

Bus Pinch Points - Dialstone Lane Consultation Summary Report

(Dated July 2024)

1.0 INTRODUCTION

Purpose of Report

- 1.1 The purpose of this report is to present the findings from a public consultation which took place from July 13th to August 9th 2023, on a highway proposals scheme as part of the Bus Pinch Points bid on Dialstone Lane, Stockport.

Background

- 1.2 The scheme would be paid for by Greater Manchester's City Region Sustainable Transport Settlement (CRSTS) and Transforming Cities Funding. These are national investment funds to improve local transport networks, access for local businesses and organisations, and to help residents get to amenities in their communities. These are schemes that aim to reduce bus travel time at known points of congestion and improve safety for bus users.
- 1.3 This report presents the consultation methodology applied by the Council and the response to the proposals.
- 1.4 The purpose of the consultation was specifically to inform the public, local residents, businesses, and interest groups of the proposals and capture their feedback. A full and inclusive consultation has been undertaken which has involved stakeholders including the public, local businesses, and interest groups.

2.0 SUMMARY OF PROPOSALS

- 2.1 The proposals aim to support sustainable travel choices and improve safety whilst maintaining and managing the performance of our existing transport network. This includes the enhancement of sustainable travel and bus facilities on this Key Route Network corridor.
- 2.2 The Dialstone Lane scheme comprises of a number of highway improvements. These include junction widening by providing a separate right turn lane at the junction of Dialstone Lane and the A6 Buxton Road, upgrades to bus stops, improving pedestrian access to bus stops, improving crossing points and new parking restrictions to reduce congestion. Traffic modelling of the A6 / Dialstone Lane junction has been undertaken which forecasts a reduction in delay on the A6, and improved bus journey times, due to reallocation of green time at the traffic signals.
- 2.3 The consulted proposals include (refer to Drawing No. refer to Drawing No F - 0700 - 001 - 01 in **Appendix A**):
- Amendment to the Dialstone Lane arm of the A6 Buxton Road/Dialstone Lane/Poplar Grove junction to provide an extended left turn lane and introduce a separate right turn lane. This should increase capacity and reduce the likelihood of right turning queuing traffic blocking traffic going straight ahead to the Hospital. To achieve this the existing footway will be converted to carriageway and part of the existing verge to footway. This may require the removal of one tree. This will be replaced with three trees elsewhere in the grass verge.

- Northbound bus stop on Dialstone Lane to be upgraded with a raised kerb and shelter provided.
- Convert the access to 495 Buxton Road to a vehicle drop crossing to provide pedestrian priority.
- Hatching on the eastern side of Dialstone Lane, adjacent to No's 289-293 to be removed and replaced with a parking bay. The existing 'No Waiting at Any Time' restrictions outside No. 297 Dialstone Lane are proposed to be extended up to the proposed parking bays to allow two vehicles to use the adjacent traffic lanes simultaneously.
- Bus stop build out with raised kerbs to be provided at the existing bus stop located adjacent to No. 287 Dialstone Lane to provide level access to the waiting bus for those boarding and alighting without the need to step down into the carriageway and to improve safety for bus users.
- Footway buildouts and tactile paving to be provided on three side roads connecting to Dialstone Lane. This includes Hurdsfield Road, Cruttenden Road and Dial Park Road.
- The existing 'No Waiting at Any Time' restrictions at the junctions of Hurdsfield Road, Cruttenden Road and Dial Park Road with Dialstone Road will be revised to follow the new kerbline for the build outs to protect visibility and prevent parked vehicles blocking the pedestrian route.
- New 'No Waiting at Any Time' restrictions on the western side of Dialstone Lane from 288 Dialstone Lane to the junction with Buxton Road (A6). Deliveries will still be allowed.
- Parking bays proposed on the eastern side of Dialstone Lane between No. 245-293.
- To improve pedestrian facilities along Dialstone Lane, there is a proposed uncontrolled pedestrian crossing with central refuge island and eastern kerb buildout to be provided adjacent to No. 261 Dialstone Lane, between Cruttenden Road and Dial Park Road.
- Introduction of right-turn ghost island into Cruttenden Road and Dial Park Road to enable right turning vehicles to queue separately in order to improve the safety for those waiting to turn right as well as reduce congestion on Dialstone Lane.

3.0 METHODOLOGY

Aims and Objectives

- 3.1 The consultation has been undertaken with the purpose of informing stakeholders of the proposals and capturing their views.
- 3.2 Specifically, the aims were to:
- Inform the public, local residents, businesses and interest groups and other stakeholders of the proposals;
 - Ensure that those with an interest in or who may be affected by the proposals have an opportunity to provide their comments and as such input to their development; and
 - Ensure that community engagement was fully accessible, informative, and relevant to the participants.
- 3.3 The consultation has been undertaken during a period when the proposals are at a formative stage and has presented comprehensive information to allow those consulted to provide intelligent considerations and an informed response.

- 3.4 Following the consultation, the Council will continue to work to ensure that information is communicated with regards to the proposals. This will seek to raise the profile of the Bus Pinch Points, Dialstone Lane scheme and engender a sense of community ownership.
- 3.5 It is anticipated that the community will have further opportunity to provide formal comments as part of the associated Traffic Regulation Order process should the scheme be approved.

Timescales and Audience

- 3.6 The consultation was held between 13th July and 9th August 2023. This allowed adequate time for responses to be submitted using a variety of media.
- 3.7 The main consultation audience was:
- Residents and businesses in the local area;
 - Those who may be affected by or use the proposed infrastructure; and
 - Key local stakeholders including statutory consultees, business organisations and special interest groups.

Consultation Support

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

Awareness Raising & Methods of Consultation

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

- Letters

The letters at **Appendix B** were sent to approximately 550 properties located adjacent to the proposals with a description of the scheme proposals and information directing residents and businesses to the consultation web pages to view the proposals in full.

- Web Pages

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

- Response Form

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

- Stakeholder Engagement

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

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

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

4.0 APPROACH TO ANALYSIS

- 4.1 A comprehensive log of responses has been collated to record all comments in a single database.
- 4.2 The online response form sought feedback on the extent to which the respondent agreed or disagreed with different elements of the proposed scheme, which was split into four sections. This has been used to determine the overall level of support for the specific elements of the proposals referred herein.
- 4.3 The analysis undertaken also determines respondents' opinions in relation to where they live. The responses have been plotted by postcode to demonstrate this for each question, these are included at **Appendix C**. Whilst all respondents provided post code information, four of the respondents only provided the first half of their postcode and so these four responses have not been included within the post code plots.
- 4.4 Given the level of detail of some of the comments received, this report presents an overview of the feedback. The comments log will be used by the project team to enable consideration of the greater detail contained therein.
- 4.5 An exercise has been undertaken to check for significant duplication of online response form completions based on respondents' IP addresses. All 105 responses have been accepted.
- 4.6 Feedback received after the closing date are not included in this report but will continue to be considered by the project team in the development of the proposals.

5.0 CONSULTATION RESPONSES

- 5.1 A total of 105 online response forms were completed, of which 5 were from organisations. 6 emails were received to the walkcycle@stockport.gov.uk email address. 1 phone call was logged during the consultation period. One paper copy of the feedback form was issued on request, but no response has been received at the time of writing.
- 5.2 Four questions were asked as part of the online survey. A summary of the overall results can be seen in the table below. Each question will then be presented and analysed in more detail in the sections below.

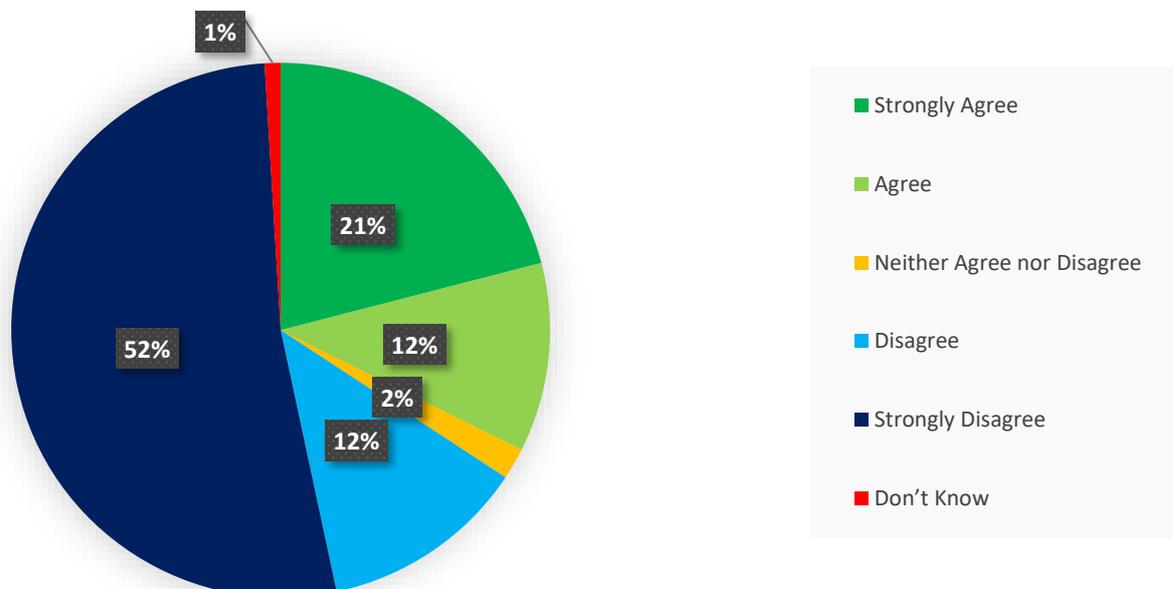
Table 1: Dialstone Lane Public Consultation - Overall High-Level Summary Table

Option	Question							
	Increase Capacity and Introduce Parking Restrictions		Upgrade Bus Stops, Install Parking Bays & Improve Pedestrian Facilities		Provide Uncontrolled Crossing with Pedestrian Refuge Island		Provide Right-Turn Ghost Islands	
	Number	%	Number	%	Number	%	Number	%
Agree / Strongly Agree	34	32%	34	32%	43	41%	31	30%
Disagree / Strongly Disagree	68	65%	56	53%	46	44%	47	45%
Neither Agree not Disagree	2	2%	13	12%	14	13%	21	20%
Don't Know	1	1%	2	2%	2	2%	6	6%

Question 1: Increase Capacity on Dialstone Lane

5.3 Respondents were firstly asked for their opinion on the proposals to increase capacity on Dialstone Lane by providing an extended left turn lane as well as a separate right turn lane. This includes the proposals to introduce 'No Waiting at Any Time' restrictions (double yellow lines) on the western side of Dialstone Lane from 288 Dialstone Lane to the junction with Buxton Road (A6) and extend the existing 'No Waiting at Any Time' restrictions on the eastern side of Dialstone Lane outside no. 297. This is to allow two lanes to run simultaneously, deliveries will still be allowed within these proposed restrictions.

Figure 5.1 – Increase Capacity on Dialstone Lane Responses



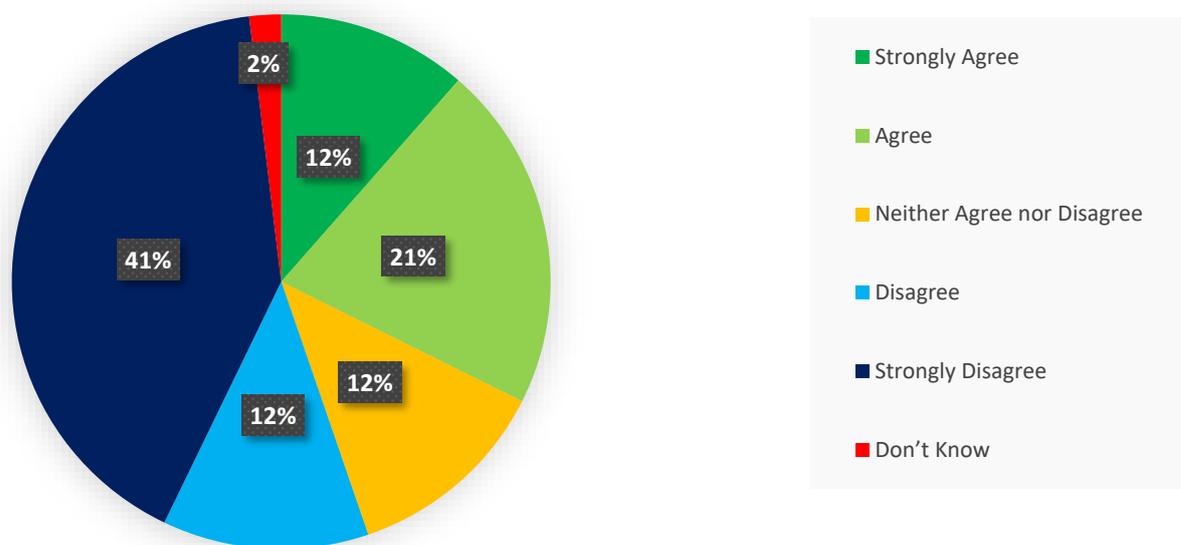
5.4 Figure 5.1 presents a summary of the responses. It shows that 33% (34) of respondents to this question strongly agreed or agreed with the proposals, while 64% (68) strongly disagreed or disagreed. 3% (3) neither agreed nor disagreed or didn't know.

- 5.5 Respondents were asked to provide reasons for their answer. There were 90 responses and key recurring themes included:
- 26 comments stated that in their opinion, there is little to no benefit for increasing capacity at the junction and consider that the proposals may have a negative impact on pedestrians by making the junction more difficult to cross.
 - 22 comments expressed that this proposal may encourage private motor vehicle use.
 - 11 respondents stated that the aims of the proposal (to reduce bus travel time) would be more easily reached if the parking issues at Stepping Hill hospital were alleviated, as opposed to the proposals of this scheme.
 - 7 respondents consider that the scheme would have a negative impact on the side roads around Dialstone Lane, as hospital staff (and to a lesser extent, visitors to the area) would not be able to park on Dialstone Lane and would instead park on its side roads.
 - 5 responses expressed concerns that the proposals could make it harder for them to safely access their front driveway, all of these residents live on the western side of Dialstone Lane.
 - 4 respondents objected to the potential loss of a well-established cherry tree on Dialstone Lane which is to be removed as part of the proposals.
- 5.6 Some respondents suggested an additional or alternative proposal which was:
- 25 responses said that the space should instead be used to provide cycle facilities, such as a cycle lane.
 - 12 responses said that the space should instead be used to provide a bus lane on Dialstone Lane.
- 5.7 Stakeholder's Comments on the "Question 1: Increase Capacity on Dialstone Lane" Proposals:
- 5.8 The postcode plot for Figure 5.1 (Appendix C1 - Drawing Number HW23H2209346) shows that the highest level of responses (8) came from the western side of Dialstone Lane, south of Bonis Crescent. In this area 100% of respondents all strongly disagreed with the proposals set out in Question 1. There were 7 responses on Dial Road, with support split 60/40 with the majority of residents disagreeing with the proposals. 6 responses were recorded on the eastern side of Dialstone Lane, which were split 50/50 between agree and strongly disagree. 6 responses were also received from Hursdsfield Road with a 60/40 split towards disagreeing. Neighbouring side roads including Bonis Crescent, Boothby Street, Beaufort Road, Magda Road, Eyam Grove and Hartington Road all received between 1 and 3 responses and had 100% agreement with the proposals.

Question 2: Upgrading the Bus Stops, Installing Parking Bays, and Improving Pedestrian Facilities

5.9 Respondents were then asked their opinion on the proposal to upgrade the bus stops, install parking bays and improve pedestrian facilities on the eastern side of Dialstone Lane. This includes a proposed upgrade to the northbound bus stop, installation of a bus stop build out located adjacent to No. 287 Dialstone Lane, with raised kerbs to provide level access to the waiting bus for those boarding and alighting to improve safety for bus users. It includes proposals to mark out parking bays between 245-293 Dialstone Lane along with footway buildouts and tactile paving on three side roads connecting to Dialstone Lane, these are Hurdsfield Road, Cruttenden Road and Dial Park Road. It also includes proposals to convert the access to 495 Buxton Road to a vehicle drop crossing to provide pedestrian priority.

Figure 5.2 – Upgrading the Bus Stops, Installing Parking Bays, and Improving Pedestrian Facilities Responses



5.10 Figure 5.2 presents a summary of the responses. It shows that 33% (34) of respondents to this question strongly agreed or agreed with the proposals, while 53% (56) strongly disagreed or disagreed. 14% (15) neither agreed nor disagreed or didn't know.

5.11 Respondents were asked to provide reasons for their answer. There were 70 responses and key recurring themes included:

- 23 responses consider that the bus stops are very rarely used.
- 14 respondents consider that the proposals do not provide improvements for pedestrians.
- 13 responses have referred to this proposal potentially encouraging more private motor vehicle use.
- 10 comments refer to a dislike of public road space being used for private motor vehicles, with 9 of these respondents objecting to the provision of parking bays along the eastern side of Dialstone Lane.
- 10 comments state that the existing issues on Dialstone Lane are caused by the lack of car parking available at Stepping Hill hospital.
- 6 comments referenced disagreement with the proposed parking restrictions outlined in the first question.
- 5 respondents raised concerns that this proposal may push parked cars onto nearby side streets. These respondents referred to the possibility of the proposed parking bays on the eastern side of

Dialstone Lane potentially reducing the current amount of parking spaces available, and people also referred back to parking restrictions proposed on the western side as set out in Question 1.

- 4 responses stated they were in favour of the proposals as the current access to bus stops is poor due to parked vehicles and there is a lack of raised bus stop platforms. These respondents agree that the proposals will make bus stops safer and more accessible.

5.12 Some respondents suggested an additional or alternative proposal as follows:

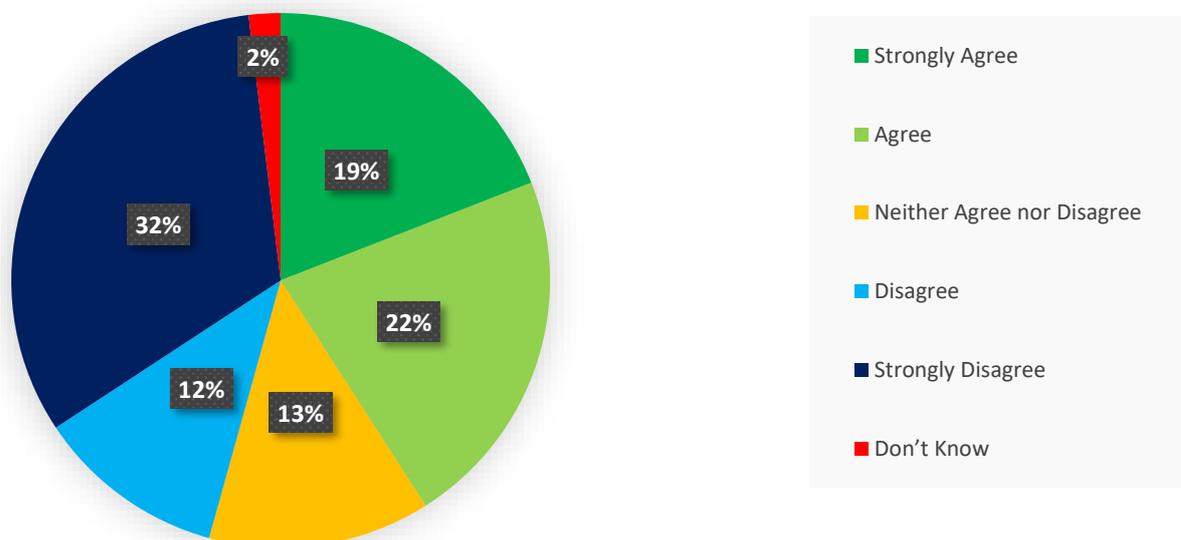
- 14 respondents consider that the proposals should instead provide cycle facilities, such as a cycle lane.
- 2 respondents consider that a controlled crossing such as a Zebra or signalised crossing would be more desirable than an uncontrolled pedestrian refuge island.
- 2 comments suggested that a dedicated bus lane should be provided along Dialstone Lane.
- 2 respondents requested that the parking bays should be for resident use only.

5.13 The Postcode Plot for Figure 5.2 (Appendix C2 - Drawing Number HW23H2209346) reveals that the highest level of responses (8) came from residents living on the western side of Dialstone Lane, south of Bonis Crescent with support split 80/20 towards disagreeing with the proposals set out in Question 2. Dial Road also had 7 responses which were split 60/40 towards disagreeing. There were six responses on the eastern side of Dialstone Lane, in which there was an 80/20 split towards disagreeing with the proposals. Hurdsfield Road had six responses with a 50/50 split in favour and against. There were a further 7 respondents on Bonis Crescent and Boothby Street combined, 75% of whom agreed with the proposals set out in Question 2. Residents of Dial Park Road, Beaufort Road, Eyam Grove and Hartington Road all received between one and two responses and were all 100% in favour of the proposals. There was only one response from Magda Road, which disagreed.

Question 3: Uncontrolled Pedestrian Crossing with Central Refuge Island and Eastern Kerb Buildout

5.14 Respondents were then asked their opinion on the proposal to provide an uncontrolled pedestrian crossing with central refuge island and eastern kerb buildout adjacent to No. 261 Dialstone Lane,

Figure 5.3 - Uncontrolled Pedestrian Crossing with Central Refuge Island and Eastern Kerb Buildout Responses



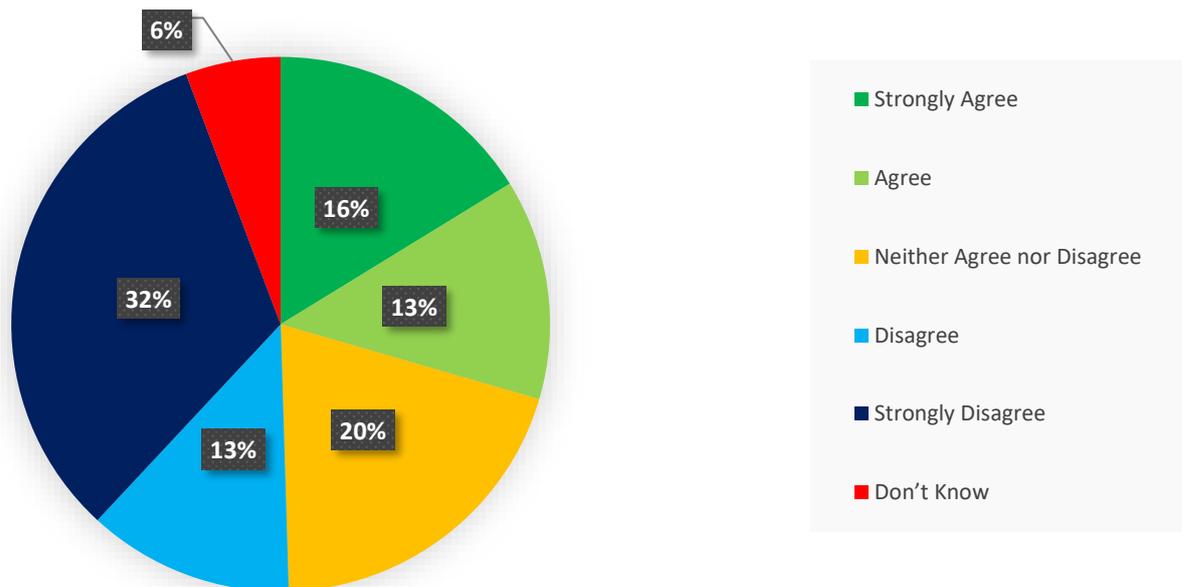
between Cruttenden Road and Dial Park Road. This is proposed to improve pedestrian facilities by providing pedestrians with a safe place to cross.

- 5.15 Figure 5.3 presents a summary of the responses. It shows that 41% (43) of respondents to this question strongly agreed or agreed with the proposals, while 44% (46) strongly disagreed or disagreed. 15% (16) neither agreed nor disagreed or didn't know.
- 5.16 Respondents were asked to provide reasons for their answer. There were 74 responses and key recurring themes included:
- 20 responses stated that this proposal would increase safety for pedestrians.
 - 8 respondents have raised concerns that the crossing would be potentially unsafe for pedestrians due to existing perceived speeding issues on Dialstone Lane.
 - 7 comments stated that the proposals to install a crossing in this location are unnecessary as there is already a crossing further down the road (outside of 272 Dialstone Lane).
 - 6 respondents stated that they disagree with the proposals on the basis that the crossing would provide no benefit to cyclists.
- 5.17 Some respondents suggested an additional or alternative proposal which was:
- 28 comments expressed the opinion that a controlled crossing (i.e., Zebra or signalised) would be better suited for Dialstone Lane as this would give priority to pedestrians over vehicular traffic.
 - 1 response suggested that the crossing would be better located closer to Dial Park Road so it could be utilised by pedestrians accessing the doctor's surgery.
- 5.18 Stakeholder's Comments on the "Question 3: Uncontrolled Pedestrian Crossing with Central Refuge Island and Eastern Kerb Buildout" Proposals:
- 5.19 The postcode plot for Figure 5.3 (Appendix C3 - Drawing Number HW23H2209346) shows that support for this proposal is mostly coming from the eastern side of Dialstone Lane (south of Bonis Cres), with all six respondents agreeing with the proposals. There is also 100% agreement on side roads off Dialstone Lane including Dial Park Road, Hartington Road, Beaufort Road and Eyam Grove. Support is split 50/50 with residents of Dial Road, Bonis Crescent and Hurdsfield Road (Hurdsfield Road's support is split 60/40 with a bias towards agreeing). With regards to those who are unsupportive of the proposal, there is a pattern of residents living on the western side of Dialstone Lane (south of Bonis Cres), where all eight respondents unanimously disagreed.

Question 4: Proposals to Introduce Right-Turn Ghost Island

- 5.20 Respondents were then asked their opinion on the proposal to introduce ghost island right-turn lanes on Dialstone Lane for traffic turning into Cruttenden Road and Dial Park Road. This is to enable right turning vehicles to queue separately to improve the safety for those waiting to turn right as well as reduce congestion on Dialstone Lane.

Figure 5.4 Proposals to Introduce Right-Turn Ghost Island Responses



5.21 Figure 5.4 presents a summary of the responses. It shows that 29% (31) of respondents to this question strongly agreed or agreed with the proposals, while 45% (47) strongly disagreed or disagreed. 26% (27) neither agreed nor disagreed or didn't know.

5.22 Respondents were asked to provide reasons for their answer. There were 71 responses and key recurring themes included:

- 19 responses have referenced how this proposal would make it easier and / or safer to turn into side roads from Dialstone Lane.
- 17 respondents fear that this proposal will encourage private motor vehicle use (encouraging people to use their cars as opposed to Public Transport, Cycling and Walking).
- 16 comments stated that they believe the proposals to introduce ghost islands are unnecessary and will provide little benefit to road users.
- 8 respondents disagree with the proposals as they consider the scheme to be too focused on improvements for vehicular traffic with insufficient focus on active travel improvements.
- 5 responses reiterated that the existing issues on Dialstone Lane are caused by the lack of car parking available at Stepping Hill hospital, and so this issue should be tackled before these proposals are put forward.
- 2 comments specifically say that they are in favour of a right-turn improvement for Dial Park Road but not for Cruttenden Road as this is a dead-end road.

5.23 Some respondents suggested an additional or alternative proposal which was:

- 13 respondents stated that the proposals should focus more on benefitting cyclists.
- 4 respondents suggested that a dedicated bus lane should be provided along Dialstone Lane.

5.24 Stakeholder's Comments on the "Question 4: Proposals to Introduce Right-Turn Ghost Island" Proposals:

5.25 The postcode plot for Figure 5.4 (Appendix C4 - Drawing Number HW23H2209346) shows that there is a concentration of positive support for the proposal to introduce right-turn ghost islands from residents on the eastern side of Dialstone Lane close to the junction with Hurdsfield Road with six

respondents agreeing. There is also 100% agreement on Dial Park Road, Hartington Road, Magda Road Beaufort Road and Eyam Grove. There is a 60/40 split in favour of the proposals on Hurdsfield Road (by 6 respondents), and a 50/50 split on Bonis Crescent. Residents who disagree with the proposal are mostly concentrated to the western side of Dialstone Lane (8 respondents located south of Bonis Cres) and Dial Road with 7 respondents.

6.0 STAKEHOLDER RESPONSES

Email Enquiries, Calls, Letters and Responses

6.1 Stakeholder comments were reported in the following emails, calls and letters. These included the following comments from stakeholders and residents:

- An email response from Historic England stating they have no comments for this scheme.
- An email from Walk Ride Stockport which advises that they consider that the “*proposals appear to be a poor fit for the objectives of the City Region Sustainable Transport Settlement*”.
- 2 emails from residents. One resident expressed concern that the road is too busy for an uncontrolled crossing (and that a controlled crossing may be required instead). The other comes from a resident who has a child with special needs, they are concerned the parking restriction will make it difficult for the school transport to collect their child.
- A letter from a resident was received which expressed concern over the proposed parking restrictions and uncontrolled crossing. But was in support of the amendment to the Dialstone Lane / A6/ Poplar Grove Junction.

Stakeholder Group & Business Owner Responses to the online consultation

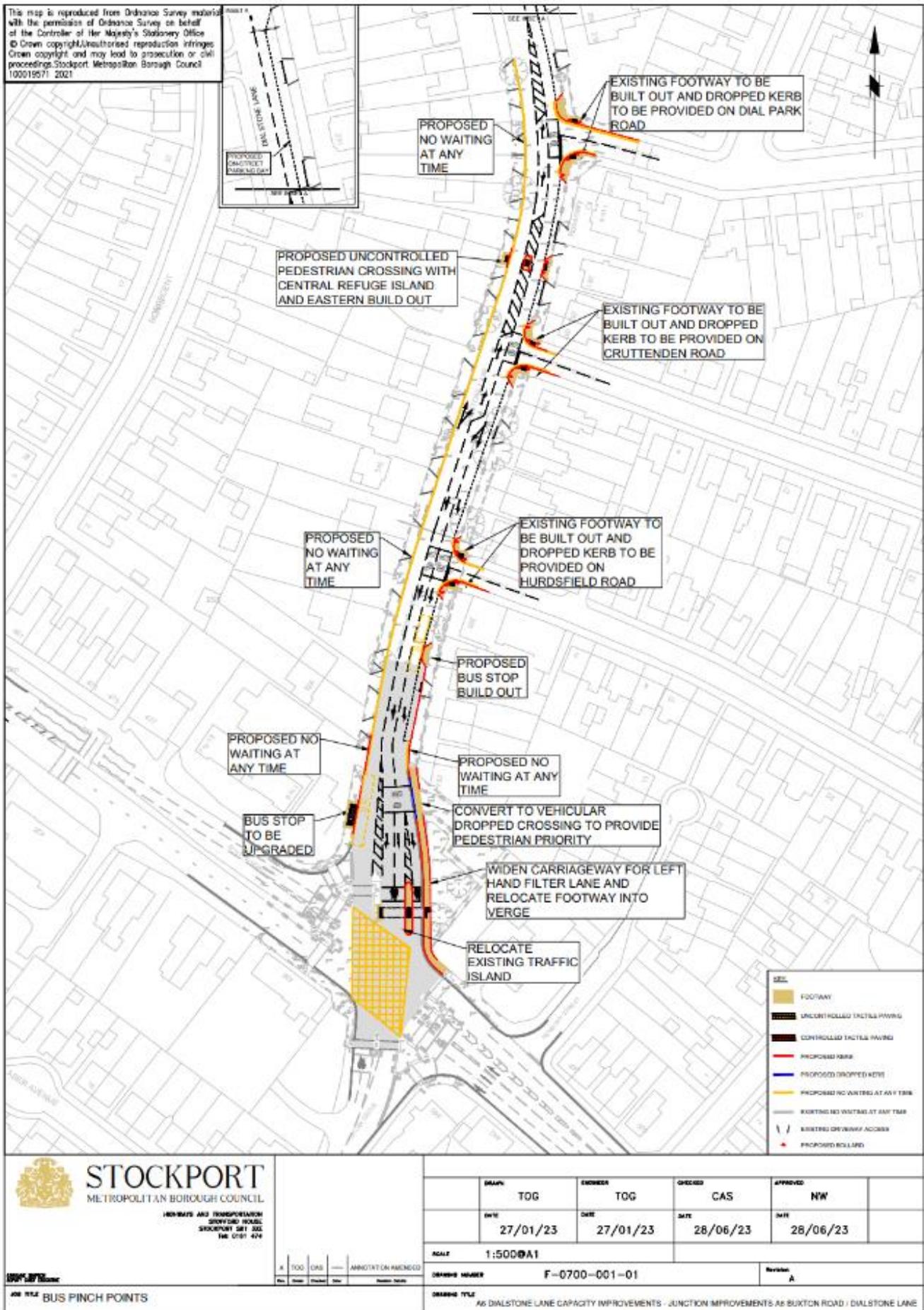
6.2 Three separate stakeholder groups and business owners responded to the online consultation, these were; SNAG (Stepping Hill Neighbourhood Parking Action Group), Heartful Artful and Spire Healthcare. These responses have been considered as part of this consultation summary report. The figures for the key themes identified within the comments on each sheet include the themes found within the comments of these three stakeholder groups.

7.0 SUMMARY

7.1 A full and inclusive consultation has been undertaken with the specific purpose of informing stakeholders, the public, local businesses, and interest groups of the new Bus Pinch Points- Dialstone Lane Proposed Highway Improvements and capturing their comments.

7.2 Given the level of detail of some of the comments received, this report presents an overview of the feedback. A comprehensive comments log is used by the project team to enable consideration of the greater detail contained therein.

Appendix A – Consultation Proposals (Drawing No F-0700-001-01 Rev A)





Services to Place
Stopford House
Stockport,
SK1 3XE

13th July 2023

Dear Resident / Business Owner,

Bus Pinch Points - Dialstone Lane Highway Scheme – Have Your Say

We have drafted highways proposals for Dialstone Lane between Buxton Road (A6) and no. 245 Dialstone Lane (north of Dial Park Road) which aim to support sustainable travel choices and improve safety whilst maintaining and managing the performance of our existing transport network.

This proposed scheme would be paid for by Greater Manchester's City Region Sustainable Transport Settlement (CRSTS) and Transforming Cities Funding. These are national investment funds to improve local transport networks, access for local businesses and organisations, and to help residents get to amenities in their communities. This element of the fund is allocated to the TfGM led 'Bus Pinch Point' schemes. These are schemes that aim to reduce bus travel time at known points of congestion and improve safety for bus users.

The scheme for Dialstone Lane includes widening of the Dialstone Lane arm of the A6/Dialstone Lane/Poplar Grove junction to provide a dedicated right turn lane from Dialstone Lane into the A6, amendments to the layout to provide two traffic lanes approaching the signals from the Cruttenden Road junction, upgrades to bus stops, pedestrian improvements to improve access to bus stops, side road junction build-outs to improve crossing points and new parking restrictions to reduce congestion caused by parked vehicles. These changes will make the junction operate more efficiently for traffic, improve pedestrian access to bus stops and also formalise and protect parking for residents who don't have driveways to park on.

In more detail the proposals include:

- Amendment to the Dialstone Lane arm of the A6 Buxton Road/Dialstone Lane/Poplar Grove junction to provide an extended left turn lane and introduce a separate right turn lane. This should increase capacity and reduce the likelihood of right turning queuing traffic blocking traffic going straight ahead to the Hospital. To achieve this the existing footway will be converted to carriageway and part of the existing verge to footway. This may require the removal of one tree. This will be replaced with three trees elsewhere in the grass verge.
- Northbound bus stop on Dialstone Lane to be upgraded with a raised kerb and shelter provided.
- Convert the access to 495 Buxton Road to a vehicle drop crossing to provide pedestrian priority.
- Hatching on the eastern side of Dialstone Lane, adjacent to No's 289-293 to be removed and replaced with a parking bay. The existing 'No Waiting at Any Time' restrictions outside No. 297 Dialstone Lane are proposed to be extended up to the proposed parking bays to allow two vehicles to use the adjacent traffic lanes simultaneously.

- Bus stop build out with raised kerbs to be provided at the existing bus stop located adjacent to No. 287 Dialstone Lane to provide level access to the waiting bus for those boarding and alighting without the need to step down into the carriageway and to improve safety for bus users.
- Footway buildouts and tactile paving to be provided on three side roads connecting to Dialstone Lane. This includes Hurdsfield Road, Cruttenden Road and Dial Park Road.
- The existing 'No Waiting at Any Time' restrictions at the junctions of Hurdsfield Road, Cruttenden Road and Dial Park Road with Dialstone Road will be revised to follow the new kerblines for the build outs to protect visibility and prevent parked vehicles blocking the pedestrian route.
- New 'No Waiting at Any Time' restrictions on the western side of Dialstone Lane from 288 Dialstone Lane to the junction with Buxton Road (A6). Deliveries will still be allowed.
- Parking bays proposed on the eastern side of Dialstone Lane between No. 245-293.
- To improve pedestrian facilities along Dialstone Lane, there is a proposed uncontrolled pedestrian crossing with central refuge island and eastern kerb buildout to be provided adjacent to No. 261 Dialstone Lane, between Cruttenden Road and Dial Park Road.
- Introduction of right-turn ghost island into Cruttenden Road and Dial Park Road to enable right turning vehicles to queue separately in order to improve the safety for those waiting to turn right as well as reduce congestion on Dialstone Lane.

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 Wednesday 9th August 2023 at www.stockport.gov.uk/consultations.

All responses to this consultation will be considered as part of the scheme development process prior to any implementation. Please be aware we may not be able to enter detailed correspondence with individuals about points raised.

Delivery of the scheme is subject to approval and funding being agreed by the Government's City Region Sustainable Transport Settlement (CRSTS) and the Transforming Cities Fund. If approved and awarded funding, the scheme could be delivered in phases during 2024.

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.

If you would like paper copy information and/or response forms, or to discuss any of the above, please contact the team by phone on 0161 217 6043, email at walkcycle@stockport.gov.uk or by post at Services to Place, Stopford House, Stockport, SK1 3XE.

Yours faithfully,

Caroline Aylmer-Shanks
Highways and Transportation
Stockport Council

Appendix C – Postcode Plots

