

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Bus Pinch Points - Pedestrian Refuge Island, Compstall Road

Report to: (a) Werneth Area Committee **Date:** Monday, 31 July 2023
Cabinet Member (Parks, Highways and Transport Services)

Report of: (b) Corporate Director for Place Management & Regeneration

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

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

Summary: This report has been prepared to report the findings of a consultation exercise for the proposed Government's City Region Sustainable Transport Settlement (CRSTS) - Compstall Road, Romiley, Pedestrian Refuge Island proposals. It also seeks a recommendation to the Cabinet Member (Parks, Highways and Transport Services) on whether to approve the introduction of the refuge island, and associated bus stop relocation and introduction of Traffic Regulation Orders (TROs).

Recommendation(s): The Area Committee is asked to comment on this report and provide a recommendation to the Cabinet Member (Parks, Highways and Transport Services) on whether to approval the following proposals associated with the Bus Pinch Points Pedestrian Refuge Island scheme. The Area Committee is also asked to provide a recommendation on the legal advertising of the associated TROs.

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

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

There are none.

Contact person for accessing
background papers and discussing the report

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'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.

Bus Pinch Points - Pedestrian Refuge Island, Compstall Road

Report of the Corporate Director for Place Management & Regeneration

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 As part of the Government's City Regional Transport Settlement (CRSTS) the Council has developed highways proposals for a pedestrian refuge island on Compstall Road, Romiley which aims to support sustainable travel choices and improve safety, whilst maintaining and managing the performance of the existing transport network.
- 1.2 This proposed scheme would be paid for by the Government'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 schemes that reduce bus travel time and/or improve safety for bus users; this includes better access to stops.
- 1.3 A public consultation was held in March 2023 to gauge public opinion on the proposed measures. This report details the results of this consultation and provides further information with regards to how the scheme will be developed.
- 1.4 Members are requested to consider the contents of the report, noting the results of the recent consultation exercise which was undertaken with residents and to provide a recommendation to the Cabinet Member for (Economy, Regeneration & Housing) on whether to approve the proposed measures.

2. BACKGROUND

- 2.1 The development of these proposals is to be funded by the CRSTS (local transport authority allocations). The general objectives of CRSTS funded schemes include the following:
 - They should drive growth through infrastructure investment, level up services towards the standards of the best and promote modal shift from cars to public transport, walking and cycling.
 - They must reduce carbon and particulate emissions from transport, aligned with the UK's legal commitments.
 - They must further the objectives of the national bus and cycling strategies, including ambitious bus and cycling priority measures.
 - They should promote the use of active travel and public transport; not lead to overall increase in car use or car modal share, tackle traffic congestion and improve air quality.
- 2.2 Announced in the 2021 Spending Review, the government is investing billions of pounds in the transport networks of eight city regions across England from 2022 to 2027. This funding will be delivered through multi-year, consolidated transport

settlements agreed with central government and based on plans put forward by city regions.

2.3 The scheme that is proposed for Compstall Road in Romiley is one of 9 schemes that are currently being developed by Stockport Metropolitan Borough Council officers as part of the CRSTS funded Bus Pinch Points programme.

2.1. It is recognised that there is a need to balance the needs of local residents, businesses and amenities within an active community, and that there are different views about the current issues and the impact of potential measures the Council could introduce

3. PROPOSALS

3.1. 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.

3.2. The proposals that were subject to the public consultation are detailed below and are shown on Drawing No 0700-100-S8-01B in Appendix A. The proposals include:

- A new uncontrolled crossing with a pedestrian refuge island 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) 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.

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. No other alternatives were considered.

6. CONSULTATION

6.1. The Local Ward Councillors have been consulted and no adverse comments were received. A summary of the public consultation feedback is provided below, with

more detailed analysis provided within the 'Bus Pinch Points 0708 Compstall Road Romiley Consultation Feedback Report' (Dated May 2023) attached as Appendix B.

- 6.2. A public consultation was held over a three-and-a-half-week period between 2nd March and 27th March. Approximately 140 letters were delivered to residents on Compstall Road, Waterloo Road and surrounding side roads. 3 notices were also placed on lighting columns (two on Compstall Road and one on Waterloo Road) to raise awareness of the public consultation.
- 6.3. An online consultation was set up for the project on the following webpage: www.stockport.gov.uk/haveyoursay . This provided background to the scheme; information on the scheme proposals; scheme plans; and an online feedback form which asked respondents to indicate to what extent they agreed or disagreed with the scheme elements. Respondents were also provided the opportunity to include open ended comments on each element. Paper copies of the response form were also available upon request.
- 6.4. A dedicated email address (stockportwalkcycle@stockport.gov.uk) was active throughout the consultation period to respond to scheme/consultation queries and take associated comments.
- 6.5. There was a reasonable level of engagement from the community in relation to the public consultation with 23 responses to the online survey. 3 emails were also received.

Online Response Form

- 6.6. The public consultation exercise invited members of the public and stakeholders to answer an online survey and provide comments on the proposals. Below is a summary of the questions asked and the responses received.

Question 1

- 6.7. The public were asked '*To what extent do you agree or disagree with 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?*'
- 6.8. There were 23 responses to this part of the survey. The responses to Question 1 can be seen in the table below:

Table 1: Summary of online survey feedback on Question 1

Question 1 – Proposal to introduce a pedestrian refuge island on Compstall Road, including bus stop relocation							
Respondents	Strongly Agree	Agree	Neither Agree / Disagree	Disagree	Strongly Disagree	Don't Know	Total
Number	3	3	1	1	14	1	23
%	13%	13%	4%	4%	61%	4%	100%

- 6.9. Respondents were asked to provide reasons for their answer. 21 responses were received, and the key issues raised included:

Table 2: Summary of online comments submitted in relation to Question 1

Comment	Number of Comments
Measures will improve safety	6
Concerns that the relocation of bus stops will have a negative impact on residents living within close vicinity	6
Concerns that the measures will compromise driveway access	5
Measures are unnecessary	4
Concerns that pedestrian refuge island will create pinch point	2
Concerns regarding the loss of available parking for residents	2
Concerns regarding the potentially for queueing behind stationary busses waiting at the proposed relocated stops	2
Relocated bus stops are too close to adjacent stops	4
A signal controlled crossing would be preferred	3

6.10. The majority of respondents disagreed with the proposals, with a total of fifteen respondents (65%) disagreeing or strongly disagreeing with the proposals set out in question one. There were 6 respondents (26%) who answered 'strongly agree' or 'agree'. A number of residents expressed concerns on the proposals, SMBC Highways & Transportation responses to these concerns have been discussed below.

6.11. Six comments were made in relation to the negative impact on local residents affected by the proposed relocated bus stops. The concerns focused on the potential impact on resident's personal privacy when a bus stop is stationary at the bus stop, due to the possibility that passengers on the top deck of a bus would be able to see into the windows of resident's homes. The respondents also mention how the reduction in parking due to the relocated bus stop will have a negative impact on theirs and others accessibility to their property. The properties located adjacent to the proposed bus stop location are set back behind front gardens and all have off-street car parking provision. The bus stop that is proposed to be relocated is not a 'waiting stop' and so buses should only be stopped for a short period of time. It is however accepted that due to the frequency of the current services that utilise the stop, buses could stop several times each hour.

6.12. A further six comments were made which expressed concerns that driveway access would be compromised as a result of the proposals to introduce a bus shelter outside of properties 172 & 174 Compstall Road as well as the proposals to introduce a pedestrian refuge island. When developing the scheme, SMBC Highways & Transportation officers carried out vehicle tracking into and out of the driveways around the proposed bus shelter and pedestrian refuge island to ensure residents will not be compromised by the proposals and will be able to safely access their driveways.

6.13. There were four comments made which suggested the proposals to introduce a pedestrian refuge island in this area are unnecessary due to a lack of pedestrian demand. SMBC Highway & Transportation officers have developed this scheme looking at likely pedestrian movements to and from bus stops and the nearby nursing home so consider it an appropriate location to propose a crossing facility to assist pedestrians.

- 6.14. A further four comments suggested that the proposals to relocate the westbound bus stop will mean that it is too close to the adjacent bus stop which is located west of the junction with Cherry Tree Lane, and that this could result in the bus stop being too far to walk to. The design including the proposed location of the relocated bus stops have been subject to an initial review with TfGM and the distance between stops has not been highlighted as a concern. Should the scheme be granted approval further discussions would be undertaken with TfGM over the detail of the stop layout.
- 6.15. Three comments expressed the opinion that a Zebra Crossing, or signalised crossing would be a preferred option as opposed to a pedestrian refuge island as vehicles would be more inclined to stop and wait for pedestrians. Pedestrian flows have been taken within this area and it is accepted that the pedestrian flows are not sufficient to support the installation of a signalised or Zebra Crossing.
- 6.16. Two respondents expressed concerns that the proposals will result in a reduction of available parking in the local area, creating parking issues for local residents. These comments were made in relation to reduction in parking caused by the proposals to relocate the east and west bound bus stop, as well as the proposals to introduce right turn lanes into Waterloo Road and Cherry Tree House. The plans have now been revised to show the on-street parking bays and the proposed right turn into Cherry Tree House has been removed. This can be seen on Drawing No F-0700-008-01 Rev A.
- 6.17. Two comments made reference to the reduction in carriageway width as a result of the proposed pedestrian refuge island and right turn lanes, and the potential pinch point this may create, which they considered could cause safety issues particularly for cyclists. The carriageway is approximately 9.5 metres in width at the location of the proposals and so installing the pedestrian refuge island will still leave available lane widths of at least three metres and should not create a pinch point. It is also considered that the reduction in road width could act to support other measures which have recently been implemented within the vicinity of the scheme (build outs on the southern side of Compstall Road, to the east of the proposed scheme to protect the on-street car parking bays, and a '30 SLOW DOWN' Vehicle Activated Sign) to encourage lower speeds within the area.
- 6.18. Two comments also expressed concerns that the proposed relocated bus stops will lead to vehicles queueing behind the stationary bus causing congestion. Each of the bus stops involved in the proposals are not 'waiting stops' and so buses should not be stationary at each stop for long periods of time. The location of the proposed bus stops is such that traffic should be able to overtake waiting buses if there is no traffic approaching from the other direction. No changes have therefore been made to the scheme proposals in response to this feedback.

Question 2

- 6.19. The public were asked '*To what extent do you agree or disagree with 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?*'

6.20. There were 23 responses to this part of the survey. The responses to Question 2 can be seen in the table below:

Table 3: Summary of online survey feedback on Question 2

Question 1 – Proposal to introduce right turn pockets							
Respondents	Strongly Agree	Agree	Neither Agree / Disagree	Disagree	Strongly Disagree	Don't Know	Total
Number	3	5	4	1	9	1	23
%	13%	22%	18%	4%	39%	4%	100%

6.21. Respondents were asked to provide reasons for their answer. 18 responses were received, and the key issues raised included:

Table 4: Summary of online comments submitted in relation to Question 2

Comment	Number of Comments
Measures are unnecessary	6
Measures may result in increased congestion	3
Safety concerns as measures reduce lane widths	3
Measures improve safety of the area	2
Segregated cycle lane along Compstall Lane should be considered	1
Speed cameras are needed on Compstall Road	1

6.22. The main themes identified within the responses to question two (relating to the necessity of the measures, congestion and reduced lane widths) replicate comments that have been addressed earlier within this section of the report.

6.23. The scheme has been designed in order to align with funding criteria and the budget constraints. It is therefore not possible to investigate the option of providing a cycle lane along Compstall Road as part of this scheme.

6.24. There are strict criteria governing the implementation of traffic speed enforcement cameras which is set by the Safer Roads Greater Manchester Partnership. This partnership includes Greater Manchester's ten local authorities, Greater Manchester Police, Greater Manchester Primary Care Trust, the Greater Manchester Fire & Rescue Service, the Crown Prosecution Service, Her Majesty's Courts Service and Highways England. The section of Compstall Road in the vicinity of the proposed refuge island has been reviewed and no severe or fatal accidents have been reported to the police within the last five years and so the site does not meet the criteria for a speed camera.

6.25. In addition to the public consultation, the scheme has also been subject to a Stage 1 Road Safety Audit. This includes a recommendation for the provision of Traffic Regulation Orders (TROs) to prohibit parking in the immediate vicinity of the refuge island to reduce the impact of vehicles obstructing visibility. It is therefore proposed to introduce No Waiting At Any Time restrictions as shown on Drawing No. F-0700-008-01 Rev A to support the proposed scheme. It is anticipated that the community would have an opportunity to provide feedback on the proposed TROs as part of the legal advertising process should the scheme be approved.

6.26. The revised proposals are shown on Drawing No. F-0700-008-01 Rev A.

7. FINANCIAL IMPLICATIONS

7.1. The scheme will be funded from the Government's City Region Sustainable Transport Settlement (CRSTS) and Transforming Cities Funding.

8. TIMESCALES

8.1. Should the proposals be approved, the scheme should be ready for implementation in 2024 subject to confirmation of funding for implementation.

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 Area Committee is asked to comment on this report and provide a recommendation to the Cabinet Member (Parks, Highways and Transport Services) on whether to approve the implementation of the Bus Pinch Points Pedestrian Refuge Island, Compstall Road scheme and the legal advertising of the Traffic Regulation Orders contained in Appendix B and subject to no objections being received within 21 days from the advertisement date the orders can be made.

Background Papers

There are no background papers to this report.

Anyone wishing further information please contact Nick Whelan on telephone number Tel: 0161-474-4907 or by email on nick.whelan@stockport.gov.uk

Appendix A – Proposal Drawings

Consultation Drawing - 0700-100-S8-01B

Amended Drawing Following Consultation – F-0700-008-01-Rev A

Appendix B - Compstall Road Romiley Consultation Feedback Report (attached separately)

Appendix C – Schedule of Traffic Regulation Orders

Proposed 'No Waiting at Any Time'

Location	Extent
Compstall Road (Southern Side)	From a point 24.5m west of the intersection of the western kerbline of Waterloo Road to a point 65.5m east of the intersection of the eastern kerbline of Waterloo Road.
Compstall Road (Northern Side)	From a point 73m west of the intersection of the western kerbline of the Cherry Tree House site access to a point 10 east of the intersection of the eastern kerbline of the Cherry Tree House site access.
Waterloo Road (Both Sides)	From the intersection of the southern kerbline of Compstall Road for a distance of 10m in a southerly direction.