

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Traffic Safety Measures - Compstall Road, Romiley

Report to: (a) Werneth Area Committee

Date: Monday, 7 March 2022

Report of: (b) Director of Place Management

Key Decision: (c) **NO / ~~YES~~** (Please circle)

Forward Plan ☐ General Exception ☐ Special Urgency ☐ (Tick box)

Summary:

To report the findings of a consultation exercise and seek approval for the implementation of traffic safety measures on Compstall Road, Romiley between Waterloo Road and Corcoran Drive.

Recommendation(s):

The Corporate Director for Place Management & Regeneration request that the Werneth Area Committee considers and comments upon the proposals shown on drawing F_4295_H_0000_003 and recommends that the Cabinet Member for Sustainable Stockport approves the proposals and the legal advertising of the TROs set out in appendix A and subject to no objections being received within 21 days from the advertisement date, the orders can be made.

Relevant Scrutiny Committee (if decision called in): **(d)**
Communities & Housing Scrutiny Committee

Background Papers (if report for publication): **(e)**

There are none.

Contact person for accessing
background papers and discussing the report

Officer: Eraina Smith
Tel: 0161 474 4911

‘Urgent Business’: (f) **~~YES~~ / NO** (please circle)

Certification (if applicable)

This report should be considered as ‘urgent business’ and the decision exempted from ‘call-in’ for the following reason(s):

The written consent of Councillor _____ and the Chief Executive/Monitoring Officer/Borough Treasurer for the decision to be treated as ‘urgent business’ was obtained on _____ /will be obtained before the decision is implemented.

Traffic Safety Measures - Compstall Road, Romiley

Director of Place Management

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 To report the findings of a consultation exercise and seek approval for the implementation of traffic safety measures on Compstall Road, Romiley between Waterloo Road and Corcoran Drive.

2. BACKGROUND

- 2.1. Members will recall that a consultation exercise was reported to this Area Committee on the 19th April 2021 which included Traffic Regulation Orders, amendments to road markings, the introduction of three buildouts and the erection of a vehicle activated sign. At this meeting Ward Councillors wanted a further investigation into the possibility of a pedestrian refuge on Compstall Road between Waterloo Road and Corcoran Drive. As such Engineering officers conducted a feasibility design into a possible location for a pedestrian refuge and a further public consultation was carried out.

3. PROPOSALS

- 3.1. Following the feasibility design (which included a vehicle swept path analysis of vehicles accessing/egressing driveways) a possible location for the pedestrian refuge was identified. Other measures included in this revised design were the buildouts either side of Corcoran Drive, the two smaller buildouts on the south side of Compstall Road and the Vehicle Activated Sign (VAS) to the east of Corcoran Drive. The proposed buildouts will narrow the road thereby encouraging lower vehicle speeds and helping to protect parked vehicles on the south side of Compstall Road. The VAS will flash '30 SLOW DOWN' to drivers of vehicles going over the 30mph speed limit again encouraging them to slow down. These proposals can be seen on drawing F_4295_H_0000_001 Revision A.
- 3.2. Residents on Compstall Road between Waterloo Road and Corcoran Drive were consulted on these proposals including the pedestrian refuge island between 187, 189, 190 and 192 Compstall Road on 16th November 2021 for a period of 3 weeks. 65 letters and the associated drawing were delivered to residents in the area and the Council received back 26 responses, a response rate of 40%. Of the responses the Council received back; 13 (50%) stated they were in favour of the proposals, 12 (46.2%) stated they were against the proposals and 1 (3.8%) was undecided.
- 3.3. To supplement the consultation, cones were placed at the proposed location of the uncontrolled pedestrian refuge island on 18th November 2021 for a period of 1 week. This allowed residents who lived adjacent the proposed location to see for themselves the impact that the pedestrian refuge would have on them accessing/egressing their driveways.

3.4. A pedestrian count survey was also undertaken on 8th November 2021 between the hours of 07:30 to 09:00 and 15:00 to 17:00. Between the hours of 07:30 to 09:00, 3 people crossed between Cherry Tree House and Waterloo Cottages. Between the hours of 15:00 to 17:00, no person was recorded to cross between Cherry Tree House and Waterloo Cottages. 7 people crossed near the junction of Corcoran Drive and 2 people crossed near the ginnel between 188B and 190 Compstall Road. During the survey, pedestrians coming to and from the ginnel were walking along Compstall Road to either cross at the bus stops or continue onwards beyond the extent of the survey. The 2 people noted to cross near the ginnel alighted from a bus at Corcoran Drive and crossed near the ginnel to a house on the other side of Compstall Road.

3.5. Those that objected during the November 2021 consultation included the following reasons:

- Proposed location of refuge island would increase risk to surrounding residents using their driveways;
- Proposed location of refuge island will not receive much footfall compared to other locations such as the bus stops near Cherry Tree House and Corcoran Drive;
- Proposed location of island on blind bend;
- Losing existing trees for semi-mature trees;
- Loss of parking from buildouts;
- Encourage more cars to park on verges;
- Off-road parking preferred;
- Increased congestion when buses are at bus stops;
- Instead of vehicle activated sign, introduce speed camera;
- Additional vehicle activated sign wanted for eastbound traffic;
- Unable to use junction of Corcoran Drive as turning point if narrowed;
- Noise/vibration pollution from construction;
- Bus stop improvements such as shelter wanted;
- Too many speed cushions in Romiley and some to be relocated to Compstall Road;
- Speeding and accidents at bend between Corcoran Drive and Springwood Lane.

3.6 In response to some of these objections the Corporate Director would comment:

- Current proposals to introduce an uncontrolled pedestrian refuge should be removed from the scheme and replaced with a buildout on the southern side of Compstall Road. The consultation has shown a lack of support for the refuge particularly at the proposed location. The pedestrian count survey has shown no justification for a pedestrian refuge at this location as very few pedestrians crossed. Due to the positions of resident driveways near the bus stops, there is no scope to relocate the proposed refuge island at these locations. Replacing the proposed refuge with another buildout will also allow more on-street parking on the south side of Compstall Road. Removing the pedestrian refuge will also remove the need to replace any existing trees.
- The proposals have been developed to lower vehicle speeds on Compstall Road as well as protect on-street parking on the south side of Compstall Road which should remove the need for converting existing grass verges into parking bays.

- Removing the existing grass verges to create off-road parking is not recommended as this will remove value resource to combat flooding, reduce the green scene of the street and will not address the speeding issues raised by residents.
- Whilst narrowing the road at Corcoran Drive will reduce the available width for cars to overtake buses at the bus stops, the frequency of buses is considered low and these stops are not waiting locations for buses. Therefore in the event a bus is at the bus stop, these will only be there for passengers to board/alight the buses and thus will only be at the bus stops for a short period of time.
- Safety (or speed) camera's can only be erected in locations where people have been killed or seriously injured. Whilst there are concerns of speeding on Compstall Road between Corcoran Drive and Springwood Lane with reports by residents of accidents in this location, there have been no recorded traffic incidents (recorded by the Police) along the corridor within the last three years
- Upgrading the existing bus stops to have shelters is beyond the scope of the scheme and the cost would be out of the allocated budget.

3.7 The consultation results were presented to the Ward Councillors and it was agreed that a final consultation would be undertaken but this time without the pedestrian refuge. These proposals can be seen on drawing F_4295_H_0000_003. The consultation ran between from 10th January 2022 for a period of 3 weeks. From the 65 letters delivered, the Council received 7 responses, a response rate of 11%. Of the responses received; 3 (42.9%) were in favour of the proposals and 4 (57.1%) were against the proposals.

3.8 Those that objected during the January 2022 consultation included the following reasons:

- Pedestrian crossing facility wanted.
- Traffic moved closer to north side of Compstall Road encouraging parking on northern verges.
- Southern buildouts will make it more difficult for residents on the north side to use their driveways.
- Building out Corcoran Drive will increase the risk of cars coming out of this junction.
- Unable to overtake buses at bus stops.
- Reduce the size of buildouts to maximise available on-street parking on the south side.
- Road narrow signs wanted.
- Speed camera instead of vehicle activated sign.
- Speeding issues are coming from further along Compstall Road (from Compstall) and thus traffic calming proposals should be focused there.

3.9 In response to some of these objections the Corporate Director would comment:

- As previously mentioned, most of the objections received during the November 2021 consultation arose from the proposed location of a pedestrian refuge. The pedestrian count survey had shown no justification for the refuge at the proposed location. Whilst it is recognised that a refuge closer to the bus stops would be of greater use, the location of resident driveways and junctions, meant there was no suitable location near these bus stops to safely introduce a pedestrian refuge.

- There are currently cars parking on the north side verges and although the proposed measures will narrow the lane widths, there is sufficient lane width for traffic travelling in both directions.
- A minimum of 3.5m lane widths is maintained throughout the proposals which even at the buildouts will give an overall minimum carriageway width of 7m which will be sufficient clearance for residents to use their driveways.
- In addition to building out the west side of Corcoran Drive with Compstall Road the eastern kerb line will be realigned to match the build out and new give way markings will be laid to protect any vehicles using the junction of Corcoran Drive.
- As previously mentioned, the frequency and time buses will be at the bus stop is low and thus the impact on traffic flow should not be significant and thus the need to overtake bus stops is considered unnecessary.
- The layout presented to residents at consultation was schematic and any scope to reduce the overall lengths of the build outs to maximise available on-street parking will be considered.
- Whilst the proposals will narrow the available widths of the road, minimum lane widths of 3.5m will be maintained and thus road narrowing signs are unnecessary.
- As previously mentioned, whilst there have been reports by residents of accidents, there have been no recorded traffic incidents (recorded by the Police) along the corridor within the last three years to justify introducing a speed camera in place of a vehicle activated sign.
- Whilst there are concerns speeding on Compstall Road is coming from between Corcoran Drive and Springwood Lane, the scope of this scheme needs to be in the vicinity of Cherry Tree House.

4. LEGAL POSITION/IMPLICATIONS

- 4.1. The Traffic Management Orders would be made under Section 1 of the Road Traffic Regulation Act 1984. The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft Order.

5. CONSIDERATION OF ALTERNATIVE SOLUTIONS

- 5.1. As described above an alternative solution was to provide a pedestrian refuge.

6. CONSULTATION

6.1. The Local Ward Councillors have been consulted and no adverse comments were received, see above.

6.2. Affected frontages – See above

7. FINANCIAL IMPLICATIONS

7.1. Funding of the scheme will be from the Highways Capital Programme.

8. TIMESCALES

8.1. If approved the scheme will go into detailed design and then construction.
Completion Summer 2022

9. EQUALITIES/COMMUNITY IMPACT ASSESSMENT

9.1. Equal Opportunities

- To provide a suitable and safer environment for pedestrians and other road users. The scheme contributes to the Council's vision statement "Promote equal life outcomes for all by tackling known inequalities across the borough of Stockport".

9.2. Sustainable Environment

- To develop and sustain a healthy, safe and attractive local environment which contributes to Stockport. Stockport Council understands the responsibility it has to lead by example and help the broader community make a positive contribution to the local environment.

10. CONCLUSIONS AND RECOMMENDATIONS

10.1 The Corporate Director for Place Management & Regeneration request that the Werneth Area Committee considers and comments upon the proposals shown on drawing F_4295_H_0000_003 and recommends that the Cabinet Member for Sustainable Stockport approves the proposals and the legal advertising of the TROs set out in appendix A and subject to no objections being received within 21 days from the advertisement date, the orders can be made.

Appendix A – Proposed Traffic Regulation Orders

NO WAITING AT ANY TIME

Location	Extent
Compstall Road (North Side)	From a point 22m west of the intersection of the western kerb line of the Cherry Tree House access road for a distance of 41m in an easterly direction.
Cherry Tree House Access Road (Both Sides)	From the intersection of the northern kerblines of Compstall Road for a distance of 6m in a northerly direction.

REVOCATION OF BUS STOP CLEARWAY

Location	Extent
Compstall Road (North Side)	From the western kerb line of the Cherry Tree House access road for a distance of 25.5m in a westerly direction.

Background Papers

There are no background papers to this report.

Anyone wishing further information please contact Eraina Smith on telephone number Tel: 0161 474 4911 or by email on eraina.smith@stockport.gov.uk