

EXECUTIVE REPORT – SUMMARY SHEET

Subject: Bus Pinch Points - Zebra Crossing, Compstall Road, Marple Bridge

Report to: Marple Area Committee
2023

Date: Wednesday, 18 October

Report of: Corporate Director for Place Management & Regeneration

Key Decision: N

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, Marple Bridge, Zebra Crossing. It also seeks a recommendation on whether to approve the introduction of the Zebra Crossing and associated bus stop relocation, implementation of dropped kerbs with tactile paving, provision of bollards and introduction of the 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 approve the following Zebra Crossing scheme and progress legal advertising of the associated TROs and subject to no objections being received within 21 days from the advertisement date the order can be made

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

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

Contact person for accessing
background papers and discussing the report

Officer: Caroline Aylmer-Shanks

'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
Officer/Corporate Director for Corporate and Support Services for the decision to be treated as 'urgent business' was obtained on
decision is implemented.

and the Chief Executive/Monitoring
Services for the decision to be treated
/will be obtained before the

Bus Pinch Points – Zebra Crossing, Compstall Road, Marple Bridge

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 Compstall Road, Marple Bridge which aim 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 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 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 (Economy & Regeneration) 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 Comstall Road, Marple Bridge is one of 9 schemes that are currently being developed by Stockport Metropolitan Borough Council officers.

- 2.4 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-S7-01 in Appendix A. The proposals include:

- A new Zebra Crossing located on Compstall Road, approximately 13m north of the Cote Green Lane junction.
- To provide adequate forward visibility to the crossing the existing northbound bus stop, located adjacent to No. 53 Compstall Road will be relocated north, adjacent to No. 37 and No. 39 Compstall Road. It will have a raised kerb and clearway marking as per the existing stop.
- Bollards will be installed within the footway on the western side of the proposed Zebra Crossing to prevent footway parking and improve visibility to pedestrians waiting to cross.
- Tactile paving to be provided at the side road junction of Cote Green Lane to assist the blind and partially sighted to cross. Tactile paving cannot be provided at Edward Street due to the limited width of the adopted highway boundary.

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. CONSULTATION

- 5.1. The Local Ward Councillors have been consulted. Concern was raised about the impact of the proposed scheme on the properties located adjacent to the relocated northbound bus stop. This reflects concerns raised by the residents themselves within the public consultation as discussed below. A summary of the public consultation feedback is provided below, with more detailed analysis provided within the 'Proposed Zebra Crossing, Compstall Road, Marple Bridge - Consultation Summary Report' (Dated May 2023) attached as Appendix B.

- 5.2. 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, Cote Green Lane and surrounding side roads. 3 notices were placed on lighting columns (two on Compstall Road and one on Cote Green Lane) to raise awareness of the public consultation.

- 5.3. 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.

- 5.4. A dedicated email address (stockportwalkcycle@stockport.gov.uk) was active throughout the consultation period to respond to scheme/consultation queries and take associated comments.
- 5.5. There was a good level of engagement from the community in relation to the public consultation with 217 responses to the online survey. 8 emails were also received.

Online Response Form

- 5.6. 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

- 5.7. The public were asked ‘*To what extent do you agree or disagree with the proposals to install a Zebra crossing on Compstall Road, close to the junction with Cote Green Lane? This includes the installation of footway bollards to reduce on street parking, and the slight relocation of the adjacent bus stop?*’
- 5.8. There were 217 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 Zebra Crossing facility on Compstall Road, including footway bollards and bus stop relocation							
Respondents	Strongly Agree	Agree	Neither Agree / Disagree	Disagree	Strongly Disagree	Don't Know	Total
Number	143	25	0	9	40	0	217
%	66%	12%	0%	4%	18%	0%	100%

- 5.9. Respondents were asked to provide reasons for their answer. 185 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	105
Crossing provision on Compstall Road is necessary	90
Measures would help to alleviate existing issues regarding crossing between parked vehicles	21
Concerns that the proposals will have negative implications for parking in the area	15
Concerns that the location of the proposed crossing will lead to safety issues, particularly regarding visibility	11
Negative impact of relocation of bus stop upon properties / residents / businesses	7
Measures are unnecessary	6

- 5.10. Whilst the proposals were supported by the majority of residents, there were forty-nine residents who disagreed with the proposals. A number of residents provided comments on the proposals as discussed below.

- 5.11. Fifteen respondents expressed concerns that the proposals will result in a reduction of available parking in the local area, and push parked vehicles on to neighbouring side roads, creating parking issues for local residents. Whilst it is accepted that the proposals will reduce parking on Compstall Road, the impact is kept to a minimum with c. 25-30 metres (enough for around 4-5 vehicles) of available parking being removed where the proposed northbound bus stop is situated and a further one car parking space proposed to be removed to the south of the proposed crossing in order to prevent parked vehicles from obstructing visibility of the crossing. Other crossing locations were considered but found to be unsuitable due to the number of private driveway accesses and limited footway width. It was therefore determined that the proposed location is most suitable despite the impact on on-street parking.
- 5.12. Eleven respondents raised safety concerns regarding the location of the proposed crossing. These concerns focused on the visibility to the crossing, particularly in relation to the hill located north of the crossing and the existing parking bays outside of the butchers situated south of the proposed crossing. A Road Safety Audit (RSA) has been undertaken on the scheme to review the safety impacts of the proposals. The results of the RSA also highlighted that the visibility of the proposed crossing could be compromised due to the parking bays located south of the crossing. In response to this, a review of the scheme proposals has been undertaken. Compstall Road is subject to a 30mph speed limit in proximity to the proposed crossing and a speed survey undertaken between 10:30-11:30am on a weekday in August 2022 indicated 85th percentile speeds in line with this speed limit. In order for the required visibility (43m for a 30mph road) to be achieved it is recommended that the zig zag markings be extended further south on the western side of Compstall Road to prevent parked vehicles from obstructing the visibility between vehicles and pedestrians waiting on the western side of the crossing. This section of carriageway currently includes two limited waiting parking bays outside of the butchers (30 minutes Monday to Saturday 9am – 8pm No return within 1 hour). It is proposed that one limited waiting parking bay be retained, which would be located directly south of the zig zag markings. This would retain some provision for the butchers whilst limiting the impact on unrestricted on-street car parking within the area. The affected residents would be provided with an opportunity to feedback on this option during the legal advertising of the TROs if this option was to be approved.
- 5.13. There were seven comments made in relation to the potential negative impact on local residents and businesses affected by the relocated bus stops. A number of residents wrote a letter to MP William Wragg to express their concerns regarding the proposals, particularly relating to the impact of the proposed northbound bus stop relocation on the adjacent cottages. The concerns focused on the impact on personal privacy when a bus is stationary at the bus stop, due to the proximity to their property and the potential for passengers to see directly into their home. Concern was also raised in relation to the reduction in on-street car parking due to the relocated bus stop. TfGM also raised concerns regarding the impact of the relocated northbound bus stop on the adjacent properties and requested that the option of providing the bus stop outside the Portland Wine shop be investigated. This option was reviewed but a bus stopped in this location would obstruct visibility between southbound vehicles and pedestrians waiting to cross from the western side of the crossing. The bus stop is not a 'timing stop' and so buses would only be stopped outside the properties for a short period of time whilst passengers board / alight. It is therefore proposed for safety reasons that the bus stop not be relocated closer to the crossing. It is acknowledged that properties 37-41 Compstall Road do not have any off-street car parking provision and so the limited waiting bays could be revoked to provide unrestricted car parking in order to limit the impact on available parking for residents if preferred by ward members. The affected residents would be provided with an opportunity to feedback on this option during the legal advertising of the TROs if this option was to be approved.

5.14. In addition to the points raised in the above paragraph with respects to the positioning of the northbound bus stop, TfGM has been consulted and provided feedback regarding the length of the stop in relation to the 9.6 metre parking bay outside of the Portland Wine shop, and questioned whether the bus would be able to safely pull in to the stop if the parking bay was fully occupied. In response to this, SMBC have undertaken vehicle tracking to determine if a bus could safely pull in to the bus stop in the location shown in the consultation drawing. The results of the tracking showed that the position of the stop in relation to the 9.6m parking bay allowed insufficient space for the bus to pull into the bus stop and align fully with the kerb, therefore creating a safety issue. SMBC officers have therefore explored options to ensure buses are able to safely access the northbound bus stop. Two options have been developed which ensure the bus is able to pull up to the stop and align with the kerb, whilst ensuring the visibility to the proposed crossing is not compromised, the two options are as follows:

- *Option 1 – Extended Zig Zag Markings (refer to Drawing No F-0700-007-01 Option 1):* Option 1 extends the zig zag markings to five sets with the provision of the bus stop immediately north of the markings. This option means that the zig zags and bus stop markings would cover the frontages of Portland Wines and the adjacent residential properties (no. 43 to 37), prohibiting parking within this area. This option would however allow easy access for buses to the stop, and would likely be the preferred options for operators. In addition to this, the extension of the zig zag markings would ensure that the bus would not obstruct the visibility splays to the crossing, this would therefore provide the best provision for buses and safety for users of the crossing.
- *Option 2 – Reduce existing parking bay outside of Portland Wines (refer to Drawing No F-0700-007-01 Option 2):* Option 2 involves reduction of the existing limited waiting parking bay to 6m (which aligns with the recommended length of a parallel parking bay) this would allow 23m for the bus stop markings to the north of the parking bay which accords with TfGMs preferred bus stop length. This option provides a balance between the provision for buses and the request from residents to minimise the impact on on-street car parking availability. Whilst vehicles parked fully within the marked bay would not impede the visibility splay large vehicles parked in this area which exceed the width of the bay provided would also impede the intervisibility between southbound traffic and pedestrians waiting to cross from the west.

5.15. In order to prevent footway parking adjacent to the Zebra Crossing for both options it is proposed to provide supplementary No Waiting at Any Time restrictions for the length of carriageway covered by the crossing and associated zig zag markings. Zig zag markings prohibit parking on the carriageway itself but No Waiting at Any Time restrictions apply to the back of footway and would therefore prohibit parking fully on the footway. Whilst double yellow lines would not be provided on site the parking restrictions could be supported by associated signage to ensure that the restrictions could be enforced and therefore improve safety for users of the crossing.

5.16. In addition to the comments above several suggestions for alternative proposals were received, including:

Table 3: Summary of alternative solutions suggested by respondents

Comment	Number of Comments
Crossing would be better situated further south on Compstall Road closer to the junction with Glossop Road	20

Further measures are needed to widen the western footway close to the Spring Gardens pub on Compstall Road which is currently narrow due to planters and on street parking	10
Further measures are needed at the Cote Green Lane junction as currently it is difficult to pull out	7
A signal-controlled crossing such as a Puffin would be preferred to a Zebra Crossing	5
Further measures are needed on Edward Street as currently it is difficult to pull out of the junction	5
Pedestrian refuge island would be preferred to Zebra Crossing	3
Measures should include a bus shelter	2

- 5.17. There were twenty comments which suggested the crossing would be more beneficial if it was situated further south on Compstall Road towards the junction with Glossop Road. There were a number of reasons specified for this, which mainly focused on the opinion that the crossing would be more usable for pedestrians accessing Ludworth Primary if it was located further south. Ten respondents mentioned that the western footway on Compstall Road is restricted between Edward Street and the Spring Gardens pub due to planters which are situated within the footway and extensive parking partially on the footway. Consideration has been given to the location of the proposed crossing and it has been determined that locating the crossing further south towards the junction with Glossop Road would be unsuitable due to a number of factors including footway widths and proximity to driveways. Consideration has also been given to the funding for the scheme which requires the proposed scheme to improve safety for bus users and must therefore be located in close proximity to the bus stops. It is considered that the proposed location of the Zebra Crossing is most suitable with regards to footway width as well as there being a desire line for pedestrians accessing local businesses and amenities.
- 5.18. As mentioned in paragraph 5.16, there were ten comments which stated that the western footway on Compstall Road between Edward Street and the Spring Gardens pub is restricted for pedestrians due to the presence of planters within the footway as well as vehicles parked partially on the footway. Highway & Transportation acknowledge that this is an existing issue, however the planters are located within private land ownership and giving due consideration to the available carriageway width, there are no measures that could be implemented within the funding budget that could be taken to widen the available footway in order to make it more accessible for pedestrians. In order to reduce footway parking in this area, future proposals could include Traffic Regulation Orders to prohibit parking between Edward Street and the Spring Gardens pub, however it is accepted that this would further reduce available on-street parking for local residents and is unlikely to be supported.
- 5.19. There were five comments made which suggested that a signal-controlled crossing would be preferred as opposed to a Zebra Crossing, as this would require vehicles to stop at a red light as opposed to vehicles giving way to pedestrians waiting at the crossing. Highways & Transportation has given consideration to the most appropriate type of crossing to be provided in this location. It is considered that a signal-controlled crossing would be unsuitable as there is insufficient space to accommodate signal heads and push button units whilst still retaining the required minimum footway width as set out within design standards.

- 5.20. A further three comments suggested that a pedestrian refuge island would be more suitable than the proposed Zebra Crossing. As mentioned in paragraph 5.17, there has been consideration into the most suitable type of crossing. A pedestrian refuge island was not considered suitable at this location due to the lack of available footway and carriageway width.
- 5.21. There were also several comments made which suggested further measures are needed at side road junctions. There were seven comments which mentioned specifically Cote Green Lane and a further five comments mentioning Edward Street. The proposed Zebra Crossing scheme has been developed to align with the funding available from the CRSTS Bus Pinch Points budget, which is insufficient to accommodate the provision of further measures at these junctions.
- 5.22. Two comments also requested that a bus shelter be provided as part of the proposals. The proposals are subject to approval with TfGM however it is considered that there is insufficient footway width available to provide a shelter. It is also noted that there is no shelter currently provided at the existing bus stop.

Question 2

- 5.23. The public were asked 'To what extent do you agree or disagree with the proposals to install tactile paving at the side road junction of Cote Green Lane to improve the route along Compstall Road for pedestrians?'
- 5.24. There were 217 responses to this part of the survey. The responses to Question 2 can be seen in the table below:

Table 4: Summary of online survey feedback on Question 2

Question 2 – Proposal to install tactile paving at the side road junction of Cote Green Lane to improve the route along Compstall Road for pedestrians							
Respondents	Strongly Agree	Agree	Neither Agree / Disagree	Disagree	Strongly Disagree	Don't Know	Total
Number	134	37	24	2	15	5	217
%	62%	17%	11%	1%	7%	2%	100%

- 5.25. Respondents were asked to provide reasons for their answer. 97 responses were received, and the key issues raised included:

Table 5: Summary of online comments submitted in relation to Question 2

Comment	Number of Comments
Measures will improve safety	26
Measures would benefit vulnerable road users, in particular blind or partially sighted pedestrians	24
Concerns that high levels of parking at the junction would result in tactile paving being obstructed	3

- 5.26. In addition to the comments above several suggestions for alternative proposals were received, including:

Table 6: Summary of alternative solutions suggested by respondents to Question 2

Comment	Number of Comments
Installation of tactile paving on all side roads off Compstall Road within the vicinity of the proposed scheme	3

Removal of existing planters and flower beds on Compstall Road to increase footway width for pedestrians	3
Continuous footway across the junction of Cote Green Lane to give priority to pedestrians over vehicles	2
Increased enforcement of 'access only' on Cote Green Lane	1
Further measures to be taken at the junction of Lowerfold to increase safety	1

5.27. There were three comments which suggested that tactile paving should be provided for all side roads on Compstall Road within the vicinity of the proposed scheme. There were two comments requesting continuous footway across the junction of Cote Green Lane, and a further comment requesting greater enforcement of the access only at Cote Green Lane. A further three comments related to requests to remove the planters located within the western footway of Cote Green Lane. One comment also requested further measures be proposed at the junction of Lowerfold to improve safety.

5.28. The proposed Zebra Crossing scheme has been developed to align with the funding available from the CRSTS Bus Pinch Points budget, which is insufficient to accommodate the provision of further measures at this junction.

5.29. Following the consultation, a number of changes have been made to the proposed scheme, as set out in the paragraphs above and summarised below:

- Alterations are proposed to the south of the crossing to extend the zig zag markings to five sets in order to ensure that the required visibility for a 30mph road can be achieved. Parking is prohibited on the zig zag markings and the arrangement would require removal of one of the existing limited waiting parking bays outside of the butchers, one 6 metre bay would be provided to the south of the zig zag markings.
- Two options have been developed to the north of the proposed crossing which allow buses to safely access the north bound bus stop. Option one is shown in drawing ref: F-0700-007-01 Option 1 and it looks at extending the zig zag markings to five sets, this option allows the busses to easily pull in to the stop and so would be the preferred option for bus operators, this option would however remove the available parking outside of the Portland Wine shop. Option two, as shown in drawing F-0700-007-01 Option 2 reduces the existing 9.6 metre parking bay outside of the Portland Wine shop to 6 metres, with the bus stop located directly north of the parking bays. This option provides a balance between the provision for buses and the desire to accommodate on-street car parking.

5.30. Considering the overall positive feedback from the consultation, councillors are advised to consider the two options which have been developed and provide a recommendation on whether either scheme should be progressed to detailed design for construction. The drawings for each option can be found in Appendix A.

6. FINANCIAL IMPLICATIONS

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

7. TIMESCALES

7.1. Should the proposals be approved, the scheme could be ready for implementation in 2024 subject to further funding.

8. EQUALITIES/COMMUNITY IMPACT ASSESSMENT

8.1. 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".

8.2. 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.

9. CONCLUSIONS AND RECOMMENDATIONS

- 9.1. 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 Zebra Crossing Option 1 or Option 2 and the legal advertising of the associated Traffic Regulation Orders contained in Appendix C 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 Caroline Aylmer-Shanks on telephone number Tel: 0161-474-4907 or by email on c.aylmer-shanks@stockport.gov.uk