

Werneth Area Committee – Proposed Pedestrian Refuge, Compstall Road, Romiley **– Consultation Summary Report (May 2023)**

Report of the Corporate Director for Place

1. INTRODUCTION

Purpose of Report

1.1 The purpose of this report is to present the findings from a March 2023 consultation on a highway proposals scheme as part of the Bus Pinch Points bid on Compstall Road in Romiley.

Background

1.2 The scheme would be paid for by the Government's City Region Sustainable Transport Settlement (CRSTS) Bus Pinch Points fund. This is a national investment fund for local transport networks and aims to improve access for local businesses and organisations and help residents get to amenities in their communities.

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 comments. A full and inclusive consultation has been undertaken which has involved stakeholders including the public, local businesses, and interest groups.

2. SUMMARY OF PROPOSALS

2.2 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.

2.3 The scheme for Compstall Road, Romiley comprises of a new pedestrian refuge island, and associated right-turn ghost islands, to upgrade pedestrian facilities on Compstall Road.

2.4. The consulted proposals include (refer to Drawing 0700-100-S8-01 in Appendix A):

- A new uncontrolled crossing with a pedestrian refuge located on Compstall Road, approximately 20m east of the Waterloo Road junction.
- Existing eastbound bus stop on Compstall Road to be relocated further east and existing westbound bus stop to be relocated further west to allow for the proposed crossing to be located on the pedestrian desire line, between the bus stops.
- Relocated bus stops will include raised platforms, a bus shelter (westbound only) and clearway markings as per the existing stops.
- Right turn pockets provided either side of the pedestrian refuge to prevent queuing on Compstall Road and to allow for access to Waterloo Road and Cherry Tree House.

- A new uncontrolled crossing with dropped kerbs and tactile paving located on Waterloo Road.

- **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, Proposed Pedestrian Refuge, Compstall Road, Romiley 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 2nd March and 27th March 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 (stockportwalkcycle@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 140 properties adjacent to the proposals 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 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. 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 (i) the provision of the pedestrian refuge island and associated relocation of the eastbound and westbound bus stops; and (ii) the provision of right turn ghost island either side of the refuge island. This has been used to determine the overall level of support for the specific elements of the scheme 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.

- 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 responses have been accepted.
- 4.6. Emails 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.

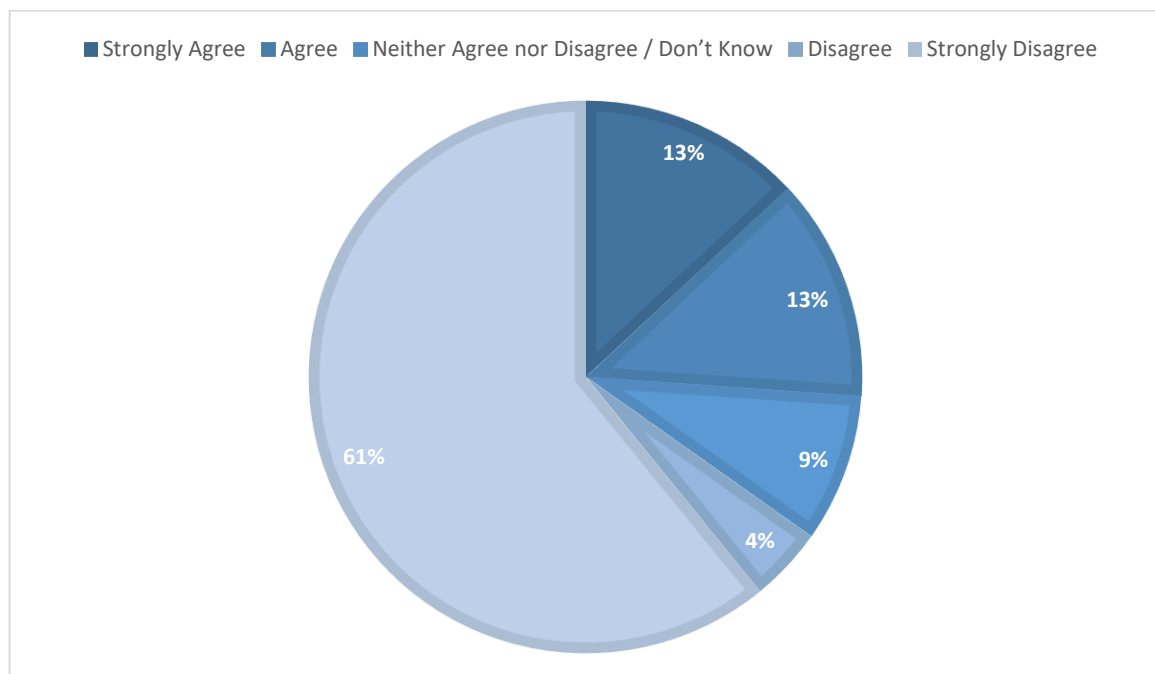
5. CONSULTATION RESPONSES

5.1 A total of 23 online response forms were completed along with several emails to the walkcycle@stockport.gov.uk email address. No phone calls were logged.

Pedestrian Refuge Island

- 5.2 Respondents were firstly asked for their opinion on the proposals to install a pedestrian refuge island on Compstall Road, approximately 20 metres east of the Waterloo Road junction. This includes the relocation of the adjacent eastbound and westbound bus stop.
- 5.3 Figure 5.1 presents a summary of the responses. It shows that 26% (6) of respondents to this question strongly agreed or agreed with the proposals, while 65% (15) strongly disagreed or disagreed. 9% (2) neither agreed nor disagreed or didn't know.

Figure 5.1 – Pedestrian Refuge Island Responses



5.3 Respondents were asked to provide reasons for their answer. There were 21 responses and key recurring themes included:

Comments in favour of Pedestrian Refuge

- A total of 6 comments stated that the road is currently difficult to cross and the installation of a pedestrian refuge island would increase the safety of pedestrians.

Comments against Pedestrian Refuge

- 6 comments stated how the relocation of the bus stops would have a negative impact on local residents, particularly those who live where the bus stops are proposed. This was for a variety of reasons including a potential reduction in on-street car parking for these residents, compromising the privacy of residents if people using the bus can see in to their home while the bus is stopped, and potential difficulties with accessing their driveways.
- 5 comments highlighted how the proposals may compromise the safety of residents accessing their driveways due to the proposed location of the pedestrian refuge island and relocated bus stops.
- 4 comments highlighted that the proposals are unnecessary as the existing arrangement is fine and the road is easy to cross.
- 3 individuals objected to the idea of a pedestrian refuge island as it creates a pinch point in the carriageway which they consider could create difficulties for road users, particularly cyclists.
- 2 comments stated that the scheme would reduce available parking for residents, which they were not in favour of.
- 2 comments stated that the relocated bus stop may cause difficulties for vehicles accessing Waterloo Road if vehicles are queueing behind a stationary bus, these comments also stated that eastbound vehicles would not be able to overtake a bus waiting at the stop, causing congestion.
- 4 comments mentioned that the relocated bus stops are within close proximity to the ones already situated outside Cherry Tree House.

5.4 In some cases, respondents suggested additional or alternative proposals which included:

- 3 comments requested that the refuge island be upgraded to a signal-controlled crossing.

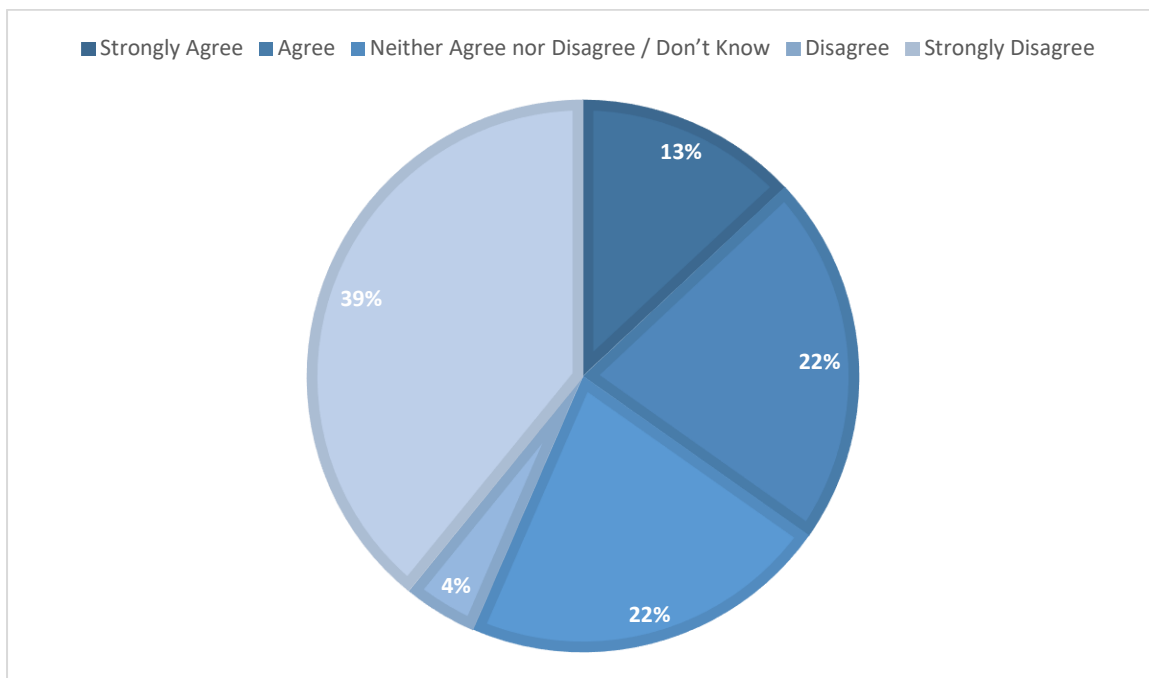
5.5 The postcode plot for Figure 5.1 shows a lack of support from respondents for the proposals to introduce a pedestrian refuge island on Compstall Road approximately 20 metres east of the Waterloo Road junction. Residents of Compstall Road located within close proximity to the proposals are mostly against these proposals. With regards to those who are supportive of the proposals, there are residents on Alamein Drive who are in favour of the proposed pedestrian refuge island.

Right Turn Pockets

5.6 Respondents were then asked their opinion on the proposals to provide right turn pockets either side of the pedestrian refuge island to prevent queuing on Compstall Road and to allow for access to Waterloo Road and Cherry Tree House.

5.7 Figure 5.2 presents a summary of the responses. It shows that 35% (8) of respondents to this question strongly agreed or agreed with the proposals, while 43% (10) strongly disagreed or disagreed. 22% (5) neither agreed nor disagreed or didn't know.

Figure 5.2 – Right Turn Pockets Responses



5.8 Respondents were asked to provide reasons for their answer. There were 18 responses and key recurring themes included:

- There were 6 comments which stated that the proposals are unnecessary as there are no issues with the existing road layout.
- 3 comments referenced how these proposals may result in increased congestion.
- A further 3 comments also mentioned how the proposals could cause safety issues as lane widths would be narrowed.
- There were 2 comments which stated the proposals would improve safety, particularly for wheelchair users and pedestrians with push chairs.

5.9 In some cases, respondents suggested additional or alternative proposals which included:

- Installation of a segregated cycle lane on Compstall Road to promote active travel in the area.
- Speed cameras on Compstall Road.

5.10 The postcode plot for Figure 5.2 shows a general lack of support from respondents for the proposals to introduce right turn pockets either side of the pedestrian refuge island. With regards to those who are unsupportive of the proposals, there does appear to be a pattern of 'strongly disagree' amongst residents on Compstall Road. There is however some support for the right turn pockets from residents on Alamein Drive.

6.0 STAKEHOLDER RESPONSES

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

- A response from Trans Pennine Trial Partnership was received in support of the proposals, the response also requested that the proposals were constructed to LTN 1:20 guidance, and that cycle facilities should continue onto adjacent side roads along the road network to provide continued facilities for walkers and cyclists.
- An email response was received from a resident supporting the proposals with the request of providing an additional refuge island close to the Duke of York bus stop for potential bus users to be able to cross the road (please note there is a proposal for a signal-controlled crossing near the Duke of York, delivery subject to funding.)
- Another email was received from a resident expressing concerns regarding the proposals to relocate the bus stop close to Cherry Tree House and the impact this will have on vehicles exiting the care home.
- A further email response from resident was received, raising concerns that the proposed location of the pedestrian refuge island may impact access to their driveway, they also advise that in their opinion the proposals are unnecessary and the current arrangement including the existing location of the bus stops operate effectively.
- A final email was received from a resident stating a number of concerns regarding the proposals including the relocation of bus stops and the effect this will have on driveway access as well as resident privacy. Further objections were made regarding the right turn pocket proposals, stating that the proposals are unnecessary and may create safety issues. Objections were also made to the pedestrian refuge island, specifically relating to potential visibility issues to the proposed island. The email also objected to the reduction in on-street parking caused by the scheme and requested footway resurfacing close to the proposed new Westbound bus stop.

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-Broadstone Road Highway Scheme package of proposals 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.