

**STOCKPORT COUNCIL**  
**EXECUTIVE REPORT – SUMMARY SHEET**

**Subject: Station Road - Walking and Cycling Connection**

**Report to: (a)** Central Stockport Area Committee  
November 2023

**Date:** Thursday, 30

**Report of: (b)** Director of Place Management

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

Forward Plan  General Exception  Special Urgency  (Tick box)

**Summary:**

This report provides the results of the recent consultation undertaken on the Mayoral Challenge Fund (MCF) proposals for an improved walking and cycling route along Station Road between Stockport Railway Station and the bridgescape which links to the new Interchange, seeks a recommendation that the Cabinet Member approves the scheme and seeks approval for the introduction of permanent Traffic Regulation Orders (TRO's) for moving and static restrictions.

**Recommendation(s):**

The Director of Place Management requests that the Central Stockport Area Committee consider and comment upon the following proposals and recommend that the Cabinet Member for Parks, Highways and Transport Services approves the legal advertisement of the Moving and Static Traffic Regulation Orders (TROs) set out in Appendix A and attached drawings 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 & Transport Scrutiny Committee

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

There are none.

Contact person for accessing  
background papers and discussing the report

**Officer:** Pam Hibbert  
Tel: 0161-474-4840

**'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.



## **Station Road - Walking and Cycling Connection**

### **Report of the Director of Place Management**

#### **1. INTRODUCTION AND PURPOSE OF REPORT**

- 1.1 This report provides the results of the recent consultation undertaken on the Mayoral Challenge Fund (MCF) proposals for an improved walking and cycling route along Station Road between Stockport Railway Station and the bridgescape which links to the new Interchange, seeks a recommendation that the Cabinet Member approves the scheme and seeks approval for the introduction of permanent Traffic Regulation Orders (TRO's) for moving and static restrictions.

#### **2. BACKGROUND**

- 2.1. An original design was developed and consulted on for Station Road in June and July 2021. The results of an area wide Edgeley to Stockport consultation, which covered Station Road proposals was reported at the Central Stockport Area Committee on 16<sup>th</sup> September 2021.
- 2.2. The previous design proposed a new route for cycling to be created between the Station and the new Interchange. The proposals included;
- A new parallel 'Tiger' segregated crossing on Station Road for pedestrians and cyclists next to Grand Central Leisure Centre.
  - A segregated section of footway for pedestrians and cyclists to link to the new Bridgescape ramp which connects to Podium Park.
  - A remodelled taxi rank by the removal of the double rank on the eastern side of Station Road with an extension of the rank in the location of the current bus stop.
  - Facilities for wheelchair users to enter the taxis at the rank with a relocated taxi shelter.
  - A relocated bus stop to the existing layby on Station Road, with use shared with coaches accessing the swimming pool.
  - A 20mph speed limit has been proposed as part of the scheme.
- 2.3. Since the approval of the original design, design changes have occurred following a review of traffic and speed survey data and on carriageway and bridgescape space constraints. The data and site observations have indicated traffic levels and vehicular speeds are low along Station Road and subsequent reviews of the bridgescape landing area indicated design standards would be compromised if the previous design was to be taken forward. This has led to a full design review of the scheme and therefore a revised scheme and new public consultation has been undertaken.

### **3. PROPOSALS**

- 3.1. A public consultation was undertaken with key stakeholders in the vicinity of the proposals between 23<sup>rd</sup> October and 12<sup>th</sup> November 2023.
- 3.2. The consultation was held online with all key stakeholders and emails were sent with a link to an online consultation survey. Temporary yellow signs were erected in the vicinity of the scheme to direct people to the online consultation survey.
- 3.3. Following changes to the scheme, it is proposed to introduce the following measures on Station Road.
  - Zebra crossing on a raised traffic calming feature on Station Road.
  - Painted on carriageway cycle symbols to alert motorists to the presence of cyclists.
  - Short section of shared pedestrian and cycle area (due to space and design constraints) on the footway tying into the segregated pedestrian and cycle route along the Bridgescape.
  - Provision of two traffic calming features along Station Road.
  - Provision of a 20mph zone.
  - No changes to the existing taxi rank and on street waiting / loading / parking restrictions.
- 3.4. The proposals that were subject to the public consultation are detailed below and are shown on Drawing No D\_0279B\_0000\_SK06 in Appendix B.

### **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. The alternative design has been described in Chapter 2 of this report and due to data collection and on site observations, a new design has been developed and consulted upon.

### **6. CONSULTATION**

- 6.1. The Local Ward Councillors have been consulted and no adverse comments were received.
- 6.2. An online consultation was set up for the project on the following webpage: [www.stockport.gov.uk/haveyoursay](http://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.

6.3. A dedicated email address (stockportwalkcycle@stockport.gov.uk) was active throughout the consultation period to respond to scheme/consultation queries and take associated comments.

6.4. 20 responses were received to the online survey with one email received.

6.5. 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.

6.6. The public were asked their opinion on the following:

- Qu 1: What is your opinion on the proposal to provide traffic calming measures on Station Road?
- Qu 2: What is your opinion on the proposal to provide a 20mph speed limit on Station Road?
- Qu 3: What is your opinion on the proposal to provide a Zebra crossing on Station Road?
- Qu 4: What is your opinion on the proposed cycle connection between the bridge and the Railway Station?

6.7. There were 20 responses for each question of the survey. The responses to each question are shown in the table below.

Respondents	Strongly Agree	Agree	Neither Agree / Disagree	Disagree	Strongly Disagree	Don't Know	Total
<b>Qu 1: What is your opinion on the proposal to provide traffic calming measures on Station Road?</b>							
Number	9	8	2	0	1	0	20
%	45%	40%	10%	0%	5%	0%	100%
<b>Qu 2: What is your opinion on the proposal to provide a 20mph speed limit on Station Road?</b>							
Number	17	2	0	1	0	0	20
%	85%	10%	0%	5%	0%	0%	100%
<b>Qu 3: What is your opinion on the proposal to provide a Zebra crossing on Station Road?</b>							
Number	13	5	2	0	0	0	20
%	65%	25%	10%	0%	0%	0%	100%
<b>Qu 4: What is your opinion on the proposed cycle connection between the bridge and the Railway Station?</b>							
Number	10	3	3	1	2	1	20
%	50%	15%	15%	5%	10%	5%	100%

6.8. As the table above shows, the proposals were supported by the majority of respondents. However, there were a number of respondents who disagree with the proposals and an opportunity for open ended feedback on each question.

6.9. In response to the first question, 85% strongly agreed or agreed with the proposals to introduce traffic calming measures on Station Road. 10% neither agreed or disagreed and 5% strongly disagreed with the proposals. The feedback included comments ensuring the humps weren't too harsh, concerned that speeding wasn't a problem and therefore the measures weren't required and the calming features were much needed. A respondent commented that the car park access was dangerous as

pedestrians and vehicles have limited visibility of each other. A comment was also made regarding the access to McDonalds. This area has been reviewed on a number of different occasions and is a difficult area of highway to enforce given the operation of the McDonalds drive thru. The traffic calming measures have been proposed to slow vehicular speeds down where necessary, support the introduction of a self enforcing 20mph zone and create a continual footway for the Zebra crossing.

- 6.10. There were a few comments relating to the question relating to the introduction of the 20mph speed limit. A total of 95% of respondents strongly agree or agree and 5% disagree with the proposals. Two respondents stated this was essential and one asked whether this would be enforced with the use of a speed camera. The nature of the road does not warrant a speed camera and nor can it demonstrate there have been speed related collisions. The proposed introduction of two traffic calming features should ensure that speeds are regulated and managed not to exceed the 20mph speed limit.
- 6.11. In response to the proposed introduction of a Zebra crossing, 90% of the respondents either strongly agree or agree to the proposal, with 10% neither agreeing or disagreeing. However, some of the comments provided included queries regarding the location of the zebra crossing and if it could be placed closer to the access to the pedestrian and cycle bridge and whether a continuous footway could be provided across the entrance to the car park and McDonalds vehicular accesses. Several locations were reviewed, however considerations were made to ensuring all users of Station Road were accommodated including, pedestrians and cyclists accessing other areas of Stockport Town Centre, school buses for the Leisure Centre, taxis for the Railway Station and Stockport Exchange, disabled bays and rail replacement buses should there be any disruptions on the railway lines.
- 6.12. Finally, 65% were in favour of the proposed cycle connection with 15% neither agreeing or disagreeing, 20% not in favour of this element and 5% didn't know. The comments received include stating that cyclists will be led down an alleyway of taxi drivers' doors which would be dangerous and querying if there is no space for a segregated route. As mentioned in section 2, data collected, and on-site observations has indicated this is a low trafficked road and on carriageway cycling facilities are most suited to the surroundings and to accommodate all users of this road. The area is well lit. Cyclists will be on carriageway (i.e. on the drivers' side of the vehicle) past the taxi rank rather than the passenger side therefore interaction with car doors is expected to be limited. Furthermore, traffic calming measures are proposed to slow vehicle speeds.

## **7. FINANCIAL IMPLICATIONS**

- 7.1. The scheme is being funded from the MCF Capital fund.

## **8. TIMESCALES**

- 8.1. If approved the scheme is expected to be implemented in Spring 2024.

## **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 Director of Place Management requests that the Central Stockport Area Committee consider and comment upon the proposals, and recommend that the Cabinet Member for Parks, Highways, Transport Services approves the legal advertisement of the Traffic Regulation Orders (TROs) set out in Appendix A and subject to no objections being received within 21 days from the advertisement date, the order can be made.

### Background Papers

There are no background papers to this report.

Anyone wishing further information please contact Pam Hibbert on telephone number Tel: 0161-474-4840 or by email on [pam.hibbert@stockport.gov.uk](mailto:pam.hibbert@stockport.gov.uk)