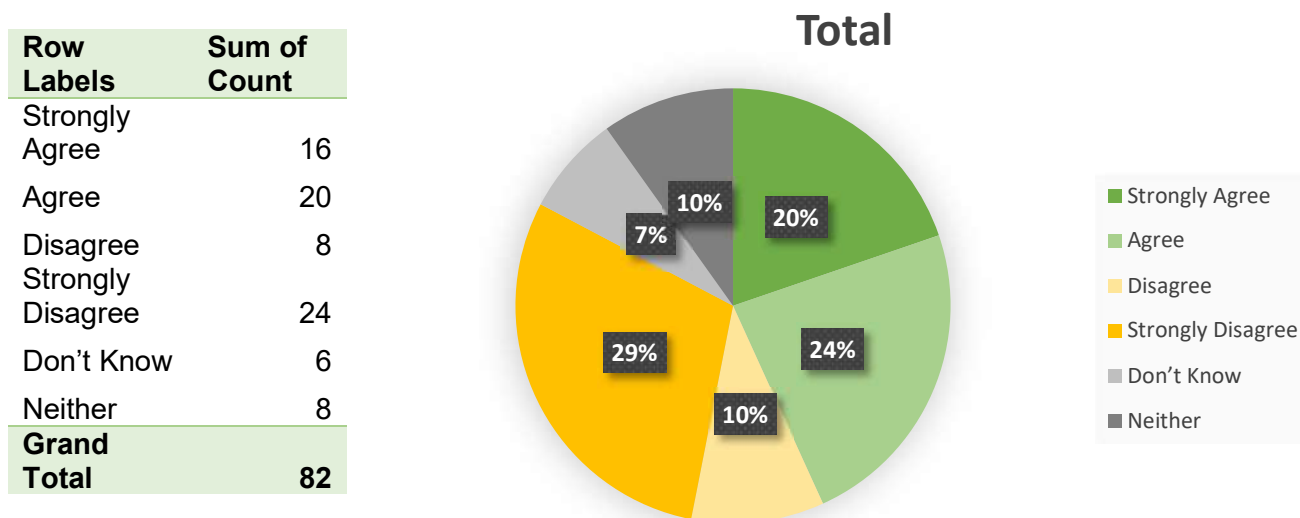
## 5.4. Scheme D

The responses have been plotted by postcode; this is presented at **Appendix E**.

An analysis of the data has been undertaken to ensure only accurate and relevant data is considered; this is presented at **Appendix F**.

Respondents were asked several questions regarding the proposals for **Scheme D**. A table and chart can be found below displaying the data for each question.

**Q1: To what extent do you agree or disagree with the **Scheme D** proposals to provide a new Puffin crossing and associated waiting restrictions on Stockport Road East?**



### Results

In relation to proposals to provide a new puffin crossing on Stockport Road East including associated waiting restrictions, responses were marginally positive with **36 positive responses** and **32 negative responses. (53% Positive to 47% Negative)**

Further analysis was then undertaken in which only responses within a 200 metre boundary of **Scheme D** were analysed. Responses were mostly negative with **4 positive responses** and **12 negative responses. (25% Positive to 75% Negative)**

### Comments

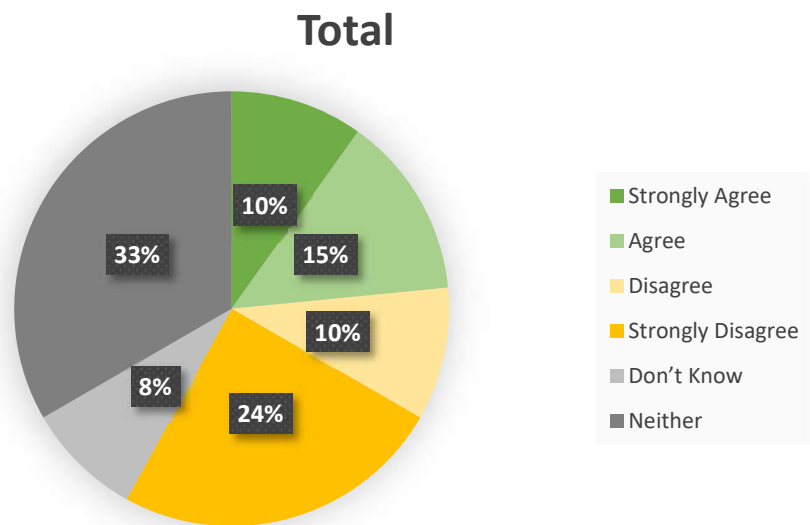
Respondents were asked to provide reasons for their answer. Key recurring themes included:

- 14 respondents commented that they were concerned about the potential negative impact caused by the implementation of waiting restrictions.
- 4 respondents commented that they were concerned about the potential negative impact on property prices
- 17 respondents commented that they were concerned about the potential negative impact on congestion
- 4 respondents commented that they were concerned about noise and light pollution produced by the proposed traffic signals
- 2 respondents commented that the proposals would improve safety for pedestrians
- 1 respondent suggested a toucan instead of a puffin crossing
- 1 respondent suggested that one footway be removed and an extra traffic lane be introduced

- 1 respondent suggested that a crossing be installed near to Bredbury Recreational Ground instead
- 1 respondent suggested that all on street parking be removed for the entire length of Stockport Road East
- 1 respondent commented that the proposals “do nothing to improve conditions for people cycling”
- 1 respondent suggested access restriction on path to Bredbury Industrial Estate
- 2 respondents suggested that the crossing be located outside The Crown Pub instead
- 2 respondents commented that they were concerned about the disruption caused by the construction of the proposals

**Q2: To what extent do you agree or disagree with the **Scheme D** proposals to relocate the westbound bus stop on Stockport Road East?**

Row Labels	Sum of Count
Strongly Agree	8
Agree	12
Disagree	8
Strongly Disagree	20
Don't Know	7
Neither	27
<b>Grand Total</b>	<b>82</b>



**Results**

In relation to proposals to relocate the westbound bus stop on Stockport Road East, responses were mostly negative with **20 positive responses** and **28 negative responses. (42% Positive to 58% Negative)**

Further analysis was then undertaken in which only responses within a 200 metre boundary of **Scheme D** were analysed. Responses were mostly negative with **3 positive responses** and **12 negative responses. (20% Positive to 80% Negative)**

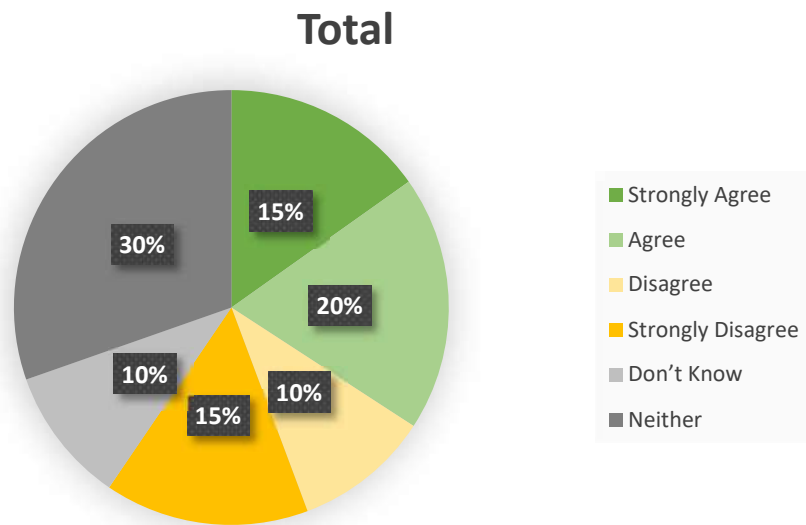
**Comments**

Respondents were asked to provide reasons for their answer. Key recurring themes included:

- 8 respondents commented that they were concerned about the potential negative impact on parking.
- 3 respondents commented that they feel the proposals would make it more difficult or unsafe to access or exit St Marks Street
- 1 respondent commented that they were concerned about the potential negative impact on congestion
- 9 respondents commented that they feel there would be no benefit or limited benefit to the proposals
- 2 respondents commented that they were concerned about vandalism at the relocated bus stop
- 2 respondents commented that they feel the proposals would have a positive impact
- 2 respondents commented that they were concerned about the disruption caused by the construction of the proposals

**Q3: To what extent do you agree or disagree with the Scheme D proposals to upgrade the eastbound bus stop on Stockport Road East?**

Row Labels	Sum of Count
Strongly Agree	12
Agree	16
Disagree	8
Strongly Disagree	12
Don't Know	8
Neither	24
<b>Grand Total</b>	<b>80</b>



**Results**

In relation to proposals to upgrade the eastbound bus stop on Stockport Road East, responses were mostly positive with **28 positive responses** and **20 negative responses. (58% Positive to 42% Negative)**

Further analysis was then undertaken in which only responses within a 200 metre boundary of **Scheme D** were analysed. Responses were mostly negative with **7 positive responses** and **8 negative responses. (47% Positive to 53% Negative)**

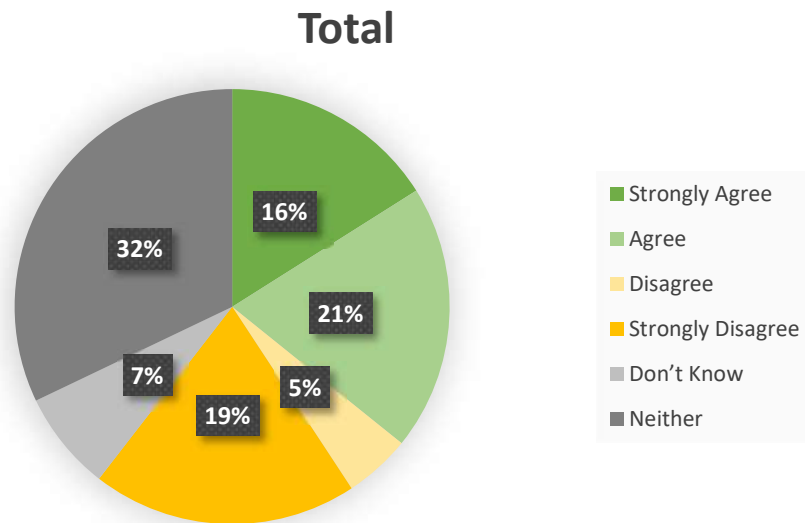
**Comments**

Respondents were asked to provide reasons for their answer. Key recurring themes included:

- 4 respondents commented that they feel there would be no benefit or limited benefit to the proposals
- 3 respondents commented that they were concerned about the potential negative impact on parking.
- 3 respondents commented that they were concerned of potential disruption caused by the construction of the proposals
- 1 respondent commented that they were concerned about the potential negative impact on congestion
- 1 respondent suggested the bus stop should be moved closer to George Lane or The Crown Pub
- 1 respondent suggested the bus stop clearway should be recessed into a bus stop layby
- 2 respondents commented that they were concerned about vandalism at the relocated bus stop

**Q4: To what extent do you agree or disagree with the **Scheme D** proposals to provide an improved pedestrian and cycle link on St Mark’s Street?**

Row Labels	Sum of Count
Strongly Agree	13
Agree	17
Disagree	4
Strongly Disagree	16
Don't Know	6
Neither	26
<b>Grand Total</b>	<b>82</b>



**Results**

In relation to proposals to provide an improved pedestrian and cycle link on St Marks Street, responses were mostly positive with **30 positive responses** and **20 negative responses. (60% Positive to 40% Negative)**

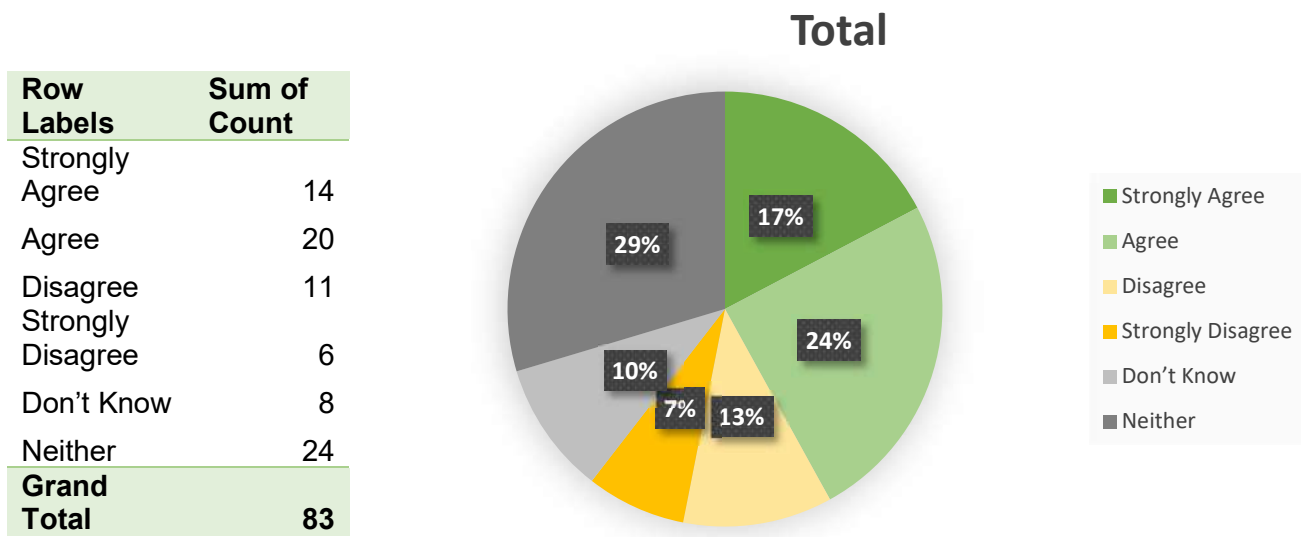
Further analysis was then undertaken in which only responses within a 200 metre boundary of **Scheme D** were analysed. Responses were mostly negative with **7 positive responses** and **9 negative responses. (44% Positive to 56% Negative)**

**Comments**

Respondents were asked to provide reasons for their answer. Key recurring themes included:

- 5 respondent commented that they felt the scheme would provide a positive impact on cycling safety
- 4 respondents commented that they were concerned about mopeds or motorbikes using the route
- 7 respondents commented that there would be no benefit or limited benefit to the proposals
- 1 respondent commented that the proposals are not ambitious enough
- 1 respondent suggested “opening up St Marks Street to ease traffic at lights.”
- 1 respondent suggested waiting restrictions in front of bollards to prevent access to cycle lane being blocked
- 2 respondents commented that they were concerned about the disruption caused by the construction of the proposals

**Q5: To what extent do you agree or disagree with the Scheme D proposals to provide an improved pedestrian link on James Street?**



**Results**

In relation to proposals to providing improved pedestrian link on James Street, responses were mostly positive with **34 positive responses** and **17 negative responses. (67% Positive to 33% Negative)**

Further analysis was then undertaken in which only responses within a 200 metre boundary of **Scheme D** were analysed. Responses were mostly negative with **7 positive responses** and **9 negative responses. (44% Positive to 56% Negative)**

**Comments**

Respondents were asked to provide reasons for their answer. Key recurring themes included:

- 3 respondents commented that they were concerned about mopeds or motorbikes using the route
- 4 respondents commented that they agree with the proposals to remove the chicane barrier
- 4 respondents commented that they feel the proposals will have no benefit or limited benefit
- 1 respondent suggested resurfacing on James Street
- 1 respondent suggested that a link be connected to the path to Bredbury Industrial Estate
- 1 respondent commented that there are existing issues with drainage
- 2 respondents commented that they were concerned about the disruption caused by the construction of the proposals

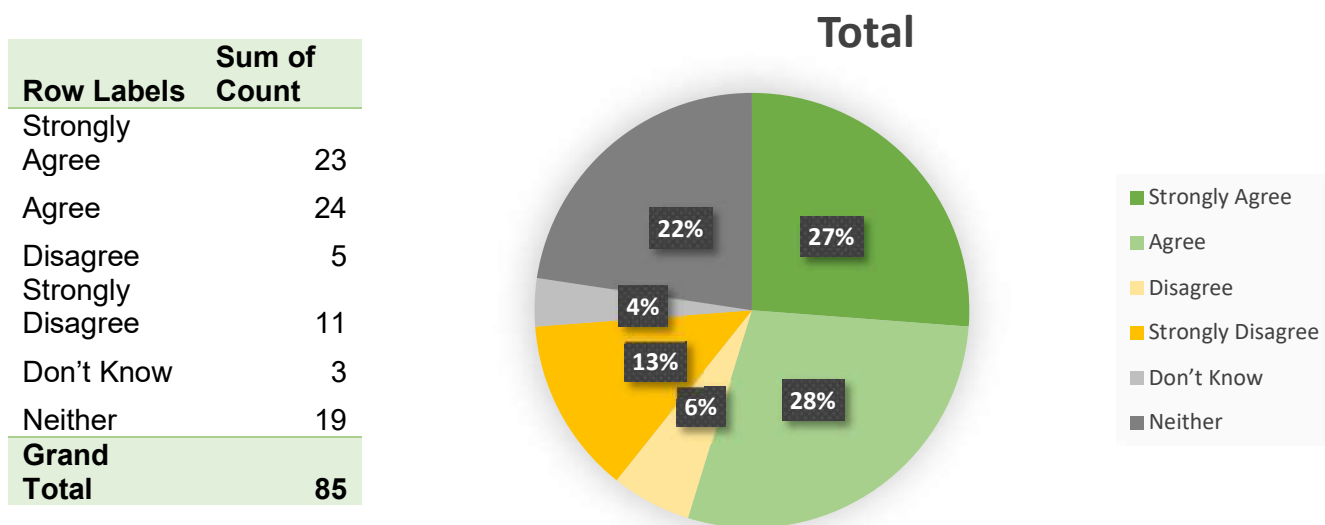
### 5.5. Scheme E

The responses have been plotted by postcode; this is presented at **Appendix E**.

An analysis of the data has been undertaken to ensure only accurate and relevant data is considered; this is presented at **Appendix F**.

Respondents were asked several questions regarding the proposals for **Scheme E**. A table and chart can be found below displaying the data for each question.

**Q1: To what extent do you agree or disagree with the **Scheme E** proposals to provide an improved signal junction at Stockport Road East / George Lane / Redhouse Lane, including the provision of Toucan (walking and cycling) crossings on all arms of the junction?**



### Results

In relation to proposals to provide an improved signal junction at Stockport Road, responses were mostly positive with **47 positive responses** and **16 negative responses. (75% Positive 25% Negative)**

Further analysis was then undertaken in which only responses within a 200 metre boundary of **Scheme E** were analysed. Responses were mostly positive with **9 positive responses** and **6 negative responses. (60% Positive to 40% Negative)**

### Comments

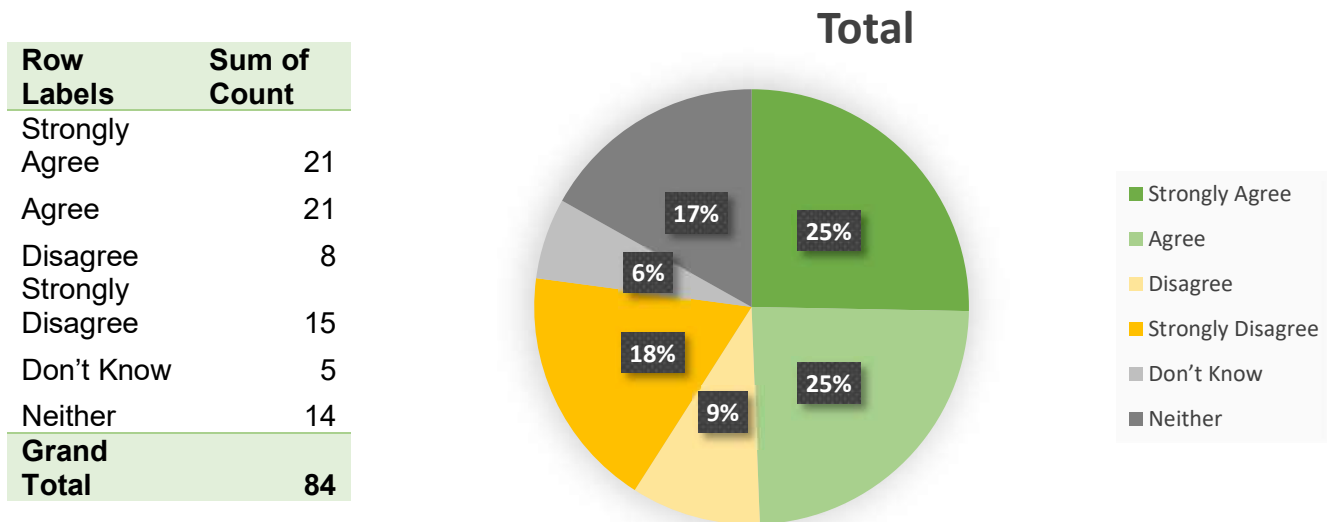
Respondents were asked to provide reasons for their answer. Key recurring themes included:

- 2 respondents commented that they feel the proposals will have a positive impact
- 1 respondent commented that they feel the proposals would make it easier for pedestrians to cross the A560
- 4 respondents commented that they were concerned about the potential negative impact on congestion
- 3 respondents commented that they were concerned about the potential negative impact on CO2 emissions caused by queuing traffic
- 1 respondent commented that there would be no benefit or limited benefit to the proposals
- 1 respondent commented that they were concerned about the reduction of the size of the existing car park
- 9 respondents commented that there should be segregation between pedestrians and cyclists
- 3 respondents commented that there should be more priority to traffic coming from the Mill Lane estate



- 1 respondent commented that the scheme is not ambitious enough
- 2 respondents commented that the traffic signals at Travelers Call Pub are not intelligent enough
- 2 respondents commented that they were concerned about the disruption caused by the construction of the proposals
- 3 respondents referenced a previously considered development to provide a through road for Mill Lane Estate

**Q2: To what extent do you agree or disagree with the **Scheme E** proposals to provide improved pedestrian and cycling links through the green space to link Hyde Road, George Lane and Oldham Drive?**



### Results

In relation to proposals to provide improved pedestrian and cycle links, responses were mostly positive with **42 positive responses** and **23 negative responses. (65% Positive to 35% Negative)**

Further analysis was then undertaken in which only responses within a 200 metre boundary of **Scheme E** were analysed. Responses were even with **7 positive responses** and **7 negative responses. (50% Positive to 50% Negative)**

### Comments

Respondents were asked to provide reasons for their answer. Key recurring themes included:

- 2 respondents commented that they agree with the proposals as pedestrians and cyclists already use this route as it is a desire line
- 1 respondent commented that they feel the space could be better utilised by providing seating or green space
- 3 respondents commented that they were concerned about the potential negative impact on congestion
- 4 respondents commented that there would be no benefit or limited benefit to the proposals
- 1 respondent commented that they would like to see a path South West to North East to aid walking from George Lane to Woodley Precinct

## 5.6. General comments

Respondents were asked to provide any general feedback they may have in relation to the project.

The key recurring themes were:

### Parking

A number of respondents commented that there is currently not enough allocation or provision for parking in the area in both residential and commercial areas and that these proposals, specifically Scheme D would worsen these issues by reducing allocation for parking further noting that this would also have a negative impact on the surrounding side streets.

### Congestion

A number of respondents commented that the scheme proposals could worsen current issues with congestion or that that the scheme should focus more on reducing congestion rather than improving pedestrian and cycle provision.

## Summary

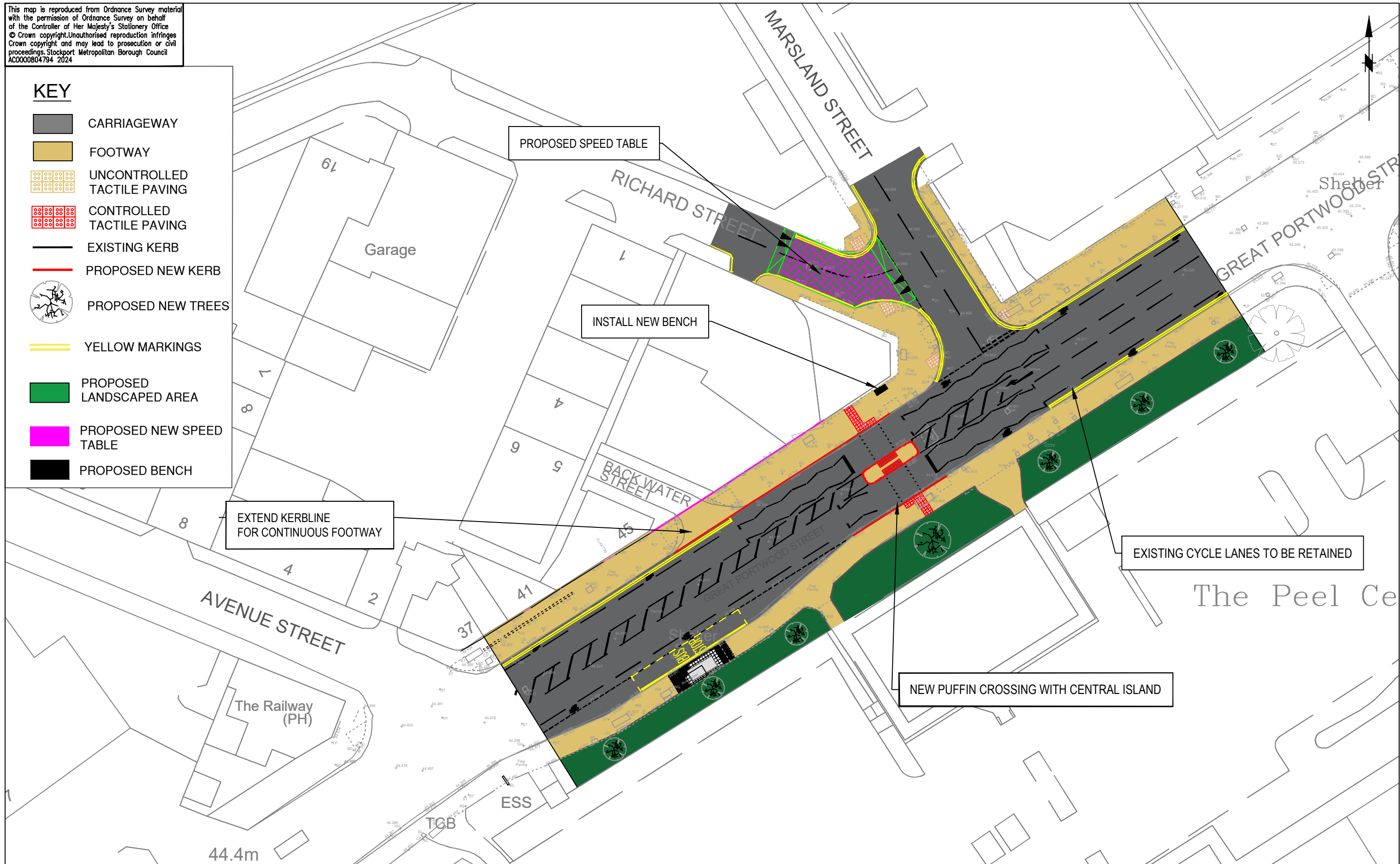
- 6.1. A full and inclusive consultation has been undertaken with the specific purpose of informing stakeholders, the public, local businesses, and interest groups of the new package of proposals and capturing their comments.
- 6.2. Given the level of detail of some of the comments received, this report 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.
- 6.3. In response to the public consultation SMBC received a letter from volunteer group Walk Ride Stockport. The response outlined that the proposals are welcome, and the intention to improve active travel provision in the area is supported. However Walk Ride Stockport's response was also largely critical of the proposals, commenting that "provision for active travel remains unacceptably poor. Proposed active travel interventions are disconnected and will not enable people to walk, wheel or cycle between Stockport, Woodley, Hyde and Dukinfield."  
Walk Ride Stockport have provided further comments and recommendations, these have been reviewed and considered by the Feasibility and Client Team.
- 6.4. Average percentage of **Positive** to **Negative** responses per scheme (From all responses):  
Scheme A: **83% Positive Responses** and **17% Negative Responses**  
Scheme B: **77% Positive Responses** and **23% Negative Responses**  
Scheme C: **70% Positive Responses** and **30% Negative Responses**  
Scheme D: **52% Positive Responses** and **48% Negative Responses**  
Scheme E: **69% Positive Responses** and **31% Negative Responses**
- 6.5. In summary, Schemes A, B, C and E received mostly positive responses, Scheme D received a mixed response with a high number of negative responses to some aspects of the scheme. Further analysis was undertaken in which responses were considered within a 200m boundary of the proposals. Following this it was identified that a significant majority of responses within a 200m boundary of Scheme D were negative. A majority of those that responded negatively were concerned with the proposals to implement parking restrictions that would be required to facilitate the proposed crossing, respondents were also concerned about the effect the proposals may have on congestion in the area. This has been taken into consideration by the Feasibility and Client Team.

## Appendix A – Consulted Drawings

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**KEY**

-  CARRIAGEWAY
-  FOOTWAY
-  UNCONTROLLED TACTILE PAVING
-  CONTROLLED TACTILE PAVING
-  EXISTING KERB
-  PROPOSED NEW KERB
-  PROPOSED NEW TREES
-  YELLOW MARKINGS
-  PROPOSED LANDSCAPED AREA
-  PROPOSED NEW SPEED TABLE
-  PROPOSED BENCH



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

MARK GLYNN  
DIRECTOR OF PLACE MANAGEMENT

**AMENDMENTS**

DRAWN	CHECKED	DATE	No	AMENDMENT

**JOB TITLE**

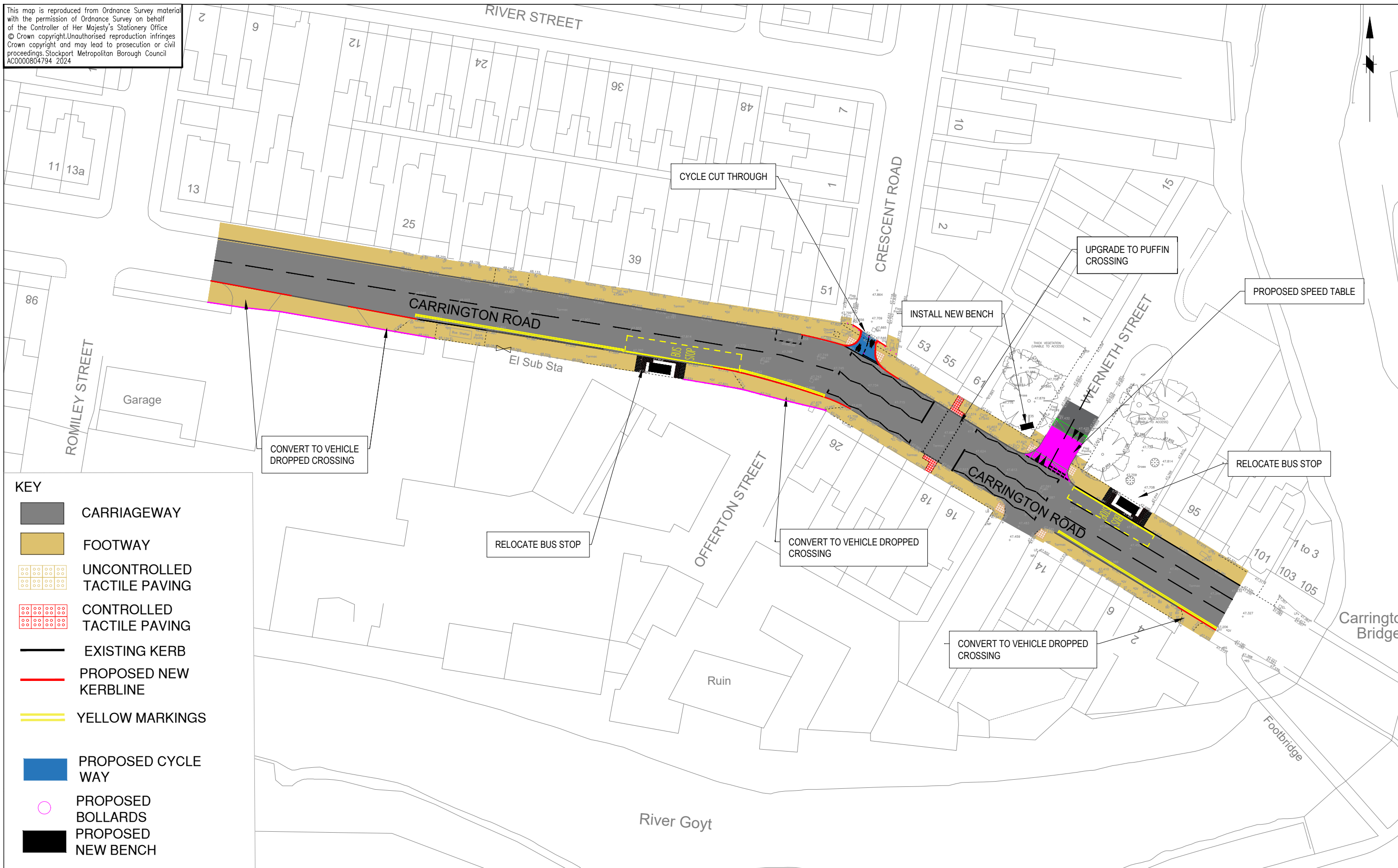
CRSTS A560 QAULITY BUS TRANSIT

**DRAWING TITLE**

SCHEME A- GREAT PORTWOOD STREET

Drawn	Engineer	Checked	Approved
RM	RM	JH	NW
Date 02/02/24	Date 02/02/24	Date 05/02/24	Date 21/02/24
Scale 1:500			
Drawing No. F_0712_A_101			Revision

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**KEY**

- CARRIAGEWAY
- FOOTWAY
- UNCONTROLLED TACTILE PAVING
- CONTROLLED TACTILE PAVING
- EXISTING KERB
- PROPOSED NEW KERBLINE
- YELLOW MARKINGS
- PROPOSED CYCLE WAY
- PROPOSED BOLLARDS
- PROPOSED NEW BENCH



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STOPFORD HOUSE  
STOCKPORT SK1 3XE

MARK GLYNN  
DIRECTOR OF PLACE MANAGEMENT

**AMENDMENTS**

DRAWN	CHECKED	DATE	No	AMENDMENT

**JOB TITLE**

CRSTS A560 QAULITY BUS TRANSIT










**DRAWING TITLE**

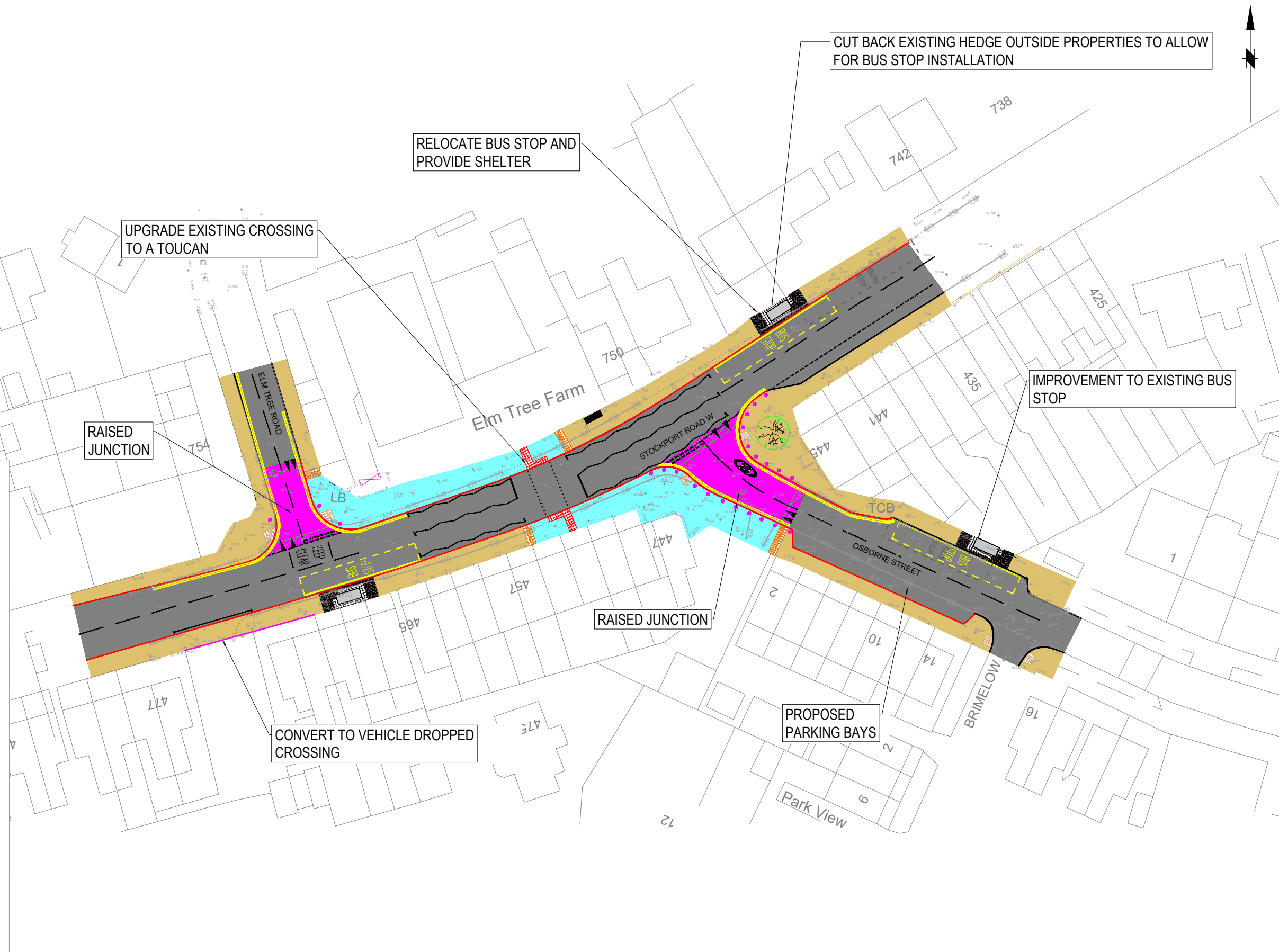

SCHEME B CARRINGTON ROAD

Drawn	Engineer	Checked	Approved
RM	RM	JH	NW
Date 02/02/24	Date 02/02/24	Date 05/02/24	Date 21/02/24
Scale 1:500			
Drawing No. F_0712_B_202			Revision

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- KEY**
-  CARRIAGEWAY
  -  FOOTWAY
  -  UNCONTROLLED TACTILE PAVING
  -  CONTROLLED TACTILE PAVING
  -  EXISTING KERB
  -  PROPOSED NEW KERBLINE
  -  YELLOW MARKINGS
  -  PROPOSED SHARED AREA
  -  PROPOSED NEW EDGING LINE
  -  PROPOSED BENCH
  -  PROPOSED TREE PIT

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STOPFORD HOUSE  
STOCKPORT SK1 3XE

MARK GLYNN  
DIRECTOR OF PLACE MANAGEMENT

AMENDMENTS				
DRAWN	CHECKED	DATE	No	AMENDMENT

JOB TITLE  
**CRSTS A560 QAULITY BUS TRANSIT**

DRAWING TITLE  
**SCHEME C- STOCKPORT ROAD WEST**

Drawn RM	Engineer RM	Checked JH	Approved NW
Date 02/02/24	Date 02/02/24	Date 05/02/24	Date 21/02/24
Scale 1:500			
Drawing No. F_0712_C_101			Revision

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PATH TO BE SURFACED AND PROVIDED WITH STREET LIGHTING AS PART OF THE CRSTS - BREDBURY TO WOODLEY STREETS FOR ALL SCHEME

POSSIBLE RE-SURFACING OF JAMES STREET WITH CHICANE BARRIER REMOVED TO PROVIDE ACCESS TO MOBILITY IMPAIRED USERS

NEW PUFFIN CROSSING

RELOCATE BUS STOP

Hall PROVIDE FOOTWAY AND CYCLEPATH

CONVERT TO VEHICLE DROPPED CROSSING

- KEY**
-  CARRIAGEWAY
  -  FOOTWAY
  -  UNCONTROLLED TACTILE PAVING
  -  CONTROLLED TACTILE PAVING
  -  EXISTING KERB
  -  PROPOSED NEW KERBLINE
  -  YELLOW MARKINGS
  -  PROPOSED CYCLE WAY
  -  PROPOSED BOLLARDS
  -  PROPOSED LANDSCAPED AREA



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HIGHWAYS AND TRANSPORTATION  
STOPFORD HOUSE  
STOCKPORT SK1 3XE

MARK GLYNN  
DIRECTOR OF PLACE MANAGEMENT

AMENDMENTS

DRAWN	CHECKED	DATE	No	AMENDMENT

JOB TITLE

CRSTS A560 QAULTY BUS TRANSIT

DRAWING TITLE

SCHEME D STOCKPORT ROAD EAST

Drawn RM	Engineer RM	Checked JH	Approved NW
Date 04/02/24	Date 04/02/24	Date 06/02/24	Date 21/02/24
Scale 1:500			
Drawing No. F_0712_D_401			Revision



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MILL STREET TO BE CLOSED TO VEHICULAR TRAFFIC AS PART OF 'CRSTS BREDBURY TO WOODLEY STREETS FOR ALL SCHEME'.

PROPOSED RIGHT TURN POCKET INSTALLED AT JUNCTION

TOUCAN CROSSINGS PROVIDED ON ALL ARMS OF JUNCTION



1 to 21 Lowes House

EXISTING PLANTER/DRINKING FOUNTAIN AND BENCHES TO REMAIN AND BE REFURBISHED

REFUGE ISLAND REALIGNED

NEW PATHS INSTALLED THROUGH GREENSPACE TO ACCOMMODATE DESIRE LINES RETAINING EXISTING TREES

FOOTWAY WIDENED INTO EXISTING CAR PARK (PARKING BAYS RE-ALLIGNED)

- KEY**
-  CARRIAGEWAY
  -  FOOTWAY
  -  UNCONTROLLED TACTILE PAVING
  -  CONTROLLED TACTILE PAVING
  -  EXISTING KERB
  -  PROPOSED NEW KERBLINE
  -  YELLOW MARKINGS
  -  PROPOSED SHARED AREA
  -  PROPOSED NEW EDGING LINE
  -  S4A BREDBURY TO WOODLEY SCHEME



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HIGHWAYS AND TRANSPORTATION  
STOPFORD HOUSE  
STOCKPORT SK1 3XE

MARK GLYNN  
DIRECTOR OF PLACE MANAGEMENT

AMENDMENTS				
DRAWN	CHECKED	DATE	No	AMENDMENT

JOB TITLE  
**CRSTS A560 QAULITY BUS TRANSIT**

DRAWING TITLE  
**SCHEME E STOCKPORT ROAD EAST**

Drawn RM	Engineer RM	Checked JH	Approved NW
Date 05/02/24	Date 05/02/24	Date 07/02/24	Date 21/02/24
Scale 1:250			
Drawing No. F_0712_E_601			Revision

## Appendix B – Consultation Letter



26<sup>th</sup> February 2024

Dear Sir / Madam,

**A560 & B6104 Corridor Improving Journeys - Have Your Say**

The Council and Transport for Greater Manchester (TfGM) want to improve journeys on the route between Stockport Town Centre and Woodley, delivering benefits for residents by making sure they are better connected so they can access jobs, education, and training more easily.

The project is part of major investment across the whole 330 bus route between Stockport and Ashton via Hyde and Dukinfield which will see improvements to bus stops, junctions, crossings, and access.

These proposals will help improve access to bus stops and help those walking, wheeling and cycling to cross this busy route.

Improvements are proposed along the route on Great Portwood Street, Carrington Road, Stockport Road West, Stockport Road East and Hyde Road. Our proposals for this part of the route include two new and two upgraded crossings, an improved traffic signal junction, bus stop improvements and raising side road junctions to make crossing them easier.

In addition to these works we are looking at a number of signalised junctions and crossings which are proposed to have existing signal equipment upgraded to provide priority for late running buses. This will provide journey time benefits for bus passengers by minimising delays at traffic signals.

We want to know what you think of our ideas to improve journeys and would appreciate it if you take the time to look at the details below and give your feedback.

The improvements are being developed by the Council and TfGM using money from the Government's City Region Sustainable Transport Settlement (CRSTS).

The proposals have been split into five different schemes to simplify scheme development and delivery:

- Scheme A – Great Portwood Street Puffin Crossing
- Scheme B – Carrington Road Puffin Crossing
- Scheme C – Stockport Road West Toucan Crossing
- Scheme D – Stockport Road East Puffin Crossing
- Scheme E – Stockport Road East, Redhouse Lane, George Lane Signal Junction

We are asking local residents, businesses and stakeholders to comment on the proposals that affect them directly, although the online consultation will be open for you to comment on all of the proposals if you wish to.

You have been sent this letter as your address is in the vicinity of Schemes D and E and a description of these proposals is provided below:

**Scheme D** – A new Puffin crossing would be provided on Stockport Road East approximately 25m west of its junction with James Street, directly adjacent to the Public Footpath between properties 48 and 50 Stockport Road East. This crossing location would cater for bus stop access and walking routes in the area, with a significant amount of bus users utilising the pathway between Stockport Road East and Bredbury Industrial Estate. To create enough space for the crossing to be installed, it would be required to remove approximately 100m of on street / on pavement parking on Stockport Road East. This would also support improved pedestrian access on the relatively narrow footway which is currently obstructed by parked cars.

The existing eastbound bus stop in this location would be retained in its current position, however a pavement widening would be provided to accommodate an improved bus stop. The westbound bus stop, which is currently located opposite John Street, would be relocated approximately 120m to the west so it would be more conveniently located for the proposed crossing position.

As part of the works the pedestrian route along James Street could be improved and the route from St Marks Street to Redhouse Lane could be improved for pedestrians and cyclists.

**Scheme E** – An improved traffic light junction would be provided at the junction of Stockport Road East, George Lane and Redhouse Lane which would include Toucan crossings on all arms of the junction, allowing both cyclists and pedestrians to cross the road. The pavements at the junction would be widened to accommodate cycling and walking and new crossings would be provided on the eastern side of the junction and outside the entrance to the Church. The proposals would link into the 'CRSTS Bredbury to Woodley' scheme which will close the junction of Mill Street and Hyde Road to motor vehicle traffic and provide a cycling and walking link through to Bredbury Parkway.

It is proposed to provide cycling and walking links across the green space located to the south east of this junction. The improved paths will link Stockport Road East, George Lane and Oldham Drive. The paths will be surfaced and lit. They will be designed to minimise any impact on the existing trees.

#### More Information and Have Your Say

We would like to hear your views on the proposals, and specifically to what extent you agree or disagree with them.

**Full details of the proposals (including drawings) can be viewed online. We are inviting feedback from all residents, businesses, and other stakeholders by 24<sup>th</sup> March 2024 at [www.stockport.gov.uk/consultations](http://www.stockport.gov.uk/consultations).**

We also invite you to join us at our drop-in event to view and discuss the proposals:

- Thursday 14<sup>th</sup> March, 2-8pm, Woodley Civic Hall (Hyde Road, Woodley, SK6 1QG).

All responses to this engagement will be considered as part of the scheme development process prior to any implementation. Due to the anticipated volume of responses, please be aware we will not be able to enter detailed correspondence with individuals about points raised.

Delivery of the scheme is subject to the approval of the business case for the scheme and the release of funding for delivery being agreed by the Government's City Regional Sustainable

Transport Settlement (CRSTS) scheme. If approved and awarded funding, we plan to deliver the scheme in phases from 2025.

For future updates on this scheme and to find out more about active travel across Stockport, visit [www.stockport.gov.uk/topic/cycling-and-walking-in-stockport](http://www.stockport.gov.uk/topic/cycling-and-walking-in-stockport).

If you would like paper copies of the proposals and/or response forms, or to discuss any of the above, please contact the team by phone on 0161 217 6043 or email at [walkcycle@stockport.gov.uk](mailto:walkcycle@stockport.gov.uk).

Yours faithfully,

James Heritage  
Highways and Transportation  
Stockport Council



26<sup>th</sup> February 2024

Dear Sir / Madam,

**A560 & B6104 Corridor Improving Journeys - Have Your Say**

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In addition to these works we are looking at a number of signalised junctions and crossings which are proposed to have existing signal equipment upgraded to provide priority for late running buses. This will provide journey time benefits for bus passengers by minimising delays at traffic signals.

We want to know what you think of our ideas to improve journeys and would appreciate it if you take the time to look at the details below and give your feedback.

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- Scheme C – Stockport Road West Toucan Crossing
- Scheme D – Stockport Road East Puffin Crossing
- Scheme E – Stockport Road East, Redhouse Lane, George Lane Signal Junction

We are asking local residents, businesses and stakeholders to comment on the proposals that affect them directly, although the online consultation will be open for you to comment on all of the proposals if you wish to.

You have been sent this letter as your address is in the vicinity of Scheme A and a description of these proposals is provided below:

**Scheme A** – A new Puffin traffic light crossing would be provided on Great Portwood Street, just west of its junction with Marsland Street. This would replace an existing pedestrian refuge island in the same location. This proposed Puffin crossing would improve access to the nearby bus stops, as well as The Peel Centre Retail Park. It is also proposed to install a raised table at the junction of Marsland Street and Richard Street to make it easier for pedestrians to cross the road.

### More Information and Have Your Say

We would like to hear your views on the proposals, and specifically to what extent you agree or disagree with them.

**Full details of the proposals (including drawings) can be viewed online. We are inviting feedback from all residents, businesses, and other stakeholders by 24<sup>th</sup> March 2024 at [www.stockport.gov.uk/consultations](http://www.stockport.gov.uk/consultations).**

All responses to this engagement will be considered as part of the scheme development process prior to any implementation. Due to the anticipated volume of responses, please be aware we will not be able to enter detailed correspondence with individuals about points raised.

Delivery of the scheme is subject to the approval of the business case for the scheme and the release of funding for delivery being agreed by the Government's City Regional Sustainable Transport Settlement (CRSTS) scheme. If approved and awarded funding, we plan to deliver the scheme in phases from 2025.

For future updates on this scheme and to find out more about active travel across Stockport, visit [www.stockport.gov.uk/topic/cycling-and-walking-in-stockport](http://www.stockport.gov.uk/topic/cycling-and-walking-in-stockport).

If you would like paper copies of the proposals and/or response forms, or to discuss any of the above, please contact the team by phone on 0161 217 6043 or email at [walkcycle@stockport.gov.uk](mailto:walkcycle@stockport.gov.uk).

Yours faithfully,

James Heritage  
Highways and Transportation  
Stockport Council



26<sup>th</sup> February 2024

Dear Sir / Madam,

**A560 & B6104 Corridor Improving Journeys - Have Your Say**

The Council and Transport for Greater Manchester (TfGM) want to improve journeys on the route between Stockport Town Centre and Woodley, delivering benefits for residents by making sure they are better connected so they can access jobs, education, and training more easily.

The project is part of major investment across the whole 330 bus route between Stockport and Ashton via Hyde and Dukinfield which will see improvements to bus stops, junctions, crossings, and access.

These proposals will help improve access to bus stops and help those walking, wheeling and cycling to cross this busy route.

Improvements are proposed along the route on Great Portwood Street, Carrington Road, Stockport Road West, Stockport Road East and Hyde Road. Our proposals for this part of the route include two new and two upgraded crossings, an improved traffic signal junction, bus stop improvements and raising side road junctions to make crossing them easier.

In addition to these works we are looking at a number of signalised junctions and crossings which are proposed to have existing signal equipment upgraded to provide priority for late running buses. This will provide journey time benefits for bus passengers by minimising delays at traffic signals.

We want to know what you think of our ideas to improve journeys and would appreciate it if you take the time to look at the details below and give your feedback.

The improvements are being developed by the Council and TfGM using money from the Government's City Region Sustainable Transport Settlement (CRSTS).

The proposals have been split into five different schemes to simplify scheme development and delivery:

- Scheme A – Great Portwood Street Puffin Crossing
- Scheme B – Carrington Road Puffin Crossing
- Scheme C – Stockport Road West Toucan Crossing
- Scheme D – Stockport Road East Puffin Crossing
- Scheme E – Stockport Road East, Redhouse Lane, George Lane Signal Junction

We are asking local residents, businesses and stakeholders to comment on the proposals that affect them directly, although the online consultation will be open for you to comment on all of the proposals if you wish to.



You have been sent this letter as your address is in the vicinity of Scheme B and a description of these proposals is provided below:

**Scheme B** – The existing Pelican traffic light crossing on Carrington Road just west of its junction with Werneth Street will be upgraded to a new Puffin traffic light crossing. The proposals would also see both the bus stops (eastbound and westbound) relocated to be positioned closer to the crossing point and to improve the spacing of stops on the route. The westbound bus stop would be moved approximately 35m to the east (outside J.D. Bodyshop Motor Body Repairs). The eastbound stop would be moved approximately 120m to the east, to a position just east of Werneth Street adjacent to an existing grass verge.

It is also proposed to provide a new cycle link through the footway at the end of Crescent Road on to Carrington Road. The existing guardrail in this location would be replaced with bollards to continue to prevent access for motor vehicle traffic. We are also proposing to install a raised table at the side road junction of Werneth Street and Carrington Road to make it easier for pedestrians crossing the road.

### More Information and Have Your Say

We would like to hear your views on the proposals, and specifically to what extent you agree or disagree with them.

**Full details of the proposals (including drawings) can be viewed online. We are inviting feedback from all residents, businesses, and other stakeholders by 24<sup>th</sup> March 2024 at [www.stockport.gov.uk/consultations](http://www.stockport.gov.uk/consultations).**

All responses to this engagement will be considered as part of the scheme development process prior to any implementation. Due to the anticipated volume of responses, please be aware we will not be able to enter detailed correspondence with individuals about points raised.

Delivery of the scheme is subject to the approval of the business case for the scheme and the release of funding for delivery being agreed by the Government's City Regional Sustainable Transport Settlement (CRSTS) scheme. If approved and awarded funding, we plan to deliver the scheme in phases from 2025.

For future updates on this scheme and to find out more about active travel across Stockport, visit [www.stockport.gov.uk/topic/cycling-and-walking-in-stockport](http://www.stockport.gov.uk/topic/cycling-and-walking-in-stockport).

If you would like paper copies of the proposals and/or response forms, or to discuss any of the above, please contact the team by phone on 0161 217 6043 or email at [walkcycle@stockport.gov.uk](mailto:walkcycle@stockport.gov.uk).

Yours faithfully,

James Heritage  
Highways and Transportation  
Stockport Council



26<sup>th</sup> February 2024

Dear Sir / Madam,

**A560 & B6104 Corridor Improving Journeys - Have Your Say**

The Council and Transport for Greater Manchester (TfGM) want to improve journeys on the route between Stockport Town Centre and Woodley, delivering benefits for residents by making sure they are better connected so they can access jobs, education, and training more easily.

The project is part of major investment across the whole 330 bus route between Stockport and Ashton via Hyde and Dukinfield which will see improvements to bus stops, junctions, crossings, and access.

These proposals will help improve access to bus stops and help those walking, wheeling and cycling to cross this busy route.

Improvements are proposed along the route on Great Portwood Street, Carrington Road, Stockport Road West, Stockport Road East and Hyde Road. Our proposals for this part of the route include two new and two upgraded crossings, an improved traffic signal junction, bus stop improvements and raising side road junctions to make crossing them easier.

In addition to these works we are looking at a number of signalised junctions and crossings which are proposed to have existing signal equipment upgraded to provide priority for late running buses. This will provide journey time benefits for bus passengers by minimising delays at traffic signals.

We want to know what you think of our ideas to improve journeys and would appreciate it if you take the time to look at the details below and give your feedback.

The improvements are being developed by the Council and TfGM using money from the Government's City Region Sustainable Transport Settlement (CRSTS).

The proposals have been split into five different schemes to simplify scheme development and delivery:

- Scheme A – Great Portwood Street Puffin Crossing
- Scheme B – Carrington Road Puffin Crossing
- Scheme C – Stockport Road West Toucan Crossing
- Scheme D – Stockport Road East Puffin Crossing
- Scheme E – Stockport Road East, Redhouse Lane, George Lane Signal Junction

We are asking local residents, businesses and stakeholders to comment on the proposals that affect them directly, although the online consultation will be open for you to comment on all of the proposals if you wish to.

You have been sent this letter as your address is in the vicinity of Scheme C and a description of these proposals is provided below:

**Scheme C** – A new Toucan traffic light crossing would be provided on Stockport Road West to replace the existing Pelican crossing just west of its junction with Osborne Street. A Toucan crossing will allow both pedestrian and cyclist use and will connect Elm Tree Road to Osborne Street as a new active travel link. Stockport Council has wider ambitions to create a comprehensive walking and cycling network across The Borough and this would be a positive step towards achieving that goal.

On Stockport Road West, it is proposed to retain the existing westbound bus stop in its current position, but the eastbound bus stop would be moved approximately 15m to the west as we are seeking to install a slightly wider footway in this location (which may accommodate a new bus shelter) and it will also place the stop a bit closer to the Toucan crossing.

Raised tables would be provided at the side road junctions of Carrington Road and Osborne Street as well as Carrington Road and Elm Tree Road to make it easier for pedestrians crossing the road. We are also proposing to install a new parking layby on Osborne Street and bollards to prevent vehicles parking on the footway.

#### More Information and Have Your Say

We would like to hear your views on the proposals, and specifically to what extent you agree or disagree with them.

**Full details of the proposals (including drawings) can be viewed online. We are inviting feedback from all residents, businesses, and other stakeholders by 24<sup>th</sup> March 2024 at [www.stockport.gov.uk/consultations](http://www.stockport.gov.uk/consultations).**

We also invite you to join us at our drop-in event to view and discuss the proposals:

- Thursday 14<sup>th</sup> March, 2-8pm, Woodley Civic Hall (Hyde Road, Woodley, SK6 1QG).

All responses to this engagement will be considered as part of the scheme development process prior to any implementation. Due to the anticipated volume of responses, please be aware we will not be able to enter detailed correspondence with individuals about points raised.

Delivery of the scheme is subject to the approval of the business case for the scheme and the release of funding for delivery being agreed by the Government's City Regional Sustainable Transport Settlement (CRSTS) scheme. If approved and awarded funding, we plan to deliver the scheme in phases from 2025.

For future updates on this scheme and to find out more about active travel across Stockport, visit [www.stockport.gov.uk/topic/cycling-and-walking-in-stockport](http://www.stockport.gov.uk/topic/cycling-and-walking-in-stockport).

If you would like paper copies of the proposals and/or response forms, or to discuss any of the above, please contact the team by phone on 0161 217 6043 or email at [walkcycle@stockport.gov.uk](mailto:walkcycle@stockport.gov.uk).

Yours faithfully,

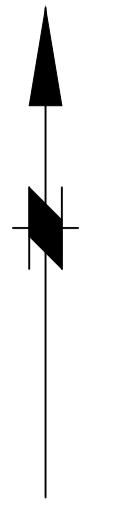
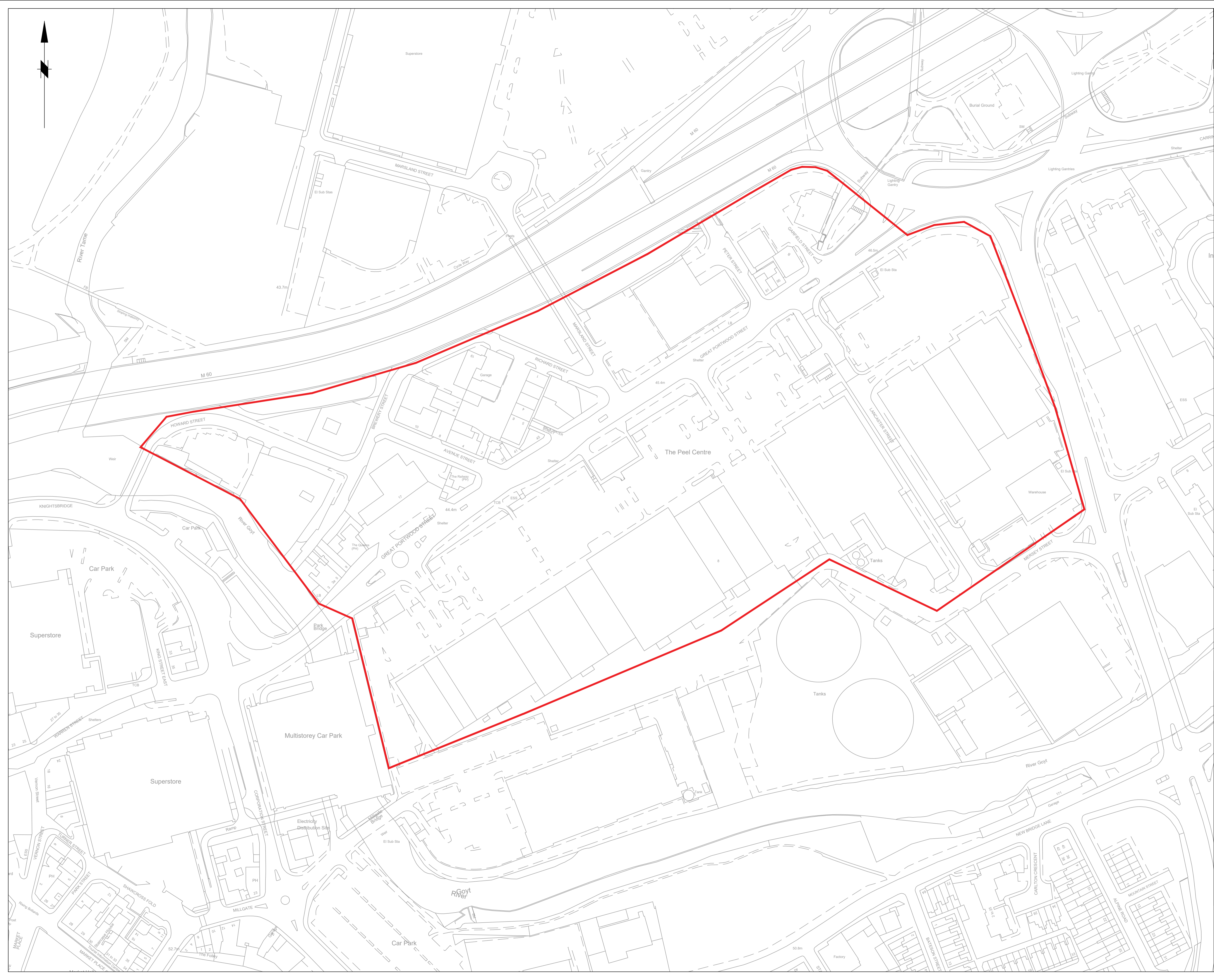
James Heritage  
Highways and Transportation  
Stockport Council



## Appendix C – Letter Drop Area

**KEY**

**SCHEME A  
CONSULTATION  
EXTENTS**



Rev.	Drawn	Checked	Date	Revision Details
AMENDMENTS				



MARK GLYN  
DIRECTOR OF PLACE MANAGEMENT  
Job Title

**CRSTS  
A560  
QUALITY BUS TRANSIT**

Drawing Title

**SCHEME A  
CONSULTATION  
EXTENTS**

Drawn	Engineer	Checked	Approved
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Date 12/12/23	Date	Date	Date
Size A1	Scale 1:1000 @ A1		
Drawing No. F_0712_01_002			Revision

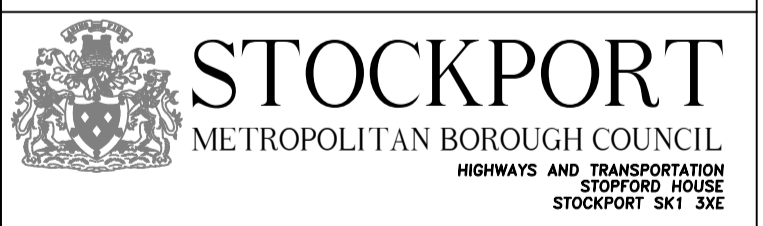
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**KEY**

**SCHEME B  
CONSULTATION  
EXTENTS**



Rev.	Drawn	Checked	Date	Revision Details
AMENDMENTS				



MARK GLYNN  
DIRECTOR OF PLACE MANAGEMENT  
Job Title

**CRSTS  
A560  
QUALITY BUS TRANSIT**

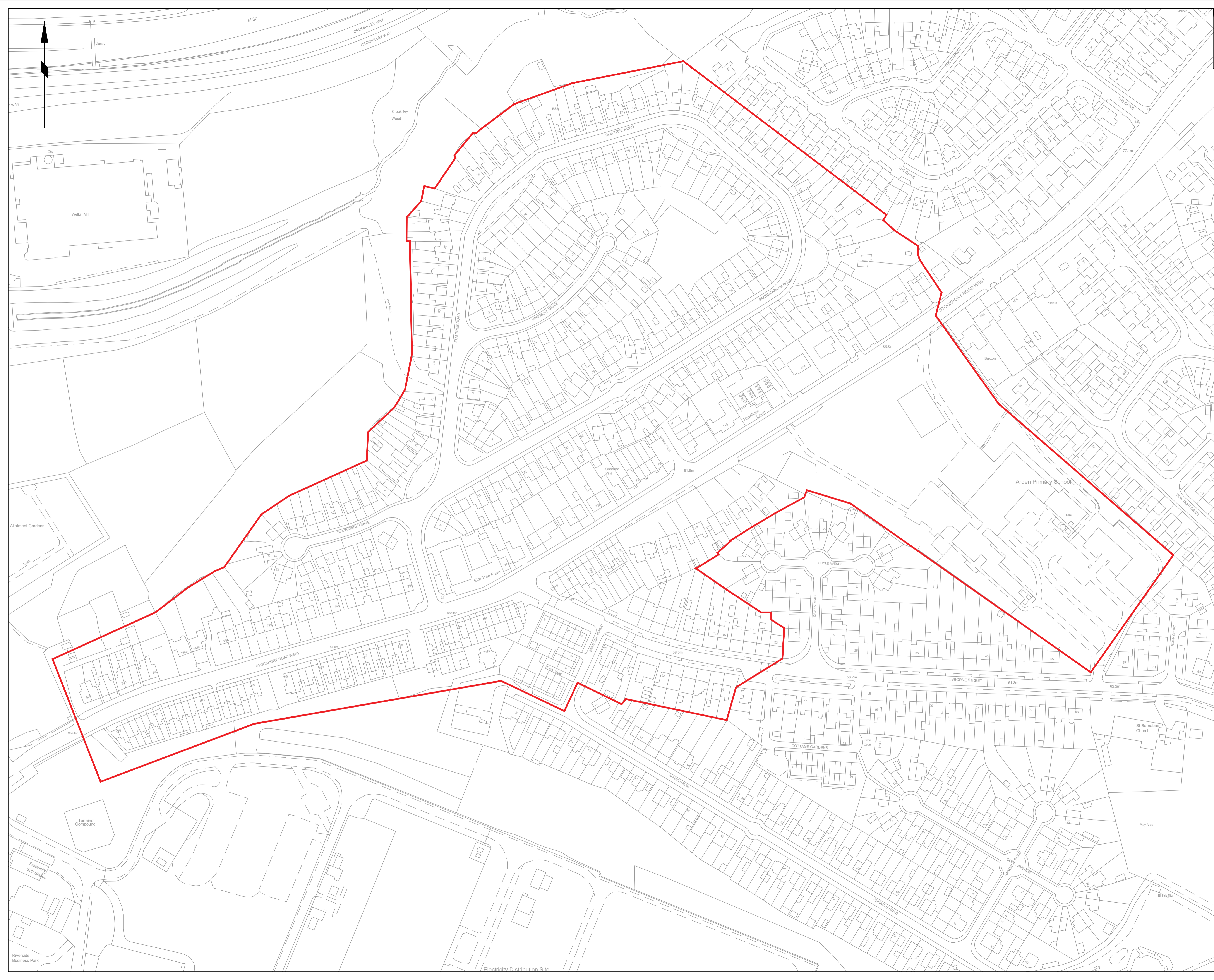
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CONSULTATION EXTENTS**

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Drawing No. <b>F_0712_01_003</b>	Revision		

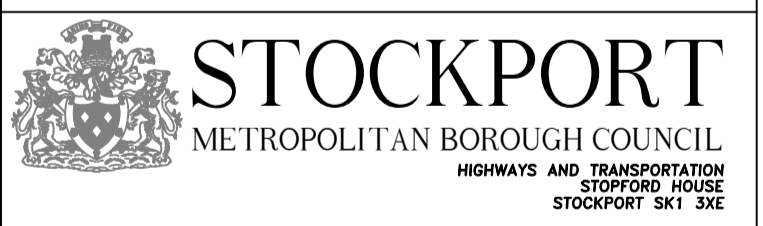
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**KEY**

 **SCHEME C CONSULTATION EXTENTS**



Rev.	Drawn	Checked	Date	Revision Details
AMENDMENTS				



MARK GLYNN  
DIRECTOR OF PLACE MANAGEMENT  
Job Title

**CRSTS  
A560  
QUALITY BUS TRANSIT**

Drawing Title  
**SCHEME C  
CONSULTATION EXTENTS**

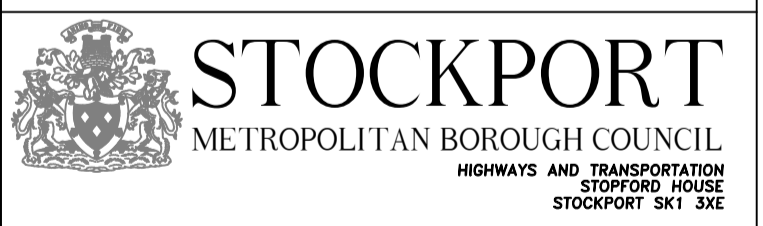
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JSH			
Date	Date	Date	Date
12/12/23			
Size	Scale		
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Drawing No.			Revision
F_0712_01_004			

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**KEY**

**SCHEME D & E  
CONSULTATION  
EXTENTS**

Rev.	Drawn	Checked	Date	Revision Details
AMENDMENTS				



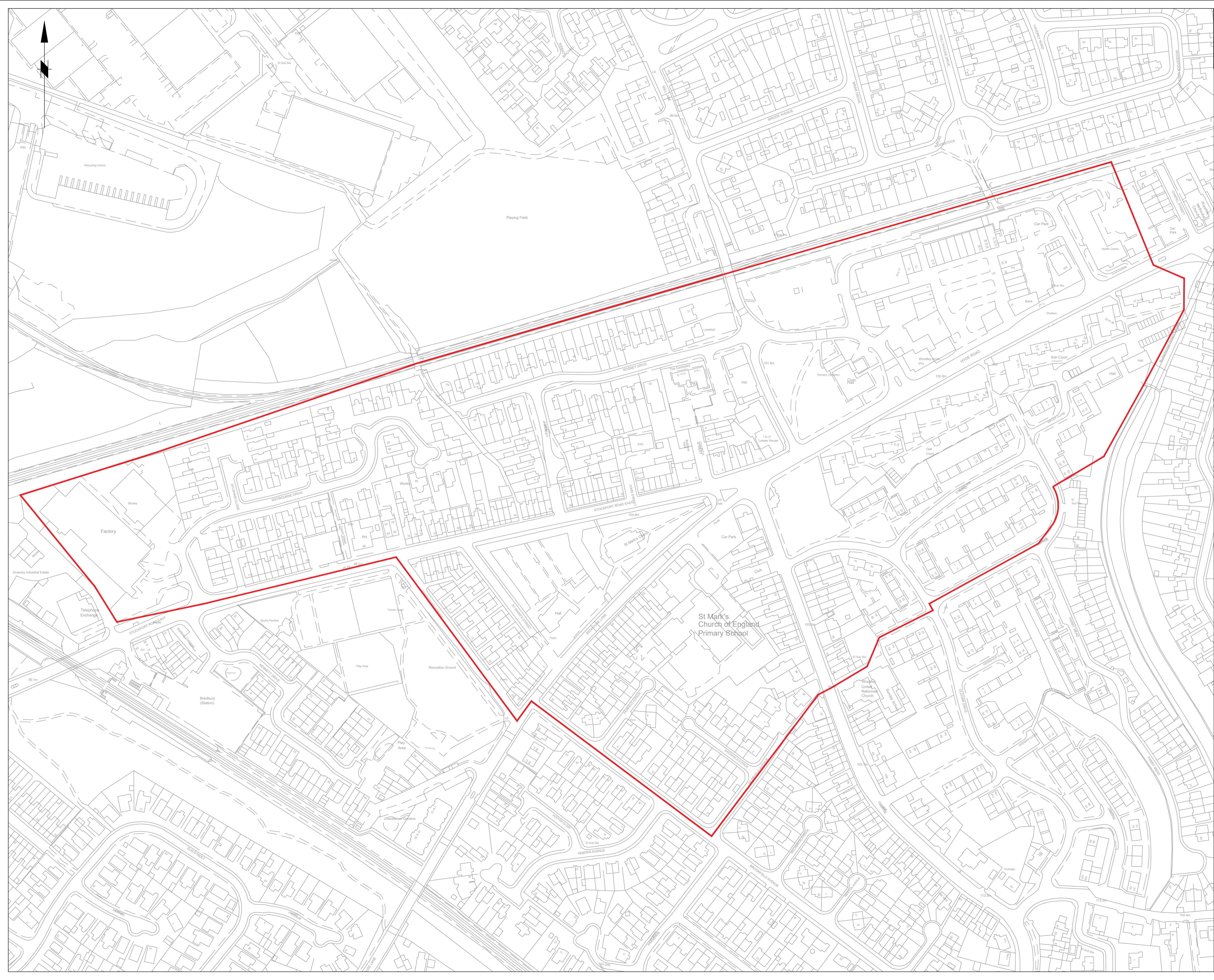
MARK GLYNN  
DIRECTOR OF PLACE MANAGEMENT  
Job Title

**CRSTS  
A560  
QUALITY BUS TRANSIT**

Drawing Title

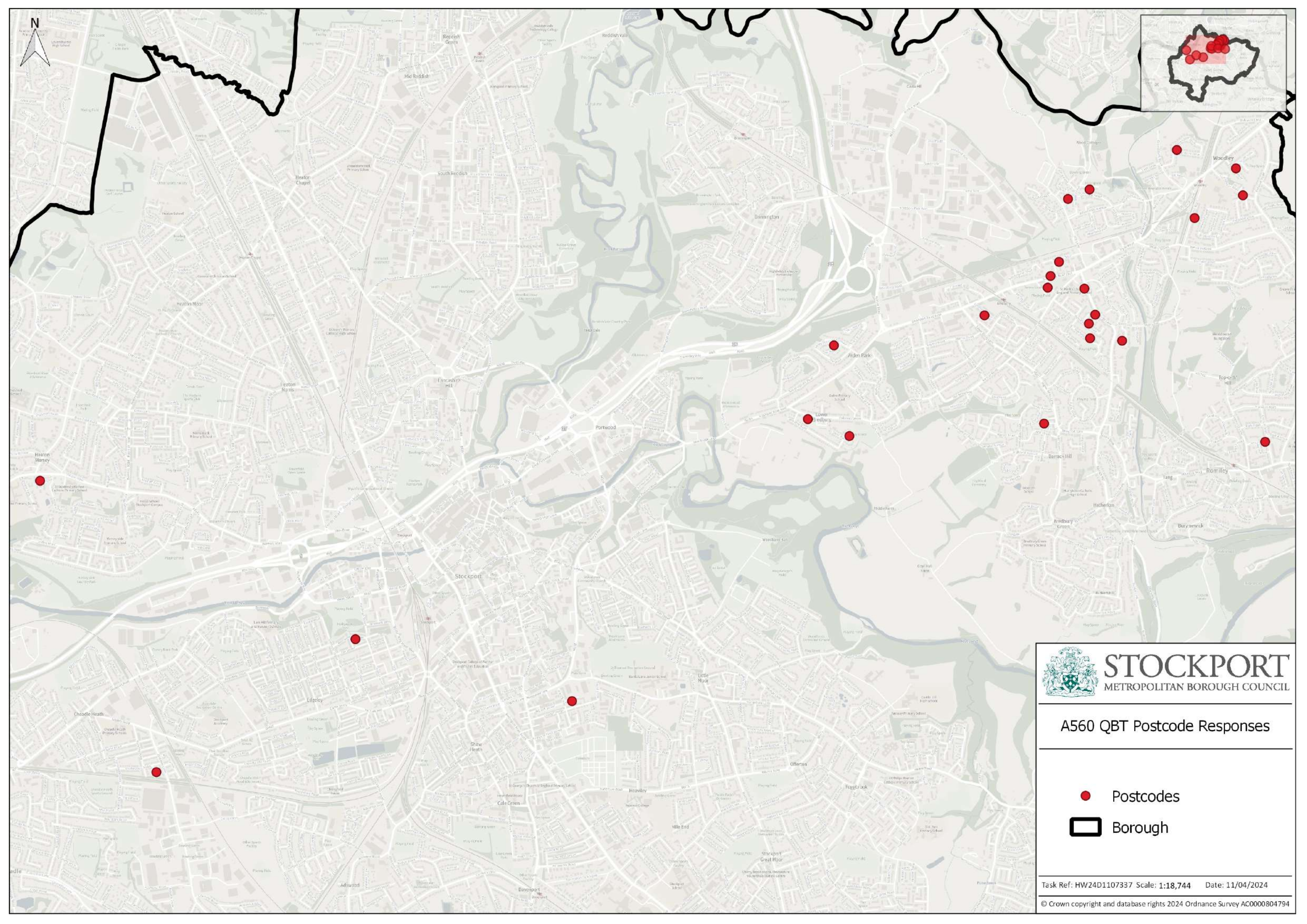
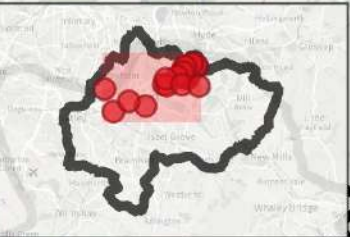
**SCHEME D & E  
CONSULTATION EXTENTS**

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12/12/23			
Size	Scale		
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Drawing No.			Revision
F_0712_01_005			





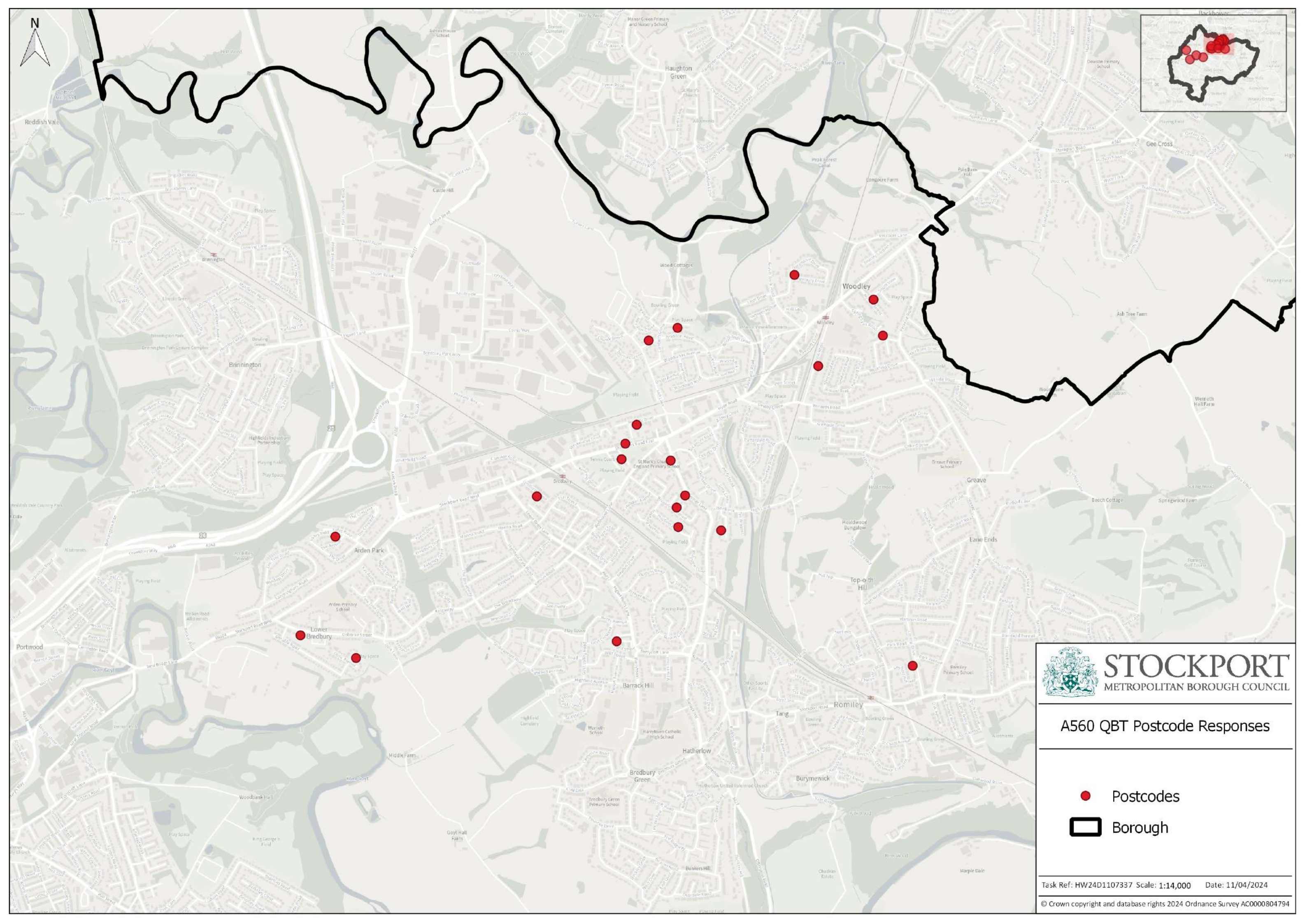
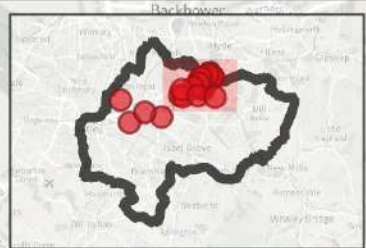
## Appendix D – Response Postcode Plots



**STOCKPORT**  
METROPOLITAN BOROUGH COUNCIL

A560 QBT Postcode Responses

-  Postcodes
-  Borough

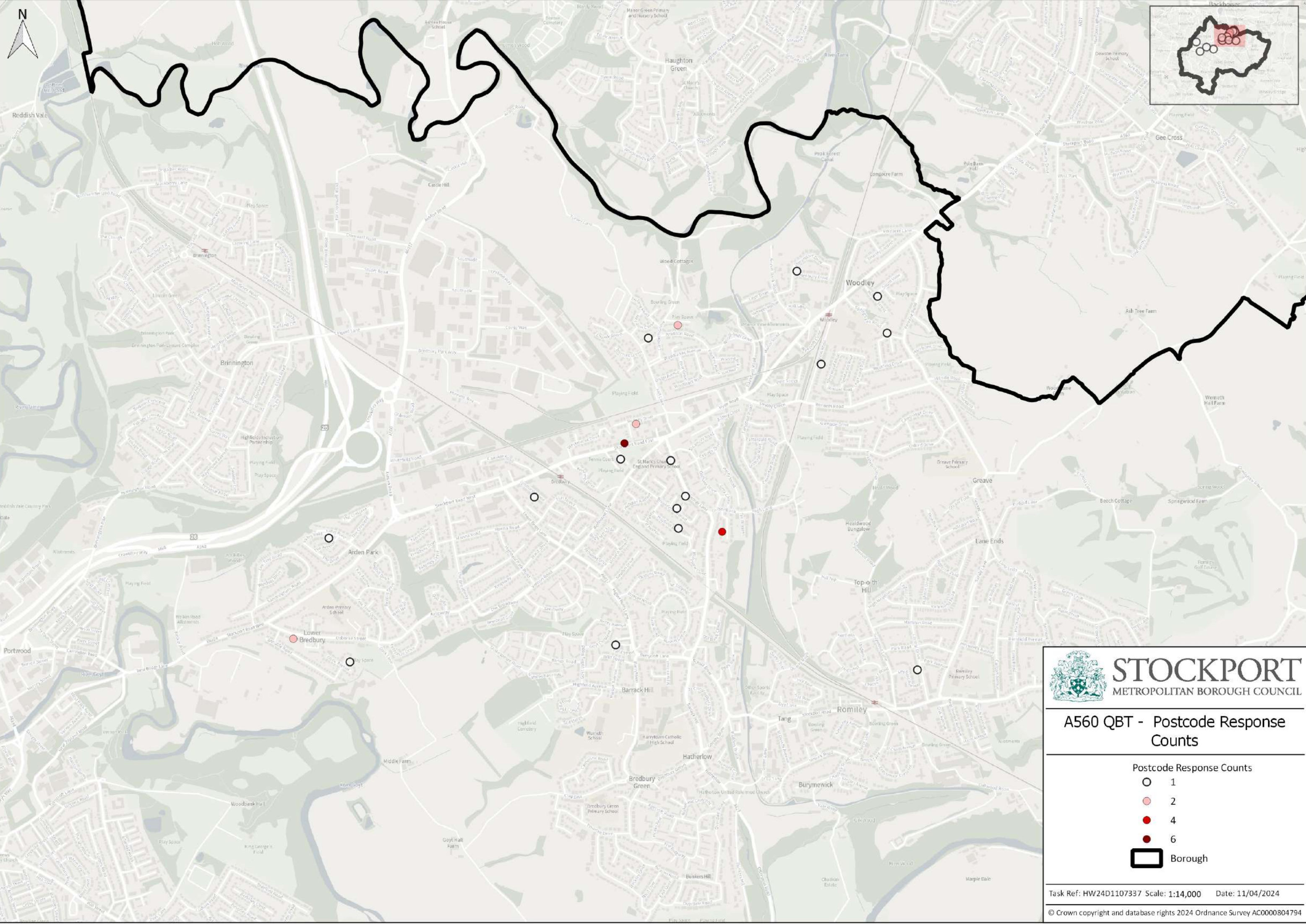
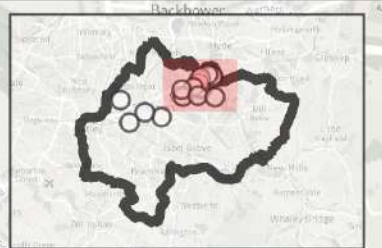


### A560 QBT Postcode Responses

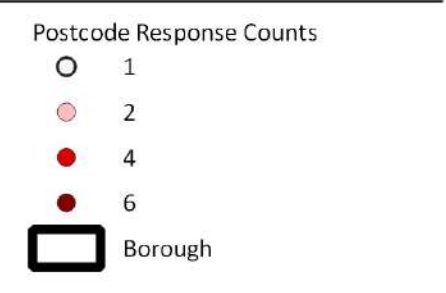
- Postcodes
- Borough

Task Ref: HW24D1107337 Scale: 1:14,000 Date: 11/04/2024

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### A560 QBT - Postcode Response Counts



Task Ref: HW24D1107337 Scale: 1:14,000 Date: 11/04/2024

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## Appendix E – Walk Ride Letter



## **A560 & B6104 Corridor Consultation**

Walk Ride Stockport response

March 2024

### **Who we are**

Walk Ride Stockport are a group of local residents campaigning to make walking, cycling and wheeling the natural choice for short journeys in our area.

We are part of Walk Ride Greater Manchester, a volunteer-led, not-for-profit organisation who act as a “Critical Friend” to GM authorities at the regional and local levels.

Walk Ride asks authorities to engage with us as early as possible on all active travel programmes. Our groups’ detailed local knowledge is invaluable for authorities seeking opportunities to enable more people to travel by active modes.

### **Summary**

We support the intention to improve access to and the efficiency of the key Stockport to Ashton Bus route. We also broadly support providing more and better crossings for active travellers.

Provision for active travel *along* the corridor, however, remains unacceptably poor. Proposed active travel interventions are disconnected and will not enable people to walk, wheel or cycle between Stockport, Woodley, Hyde and Dukinfield.

Some of the crossings have provision for cycling, but the schemes do not meet basic quality design principles for cycling infrastructure. Also, how the crossings connect with the existing or future Bee Network is often unclear.

A more ambitious approach is needed to deliver the objectives and outcomes set out in SMBC’s *Stockport Walking and Cycling Plan 2019-2029*.

We’ve listed some of those objectives on **pages 2-4** and set out some ideas of how we think they could best be achieved.

On **pages 5-6** we’ve provided detailed feedback on the proposals as currently presented with specific notes on connections to the wider network.

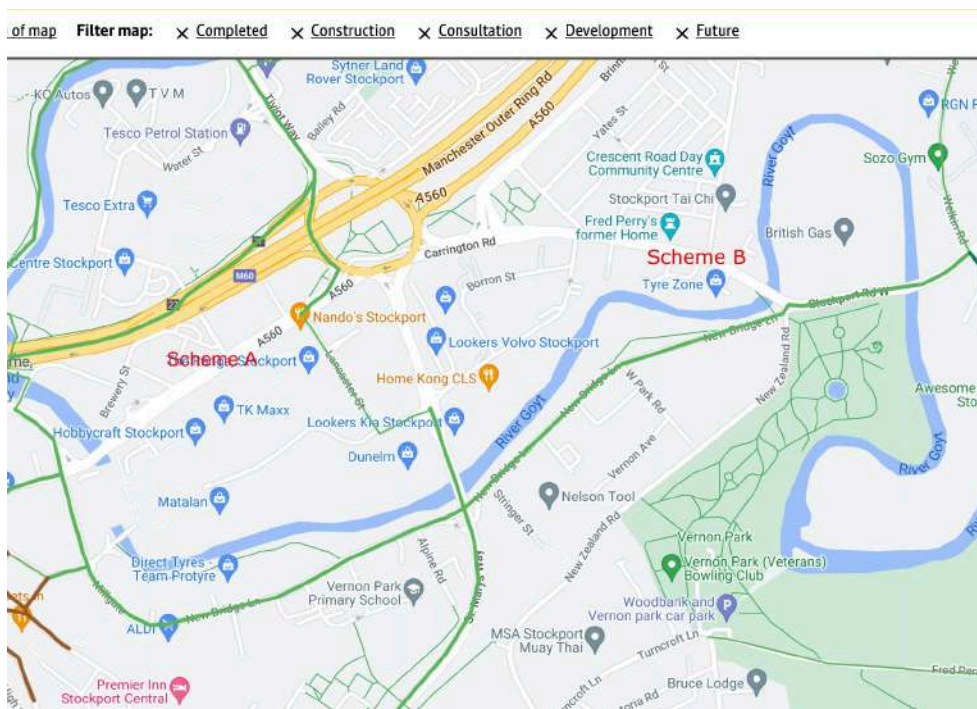
# SMBC objectives and WalkRide suggestions

## 1 Create & maintain high quality, fully connected walking & cycling networks

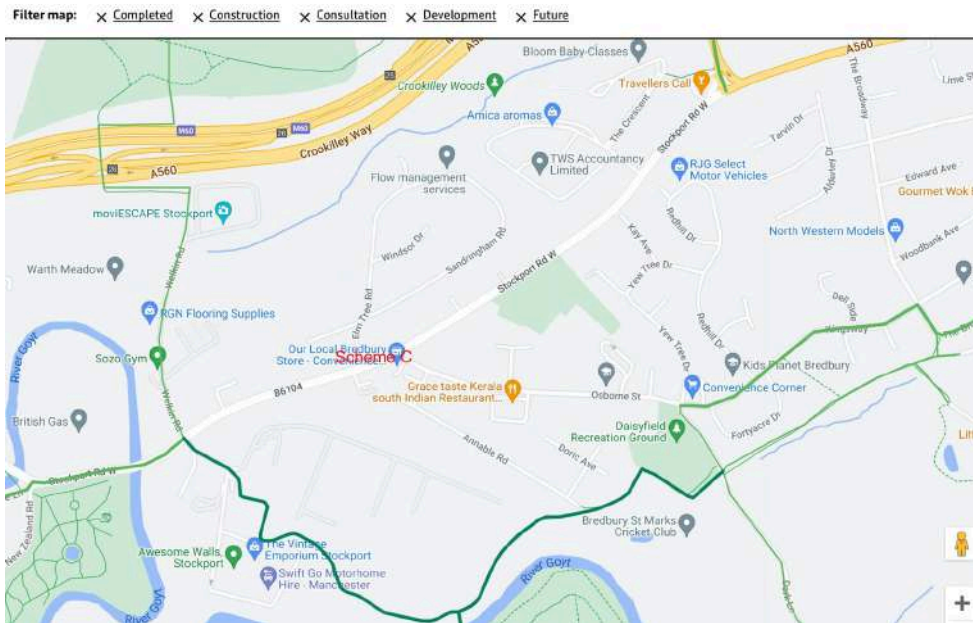
The proposed schemes are shown on the maps below, which also shows the extent of the current and proposed network of active travel routes on the Bee Active Vision Map.

The A560 Great Portwood St and Carrington Road are not envisaged as part of the future active travel network, which is given an alternative route along Newbridge Lane. However, there are other parallel strategic roads for cars and lorries to travel between Stockport and Hyde, so that Great Portwood St and Carrington Rd should be classed as Connector Streets under GM Streets For All Strategy and should prioritise active travel and buses over other vehicles. The existing poor quality cycle provision on Great Portwood St. could be upgraded.

With improvements, crossing Scheme A could provide additional walking and cycling connectivity between the Peel Centre Shopping area, Tesco and the network route alongside the M60. Similarly Scheme B could improve connectivity between the Newbridge Lane network route and the existing cycle provision on Brinnington Road.

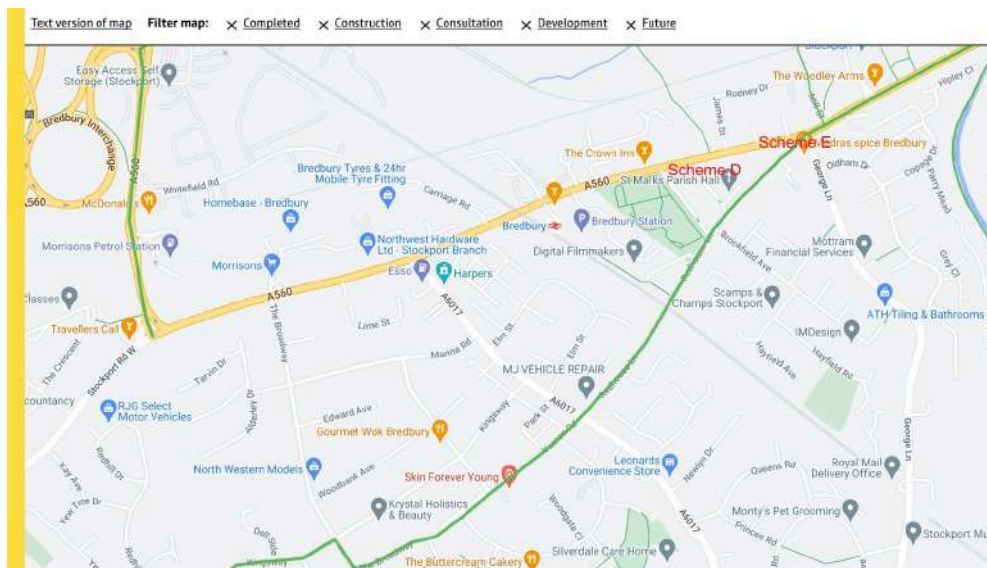


Scheme C is not on the envisaged cycle network map, although the B6104 Stockport Road West does link to both the future network route along Ashton Road and with the network higher up Osborne St. When the A560 was rerouted onto Crookilley Way there was a missed opportunity to prioritise sustainable travel on the B6104. Although away from traffic, the new NCN 55 network route from Dark Lane to Newbridge Lane does not offer a direct, year round personally safe alternative.



The Bee Active Map shows the future network going along Redhouse Lane, Vernon Road and Broadway rather than the A560. Despite some traffic calming, this is a heavily used rat run and is currently not a suitable active travel route. Scheme D is not on this route, but with improvement it does offer an opportunity for a more direct connection across the A560 from Redhouse Lane to the proposed CRSTS Bredbury Parkway to Woodley scheme via St Mark's St and James St.

Scheme E should provide an LTN 1/20, GM Streets for All compliant junction crossing for the network route along Redhouse Lane and Hyde Road, with a connection to Mill Lane and the CRSTS scheme. The proposed scheme does not perform this basic function. Instead it has multiple, confusing shared space paths and Toucan crossings with seemingly unnecessary cycle tracks degrading a green space.





## **2 Reduce congestion and provide neighbourhood "walking and cycling friendly" connections**

SMBC policy states: ***“to address congestion there is an underlying need to reduce the number of journeys made by car”***<sup>1</sup>. National (LTN 1/20) and regional (GM Streets For All Design Guide) guidance recommends reallocating road space from motor vehicles where this will create a better walking and cycling network. Prioritising walking and cycling cannot mean reserving main roads for motorists and pushing cyclists elsewhere. Unfortunately, this has been the approach used for the Stockport to Woodley corridor.

Given the immediate difficulty reallocating road space for active travel on A560 Stockport Road West near Morrisons, a compromise would prioritise sustainable travel on B6104 and provide a suitably direct low traffic walking and cycling route along Osborne St, Kingsway, Vernon Road and Redhouse Lane to Woodley. This route and all associated side roads in the area should be limited to 20mph to provide a walking and cycling friendly neighbourhood that connects with Arden Primary school, shops on Bents Lane and Bredbury Station.

---

<sup>1</sup> “A Plan for Walking and Cycling in Stockport 2019-2029” Stockport Metropolitan Borough Council, 2019

## **Detailed comments on proposals**

### **Scheme A - Great Portwood Street**

This crossing is welcome. Although it retains the existing pedestrian refuge it must be implemented as a single stage crossing.

Connections:

Pedestrian access to Tesco along Marsland St is poor due to narrow, bollard cluttered footpaths and hostile traffic conditions. Marsland St should be limited to 20mph and filtered to prevent through traffic to Tiviot Way.

### **Scheme B - Carrington Road**

The raised table and conversions to vehicle dropped crossings are welcome.

Connections:

It is disappointing that this upgrade does not enable a traffic separated cycling link between the Newbridge Lane cycle track and Crescent Road leading to Brinnington Road. Carrington Road is often hostile to cycling. Consequently, the proposed cycle link at the end of Crescent Road has limited value. Informal access to Crescent Road from the crossing and footpath will continue.

### **Scheme C - Stockport Road West**

The raised tables are welcome, though more needs to be done to reduce vehicle turning speeds and reinforce pedestrian priority at these side roads.

Turning right into Osborne St when cycling is difficult and unpleasant for most riders, due to hostile traffic conditions on Stockport Road West. This scheme enables a safer turn, though it is rather clunky, with potential conflicts at both raised tables.

Connections: Elm Tree Road links to a small, isolated estate. The BeeActive Map shows no connection to the existing or proposed wider active travel network here?

### **Scheme D - Stockport Road East**

The new crossing is welcome. Pedestrian access does need to be prioritised over parked cars.

Connections:

The formalisation of the existing cycle link on St. Mary's St is welcome. This link is most useful when cycling from Bredbury Industrial Estate to Redhouse Lane to access the wider cycle network towards Lower Bredbury and beyond. Most riders will use the shorter footpath route around the Rec to Stockport Rd rather than the longer indirect route via Mill Lane and Scheme E. The new crossing will improve this unauthorised

option. It is disappointing that the scheme does not provide a legal cycling connection along this desire line.

Note: When cycling towards Stockport, Redhouse Lane is an essential alternative to the diabolical section of Stockport Road East & West near Morrisons and Bents Lane. A signalised junction across Lower Bents Lane is badly needed!

## **Scheme E - Stockport Road East**

This is very compromised.

Improved crossings including cycling are welcome, with the usual reservations about shared space solutions. It is not clear where kerbs are dropped to access the shared paths to use the crossings.

Closure of the end of Mill St is welcome, though access to the Mill Lane cycle path seems to involve an excessive amount of tarmac.

The new cycle paths across the green on the corner of George Lane and Hyde Road give little benefit, due to the location of the crossing. They sever a pleasant green space and do not follow the existing diagonal pedestrian desire lines. Instead, extending the shared path along George Lane to Oldham Drive would be a minor detour for cycling and combined with light touch diagonal footpaths along current desire lines, this would be a better, more attractive solution.

Providing a raised table across Church St would improve the scheme for active travel.

Connections:

Proposing a new cycle path link, across the green, into Oldham Drive is peculiar, since this is not part of the wider network. The proposed CRSTS link from Copage Drive across the Hyde Road Toucan into Woodley precinct is a more useful route from the Oldham Drive estate.

**Thank you for your time.**



## Appendix F – Data Analysis

<b>Scheme A For</b>	<b>Against</b>	<b>For(%)</b>	<b>Against(%)</b>
Q1	0	0	0%
Q2	0	0	0%

<b>Scheme B For</b>	<b>Against</b>	<b>For(%)</b>	<b>Against(%)</b>
Q1	4	0	100%
Q2	4	0	100%
Q3	4	0	100%
Q4	4	0	100%

<b>Scheme C For</b>	<b>Against</b>	<b>For(%)</b>	<b>Against(%)</b>
Q1	7	2	78%
Q2	6	3	67%
Q3	7	1	88%
Q4	5	2	71%
Q5	5	1	83%

<b>Scheme D For</b>	<b>Against</b>	<b>For(%)</b>	<b>Against(%)</b>
Q1	4	12	25%
Q2	3	12	20%
Q3	7	8	47%
Q4	7	9	44%
Q5	7	9	44%

<b>Scheme E For</b>	<b>Against</b>	<b>For(%)</b>	<b>Against(%)</b>
Q1	9	6	60%
Q2	7	7	50%

Raw Data	Outliers Excluded
----------	-------------------

Scheme A: Q1		Scheme A: Q1	
Row Labels	Sum of Count	Row Labels	Sum of Count
Strongly Agree	19	Agree	25
Agree	25	Disagree	1
Disagree	1	Don't Know	5
Strongly Disagree	4	Neither	16
Don't Know	5	Strongly Agree	19
Neither	16	Strongly Disagree	4
<b>Grand Total</b>	<b>70</b>	<b>Grand Total</b>	<b>70</b>
44 Agree	5 Disagree	44 Agree	5 Disagree
89.80%	10.20%	89.80%	10.20%

Scheme A: Q2		Scheme A: Q2	
Row Labels	Sum of Count	Row Labels	Sum of Count
Strongly Agree	15	Agree	11
Agree	15	Disagree	5
Disagree	5	Don't Know	6
Strongly Disagree	4	Neither	19
Don't Know	6	Strongly Agree	12
Neither	25	Strongly Disagree	2
<b>Grand Total</b>	<b>70</b>	<b>Grand Total</b>	<b>55</b>
30 Agree	9 Disagree	23 Agree	7 Disagree
76.92%	23.08%	76.66%	23.33%

Raw Data	Outliers Excluded
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Scheme B: Q1		Scheme B: Q1	
Row Labels	Sum of Count	Row Labels	Sum of Count
Strongly Agree	12	Agree	14
Agree	18	Don't Know	5
Disagree	2	Neither	21
Strongly Disagree	4	Strongly Agree	9
Don't Know	6	Strongly Disagree	3
Neither	26	<b>Grand Total</b>	<b>52</b>
<b>Grand Total</b>	<b>68</b>		
30 Agree	6 Disagree	23 Agree	3 Disagree
16.67%	83.33%	88.46%	11.54%

Scheme B: Q2		Scheme B: Q2	
Row Labels	Sum of Count	Row Labels	Sum of Count
Strongly Agree	8	Agree	10
Agree	11	Disagree	3
Disagree	4	Don't Know	7
Strongly Disagree	5	Neither	24
Don't Know	9	Strongly Agree	7
Neither	30	Strongly Disagree	2
<b>Grand Total</b>	<b>67</b>	<b>Grand Total</b>	<b>53</b>
19 Agree	9 Disagree	17 Agree	5 Disagree
67.86%	32.14%	77.27%	22.73%

Scheme B: Q3		Scheme B: Q3	
Row Labels	Sum of Count	Row Labels	Sum of Count
Strongly Agree	12	Agree	8
Agree	15	Don't Know	8
Disagree	1	Neither	20
Strongly Disagree	6	Strongly Agree	10
Don't Know	9	Strongly Disagree	6
Neither	23	<b>Grand Total</b>	<b>52</b>
<b>Grand Total</b>	<b>66</b>		
27 Agree	7 Disagree	15 Agree	6 Disagree
79.41%	20.59%	71.43%	28.57%

Scheme B: Q4		Scheme B: Q4	
Row Labels	Sum of Count	Row Labels	Sum of Count
Strongly Agree	11	Agree	8
Agree	12	Disagree	4
Disagree	3	Don't Know	4
Strongly Disagree	4	Neither	26
Don't Know	5	Strongly Agree	8
Neither	32	Strongly Disagree	3

<b>Grand Total</b>	<b>67</b>	<b>Grand Total</b>	<b>53</b>
23 Agree	7 Disagree	16 Agree	7 Disagree
76.67%	23.33%	69.57%	30.43%



Raw Data	Outliers Excluded
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Scheme C: Q1		Scheme C: Q1	
Row Labels	Sum of Count	Row Labels	Sum of Count
Strongly Agree	17	Agree	14
Agree	19	Disagree	4
Disagree	5	Don't Know	4
Strongly Disagree	9	Neither	12
Don't Know	4	Strongly Agree	13
Neither	16	Strongly Disagree	7
<b>Grand Total</b>	<b>70</b>	<b>Grand Total</b>	<b>54</b>
36 Agree	14 Disagree	27 Agree	11 Disagree
72%	28%	71.05%	28.95%

Scheme C: Q2		Scheme C: Q2	
Row Labels	Sum of Count	Row Labels	Sum of Count
Strongly Agree	14	Agree	10
Agree	13	Disagree	3
Disagree	3	Don't Know	4
Strongly Disagree	11	Neither	18
Don't Know	5	Strongly Agree	11
Neither	22	Strongly Disagree	8
<b>Grand Total</b>	<b>68</b>	<b>Grand Total</b>	<b>54</b>
27 Agree	14 Disagree	21 Agree	12 Disagree
65.85%	34.15%	63.64%	36.36%

Scheme C: Q3		Scheme C: Q3	
Row Labels	Sum of Count	Row Labels	Sum of Count
Strongly Agree	28	Agree	11
Agree	16	Disagree	3
Disagree	5	Don't Know	5
Strongly Disagree	4	Neither	8
Don't Know	5	Strongly Agree	23
Neither	11	Strongly Disagree	4
<b>Grand Total</b>	<b>69</b>	<b>Grand Total</b>	<b>54</b>
43 Agree	9 Disagree	34 Agree	7 Disagree
82.69%	17.31%	82.93%	17.07%

Scheme C: Q4		Scheme C: Q4	
Row Labels	Sum of Count	Row Labels	Sum of Count
Strongly Agree	15	Agree	6
Agree	11	Disagree	6
Disagree	6	Don't Know	5
Strongly Disagree	4	Neither	21
Don't Know	5	Strongly Agree	12
Neither	27	Strongly Disagree	3

<b>Grand Total</b>	<b>68</b>	<b>Grand Total</b>	<b>53</b>
26 Agree	10 Disagree	18 Agree	9 Disagree
72.23%	27.77%	66.67%	33.33%

Scheme C: Q5		Scheme C: Q5	
Row Labels	Sum of Count	Row Labels	Sum of Count
Strongly Agree	15	Agree	5
Agree	10	Disagree	5
Disagree	5	Don't Know	5
Strongly Disagree	6	Neither	19
Don't Know	5	Strongly Agree	12
Neither	23	Strongly Disagree	4
<b>Grand Total</b>	<b>64</b>	<b>Grand Total</b>	<b>50</b>
25 Agree	11 Disagree	17 Agree	9 Disagree
69.44%	30.56%	65.39%	34.61%

Raw Data	Outliers Excluded
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Scheme D: Q1		Scheme D: Q1	
Row Labels	Sum of Count	Row Labels	Sum of Count
Strongly Agree	16	Agree	14
Agree	20	Disagree	7
Disagree	8	Don't Know	5
Strongly Disagree	24	Neither	7
Don't Know	6	Strongly Agree	11
Neither	8	Strongly Disagree	22
<b>Grand Total</b>	<b>82</b>	<b>Grand Total</b>	<b>66</b>
26 Agree	32 Disagree	25 Agree	29 Disagree
44.83%	55.17%	46.30%	53.70%

Scheme D: Q2		Scheme D: Q2	
Row Labels	Sum of Count	Row Labels	Sum of Count
Strongly Agree	8	Agree	10
Agree	12	Disagree	7
Disagree	8	Don't Know	6
Strongly Disagree	20	Neither	22
Don't Know	7	Strongly Agree	6
Neither	27	Strongly Disagree	16
<b>Grand Total</b>	<b>82</b>	<b>Grand Total</b>	<b>67</b>
20 Agree	28 Disagree	16 Agree	23 Disagree
41.67%	58.33%	41.03%	58.97%

Scheme D: Q3		Scheme D: Q3	
Row Labels	Sum of Count	Row Labels	Sum of Count
Strongly Agree	12	Agree	14
Agree	16	Disagree	8
Disagree	8	Don't Know	6
Strongly Disagree	12	Neither	19
Don't Know	8	Strongly Agree	9
Neither	24	Strongly Disagree	9
<b>Grand Total</b>	<b>80</b>	<b>Grand Total</b>	<b>65</b>
28 Agree	20 Disagree	23 Agree	17 Disagree
58.33%	41.67%	57.50%	42.50%

Scheme D: Q4		Scheme D: Q4	
Row Labels	Sum of Count	Row Labels	Sum of Count
Strongly Agree	13	Agree	15
Agree	17	Disagree	3
Disagree	4	Don't Know	6
Strongly Disagree	16	Neither	21
Don't Know	6	Strongly Agree	8
Neither	26	Strongly Disagree	15

<b>Grand Total</b>	<b>82</b>	<b>Grand Total</b>	<b>68</b>
30 Agree	20 Disagree	23 Agree	18 Disagree
60%	40%	56.10%	43.90%

Scheme D: Q5		Scheme D: Q5	
Row Labels	Sum of Count	Row Labels	Sum of Count
Strongly Agree	14	Agree	14
Agree	20	Disagree	10
Disagree	11	Don't Know	7
Strongly Disagree	6	Neither	19
Don't Know	8	Strongly Agree	11
Neither	24	Strongly Disagree	7
<b>Grand Total</b>	<b>83</b>	<b>Grand Total</b>	<b>68</b>
34 Agree	17 Disagree	25 Agree	17 Disagree
66.67%	33.33%	59.52%	40.48%

Scheme E: Q1		Scheme E: Q1	
Row Labels	Sum of Count	Row Labels	Sum of Count
Strongly Agree	23	Agree	20
Agree	24	Disagree	3
Disagree	5	Don't Know	3
Strongly Disagree	11	Neither	14
Don't Know	3	Strongly Agree	18
Neither	19	Strongly Disagree	10
<b>Grand Total</b>	<b>85</b>	<b>Grand Total</b>	<b>68</b>
47 Agree	16 Disagree	38 Agree	13 Disagree
74.60%	25.40%	74.51%	25.49%

Scheme E: Q2		Scheme E: Q2	
Row Labels	Sum of Count	Row Labels	Sum of Count
Strongly Agree	21	Agree	16
Agree	21	Disagree	8
Disagree	8	Don't Know	3
Strongly Disagree	15	Neither	10
Don't Know	5	Strongly Agree	18
Neither	14	Strongly Disagree	12
<b>Grand Total</b>	<b>84</b>	<b>Grand Total</b>	<b>67</b>
42 Agree	23 Disagree	34 Agree	20 Disagree
64.61%	35.39%	62.96%	37.04%