

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: City Region Sustainable Transport Settlements (CRSTS) – A560 Quality Bus Transit Scheme Area Committee Report

Report to: (a) Central Stockport Area Committee **Date:** Thursday 1st August 2024 **(&)** Cabinet Member (Parks, Highways & Transport Services)

Report of: (b) Corporate Director for Place Management & Regeneration

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

Forward Plan General Exception Special Urgency *(Tick box)*

Summary:

This report provides results of a consultation on the City Region Sustainable Travel Settlements (CRSTS) proposals to develop a Quality Bus Transit (QBT) corridor across the whole 330-bus route between Stockport and Ashton via Hyde and Dukinfield. This will see improvements to bus stops, junctions, crossings, and access to them. The proposals will help improve access to bus stops and aid users crossing this busy route.

Recommendation(s):

Members are requested to consider the contents of the report and recommend that the Cabinet Member (Parks, Highways & Transport Services) approves the implementation of the below schemes and the legal advertising of the Traffic Regulation Orders contained in Appendix B and subject to no objections being received within 21 days from the advertisement date the orders can be made.

Members are requested to recommend that the Cabinet Member (Parks, Highways & Transport Services) approves the following scheme elements:

- Scheme A – Great Portwood Street Puffin Crossing
 1. Provide a new Puffin crossing including waiting restrictions on Great Portwood St
 2. Provide a raised table at junction of Richard Street/ Marsland Street

- Scheme B – Carrington Road Puffin Crossing
 1. Upgrade the existing Pelican crossing on Carrington Road to a Puffin crossing
 2. Relocate and improve the bus stops on Carrington Road
 3. Provide a cycle link between Crescent Road & Carrington Road
 4. Provide a raised table at junction of Werneth Street/ Carrington Road

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

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

N/A

City Region Sustainable Transport Settlements Progress Report – A560 Quality Bus Transit Scheme

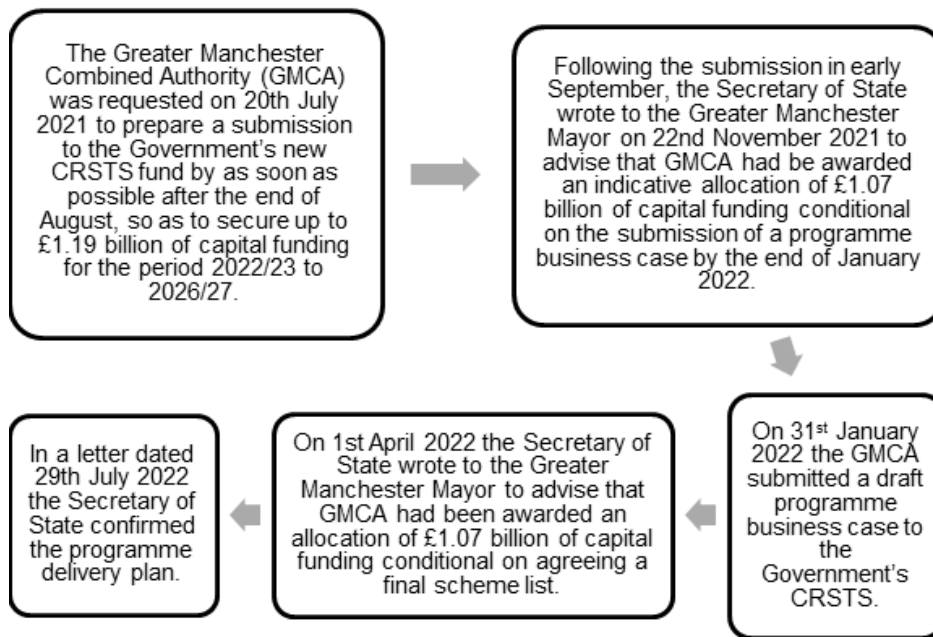
Report of the Corporate Director for Place Management & Regeneration

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 This report provides results of a consultation on the City Region Sustainable Travel Settlements (CRSTS) proposals to improve the 330-bus route between Stockport and Ashton via Hyde and Dukinfield, along the B6104 and A560 corridor. This will provide improvements to bus stops, junctions, crossings, and access, and help those walking, wheeling and cycling to cross the busy route.
- 1.2 Members are requested to consider the contents of the report, noting the results of the recent consultation exercise which was undertaken with residents and businesses in Brinnington and Central Ward and to recommend that the Cabinet Member (Parks, Highways & Transport Services) approves the proposed measures.

2. BACKGROUND

- 2.1 The development of these proposals is being funded by the City Region Sustainable Transport Settlements (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 QBT scheme aims to increase bus use and enhance conditions for users and is one of several schemes that are currently being developed by Stockport Metropolitan Borough Council officers using CRSTS funding. The scheme aims to improve access for local businesses and organisations and help residents get to amenities in their communities.

2.4 The scheme is split into five separate geographic areas along the bus route. Two schemes, A and B, are in the Brinnington and Central ward, and three schemes, C, D and E, are in the Bredbury and Woodley Ward. These schemes are being presented on a separate report to the Werneth Area Committee. The schemes within the Brinnington and Central ward are listed below.

- Scheme A – Great Portwood Street
- Scheme B – Carrington Road

3. CONSULTATION PROPOSALS

3.1 The Council is working hard with Transport for Greater Manchester to reduce air pollution and tackle the climate emergency. Part of this approach includes making it easier for residents to choose public transport over driving, which decreases the emissions entering the atmosphere. Investment in public transport would also improve the quality of life for residents of Brinnington and Central Stockport and help boost the economy in the community.

3.2 We have drafted proposals in area A and B, and these include improvements to bus stops, new or enhanced crossings, footway widening, traffic calming, new active travel routes and links to existing ones. Schemes A and B are described below, and drawings can be found in Appendix A.

3.3 Schemes C, D and E are reported on separately as they are not within the Central Stockport Area Committee area.

3.4 Scheme A

The following interventions, shown on drawing F_0712_A_101, are proposed:

- A new Puffin traffic light crossing would be provided on Great Portwood Street, just west of its junction with Marsland Street. This would replace an existing pedestrian refuge island in the same location. This proposed Puffin crossing would improve access to the nearby bus stops, as well as the Peel Centre Retail Park.
- It is proposed to install a raised carriageway surface 'table' at the junction of Marsland Street and Richard Street to make it easier for pedestrians to cross the road.

3.5 Scheme B

The following interventions, shown on drawing F_0712_B_202, are proposed:

- The existing Pelican traffic light crossing on Carrington Road just west of its junction with Werneth Street will be upgraded to a new Puffin traffic light crossing.
- The bus stops (eastbound and westbound) are relocated closer to the crossing point with the additional benefit of improving the spacing of stops on the route. The westbound bus stop would be moved approximately 35m to the east (outside J.D. Bodyshop Motor Body Repairs). The eastbound stop would be moved approximately 120m to the east, to a position just east of Werneth Street adjacent to an existing grass verge.
- Provision of a new cycle link through the footway at the end of Crescent Road onto Carrington Road. The existing guardrail in this location would be replaced with bollards to continue to prevent access for motor vehicle traffic.
- A raised table at the side road junction of Werneth Street and Carrington Road to make it easier for pedestrians crossing the road.

4. **LEGAL POSITION/IMPLICATIONS**

- 4.1 As the proposals have not yet been fully developed, the full legal implications for the scheme are yet to be determined. The proposals would require some changes to the highway layout / operation and subsequent changes to traffic regulation orders.
- 4.2 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 Alternatives have been considered for Schemes A and B as follows:

Scheme A: Consideration was given to a more comprehensive scheme including cycle improvements on Great Portwood Street to join the subways at Portwood Roundabout with the recent TCAP works at Knightsbridge and use of a pedestrian and cycle crossing / access to the Peel Centre. Whilst such a scheme might have significant merit it would be far beyond the budget of the current QBT project to support it, hence this option was discounted.

Scheme B: Consideration was given to expansion of cycle facilities and in particular if there was scope to link the quiet roads north of Carrington Road with the existing cycle route along Newbridge Lane. Whilst it might have been possible to widen footways and install a Toucan crossing in place of the Puffin crossing proposed the limiting factor is the existing foot bridge over the Goyt connecting to Newbridge Lane. This is too narrow and the parapets too low to promote as a cycle route. Replacement of this bridge would be far beyond the budget of the current QBT project, hence this option was discounted.

6. CONSULTATION

- 6.1 The consultation was held between 26th February and 24th March 2024. This allowed adequate time for responses to be submitted using a variety of media. The main consultation audience was:
- Residents in the local area;
 - Those who may be affected by use the proposed infrastructure; and
 - Key local stakeholders including statutory consultees, business organisations and special interest groups.
- 6.2 The consultation has been undertaken with the purpose of informing stakeholders of the proposals and capturing their views. 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.
- 6.3 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. Following the consultation, the Council will continue to work to ensure that information is communicated regarding the proposals. This will seek to raise the profile of the A560 Quality Bus Transit Scheme and engender a sense of community ownership.
- 6.4 A summary of the results is provided below for each scheme, expressed to the nearest percentage, however a full consultation report is provided in Appendix C.

Scheme A, Great Portwood Street



Figure 1: Scheme A

Proposal (refer to Figure 1)	Responses	Agreed / strongly agreed	Disagreed / Strongly disagreed	Didn't know / answer, or neither agreed / disagreed
1. Provide new Puffin crossing including waiting restrictions on Great Portwood St	70	63%	7%	30%
2. Provide raised table at junction of Richard Street/ Marsland Street	70	43%	13%	44%

Scheme B, Carrington Road

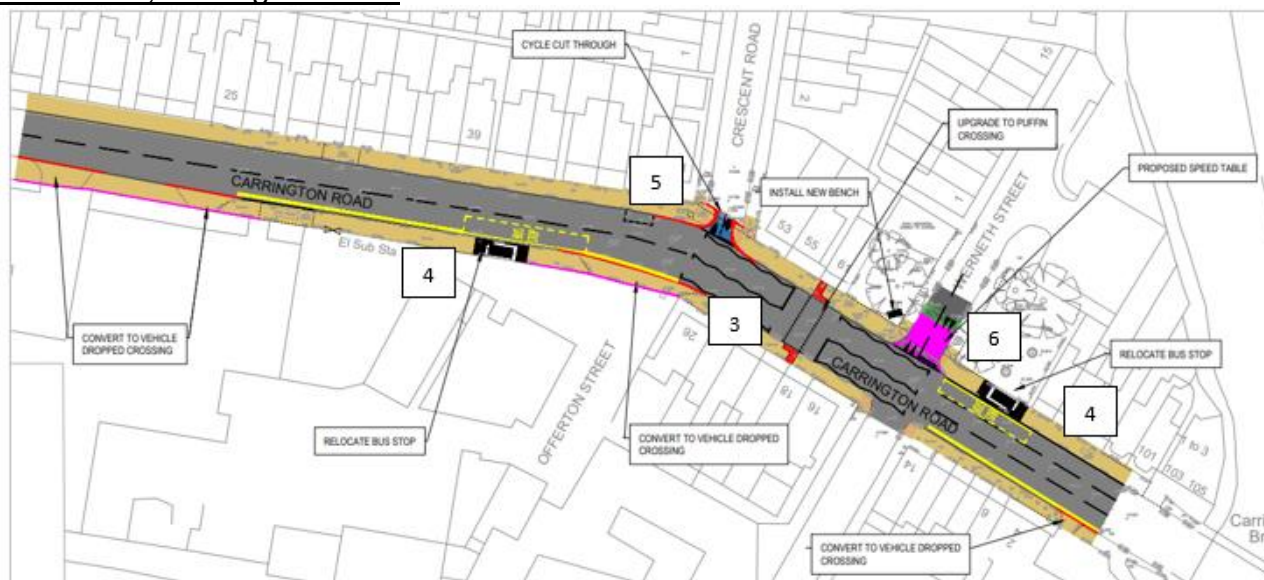


Figure 2: Scheme B

Proposal (refer to Figure 2)	Responses	Agreed / strongly agreed	Disagreed / Strongly disagreed	Didn't know / answer, or neither agreed / disagreed
3. Upgrade existing Pelican crossing on Carrington Road to a Puffin crossing	68	34%	9%	47%
4. Relocate bus stops on Carrington Road	67	28%	14%	58%
5. Provide a cycle link between Crescent Road & Carrington Road	66	41%	11%	48%
6. Provide raised table at junction of Werneth Street/ Carrington Road	67	34%	11%	55%

6.6 It is recommended that all proposals are taken forward.

6.7 Some comments were received with regards to the proposals, and these are summarised in the tables below, together with a designer's response.

Scheme A: New Puffin crossing / waiting restrictions on Great Portwood St (Intervention 1 on Figure 1)	
Comment Received	Designer's Response
<i>It will have a negative impact on congestion.</i>	CRSTS-funded schemes promote the use of active travel and public transport, thereby decreasing car use and tackling traffic congestion in the area.
<i>It will have a negative impact on pollution.</i>	CRSTS-funded schemes promote the use of active travel and public transport, thereby decreasing car use and tackling traffic congestion in the area. Overall, the scheme will reduce carbon and particulate emissions from transport, in line with the UK's legal commitments.
<i>The proposals are not ambitious enough.</i>	The proposals have been tailored to the available CRSTS funding requirements.
<i>The scheme will have no benefit.</i>	The scheme will deliver significant benefits by providing a safe means of crossing busy main roads and improving access to and facilities at bus stops

Scheme A: New raised table at junction of Richard St / Marsland St (Intervention 2 on Figure 1)	
Comment Received	Designer's Response
<i>It will have a negative impact on congestion.</i>	CRSTS-funded schemes promote the use of active travel and public transport, thereby decreasing car use and tackling traffic congestion in the area.
<i>The scheme will have no benefit.</i>	The scheme will deliver significant benefits by providing a safe means of crossing the busy bus route at all times and slowing traffic in the area, making it safer for all users.
<i>The proposals are not ambitious enough.</i>	The proposals have been tailored to the available CRSTS funding requirements.
<i>The carriageway should be widened.</i>	The carriageway will be maintained at its existing width however to assist traffic movement No Waiting At Any Time restrictions can be extended to the full length of the proposed raised table area.
<i>There should be a raised table on Marsland Street.</i>	A raised table on Marsland Street was considered but due to the presence of the Richard St junction and the retail access opposite is not practical to provide. The raised table at the end of Richard Street will slow traffic turning into and out of the side road and provide a level surface for pedestrians to cross.
<i>The speed limit on Marsland Street should be restricted to 20mph.</i>	It is not proposed to implement a 20mph speed limit on Marsland Street as part of this scheme however it is included in separate proposals associated with an Aldi supermarket planning application on

	Water Street.
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Scheme B: Upgrade existing Pelican crossing on Carrington Rd to a Puffin (Intervention 3 on Figure 2)	
Comment Received	Designer's Response
<i>The current crossing facilities are already adequate.</i>	The proposed Puffin crossing will make it easier and a safer for all pedestrians to cross, including those with disabilities.
<i>The proposals are not ambitious enough.</i>	The proposals have been tailored to the available CRSTS funding requirements.
<i>The existing Pelican crossing is preferred over the Puffin crossing.</i>	The existing Pelican crossing does not have detection equipment to extend the time to cross if needed. The proposed Puffin crossing will make it easier and safer for all pedestrians to cross, including those with disabilities and the elderly.

Scheme B: Relocate bus stops on Carrington Road (Intervention 4 on Figure 2)	
Comment Received	Designer's Response
<i>The proposal will have no benefit and the current layout is adequate.</i>	The relocated bus stops will be closer to the crossing point and improve the spacing of stops on the route. The upgraded crossing will include on crossing pedestrian detection so will be able to extend the crossing time for the elderly or infirm who cross slowly.
<i>It will have a negative impact on congestion.</i>	There are significant benefits to be realised by repositioning the bus stops closer to the controlled crossing point on Carrington Road, as shown in the proposals. This will make the bus stops easier to access and more attractive to use. During the PM peak, it has been observed that traffic queues for south eastbound vehicles (approaching the signal junction with New Bridge Lane/New Zealand Road/Stockport Road West) will occasionally queue beyond the bus stop clearway which may temporarily prohibit full vehicular access to the left turn lane. There are six buses per hour that will use the stop and it is not a timing point so it is expected that any disruption at the junction will be minimal.
<i>The bus stop should be recessed.</i>	There is insufficient width to accommodate a layby. In addition, recessed bus stops can make it difficult for the bus to re-enter the traffic stream. Keeping the bus stop on the

	carriageway will reduce delay for the passengers.
<i>The bus stop should be removed.</i>	Bus travel helps avoid the use of single occupancy vehicles and thereby reduces carbon emissions. The location of all bus stops on the route are critical to the success of the bus service.
<i>Proximity of proposed bus stop to the junction.</i>	The bus stop has been relocated to be closer to the crossing and to improve spacing of stops on the route. It is located to the left of the Werneth St junction such that buses at the stop will not obstruct visibility to the right. Vehicles coming from the left are on the opposite carriageway so should be visible past the bus.
<i>Not enough space for the bus stop due to parking.</i>	Parking will be prohibited within the bus stop clearway.

Scheme B: Provide a cycle link from Crescent Road to Carrington Road (Intervention 5 on Figure 2)	
Comment Received	Designer's Response
<i>The proposal will have no benefit and the current layout is adequate.</i>	The proposed cycle cut-through will enable cyclists to cycle between Crescent Road and Carrington Road without having to dismount or cross the footway. This will improve the directness and comfort of the route for cyclists and improve the safety for pedestrians.
<i>It will have a negative impact on congestion.</i>	Introduction of a cycle cut-through is unlikely to have any impact on traffic congestion.
<i>The proposals are not ambitious enough & do not link to other cycle infrastructure.</i>	The proposals have been tailored to the available CRSTS funding. The proposed cut-through links Carrington Road to the on-carriageway cycle routes on Crescent Road and the surrounding streets. A more ambitious scheme was considered but funding did not allow for it.

Scheme B: Provide a raised table at the junction of Werneth St / Carrington Rd (Intervention 6 on Figure 2)	
Comment Received	Designer's Response
<i>The proposal will have no benefit and the current layout is adequate.</i>	The proposed raised table will slow traffic turning into and out of the side road and provide a level surface for pedestrians to cross.
<i>It will have a negative impact on congestion.</i>	The introduction of the raised table is unlikely to have any impact on traffic congestion.
<i>The raised table should be installed at a reasonable height.</i>	The raised table will be constructed at a standard height approx. 25mm below

	the footways on either side.
<i>A continuous pavement would be better.</i>	A continuous footway is unnecessary as the side street is a cul-de-sac with low traffic flows. It should be noted that provision of a continuous footway requires installation of concrete or stone kerbing which would require vehicle access to the road to be closed for several days during construction. This would not be safe or acceptable on a cul-de-sac.

6.8 In response to the public consultation, SMBC received a letter from cycling volunteer group 'Walk Ride Stockport'. This response was largely positive, but some comments and recommendations were provided. These have been reviewed and considered by the Feasibility and Client Team. A copy of Walk Ride Stockport's letter is included in the consultation report in Appendix C. Walk Ride Stockport's comments are summarised in the table below, together with a designer's response.

Scheme A	
Walk Ride Stockport's Comments	Designer's Response
This crossing is welcome, although it retains the existing pedestrian refuge; it must be implemented as a single stage crossing.	The carriageway at the crossing point is more than 11m wide and a central refuge will help break up the crossing task. The crossing is proposed to be implanted as a single stage crossing.
Connections: Pedestrian access to Tesco along Marsland St is poor due to narrow, bollard cluttered footpaths and hostile traffic conditions. Marsland St should be limited to 20mph and filtered to prevent through traffic to Tiviot Way	Extensive changes to Marsland Street are outside of the scope of this project, which is a CRSTS-funded scheme related specifically to improving the 330-bus route between Stockport and Ashton via Hyde and Dukinfield. It should be noted that further changes to Marsland St are proposed as part of an Aldi planning application on Water Street, including traffic calming and a 20mph speed limit.

Scheme B	
Walk Ride Stockport's Comments	Designer's Response
The raised table and conversions to vehicle dropped crossings are welcome.	N/A
Connections: It is disappointing that this upgrade does not enable a traffic separated cycling link between the Newbridge Lane cycle track and Crescent Road leading to Brinnington Road. Carrington Road is often hostile to cycling. Consequently, the proposed cycle link at the end of Crescent Road has limited value. Informal access to Crescent Road from the crossing and footpath will continue.	There is insufficient space to provide a segregated cycleway on this section of Carrington Road although a Toucan crossing and shared foot / cycleways might be possible. However for the reasons given in 5.1 above this was not taken forward.

7. FINANCIAL IMPLICATIONS

7.1 The scheme cost estimates are to be determined. A costing exercise will be undertaken when the scheme is more developed in design. Please note that approval of any scheme or part of scheme does not guarantee that sufficient finance will be available to implement it. Granting of funding will be subject to submission (and approval) of a business case to the CRSTS approvals board.

8. TIMESCALES

8.1 If approved, a business case for the scheme is due to be submitted this financial year with elements of delivery commencing in 2025.

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 Members are requested to consider the contents of the report and recommend that the Cabinet Member (Parks, Highways & Transport Services) approves the implementation of the below schemes and the legal advertising of the Traffic Regulation Orders contained in Appendix B and subject to no objections being received within 21 days from the advertisement date the orders can be made.

10.2 Members are requested to recommend that the Cabinet Member (Parks, Highways & Transport Services) approves the following scheme elements:

- Scheme A – Great Portwood Street Puffin Crossing
 1. Provide a new Puffin crossing including waiting restrictions on Great Portwood St
 2. Provide a raised table at junction of Richard Street/ Marsland Street
- Scheme B – Carrington Road Puffin Crossing
 1. Upgrade the existing Pelican crossing on Carrington Road to a Puffin crossing
 2. Relocate and improve the bus stops on Carrington Road
 3. Provide a cycle link between Crescent Road & Carrington Road
 4. Provide a raised table at junction of Werneth Street/ Carrington Road

Background Papers

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

Appendix A – Drawings

- F_0712_A_101 Scheme A Great Portwood Street
- F_0712_B_201 Scheme B Carrington Road

Appendix B – Schedule of Traffic Regulation Orders

Scheme A – Great Portwood Street

Establishment of Traffic Calming Feature

Junction Plateau/Table – 75mm High

Richard Street; From its intersection with the western kerb line of Marsland Street, the entire width of the carriageway in a south westerly and then north westerly direction for a distance of 13.5 metres.

Establishment of Pedestrian Crossing

Puffin Crossing

Great Portland Street: Puffin crossing centred 14 metres south-west off the projected western kerb line of Marsland Street.

Scheme B – Carrington Road

Proposed Traffic Regulation Order (TRO) – Static

Proposed No Waiting At Any Time

Carrington Road, (South side): From its intersection with the projected eastern kerb line of crescent Road in a westerly direction for a distance of 80 metres.

Carrington Road, (South East side): From its intersection with the projected eastern kerb line of Werneth Street, in a south-easterly direction for a distance of 29.5 metres.

Proposed No Loading Monday-Saturday, 7 - 9.30am & 4 - 6pm

Carrington Road, (South East side): From its intersection with the projected south- eastern kerb line of Werneth Street, in a south-easterly direction for a distance of 29.5 metres.

Revocations

No Waiting At Any Time

Carrington Road, (South side): From the intersection of the western kerb line of Offerton Street, in a westerly direction for a distance of 63 metres.

No Waiting and No Loading Mon – Sat 07:00am – 09:30am & 4:00pm – 6:00pm

Carrington Road, (South East side): From its intersection with the eastern kerb line of Werneth Street, in a south-easterly direction for a distance of 29.5 metres.

Establishment of Traffic Calming Feature

Junction Plateau/Table – 75mm High

Werneth Street (South side): From its intersection with the north-eastern kerb line of Carrington Road for the entire width of the carriageway in a north-easterly direction for 13.5 metres.

Appendix C – Consultation Report