

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

Report of the Corporate Director for Place

1. INTRODUCTION

Purpose of Report

1.1 The purpose of this report is to present the findings from a March 2023 consultation on a highway proposals scheme as part of the Bus Pinch Points bid on Compstall Road in Marple.

Background

1.2 The scheme would be paid for by the Government's City Region Sustainable Transport Settlement (CRSTS) Bus Pinch Points fund. This is a national investment fund for local transport networks and aims to improve access for local businesses and organisations and help residents get to amenities in their communities.

1.3. This report presents the consultation methodology applied by the Council and the response to the proposals.

1.4 The purpose of the consultation was specifically to inform the public, local residents, businesses, and interest groups of the proposals and capture their comments. A full and inclusive consultation has been undertaken which has involved stakeholders including the public, local businesses, and interest groups.

2. SUMMARY OF PROPOSALS

2.2 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.

2.3 The scheme for Compstall Road, Marple Bridge comprises of a new controlled Zebra Crossing to upgrade pedestrian facilities and improve access to bus stops, relocated bus stops to accommodate the proposed Zebra Crossing as well as bollards to reduce footway parking and maximise visibility to the proposed crossing.

2.4. The consulted proposals include (refer to Drawing No. 0700-100-S7-01 in Appendix A):

- 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 reduce 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.

3.0 METHODOLOGY

Aims and Objectives

- 3.1. The consultation has been undertaken with the purpose of informing stakeholders of the proposals and capturing their views.
- 3.2. Specifically, the aims were to:
 - Inform the public, local residents, businesses and interest groups and other stakeholders of the proposals;
 - Ensure that those with an interest in or who may be affected by the proposals have an opportunity to provide their comments and as such input to their development; and
 - Ensure that community engagement was fully accessible, informative, and relevant to the participants.
- 3.3. The consultation has been undertaken during a period when the proposals are at a formative stage and has presented comprehensive information to allow those consulted to provide intelligent considerations and an informed response.
- 3.4. Following the consultation, the Council will continue to work to ensure that information is communicated with regards to the proposals. This will seek to raise the profile of the Bus Pinch Points, Proposed Zebra Crossing, Compstall Road, Marple Bridge Scheme and engender a sense of community ownership.
- 3.5. It is anticipated that the community will have further opportunity to provide formal comments as part of the associated Traffic Regulation Order process should the scheme be approved.

Timescales and Audience

- 3.6. The consultation was held between 2nd March and 27th March 2023. This allowed adequate time for responses to be submitted using a variety of media.
- 3.7. The main consultation audience was:
 - Residents and businesses in the local area;
 - Those who may be affected by or use the proposed infrastructure; and
 - Key local stakeholders including statutory consultees, business organisations and special interest groups.

Consultation Support

- 3.8. A telephone helpline (0161 217 6043) and email address (stockportwalkcycle@stockport.gov.uk) was active throughout the consultation period to respond to scheme/consultation queries.

Awareness Raising & Methods of Consultation

3.9. A range of consultation awareness-raising public information materials were produced and distributed including:

- Letters

The letters at Appendix B were sent to approximately 140 properties adjacent to the proposals with information about the schemes and directing residents and businesses to the consultation web pages to view the proposals in full.

- Web Pages

Consultation web pages were set up at www.stockport.gov.uk/consultations to provide full details of the proposals, including drawings and text descriptions, and an online response form.

- Response Form

The online response form sought feedback on the extent to which the respondent agreed or disagreed with specific elements of the proposals and invited general comments.

- Stakeholder Engagement

Engagement with stakeholder groups has been an important method of awareness raising and gathering feedback on the developing proposals. In particular, the project team has sought the views of the general public, local residents, businesses and a variety of interest groups / forums and other stakeholders in the area.

Emails were sent to key stakeholders, including local interest and community groups and forums to provide an introduction to the proposals and direct to the consultation web pages.

Stakeholders were encouraged to make it known if they were responding on behalf / as a member of a particular interest group, forum, business, or organisation.

4. APPROACH TO ANALYSIS

4.1. A comprehensive log of responses has been collated to record all comments in a single database.

4.2. The online response form sought feedback on the extent to which the respondent agreed or disagreed with (i) the proposed Zebra Crossing with associated bollards and relocation of the northbound bus stop; and (ii) the introduction of tactile paving at the junction of Compstall Road / Cote Green Lane. This has been used to determine the overall level of support for the specific elements of the scheme referred herein.

4.3. The analysis undertaken also determines respondents' opinions in relation to where they live. The responses have been plotted by postcode to demonstrate this for each question, these are included at Appendix C.

- 4.4. Given the level of detail of some of the comments received, this report presents an overview of the feedback. The comments log will be used by the project team to enable consideration of the greater detail contained therein.
- 4.5. An exercise has been undertaken to check for significant duplication of online response form completions based on respondents' IP addresses. All responses have been accepted.
- 4.6. Emails received after the closing date are not included in this report but will continue to be considered by the project team in the development of the proposals.

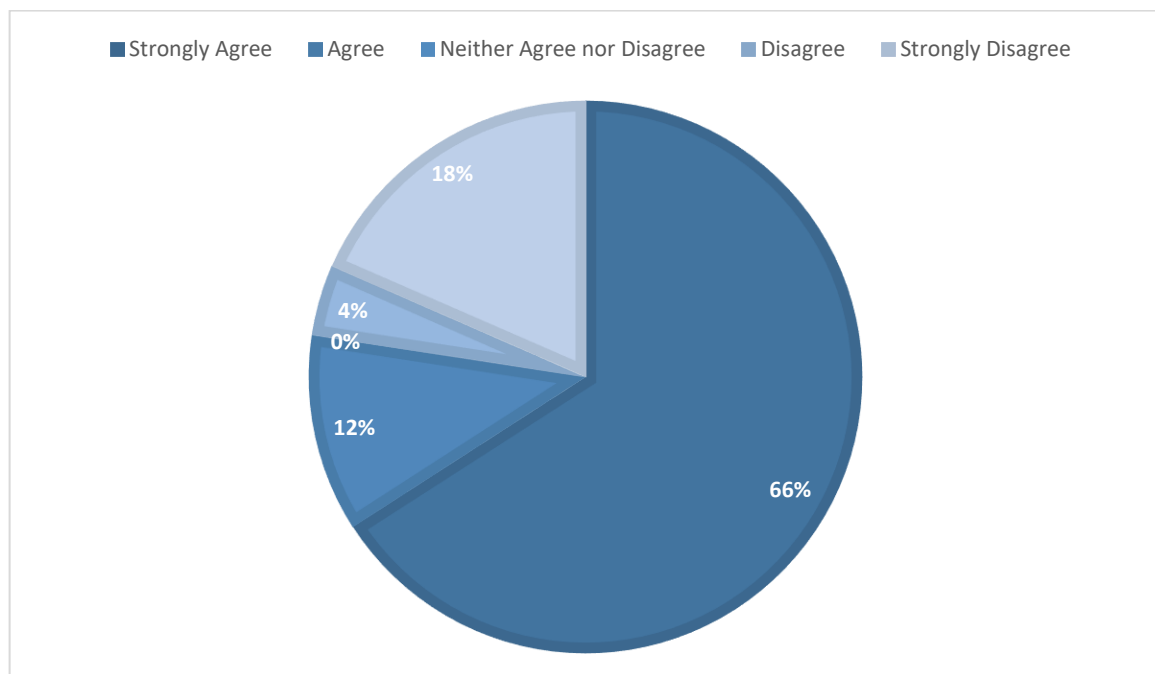
5. CONSULTATION RESPONSES

5.1 A total of 217 online response forms were completed along with several emails to the walkcycle@stockport.gov.uk email address. No phone calls were logged.

Zebra Crossing

- 5.2 Respondents were firstly asked for their opinion on 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 relocation of the adjacent bus stop.
- 5.3 Figure 5.1 presents a summary of the responses. It shows that 78% (168) of respondents to this question strongly agreed or agreed with the proposals, while 22% (49) strongly disagreed or disagreed. 0% neither agreed nor disagreed or didn't know.

Figure 5.1 – Zebra Crossing Responses



5.3 Respondents were asked to provide reasons for their answer. There were 185 responses and key recurring themes included:

Comments in favour of the Zebra Crossing

- 87 comments referenced the existing need for a crossing on Compstall Road. Many of these comments stated that the road is currently very difficult to cross particularly for school children, and for people accessing the shops.
- 105 comments mentioned existing safety concerns on Compstall Road, including speeding vehicles, congestion at peak times and the number of cars parked on-street. These comments were in favour of providing a crossing facility to improve safety.
- 20 comments expressed concerns over the number of vehicles parking on-street along Compstall Road and referenced how pedestrians (particularly school children) crossing between parked cars can be difficult to see, creating a safety issue.
- Other comments also stated how vehicles parked partially or fully on the footway creates a further safety hazard for pedestrians as in particular pedestrians with a buggy or wheelchair users are forced onto the carriageway. These comments were in favour of providing a Zebra crossing and bollards to reduce footway parking.

Comments against the Zebra Crossing

- 15 comments stated they were against the proposals due to the associated reduction in on-street car parking (due to the crossing and relocated bus stop). The comments received stated that the reduction in parking would have a negative impact on those residents who lose parking outside of their property and will increase the demand for parking on neighbouring streets.
- A total of 11 comments expressed safety concerns over the location of the proposed Zebra Crossing, these comments mainly raised concerns regarding the potential lack of visibility to the crossing point due to nearby parking bays and the proximity of the crossing to a dip in the carriageway.
- 7 comments were against the relocation of the bus stop due to the effect it would have on local residents who would be impacted. These comments referenced the effect the relocation would have on privacy for local residents and also the reduction in on-street car parking outside the properties affected.
- 6 comments stated that the proposed crossing is unnecessary.

5.4 In some cases, respondents suggested additional or alternative proposals which included:

- 23 comments stated the opinion that the crossing would be better situated further south, 14 of these stated that the crossing should be located closer to the Windsor Castle pub (at the junction with Glossop Road), and 6 comments stated that the crossing should be located on Compstall Road close to the junction with Mayfield Road, close to the Spring Gardens pub, many of these comments referenced how relocating the crossing further south would allow for greater use of the facility.
- There were 10 comments which expressed concerns over the limited width available within the western footway on Compstall Road from Edward Street close to the Spring Gardens pub. The comments state that the footway is currently unusable for prams and wheelchair users due to footway parking and planting within the footway. As a result of

this, there were concerns over the location of the proposed crossing as pedestrians utilising the proposed Zebra Crossing would have to use the western footway where there is limited space.

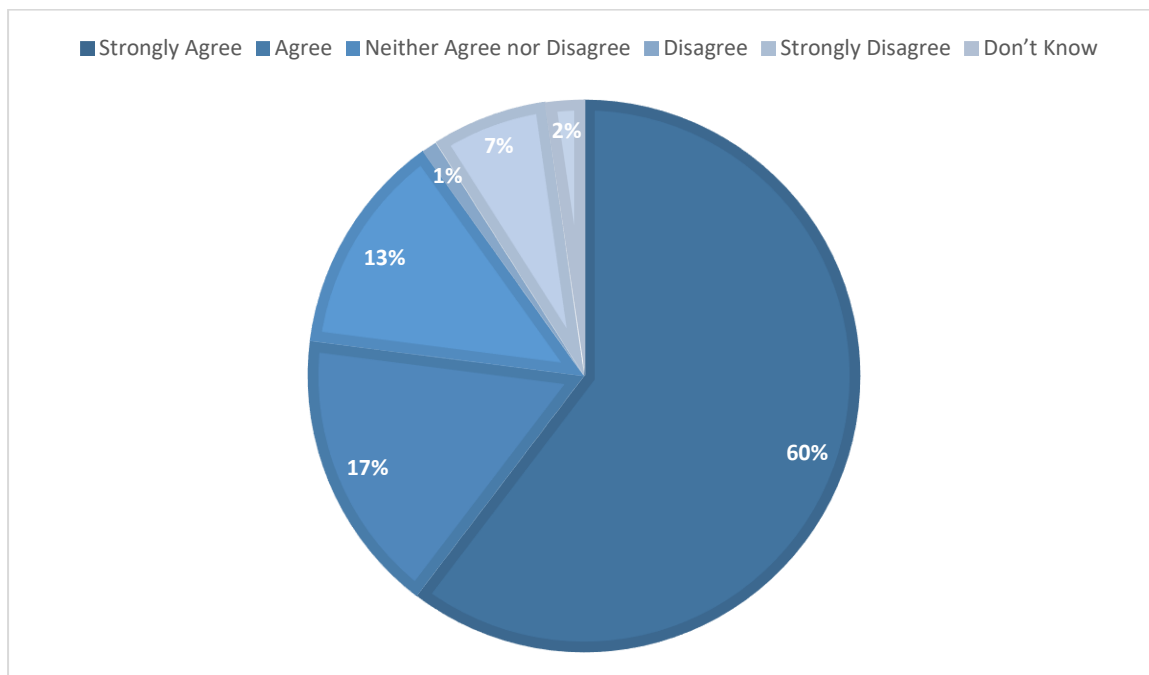
- There were 5 comments which suggested the crossing should be a Puffin as opposed to a Zebra Crossing, stating that a Zebra Crossing is not sufficient.
- 3 comments stated that in their opinion a pedestrian refuge island would be more appropriate than a Zebra Crossing.
- A number of comments raised concerns regarding the proximity of the proposed crossing to Edward Street. The concerns stated that it is currently difficult to pull out of Edward Street on to Compstall Road, due to vehicles parked within the marked parking bays which are located close to the junction outside of the butchers.
- 2 comments requested that a bus shelter is provided with the relocated bus stop.
- 2 comments raised concerns regarding the Cote Green Lane junction, particularly relating to difficulties accessing the junction.

5.5 The postcode plot for Figure 5.1 shows a significant level of support from respondents for the proposals to introduce a Zebra Crossing located on Compstall Road close to the junction of Cote Green Lane. With regards to those who are unsupportive of the proposals, there does appear to be a pattern of 'strongly disagree' amongst residents on the western side of Compstall Road, just north of the junction with Cote Green Lane (close to where the proposed Zebra Crossing is located), as well as a number of residents on Compstall Road close to the junction with Mayfield Road.

Tactile Paving

- 5.6 Respondents were then asked their opinion on the proposals to install tactile paving at the side road junction of Cote Green Lane to improve the route along Compstall Road for pedestrians.
- 5.7 Figure 5.2 presents a summary of the responses. It shows that 77% (171) of respondents to this question strongly agreed or agreed with the proposals, while 8% (17) strongly disagreed or disagreed. 13% (29) neither agreed nor disagreed or didn't know.

Figure 5.2 – Tactile Paving Responses



5.8 Respondents were asked to provide reasons for their answer. There were 97 responses and key recurring themes included:

- There were 26 comments referencing how the tactile paving will provide safety benefits to pedestrians using Compstall Road.
- A further 24 comments noted how these proposals would benefit vulnerable road users in particular, such as visually impaired pedestrians and wheelchair users.
- 3 comments mentioned existing parking issues at the junction, and state that additional measures such as bollards may be required to keep the junction and tactile paving free from parked vehicles.

5.9 In some cases, respondents suggested additional or alternative proposals which included:

- Installation of tactile paving on all side roads on Compstall Road to improve pedestrian facilities.
- Continuous footways across the junction of Cote green Lane to give pedestrians priority across the junction.
- Removal of existing planters and flower beds on Compstall Road to increase the footway width for pedestrians.
- Greater enforcement of the 'access only' which is in place on Cote Green Lane.
- Further action to be taken at the junction of Lowerfold Road to improve safety.

5.10 The postcode plot for Figure 5.2 shows a high level of support from respondents for the proposals to introduce tactile paving at the side road junction of Cote Green Lane as part of these proposals. With regards to those who are unsupportive of the proposals, there does

appear to be a pattern of 'strongly disagree' amongst residents on the western side of Compstall Road, just north of the junction with Cote Green Lane.

6.0 STAKEHOLDER RESPONSES

6.1 Stakeholder comments were reported in the following emails. These included the following comments from stakeholders and residents:

- A response from the Environmental Agency was received stating there are no objections to the proposals.
- Responses were received from Natural England and Historic England, which both stated that there were no comments to be made regarding the proposals.
- A total of 4 email responses were received from residents, objecting to the proposals to relocate the bus stop. These objections specifically related to the reduction in parking as well as the impact on privacy for residents situated close to the proposed bus stop. These emails also raised safety concerns regarding the location of the proposed crossing, specifically relating to potential visibility issues due to existing parking bays located within close proximity to the Zebra Crossing.

7.0 SUMMARY

7.1 A full and inclusive consultation has been undertaken with the specific purpose of informing stakeholders, the public, local businesses, and interest groups of the new Bus Pinch Points-Broadstone Road Highway Scheme package of proposals and capturing their comments.

7.2 Given the level of detail of some of the comments received, this report presents an overview of the feedback. A comprehensive comments log is used by the project team to enable consideration of the greater detail contained therein.