

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: CRSTS Greek Street (Edgeley Active Travel)

Report to: (a) Central Stockport Area Committee **Date:** Thursday, 7 March 2024
(b) Cabinet Member (Parks, Highways and Transport Services)

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 proposals put forward as part of Edgeley Active Travel. This report primarily focusses on the feedback received from Section A of the consultation. This is to be funded by the City Regional Sustainable Transport Settlement (CRSTS) which seeks to provide improvements to walking and cycling in the area surrounding the Greek Street roundabout. As a result, this report seeks a recommendation from the Area Committee that the Cabinet Member (Parks, Highways and Transport Services) approves the scheme.

Recommendation(s):

The Area Committee is asked to comment on this report and recommend that the Cabinet Member (Parks, Highways and Transport Services) approves the designs associated with the Section A proposals as set out in this report and advertising of the associated Traffic Regulation Orders and that, subject to no objection being received, that the Traffic Regulation Orders be made as advertised.

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: Nick Whelan

'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.

AGENDA ITEM

CRSTS Greek Street (Edgeley Active Travel)

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 proposals put forward as part of Edgeley Active Travel. This report primarily focusses on the feedback received from Section A of the consultation. This is to be funded by the City Regional Sustainable Transport Settlement (CRSTS) which seeks to provide improvements to walking and cycling in the area surrounding the Greek Street roundabout. As a result, this report seeks a recommendation that the Cabinet Member approves the scheme.

2. BACKGROUND

- 2.1. The proposals have been established following discussions with Network Rail where it has been identified that Greek Street bridge (which supports Greek Street roundabout) will form part of their bridge renewal programme during the financial year 2025/26. To take advantage of this construction programme, Stockport Council are proposing to provide improved walking and cycling routes at the roundabout and within the vicinity of the junction. A consultation on this proposal has been undertaken between 3rd and 25th February 2024 to understand views from the public. This section of the consultation was known as Section A.
- 2.2. An additional component of the consultation has been undertaken which focused on walking and cycling improvements across the wider Edgeley Ward area and was known as Section B within the online survey. These proposals are currently unfunded but would link into existing routes in Edgeley. Routes are planned linking up to Stockport County, Castle Street, Hollywood Park, the Station and the Town Centre. At this stage, we will be reviewing the responses further and reporting on the consultation feedback later in 2024. Therefore, there is no further reference to the Section B proposals in the report, nor is there a recommendation for approval of the Section B proposals.

3. PROPOSALS

- 3.1. Highway proposals have been developed to improve walking and cycling access around the Greek Street roundabout which were known as Section A. The proposals include:
- A segregated pedestrian and cycling route along Moseley Street between Bengal Street and Castle Street.
 - Reversal of the existing one way route along Moseley Street (from eastbound to westbound) and improvements to pedestrian facilities on Castle Street with bollards to protect the footway.
 - Provision of a southbound contraflow cycle lane along Newton Street.

- Provision of pedestrian and cycle paths on Booth Street, with a change of traffic flow from two way movements to a one way route eastbound.
- Changes to the signal junction at Booth Street and Shaw Heath to provide pedestrian crossings on all arms and a cycle crossing on the southern side of the junction.
- Following installation of the crossing on the south side of the Booth St / Shaw Heath junction to remove the existing Puffin on Shaw Heath and move the southbound bus stop to the location of the crossing.
- An improved foot and cycle route from Shaw Heath to Randolph Place.
- Changes to the size of the Greek Street roundabout with the inclusion of Zebra Crossings on the eastern and northern sides of the junction and the retention of the existing Zebra Crossing on the southern side and pedestrian crossing on the western side of the junction.
- Provision of a Toucan Crossing on Greek Street to connect Royal George Street and Blackshaw Street.
- Provision of a small segregated section of pedestrian and cycling route between Thomson Street Bridge and Thomson Street carriageway.

3.2. The proposals that were subject to the public consultation are shown on Drawing No F/5221/D/006 in **Appendix A**.

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 part of the design process, several highway layouts were considered to inform the design for the consultation purposes.

5.2. An initial option was to provide a north/south segregated route along the eastern side of the roundabout and a segregated crossing across Greek Street. The spatial constraints between building structures and the bridge parapets across the railway line resulted in insufficient visibility between motorists and cyclists to cross this arm of the junction.

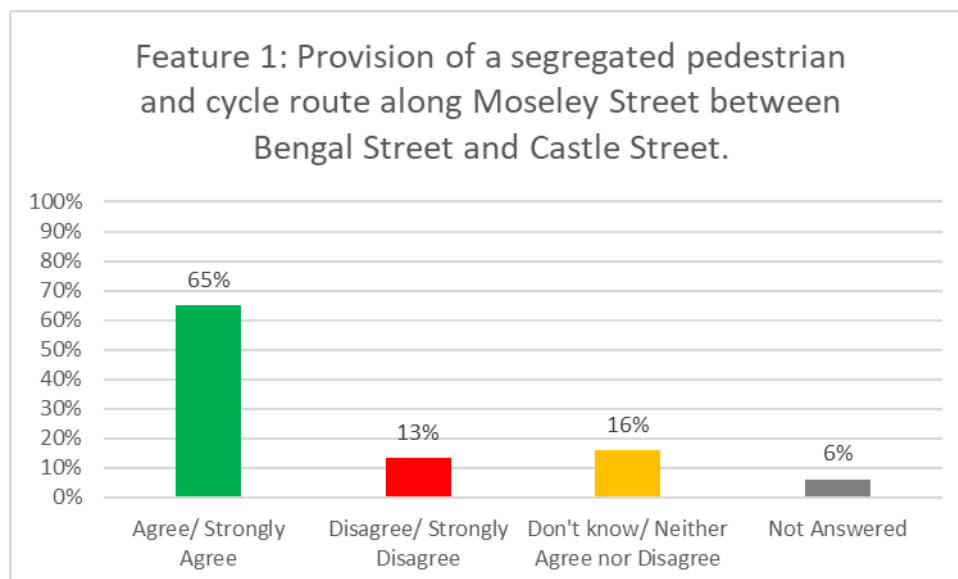
5.3. A second option reviewed the possibility to provide segregated cycle / pedestrian crossings on all arms of the junction through the reduction of carriageway and removing the double entry lanes to single entry lanes on all approaches to the roundabout. The impact of the traffic was modelled and analysed during AM and PM peak hours on a normal weekday. In summary, the impact this layout would have on traffic flow during the morning peak hour resulted in queues forming to Bramhall Lane in the south and Wood Street in the north. This impact would more than likely effect the surrounding local roads and cause further congestion.

- 5.4. Consideration has also been given to converting the junction to a four arm signal junction with an all red pedestrian stage. Such a junction has two main problems, firstly the alignment of Mercian Way onto the junction creates a strong possibility of loss of control accidents for vehicles proceeding ahead to Greek Street. The second relates to capacity as modelling indicated that such an arrangement would be considerably over capacity creating long queues and delays. This was made particularly acute by the large numbers of right turn movements at the junction.
- 5.5. As a result of the options and impacts set out above, and through an initial review of the principle of the pedestrian and cycle routing within TfGM's Streets for All Design Review Panel, the concept scheme design has been drafted to align with this. A second review was undertaken presenting the developed feasibility scheme which was positively received by the same panel.

6. CONSULTATION

- 6.1. A public consultation on the proposals was held between 3rd and 25th February 2024. This chapter of the report sets out the methodology of the consultation and the responses received to the proposals.
- 6.2. The purpose of the consultation was to inform the public, local residents, businesses, key interest groups of the proposals and capture their responses and comments.
- 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 telephone helpline (0161 217 6043) and 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. In addition, letters were delivered to approximately 6,800 properties, including residential and business addresses to direct people to the online consultation survey to respond to the proposals.
- 6.6. A total of 24 temporary yellow signs were also erected in the vicinity of the scheme to direct people to the online consultation survey.
- 6.7. Social media posts were issued to create and enhance further awareness of the scheme proposals.
- 6.8. Two drop in events were organised for members of the public to attend to raise queries / make comments. These were held at Stockport County FC, Edgeley Park, Hardcastle Street in Edgeley during the following dates and times:
- Saturday 10th February 2024; between 10am and 2pm;
 - Tuesday 20th February 2024; between 2pm and 8pm.

- 6.9. Emails were sent to key stakeholders to introduce the proposals and direct to the consultation webpages. Stakeholders were encouraged to make it known whether they were responding on behalf of a particular business, organisation or interest group/forum.
- 6.10. Briefings were held with both the Cabinet Member for Parks, Highways and Transport Services and nine local Ward Councillors where these proposals are located. The nine Councillors invited were represent the wards of Edgeley, Brinnington and Central Stockport and Davenport and Cale Green.
- 6.11. The consultation responses and feedback have been reviewed and analysed with the results set out below.
- 6.12. A total of 114 online responses were received in response to the online survey, with 10 emails sent to the stockportwalkcycle@stockport.gov.uk email address. Two phone calls were received requesting paper copies of the plans located on the consultation webpage.
- 6.13. Historic England and Natural England responded to the email and no further comments were made.
- 6.14. Walk Ride SK3 responded to the email and responses to comments are provided within this chapter of the report. The group expressed some disappointment for the scheme citing indirect and complex routes and a belief that the proposals in their current form will not enable more people to walk, wheel or cycle and a more ambitious approach is needed to deliver objectives set out in the Stockport Walking and Cycling Plan 2019-29.
- 6.15. Throughout the drop-in sessions, 25 members of the public attended the Saturday 10th February event and 19 members attended on Tuesday 20th February.
- 6.16. Given the level of detailed feedback received, this report sets out an overview of these comments and indicates any key themes arising from the responses. A detailed log of all comments made via the online survey and emails has been recorded.
- 6.17. The online survey split the proposals into 8 features to allow an understanding of feedback towards each proposed change on the highway. The proposals are shown in **Appendix A**, drawing no. F/5221/D/006.
- 6.18. Feature One referred to the provision of a segregated pedestrian and cycle route along Moseley Street between Bengal Street and Castle Street. This included providing some yellow lines to stop parking near the entrance to Our Lady's Primary School.
- 6.19. Based on the response forms, the majority of respondents agreed with the proposals to provide a segregated route along Moseley Street. Of the 114 respondents to answer this question, 13% disagreed and 65% agreed, 22% neither agreed nor disagreed or didn't know.



6.20. Recurring comments to the proposals included;

- Recommendations with regards to landscaping and ecology with a desire for trees to be retained/protected and/or planted;
- Concerns relating to the proposals feel like a waste of money;
- A feeling that the route is indirect and it needs to link into other cycle routes in the surrounding area;
- Opposition towards shared-use paths due to the potential for conflict between pedestrians and cyclists;
- A belief that the proposals will worsen existing parking issues in the area;
- A feeling that the sections of segregated cycleway are too short, people won't know when to join / leave them and a belief that they will create conflict because they give way to side roads or shared-use paths and traffic needs to be controlled on Castle Street.

6.21. The scheme has been developed to provide improved access from the new bridge over the West Coast Main Line to Edgeley as a whole, not just to Castle Street. As there are Stockport Station improvement proposals in the pipeline, amendments to King Street West and Shaw Heath between Chatham St and Moseley St have not been proposed as it is likely access improvements to the station will be addressed through another scheme. The scheme has also been developed in the knowledge that Network Rail's bridge renewal programme includes the replacement of Greek Street bridge and therefore this proposal routes cyclists away from that junction both to provide a route that will be available during works and in order to avoid abortive works in the vicinity of the Greek Street scheme.

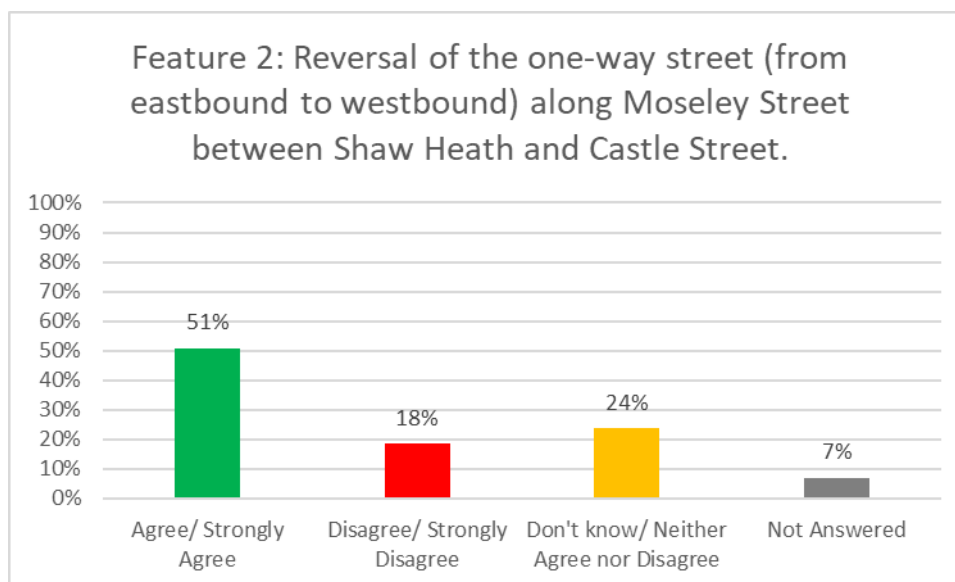
6.22. In response to consultation feedback, the proposals will be amended to include:

- Continuous cycle track across the raised table outside Our Lady's RC Primary School;
- The segregated walking and cycling route will include the relevant tactile paving / signing in accordance with design standards;
- Review and identify measures where parking on the footway is an issue;
- Review potential to introduce further restrictions where pedestrian and cycle access is obstructed.

6.23. Feature Two incorporated the reversal of the one-way street (from eastbound to westbound) along Moseley Street between Shaw Heath and Castle Street. Changes

to Moseley Street and Castle Street have been proposed to make it easier to cross the road and to provide a loading bay for the shops. Bollards have been proposed to stop vehicles parking on the footway.

6.24. Based on the response forms, the majority of respondents agreed with the proposals to reverse the traffic flow on Moseley Street between Shaw Heath and Castle Street. Of the 114 respondents to answer this question, 18% disagreed and 51% agreed, 31% neither agreed nor disagreed or didn't know.



6.25. A number of recurring comments to the proposals included;

- Through traffic on this street should be banned;
- The road should become pedestrianised;
- Parking on the footway needs to be prevented;
- Potential to decrease overall safety;
- Cyclists require clearer access to this cycle route.

6.26. A number of responses commented whether this road could be closed off to traffic. However, it is a route which is required to remain open to allow loading and unloading to be undertaken to the rear of properties located on Castle Street. A review of the layout to ensure routes are clear for pedestrians and cyclists in this location will be undertaken and consideration made to protect footways from parked vehicles.

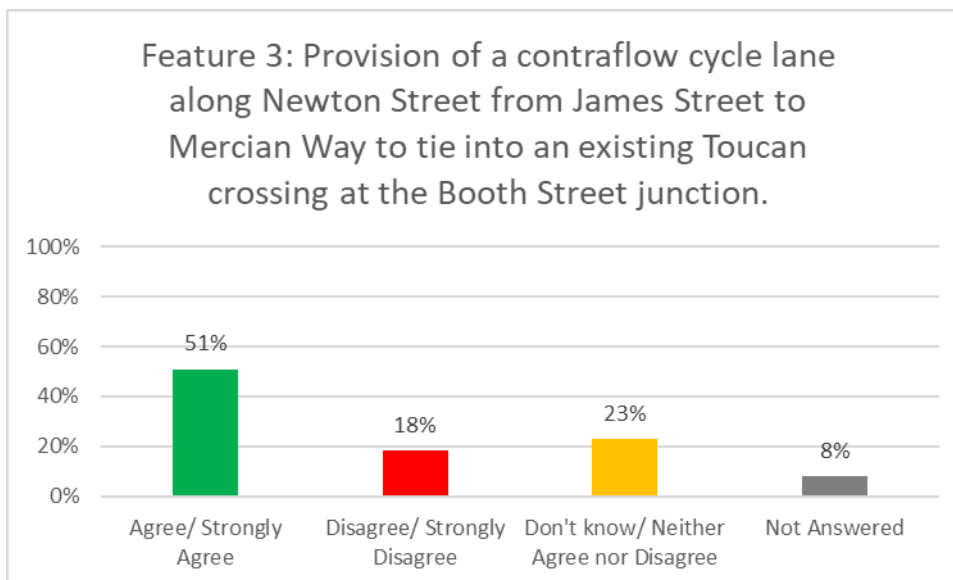
6.27. In response to consultation feedback, the proposals will be reviewed, and amendments made if possible, to include:

- Review tie in and routing for cyclists between the contraflow cycle lane and Castle Street;
- Review and identify measures where parking on the footway is an issue;
- Creating loading bay areas for local businesses;
- Review detail of Moseley Street and Castle Street connections – maximise coherence of cycle routing;
- Review signing and lining to avoid any confusion with new road layout.

6.28. Feature Three proposes the provision of a contraflow cycle lane along Newton Street from James Street to Mercian Way to tie into an existing Toucan crossing at

the Booth Street junction. Building the cycle lane would require works to the car park and result in a loss of 5 parking spaces.

6.29. Based on the response forms, the majority of respondents agreed with the proposals to provide a contraflow cycle lane along Newton Street. Of the 114 respondents to answer this question, 18% disagreed and 51% agreed, 31% neither agreed nor disagreed or didn't know.



6.30. Generally, the responses were in favour of the proposals, however, there were several recurring comments that related to this particular feature including;

- The safety of cyclists needs to be increased;
- Not in favour of the loss of parking within in the car park;
- Some feel the proposal is unnecessary;
- Improvements are welcomed to the area as they are needed;
- There are insufficient cyclists to justify the improvements;
- This proposal should be a physically segregated cycle lane.

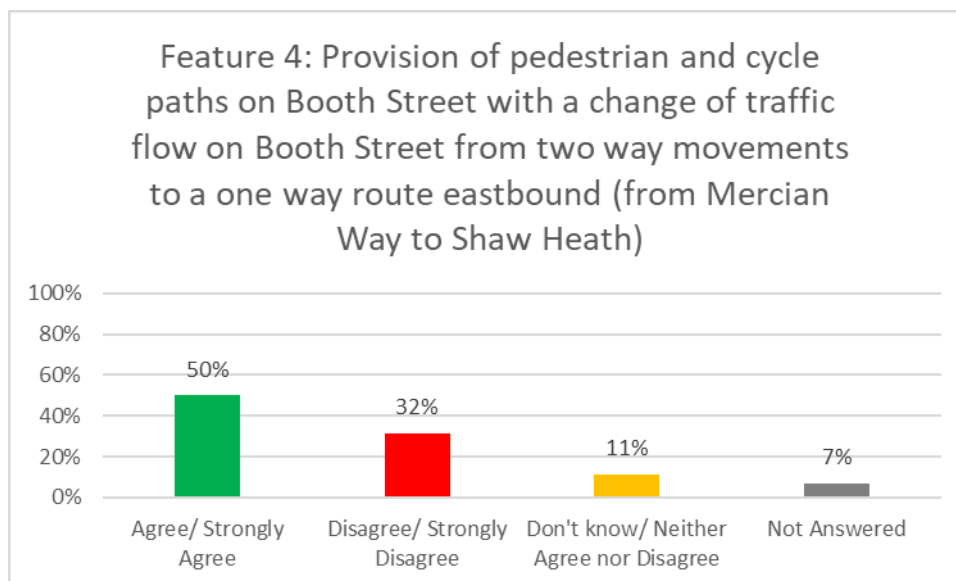
6.31. Comments were made in relation to the proposal being unnecessary, however, this section is a key component of the cycle network which provides a route for cyclists to avoid Greek Street roundabout on carriageway.

6.32. In response to consultation feedback, the proposals will be amended to include:

- Review design and aim to address and minimise impact on loss of parking spaces in public car park.
- Review proposed markings and signage to make cycle route and priority clear from Castle Street to Mercian Way.

6.33. Feature Four includes the proposal to provide pedestrian and cycle paths on Booth Street with a change of traffic flow on Booth Street from two way movements to a one way route eastbound (from Mercian Way to Shaw Heath). Traffic travelling from Shaw Heath to Mercian Way will need to go to the roundabout and turn left. Some trees on Booth Street and Shaw Heath will need to be removed but will be replaced in the vicinity.

6.34. Based on the response forms, there was a slight majority in the respondents agreeing with the proposals to change the traffic flow on Booth Street and provide a shared / segregated pedestrian and cycle path. Of the 114 respondents to answer this question, 32% disagreed and 50% agreed, 18% neither agreed nor disagreed or didn't know.



6.35. Whilst this particular feature received the most responses against the proposals, the overall outcome was positive. However, recurring comments were received including;

- This proposal could increase congestion;
- Against the removal of trees and greenspace in this location;
- Improvements for pedestrians and cyclists are needed;
- The proposals are unnecessary;
- Would like to see the ban of all vehicles on this bridge and create an opportunity for pedestrians and cyclists;
- Against the shared pedestrian / cycle space across the bridge and would like to see this become segregated;
- Two way traffic should remain present on Booth Street;
- Pedestrian access to the bridge needs to be improved;
- There are too few cyclists using these facilities.

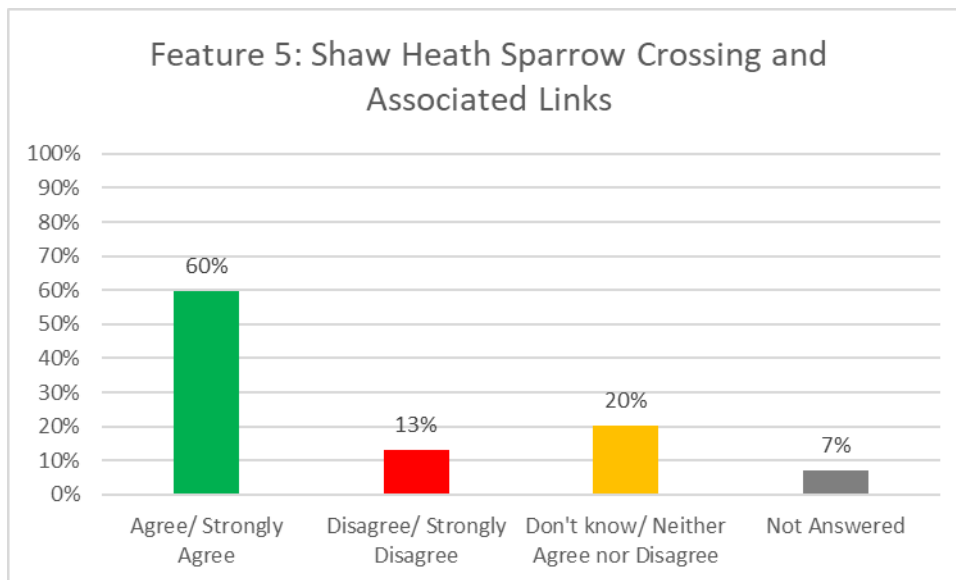
6.36. Concerns were made in the feedback that the proposal would create additional congestion. Traffic flows have been reviewed and modelled to assess any impact on the network and the results indicated traffic would operate efficiently during AM and PM peak hours with Booth Street operating one way eastbound. Full closure would create operational problems as traffic from Mercian Way turning right to Shaw Heath would need to use the roundabout and in doing so would oppose traffic entering the roundabout from Shaw Heath (southbound) and Greek Street.

6.37. In response to consultation feedback, the proposals will be reviewed, and amendments made if possible, to include:

- Maintain trees and greenspace where possible;
- Review potential to extend segregated footway / cycleway across Booth Street bridge.

6.38. Feature Five includes changes to the signal junction at Shaw Heath and Booth Street to provide green man pedestrian crossings on Booth Street and across Shaw Heath on both sides of the junction. A segregated cycle crossing (known as a Sparrow Crossing) would be provided on the southern side of the junction to link towards Flint Street. The new crossing on the south side of the junction would replace the existing pedestrian crossing on Shaw Heath. This will allow the southbound bus stop to be relocated and improved. A cycle route will be provided into Randolph Place to help residents access the cycle network and to provide a route to Gilmore Street.

6.39. Based on the response forms, the majority of respondents agreed with the proposals to upgrade the signalised junction at Shaw Heath and Booth Street and provide pedestrian crossings on all arms of the junction and a cycle crossing on the southern arm of the junction, along with removal of the existing Puffin crossing and widening of the path into Randolph Place with associated changes to parking. Of the 114 respondents to answer this question, 13% disagreed and 60% agreed, 27% neither agreed nor disagreed or didn't know.



6.40. Generally, the responses were in favour of the proposals, however, there were several recurring comments that related to this particular feature including;

- Will feel safer and more usable;
- The proposal is welcomed and needed;
- There are not enough cyclists to justify improvements;
- There are not enough cycle routes proposed within the scheme;
- May increase congestion;
- The proposal is unnecessary.

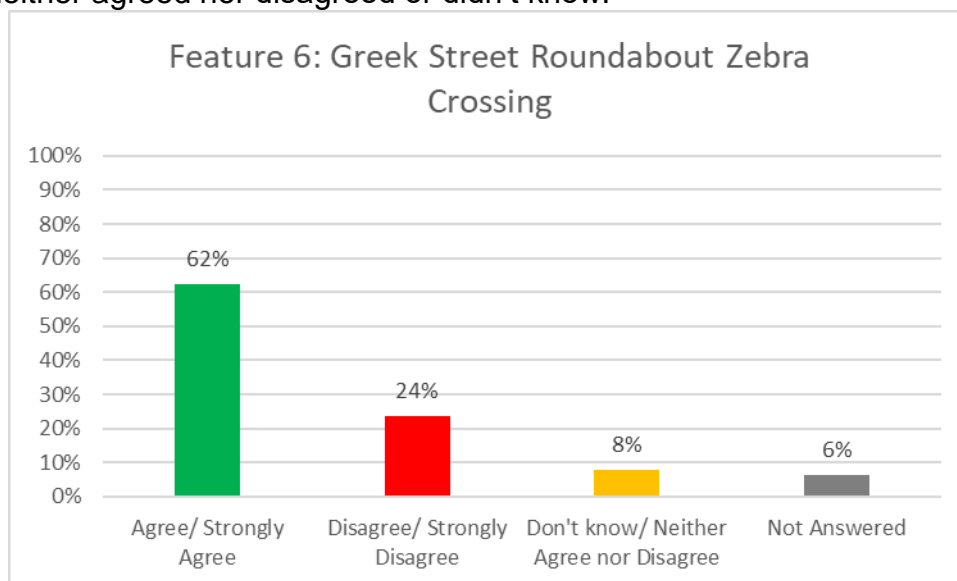
6.41. In response to consultation feedback, the proposals will be reviewed, and amendments made if possible, to include:

- Provision of a raised road surface on Flint Street at its junction with Shaw Heath;
- Review the tie in between shared and segregated use at the Flint Street and Shaw Heath junction.

6.42. The proposals for Feature Six include changes to Greek Street roundabout to reduce the size of the junction and island which will be paved including possible

provision of landmark public art. A new green area would be provided outside The Armoury pub on Shaw Heath. Provision of Zebra Crossings on both Shaw Heath arms of the roundabout and on the Greek Street arm to allow pedestrians to cross. The proposed Zebra Crossings would provide improved connectivity between Edgeley and Stockport Station and Town Centre. The proposals also include other footway improvements such as widening around the junction to cater for the crossing points. The existing signal crossing on Mercian Way will be retained.

6.43. Based on the response forms, the majority of respondents agreed with the proposals to provide improved pedestrian crossings at the Greek Street roundabout. Of the 114 respondents to answer this question, 24% disagreed and 62% agreed, 14% neither agreed nor disagreed or didn't know.



6.44. The responses were supportive of the proposals, and the following comments were made within the feedback received;

- May increase congestion;
- May decrease road safety;
- Green space must be preserved;
- The proposal is needed / welcomed;
- Likely to increase pedestrian safety;
- There are insufficient cycle improvements on the roundabout;
- The roundabout improvements are not ambitious enough;
- The crossing outside the Armoury Pub is dangerous;
- More space for motorists is needed on the roundabout;
- Against any form of public art;
- A CYCLOPS junction is needed instead.

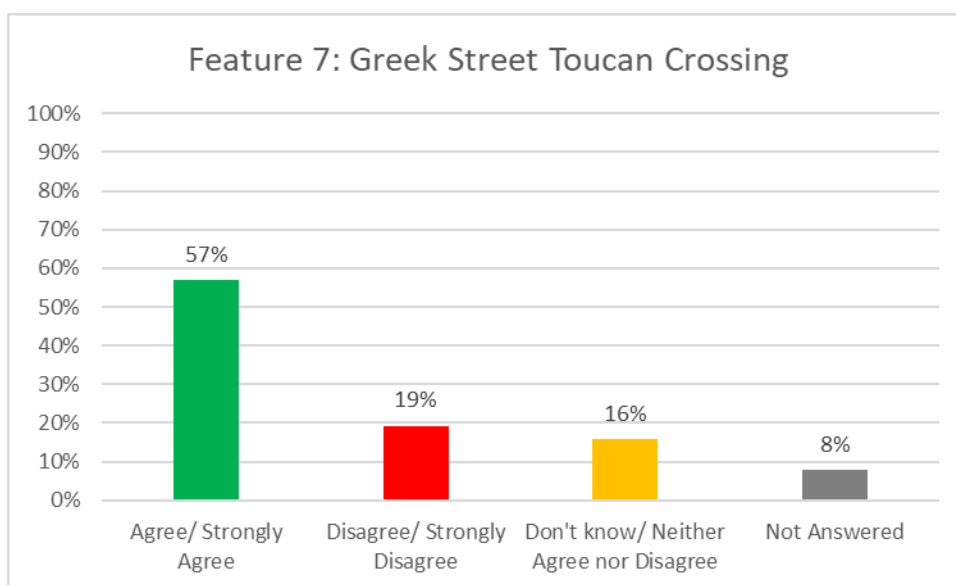
6.45. Concerns regarding this proposal were raised relating to road safety, congestion and the lack of a cycle route through the junction. In response to these concerns, collision data review indicates no personal injury incidents over a 5 year period. In addition, options were tested for a number of different layouts as referenced in Chapter 5 of this report. This layout was deemed as the preferred from a safety and traffic impact perspective. Existing capacity for vehicles will be maintained and the design has been developed to accommodate turning movements by larger vehicles including buses, HGVs and emergency services.

6.46. In response to consultation feedback, the proposals will be reviewed, and amendments made if possible, to include:

- Maintain greenspace as much as possible.

6.47. Feature Seven includes the provision of a Toucan Crossing on Greek Street with a shared pedestrian and cycle route linking between Royal George Street and Blackshaw Street. This will upgrade an existing pedestrian crossing, removing the central refuge island and building out the footway to over 4m.

6.48. Based on the response forms, the majority of respondents agreed with the proposals to provide an improved crossing on Greek Street. Of the 114 respondents to answer this question 19% disagreed and 57% agreed, 24% neither agreed nor disagreed or didn't know.



6.49. The responses were in favour of the proposals, however, there were several recurring comments that related to this particular feature including;

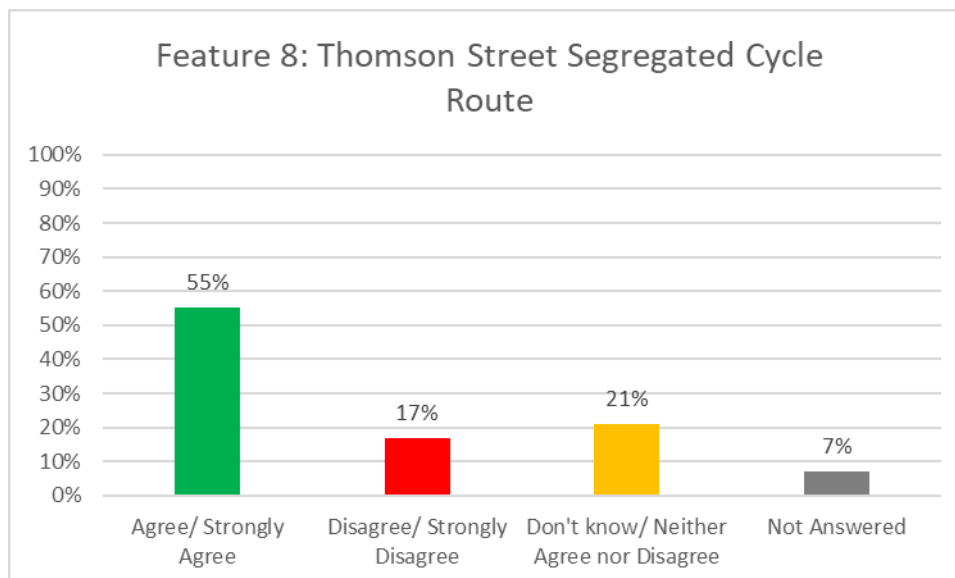
- The proposal is welcomed and needed;
- Disagrees with the shared pedestrian / cycle space;
- Cycling provisions in this location is needed;
- Retention of greenspace is needed;
- The proposal is unnecessary.

6.50. In response to the comments made, the short section of shared space either side of the proposed Toucan Crossing is in accordance with LTN 1/20. Whilst it would be physically possible to provide a very short section of segregated cycle track between the crossing and Royal George Street, there would be an increased amount of infrastructure including tactile paving and signage for a limited benefit which may also lead to a constrained layout for pedestrians and cycles to navigate.

6.51. Feature Eight proposes to provide of a small section of a segregated pedestrian and cycle route linking between the existing Thomson Street bridge and Thomson Street carriageway.

6.52. Based on the response forms, the majority of respondents agreed with the proposals to provide the missing link of segregated route between Thomson Street

bridge and Thomson Street. Of the 114 respondents to answer this question 17% disagreed and 55% agreed, 28% neither agreed nor disagreed or didn't know.



6.53. Recurring comments to this proposal included;

- The proposal is unnecessary;
- The proposal is welcomed and needed;
- The cycle lanes should link together to create a cohesive network;
- Thomson Street bridge is rarely used.

6.54. No further changes or amendments are proposed for this layout.

7. FINANCIAL IMPLICATIONS

7.1. The scheme is being funded (subject to the approval of the business case by Transport for Greater Manchester) from the CRSTS fund, Network Rail and developer S106 contributions.

8. TIMESCALES

8.1. If approved the scheme will be subject to further development and costing and is expected to be subject to a revised business case submission in Autumn 2024. Subject to funding being approved it is anticipated that the works would be carried out in 2025/26 and 2026/27 financial years.

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 Traffic Regulation Orders

In order to implement this scheme Traffic Regulation Orders will need to be made for the following:

- Booth Street to operate One-Way (Eastbound) from Mercian Way to Shaw Heath.
- Moseley Street to operate One-Way (Westbound) from Shaw Heath to Castle Street.
- Orders for crossings will need to be advertised.
- No Waiting At Any Time restrictions will be needed on Old Chapel Street from a point 62m east of its junction with York Street to its end.

10.2 Recommendation

The Area Committee is asked to comment on this report and recommend that the Cabinet Member (Parks, Highways and Transport Services) approves the designs associated with the Section A proposals as set out in this report and advertising of the associated Traffic Regulation Orders and that, subject to no objection being received, that the Traffic Regulation Orders be made as advertised.

Background Papers

There are no background papers to this report.

Anyone wishing further information please contact Nick Whelan by email on nick.whelan@stockport.gov.uk