

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

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

Report to: (a) Marple Area Committee
2024

Date: Wednesday, 31 July

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 has been prepared to report the findings of a consultation exercise for the proposed Compstall Road, Marple Bridge, Zebra Crossing funded by the Government's City Region Sustainable Transport Settlement (CRSTS). 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.

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

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

Bus Pinch Points – Zebra Crossing, Compstall Road, Marple Bridge submitted to the Marple Area Committee held on 18th October 2023. (Item 7)

Contact person for accessing background papers and discussing the report **Officer:** Caroline Aylmer-Shanks
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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.

AGENDA ITEM

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

Report of the Director of Place Management

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 (Parks, Highways and Transport Services) 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, Marple Bridge is one of 9 schemes that are currently being developed by Stockport Metropolitan Borough Council officers as part of the Tranche 1 funding.

2.1. It is recognised that it is important 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 on this Key Route Network corridor.

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 included:

- 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 would be relocated north, adjacent to No. 37 and No. 39 Compstall Road. It would have a raised kerb and clearway marking as per the existing stop.
- Bollards would 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.

3.3. 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. CONSIDERATION OF ALTERNATIVE SOLUTIONS

5.1. A number of different options have been considered for the proposed crossing on Compstall Road. The location for the crossing itself is limited by a number of factors including private driveway accesses, limited footway widths and visibility requirements. The scheme has also been developed to align with the Bus Pinch Points funding criteria with the crossing proposed to improve access to the adjacent bus stops.

- 5.2. A scheme was previously considered at the Marple Area Committee meeting on 18th October 2023 where concern was raised about the impact on on-street car parking availability and privacy of residents. Clarification was also sought regarding alternative options for the crossing. It was resolved at this meeting that the Cabinet Member for Parks, Highways & Transport Services be recommended to not approve the Zebra Crossing scheme and that the legal advertising of the associated TROs not be progressed and that the order not be made.
- 5.3. Subsequent to this recommendation Highways and Transportation officers have undertaken another site meeting with the TfGM Route Development Officer and Greater Manchester Police Traffic Management Officer to further consider alternative options. It was agreed that the northbound bus stop cannot be located to the south of Edward Streets due to the limited footway width, or to the north of no. 37 Compstall Road due to the proximity to the brow of the hill and the impact this has on visibility for motorists travelling northbound along Compstall Road. Officers have also held meetings with ward members to discuss whether the crossing could be relocated or whether the crossing could be amended to a Puffin Crossing, with signal control. TfGM UTC has confirmed that there is insufficient combined footway and carriageway width to provide a signalled pedestrian crossing in the location proposed.

6. CONSULTATION

- 6.1. 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**.
- 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, 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.
- 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 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

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 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?'

6.8. 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%

6.9. 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

6.10. 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.

6.11. 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 approximately 20 metres (enough for circa 4 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.

- 6.12. 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 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 both parking bays be retained, but relocated directly south of the zig zag markings. This would retain the provision for the butchers but would result in the loss of one on-street car parking bay. In addition to the existing on-street car parking there is off-street car parking provision to the rear of the properties on this frontage and the affected residents would be provided with an opportunity to feedback on this option during the legal advertising of the TROs if this revised option was to be approved.
- 6.13. 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 then 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 and it is proposed to revise the location of the bus stop such that it is provided immediately north of the zig zags associated with the crossing, with the existing limited waiting parking bays relocated to the northern side of the bus stop. It is acknowledged that buses would still stop outside 41-43 Compstall Road but 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 acknowledged that properties 37-41 Compstall Road do not have any off-street car parking but the Area Committee should be mindful that unless otherwise authorised, the only right the general public has over the highway is a right of

passage along it. The Authority has both a duty of care to ensure the safety of the travelling public and a duty under the Traffic Management Act 2004 to secure and facilitate the expeditious movement of traffic. The limited waiting bays would apply 9am to 8pm Monday to Saturday and so would allow unrestricted overnight parking throughout the week and also on Sundays. Affected residents would also be provided with an opportunity to feedback on this option during the legal advertising of the TROs if this option was to be approved.

6.14. In order to prevent footway parking adjacent to the Zebra Crossing 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.

6.15. 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

6.16. 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.

- 6.17. 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.
- 6.18. 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; this stance is shared by TfGM who manage the signalised pedestrian crossings across Greater Manchester.
- 6.19. A further three comments suggested that a pedestrian refuge island would be more suitable than the proposed Zebra Crossing. Consideration has been given to 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.
- 6.20. 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.
- 6.21. 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

6.22. 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?’

6.23. 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%

6.24. 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

6.25. 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

6.26. 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.

6.27. 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.

Revised Proposals

6.28. 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 relocation of the two existing limited waiting parking bays outside of the butchers, resulting in the loss of one on-street car parking space.
- The bus stop is proposed to be provided immediately to the north of the zig zags associated with the Zebra Crossing.
- The two existing limited waiting bays which are located outside the Portland Wine shop would be relocated to the north of the bus stop (outside no. 35-37 Compstall Road).
- A No Waiting at Any Time TRO would be included for the length of carriageway covered by the crossing and associated zig zag markings in order to prohibit footway parking.

6.29. Considering the overall positive feedback from the consultation, councillors are advised to consider the revised option which has been developed and provide a recommendation on whether the scheme should be progressed to detailed design for construction. The revised drawing F-0700-007-10 Rev A can be found in **Appendix 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 would need to be formally advertised for objection. Should these be received it will need to be reported back to the Area Committee / Cabinet Member. Subject to consideration of these objections the scheme should be ready for implementation in 2025 subject to further funding.

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 Zebra Crossing and the legal advertising of the Traffic Regulation Orders shown on Drawing F-0700-007-TROs-03 and 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

Bus Pinch Points – Zebra Crossing, Compstall Road, Marple Bridge submitted to the Marple Area Committee held on 18th October 2023.

This can be viewed via the following link (Item 7):

<https://democracy.stockport.gov.uk/ieListDocuments.aspx?CId=138&MId=29060&Ver=4>

Anyone wishing further information please contact Caroline Aylmer-Shanks by email on c.aylmer-shanks@stockport.gov.uk

Appendix A – Drawings Appended Separately

Consultation Drawing No: 0700-100-S7-01

Revised Proposals For Approval Drawing No: F-0700-007-10 Rev A

Appendix B – Appended Separately

Marple Area Committee – Proposed Zebra Crossing, Compstall Road, Marple Bridge - Consultation Summary Report (Dated May 2023).

Appendix C

REVOCATIONS

LIMITED WAITING PARKING BAYS MONDAY - SATURDAY 9.00AM- 8.00PM 30 MINS NO RETURN WITHIN ONE HOUR.

Compstall Road, west side - From a point 3 metres south of its intersection with the southerly kerb line of Edward Street for a distance of 9 metres in a southerly direction.

Compstall Road, west side - From a point 25 metres north of its intersection with the northerly kerb line of Edward Street for a distance of 10 metres in a northerly direction.

NO WAITING AT ANY TIME

Compstall Road (west side) from a point of 25 metres north of its intersection with the northerly kerb line of Edward Street to a point 3 metres south of its intersection with the southerly kerblines of Edward Street.

PROPOSALS

LIMITED WAITING PARKING BAYS MONDAY - SATURDAY 9.00AM- 8.00PM 30 MINS NO RETURN WITHIN ONE HOUR.

Compstall Road, west side - From a point 9 metres south of its intersection with the southerly kerb line of Edward Street for a distance of 9 metres in a southerly direction.

Compstall Road, west side - From a point 45 metres north of its intersection with the northerly kerb line of Edward Street for a distance of 9.5 metres in a southerly direction.

NO WAITING AT ANY TIME

Compstall Road (west side) from a point of 45 metres north of its intersection with the northerly kerb line of Edward Street to a point 9 metres south of its intersection with the southerly kerblines of Edward Street.

ZEBRA CROSSING

Compstall Road, Marple Bridge – At a point approximately 9.5 metres north of the northerly kerb line of Edward Street/8 metres north of the northerly kerb line of Cote Green Lane. The extent of the controlled area will extend along the east side of Compstall Road from a point 24.5 metres north of its intersection with the northerly kerb line of Edward Street to a point 4 metres south of its intersection with the southerly kerb line of Edward Street; and the west side of Compstall Road from a point 26 metres north of its intersection with the northerly kerb line of Cote Green Lane to a point 9 metres south of its intersection with the southerly kerb line of Cote Green Lane.