

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

**Subject: Bus Pinch Points – Proposed Highway Improvements, Dialstone Lane, Stockport**

**Report to: (a)** Stepping Hill Area Committee  
Cabinet Member (Parks, Highways and Transport Services)

**Date:** Tuesday, 30 July 2024

**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 Government's City Region Sustainable Transport Settlement (CRSTS) - Bus Pinch Points – Highway Improvements, Dialstone Lane proposals. It also seeks a recommendation to the Cabinet Member (Parks, Highways and Transport Services) on whether to approve the amendments to the carriageway layout to provide two traffic lanes approaching the signals from the Hurdsfield Road junction, upgrades to bus stops, pedestrian improvements to improve access to bus stops, side road junction build-outs to improve crossing points and new parking restrictions to reduce congestion caused by parked vehicles including the introduction of 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 approval the revised proposals associated with the Bus Pinch Points Highway Improvements scheme. The Area Committee is also asked to provide a recommendation on the 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)**

There are none.

Contact person for accessing background papers and discussing the report **Officer:** Nick Whelan  
Email: [nick.whelan@stockport.gov.uk](mailto:nick.whelan@stockport.gov.uk)

**'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.



## **Bus Pinch Points – Proposed Highway Improvements, Dialstone Lane, Stockport**

### Report of the Director of Place Management

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

- 1.1 Transport for Greater Manchester (TfGM) has identified the junction of the A6 with Dialstone Lane as an existing point of congestion which is causing delay to bus journey times.
- 1.2 As part of the Government's City Regional Transport Settlement (CRSTS) the Council developed highways proposals for a dedicated right turn lane from Dialstone Lane into the A6, amendments to the layout to provide two traffic lanes approaching the signals from the Cruttenden Road junction, upgrades to bus stops, pedestrian improvements to improve access to bus stops, side road junction build-outs to improve crossing points and new parking restrictions to reduce congestion caused by parked vehicles, on Dialstone Lane, Stockport. The scheme aims to support sustainable travel choices and improve safety, whilst maintaining and managing the performance of the existing transport network.
- 1.3 This proposed scheme would be paid for by the Government's City Region Sustainable Transport Settlement (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 by TfGM to schemes that reduce bus travel time and/or improve safety for bus users; this includes better access to stops.
- 1.4 A public consultation was held in July 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.
- 1.5 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 revised proposals.

#### **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 Dialstone Lane in Stockport is one of 9 schemes that are currently being developed by Stockport Metropolitan Borough Council officers as part of the CRSTS funded Bus Pinch Points programme.

2.4 The reallocation of road space on Dialstone Lane would reduce the green time allocation required for the Dialstone Lane arm within the signal timings for the junction. This would free up capacity to increase the green time allocated to traffic utilising the A6 arms. Traffic modelling has been undertaken which forecasts that the scheme would lead to an estimated 20 second journey time benefit to vehicles along the A6 during peak times at this key junction along a strategic distributor road which is adjacent to Stepping Hill Hospital.

2.1. It is recognised that there is a need to balance the needs of local residents, businesses and amenities within an active community, and that there are different views about the current issues and the impact of potential measures the Council could introduce.

### 3. PROPOSALS

3.1. The proposals aim to support sustainable travel choices and improve safety whilst maintaining and managing the performance of our existing transport network. This includes the enhancement of sustainable travel and bus facilities.

3.2. The proposals that were subject to the public consultation are detailed below and are shown on Drawing No F-0700-001-01 Rev A in **Appendix A**. The proposals include:

- Amendment to the Dialstone Lane arm of the A6 Buxton Road/Dialstone Lane/Poplar Grove junction to provide an extended left turn lane and introduce a separate right turn lane. This should increase capacity and reduce the likelihood of right turning queuing traffic blocking traffic going straight ahead to the Hospital. To achieve this the existing footway will be converted to carriageway and part of the existing verge to footway. This may require the removal of one tree. This would be replaced with three trees elsewhere in the grass verge.
- Northbound bus stop on Dialstone Lane to be upgraded with a raised kerb and shelter provided.
- Convert the access to 495 Buxton Road to a vehicle drop crossing to provide pedestrian priority.
- Hatching on the eastern side of Dialstone Lane, adjacent to No's 289-293 to be removed and replaced with a parking bay. The existing 'No Waiting at Any Time' restrictions outside No. 297 Dialstone Lane are proposed to be extended up to the

proposed parking bays to allow two vehicles to use the adjacent traffic lanes simultaneously.

- Bus stop build out with raised kerbs to be provided at the existing bus stop located adjacent to No. 287 Dialstone Lane to provide level access to the waiting bus for those boarding and alighting without the need to step down into the carriageway and to improve safety for bus users.
- Footway buildouts and tactile paving to be provided on three side roads connecting to Dialstone Lane. This includes Hurdsfield Road, Cruttenden Road and Dial Park Road.
- The existing 'No Waiting at Any Time' restrictions at the junctions of Hurdsfield Road, Cruttenden Road and Dial Park Road with Dialstone Road would be revised to follow the new kerblines for the build outs to protect visibility and prevent parked vehicles blocking the pedestrian route.
- New 'No Waiting at Any Time' restrictions on the western side of Dialstone Lane from 288 Dialstone Lane to the junction with Buxton Road (A6). Deliveries would still be allowed.
- Parking bays proposed on the eastern side of Dialstone Lane between No. 245-293.
- To improve pedestrian facilities along Dialstone Lane, there is a proposed uncontrolled pedestrian crossing with central refuge island and eastern kerb buildout to be provided adjacent to No. 261 Dialstone Lane, between Cruttenden Road and Dial Park Road.
- Introduction of ghost island right-turn lanes into Cruttenden Road and Dial Park Road to enable right turning vehicles to queue separately in order to improve the safety for those waiting to turn right as well as reduce congestion on Dialstone Lane

#### **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. No other alternatives were considered prior to consultation.

#### **6. CONSULTATION**

- 6.1. The Local Ward Councillors have been consulted and no adverse comments were received. A summary of the public consultation feedback is provided below, with more detailed analysis provided within the 'Bus Pinch Points - Dialstone Lane Consultation Summary Report' (Dated July 2024) attached as **Appendix B**.
- 6.2. A public consultation was held over a 4 week period between 13th July and the 9<sup>th</sup> August 2023. Approximately 550 letters were delivered to residents on South Dialstone Lane onto Buxton Road to North Dialstone Lane onto Magda Road and surrounding side roads. 10 notices were also placed on lighting columns and signs, close to bus stops and areas of high pedestrian activity. 4 larger yellow 'Have Your Say' signs were also placed on lighting columns (2 on Dialstone Lane and 2 on A6

Buxton Road) to raise awareness of the public consultation to those passing through the area.

- 6.3. An online consultation was set up for the project on the following webpage: [www.stockport.gov.uk/Consultations](http://www.stockport.gov.uk/Consultations). 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](mailto: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 reasonable level of engagement from the community in relation to the public consultation with 105 responses to the online survey. 5 emails, 1 call and 1 letter were also received. No paper response forms were 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 with the proposals to increase capacity on Dialstone Lane by providing an extended left turn lane as well as a separate right turn lane?’
- 6.8. There were 105 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*

<b>Question 1 – To what extent do you agree with the proposals to increase capacity on Dialstone Lane by providing an extended left turn lane as well as a separate right turn lane?</b>							
<b>Respondents</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree / Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Don't Know</b>	<b>Total</b>
Number	22	12	2	13	55	1	105
%	21%	11%	2%	12%	53%	1%	100%

- 6.9. The majority of respondents disagreed with the proposals, with a total of 68 respondents (65%) disagreeing or strongly disagreeing with the proposals set out in question one. There were 34 respondents (32%) who answered ‘strongly agree’ or ‘agree’.
- 6.10. Respondents were asked to provide reasons for their answer. 90 responses were received, and the key issues raised included:

Table 2: Summary of online survey feedback on Question 1

Comment	Number of Comments
No benefit to / Harms the Pedestrian Experience	26
Should be a Cycle Lane	25
Encourages Driving (Private Vehicle Use)	22
Should be a Bus Lane	12
Hospital Parking Issue Should be Addressed	11
Disagree with Parking Restrictions	11
Negatively Impact Parking on Side Roads	7
The Bus Stops are Rarely Used	7
Increase in Difficulty Accessing Front Drive	5
Loss of Tree	4

6.11. A number of residents expressed concerns on the proposals. These comments are categorised with the SMBC Highways & Transportation responses to these concerns provided below.

### ***Sustainable and Active Travel***

6.12. A key theme within the comments received to this question was that respondents did not consider that the scheme would bring sufficient benefits to pedestrians (with 26 respondents raising this point), cyclists (with 25 respondents requesting a cycle lane) or buses (with 12 respondents requesting a bus lane). A further 7 respondents considered that the existing bus stops are not well used.

### ***Highways and Transportation Response***

6.13. Funding for the scheme is being sought from the TfGM allocated Bus Pinch Points funding, which is part of the Government's City Region Sustainable Transport Settlement (CRSTS) and Transforming Cities Funding. The funding available includes a focus on reducing bus travel time and/or improve safety for bus users; this includes better access to stops.

6.14. The scheme proposals have been developed in order to focus on reducing the delay to buses through the junction, which was the key issue identified by TfGM, whilst also bringing forwards other wider improvements that align with the funding objectives and budget available. Further to the results of the public consultation and subsequent discussions with TfGM the scope of the proposals has reduced to reflect the feedback received and to ensure the scheme fits within the funding envelope available. The revised scheme is shown in Drawing F-0700-01B-001-Rev B within **Appendix C**.

6.15. Traffic modelling undertaken for the revised proposals has forecast that the truncated scheme would bring similar (though slightly reduced) improvements to junction efficiency and reduction in delay on the A6 during peak periods.

6.16. It is accepted that the frequency and patronage of the bus services that run along Dialstone Lane are lower than the services that run along the A6, but the Bus Pinch Points funding includes provision for improving the safety of bus users and

improving access to bus stops. The existing southbound service is marked by a pole only, with users required to board / alight from the carriageway. This is not considered to be suitable for passengers and may prohibit use of the services for those with limited mobility. The proposals would allow buses to align with the kerb and passengers to board/alight buses from the footway, rather than the carriageway, and improve safety for bus users. The provision of a bus shelter and raised kerbs for the northbound service would also improve the facilities and make the service more attractive to potential bus users.

- 6.17. Whilst it has not been possible to investigate the option of providing bus or cycle lanes within the funding envelope available Highways and Transportation officers are holding ongoing discussions with TfGM in order to discuss future opportunities to improve the facilities for pedestrians, cyclists and bus users within the wider area. The proposed scheme could be complimented by further measures in the future should further funding be identified.

### ***Benefits to Car Users***

- 6.18. Over 20% of the respondents who provided a comment for this question (22 respondents) consider that the scheme would encourage the use of private vehicles.

#### *Highways and Transportation Response*

- 6.19. It is accepted that the proposed measures would reduce delay to all vehicles travelling along the A6. It is also accepted that this could lead to a slight increase in car use through the junction. The A6 is a strategic distributor road which is intended to cater for large traffic flows. Variable demand traffic modelling has also been undertaken to account for an increase in vehicular trips along the A6 and these results still forecast a reduction to delay for buses at the junction.

### ***Car Parking***

- 6.20. There were a number of comments which related to car parking, with 11 respondents considering that a scheme to address the current hospital car parking situation is required (with some staff and patients of the hospital parking on Dialstone Lane and the surrounding residential roads).
- 6.21. A further 11 respondents disagreed with the proposed car parking restrictions along Dialstone Lane as it would make it difficult for visitors to find on-street parking nearby.
- 6.22. 7 respondents considered that the proposals could lead to an increase in staff and visitor parking associated with the hospital on the side streets off Dialstone Lane.
- 6.23. One respondent who has a child with special needs, raised concern that the parking restrictions would make it difficult for the school transport to collect their child.

#### *Highways and Transportation Response*

- 6.24. The properties covered by the proposed No Waiting At Any Time restrictions along the western side of Dialstone Lane all have off street car parking facilities. 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.

- 6.25. Notwithstanding this, the revised proposals reflect a truncated scheme which includes a reduction in the extent of No Waiting at Any Time restrictions along the western side of Dialstone Lane from 230m to 105m. This reflects a reduction of 125m and would result in the loss of 10 on-street car parking spaces compared with the 20 spaces that would have been impacted by the scheme that was subject to the public consultation; this option removes the restrictions from outside the property which requires school transport for their child with special needs. This reduction in the extent of the on-street car parking restrictions would also reduce the likelihood of vehicles being displaced onto the side streets off Dialstone Lane. These restrictions are required in order to accommodate the re-allocation of road space that is required for the provision of a two lane approach to the junction on the Dialstone Lane arm. Without these restrictions the forecast reduction to bus delay cannot be achieved and so it is proposed that the reduced extent of No Waiting At Any Time restrictions be retained within the revised scheme.

### ***Driveway Access***

- 6.26. Five respondents have stated that the proposal will increase the difficulty of accessing their front drive due to the reduction in the width of the northbound lane.

### ***Highways and Transportation Response***

- 6.27. The proposed arrangement with driveway access onto a district distributor road is not uncommon. Where possible it is recommended that motorists turn vehicles around within the property to allow access and egress in forward gear. Where this is not possible it is recommended that vehicles be reversed into the property allowing egress onto Dialstone Lane in forward gear. The prohibition of on-street car parking (within the area of proposed No Waiting at Any Time restrictions) should improve the visibility for drivers exiting their property onto Dialstone Lane.
- 6.28. A Stage 1 Road Safety Audit has been undertaken for the proposed scheme and this did not highlight any safety issues regarding access to/from private driveways.

### **Question 2**

- 6.29. The public were asked 'To what extent do you agree with the proposals to upgrade the bus stops, install parking bays, and improve pedestrian facilities on the eastern side of Dialstone Lane?'
- 6.30. There were 105 responses to this part of the survey. The responses to Question 2 can be seen in the following table:

Table 3: Summary of online survey feedback on Question 2

Question 2 – Upgrade the bus stops, install parking bays, and improve pedestrian facilities							
Respondents	Strongly Agree	Agree	Neither Agree / Disagree	Disagree	Strongly Disagree	Don't Know	Total
Number	12	22	13	13	43	2	105
%	11%	21%	12%	12%	42%	2%	100%

6.31. The majority of respondents disagreed with the proposals, with a total of 56 respondents (54%) disagreeing or strongly disagreeing with the proposals set out in question one. There were 34 respondents (32%) who answered 'strongly agree' or 'agree'.

6.32. Respondents were asked to provide reasons for their answer. 70 responses were received, and the key issues raised included:

Table 4: Summary of online survey feedback on Question 2

Comment	Number of Comments
The bus stops are rarely used	23
No benefit to / Harms the Pedestrian Experience	14
Should be a Cycle Lane	14
Encourages Driving (Private Vehicle Use)	13
Hospital Parking Issue Should be Addressed	10
Space should not be used for private vehicles	10
Disagree with Parking Restrictions	6
Negatively Impact Parking on Side Roads	5

6.33. Whilst there were many comments made in response to this question not all of these were specific to the question asked. The responses regarding the usage of the bus stops, provision of a cycle lane, encouraging private vehicle use, opposing the proposed parking restrictions and addressing hospital car parking have been addressed within the response to Question 1 above. The remaining topics are discussed below.

### **Bus Stops**

6.34. 23 respondents to this question consider that there is insufficient justification for the improvements to the existing bus stops as they are not well used.

### *Highways and Transportation Response*

6.35. Funding for the scheme is being sought from the TfGM allocated Bus Pinch Points funding, which includes for improving safety for bus users and better access to stops.

6.36. As set out in section 6.16 it is considered that the proposals would provide an improvement to passengers using the service.

6.37. No changes are proposed to the bus stop upgrades in response to the feedback received.

### ***Pedestrian Experience***

6.38. Of the responses to this question, 14 have referenced their concern that this proposal will have no benefit to, or may even harm, the pedestrian experience.

### ***Highways and Transportation Response***

6.39. The proposed scheme has been revised such that the existing traffic island would be retained at the junction of Diastone Lane with the A6. The build out at the junction of Hurdsfield Road with Dialstone Lane is proposed to be retained; this includes proposed tactile paving to better cater for pedestrian demand. The improvements proposed at the two bus stops would also improve the experience for pedestrians at the interface with the bus services.

6.40. As identified within the responses to Question 3, which are summarised in more detail within the following section, more respondents disagreed with the proposal to provide a pedestrian refuge island on Dialstone Lane than agreed with them. The scheme has therefore been reduced in scope to reflect the feedback received and to ensure that the proposals fit within the funding envelope available. This has included removal of the build outs at the junctions of Cuttenden Road and Dial Park Road with Dialstone Lane, and removal of the proposed pedestrian refuge island on Dialstone Lane.

6.41. Overall it is considered that the scheme proposals would lead to an improvement in the pedestrian facilities within the area, whilst allowing the funding to be prioritised on reducing delay to buses along the A6 in line with the funding objectives.

### ***Parking Bays***

6.42. A further 10 respondents consider that the road space should not be used for private vehicles.

### ***Highways and Transportation Response***

6.43. The scheme proposals include for a reallocation of carriageway space. This would lead to a reduction in on-street car parking provision for the benefit of traffic moving through the junction. This aligns with the Authority's duty under the Traffic Management Act 2004 to secure and facilitate the expeditious movement of traffic.

6.44. The proposed changes are forecast to reduce delay to buses along the A6, at the junction with Dialstone Lane, aligning with the objectives of the Bus Pinch Points funding.

## **Question 3**

6.45. The public were asked "To what extent do you agree with the proposals to provide an uncontrolled pedestrian crossing with central refuge island and eastern kerb buildout adjacent to No. 261 Dialstone Lane, between Cruttenden Road and Dial Park Road?"

6.46. There were 105 responses to this part of the survey. The responses to Question 3 can be seen in the table below:

*Table 5: Summary of online survey feedback on Question 3*

<b>Question 3 – Proposals to Provide an Uncontrolled Pedestrian Crossing With Central Refuge Island And Eastern Kerb Buildout Adjacent</b>							
<b>Respondents</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree / Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Don't Know</b>	<b>Total</b>
Number	20	23	14	12	34	2	105
%	19%	22%	13%	11%	33%	2%	100%

6.47. The results to question 3 of the online survey shows us that 41% (43) of respondents to this question strongly agreed or agreed with the proposals, while 44% (46) strongly disagreed or disagreed.

6.48. Respondents were asked to provide reasons for their answer. 74 responses were received, and the key issues raised included:

*Table 6: Summary of online survey feedback on Question 3*

<b>Comment</b>	<b>Number of Comments</b>
Crossing Should Prioritise Pedestrians (e.g. Zebra)	28
Increase in Safety for Pedestrians	20
Speeding traffic could be a danger to pedestrians	8
There are already crossings further down the road	7
Cyclists should Benefit from this Proposal	6

### *Highways and Transportation Response*

6.49. The response to this question was mixed, with support and opposition to the proposals being split fairly evenly; 'Strongly Disagree' however received the highest level of responses being selected by almost a third of respondents.

6.50. In response to the feedback provided and to reflect discussions with TfGM regarding the level of funding available it is proposed to exclude the pedestrian refuge island from the revised scheme.

### **Question 4**

6.51. The public were asked "To what extent do you agree with the proposals to introduce right-turn ghost islands on Dialstone Lane for traffic turning into Cruttenden Road and Dial Park Road?"

6.52. There were 105 responses to this part of the survey. The responses to Question 4 can be seen in the following table:

Table 7: Summary of online survey feedback on Question 4

Question 4 - Proposals to Introduce a Right-Turn Ghost Island							
Respondents	Strongly Agree	Agree	Neither Agree / Disagree	Disagree	Strongly Disagree	Don't Know	Total
Number	17	14	21	13	34	6	105
%	16%	13%	20%	12%	33%	6%	100%

6.53. The results to Question 4 of the online survey shows us shows that 29% (31) of respondents to this question strongly agreed or agreed with the proposals, while 45% (47) strongly disagreed or disagreed.

6.54. Respondents were asked to provide reasons for their answer. 71 responses were received, and the key issues raised included:

Table 8: Summary of online survey feedback on Question 4

Comment	Number of Comments
Will make it Safer / Easier to Turn	19
Encourages Driving (Private Vehicle Use)	17
Not needed	16
Cyclists should Benefit from this Proposal	13
No benefit to / Harms the Pedestrian Experience	8
Hospital Parking Issue Should be Addressed	5
Should be a Bus Lane	4

#### *Highways and Transportation Response*

6.55. The feedback to this question showed that there was more opposition than support for the proposed ghost islands right-turn lanes, with 'Strongly Disagree' being selected by almost a third of respondents.

6.56. Whilst 19 respondents considered that the ghost island right-turn lanes would improve safety at the junctions, the remaining respondents who provided a comment to this question considered that the proposals would encourage driving, were not necessary or requested alternative proposals.

6.57. The extent of No Waiting At Any Time restrictions could be significantly reduced if the ghost island right-turn lanes and pedestrian refuge island are not progressed.

6.58. In response to the feedback provided and to reflect discussions with TfGM regarding the level of funding available it is proposed to exclude the ghost island right-turn lanes from the revised scheme.

## Revised Proposals

6.59. The proposals have been revised in response to the feedback to the public consultation and to reflect the outcome of discussions with TfGM. The revised proposals (as shown in Drawing F-0700-01B-001 Rev B in **Appendix C**) include:

- Retention of the proposed extension of the left-turn lane on Dialstone Lane, to a point just north of Hurdsfield Road.
- Removal of the proposed right-turn lane on Dialstone Lane in order to retain the existing traffic islands and remove the requirement to build into the adjacent grass verge which would have impacted the mature Cherry Tree.
- The extent of proposed No Waiting At Any Time restrictions has been reduced on the western side of Dialstone Lane from 230m to 105m. This reflects a reduction of 125m and would result in the loss of 10 on-street car parking spaces compared with the 20 spaces that would have been impacted by the scheme that was subject to the public consultation, and is required in order to facilitate the two lane Dialstone Lane southbound approach to the junction with the A6.
- The footway build out at the junction of Hurdsfield Road / Dialstone Lane is proposed to be retained but the revised proposals exclude the previously proposed build outs at the junctions of Dialstone Lane with Cruttenden Road and Dial Park Road.
- Removal of the proposed right turn ghost islands on Dialstone Lane at the junctions of Cruttenden Road and Dial Park Road.
- The bus stop build out on the eastern side of Dialstone Lane and the upgrade of the bus stop on the western side are retained.

## 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 should be ready for implementation in 2025 subject to confirmation of funding for implementation.

## 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 revised Bus Pinch Points Proposed Highway Improvements, Dialstone Lane, Stockport scheme and the legal advertising of the Traffic Regulation Orders contained in **Appendix D** and subject to no objections being received within 21 days from the advertisement date the orders can be made.

### Background Papers

There are no background papers to this report.

Anyone wishing further information please contact Nick Whelan by email on [nick.whelan@stockport.gov.uk](mailto:nick.whelan@stockport.gov.uk)

**Appendix A – Proposal Drawings**

Consultation Drawing - F - 0700 - 001 – 01 Rev A (appended separately)



**Appendix B - Dialstone Lane Consultation Feedback Report** (appended separately)

## **Appendix C – Revised Proposals**

Amended Drawing Following Consultation – F-0700-01B-001-Rev B (appended separately) (for approval)

## **Appendix D – Schedule of Traffic Regulation Orders**

### **Proposed**

#### **No Waiting At Any Time**

Dialstone Lane (West Side); From its intersection with the projected north eastern kerbline of Buxton Road in a northerly direction for a distance of 37 metres north from the projected northern kerbline of Hurdsfield Road.

Dialstone Lane (East Side); From its intersection with the projected north eastern kerbline of Buxton Road in a northerly direction for a distance of 61 metres.

Dialstone Lane (East Side); From a point 5.5 metres north from its intersection with the northern kerbline of Herdsfield Road to a point 5.5 metres south south from the projected southern kerbline of Herdsfield Road.

Herdsfield Road (Both Sides); From its intersection with the projected eastern kerbline of Dialstone Lane in a south easterly direction for a distance of 10,5 metres.

#### **No Loading Monday-Friday 7-9.30am & 3.30-6.30pm**

Dialstone Lane (Both Sides); From its intersection with the projected north eastern kerbline of Buxton Road in a northerly direction for a distance of 37 metres.

### **Revocations**

#### **Revoke No Waiting At Any Time**

Dialstone Lane (West Side); From its intersection with the projected north eastern kerbline of Buxton Road in a northerly direction for a distance of 37 metres.

Dialstone Lane (East Side); From its intersection with the projected north eastern kerbline of Buxton Road in a northerly direction for a distance of 58 metres.

#### **No Loading Monday-Friday 7-9.30am & 3.30-6.30pm**

Dialstone Lane (Both Sides); From its intersection with the projected north eastern kerbline of Buxton Road in a northerly direction for a distance of 37 metres.