

## **Proposed A6 / Railway Road Junction Changes – Consultation Report**

### **Report of the Corporate Director for Place**

#### **Appendix D – Stakeholder Comments**

A representative of **Walk Ride Heatons** responded in strong disagreement with the proposals as summarised below:

- Strongly disagree with the proposals in their current form, urging a review in light of “Gear Change – a bold vision for cycling and walking” and LTN 1/20. Particular attention is drawn to the principles that ‘cyclists must be treated as vehicles and not as pedestrians, physically separated and not sharing space’ and ‘all designers must experience the roads as a cyclist’.
- It is noted to be frustrating that the scheme has been presented without the context of existing or future walking and cycling infrastructure, and few measurements are given to determine widths. It is requested that proposals are shared on the proposed onward route to Edgeley and connection to the Interchange Bridge.
- It is noted to be unclear why the extension of the two-lane approach to the junction on Railway Road is needed, also that cyclists should not need to give-way to motor vehicles and the loading bay creates conflict with pedestrians. Also the new island between the two lanes at the junction adds an unnecessary crossing point making the route more convoluted, indirect and slower.
- It is noted that cobbles (on John Street, in the Town Hall Conservation Area) are not a suitable surface for cycling and queried if these are to be replaced with a smooth surface. Also that an eastbound cycle lane here will cause conflict at the Town Hall Tavern entrance. It is queried how cyclists exiting John Street across the A6 will be signalled.
- It is queried why a segregated facility is needed on Loonies Court which is narrow and has low traffic flow, and noted there will be conflict between users of this and the A6 businesses with parking at the rear. Also that there would be nowhere for pedestrians to walk.
- It is queried where cyclists are supposed to go on exiting Loonies Court (to Norbury Street) as there is no infrastructure and there is poor visibility.
- It is requested that the parking / loading bay be removed from the bottom of the at the footpath entrance to the Registry Office and one of the other parking spaces be allocated as this facility as it will cause conflict for cyclists. Also suggestion that more bays need to be allocated for events at the Registry Office as bays currently used for this purpose have been removed.

- It is noted that the proposed cycle parking is out of the way, looks difficult to use and should be reviewed with standards.
- It is noted that the parking bays are designed in such a way that the cycleway would be driven over to access / egress, as such need reviewing.
- It is noted that the pedestrian route from the north side of John Street to the west side of the A6 (heading north) is noted to be very indirect.
- It is noted that shared footways are unacceptable and there is room for this to be avoided along Railway Road, with the removal of the Loading Bay adjacent to Sainsbury's (and dedicated service road). Also there should be dedicated / segregated space for cyclists along the A6 to avoid conflict, with the Toucan Crossings at the Edward Street junction parallel with an advanced stop line on the left turn into Edward Street for consistency.

**The National Trans Pennine Trail Office (TPT)** responded with comments as summarised below.

- Loonies Court does not appear to have any pedestrian access.
- The pedestrian crossing of John Street seems to be narrow.
- Queried whether a raised table crossing is considered to be adequate at Spring Bank Place.
- The arrangement at Railway Road means a very convoluted crossing for cyclists over the A6. Queried whether a simpler option has been considered to encourage new / novice cyclists.
- Comments of concerns were raised about the current diversion for the TPT and that the Council should take measures to ensure the agreed diversion is not regularly changed. It is noted that clear signage is critical to ensure safe passage.