

# A6MARR: TRAFFIC MITIGATION MEASURES IN HIGH LANE AND HAZEL GROVE

DEVELOPED PROPOSALS  
CONSULTATION REPORT

JANUARY 2017

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## DEVELOPED PROPOSALS CONSULTATION REPORT

**Stockport Council**

Project no: 70013473  
Date: January 2017

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# 1 INTRODUCTION

## 1.1 BACKGROUND TO THE CONSULTATION

- 1.1.1 The A6 to Manchester Airport Relief Road (A6MARR) will reduce congestion on many local roads, however, the Transport Assessment (TA) within the planning application for the road identified some areas that are predicted to see increases in traffic. Where this is so, mitigation measures will be introduced that will seek to manage the impact on local communities. As part of this work, Stockport Council is developing a package of measures for the affected areas of High Lane and Hazel Grove.
- 1.1.2 A first stage of public consultation was undertaken by the Council between 29<sup>th</sup> June and 31<sup>st</sup> July 2015 to identify existing issues and concerns in relation to the predicted, potential increase in traffic as a result of the A6MARR. Based on the feedback received and other design considerations, the Council developed a package of possible mitigation measures.
- 1.1.3 A second stage of consultation was then undertaken between 16<sup>th</sup> November and 14<sup>th</sup> December 2015 to inform the local community and stakeholders of the possible measures and capture their views. The responses were used as part of the decision making process in developing a detailed package of mitigation measures.
- 1.1.4 Subsequently, further localised consultations were undertaken as identified by **Table 1.1** to inform affected parties of the detailed measures developed by the Council and obtain their comments.

**Table 1-1 Local Consultations, Summer/Autumn 2016**

DEVELOPED PROPOSALS	CONSULTATION PERIOD
Windlehurst Road	Friday 1 <sup>st</sup> to Friday 29 <sup>th</sup> July 2016 (4 weeks)
Threaphurst Lane, Torkington Road and Torkington Lane 'Quiet Lanes'	
A6 Pedestrian Crossing	
Andrew Lane	Friday 23 <sup>rd</sup> September to Friday 14 <sup>th</sup> October 2016 (3 weeks)
A6 Footway	
A6 / Windlehurst Road junction	Friday 14 <sup>th</sup> October to Friday 4 <sup>th</sup> November 2016 (3 weeks)

- 1.1.5 This report presents the findings from these further consultations. The feedback received will be considered in the final development of the mitigation schemes.
- 1.1.6 The consultation undertaken only relates to works within Stockport Borough; separate scheme development will be undertaken by Cheshire East and Derbyshire councils for works within their administrative areas.

## 1.2 SCHEME SUMMARY

### BACKGROUND TO THE TRAFFIC MITIGATION MEASURES

- 1.2.1 The introduction of the A6MARR will result in changes to traffic flows in and around the south east Greater Manchester area, with some traffic that currently uses local roads transferring onto the new road.

1.2.2 Traffic modelling of the scheme proposals has been undertaken to predict changes in daily traffic flows on an average day in 2017 (scheme opening year), as detailed within the TA which was submitted as part of the planning application for the scheme.

1.2.3 The TA also recommends a series of mitigation measures to manage the increase in traffic and improve facilities for pedestrians and cyclists in High Lane and the surrounding areas, summarised below, which were discussed during the first stage of consultation and considered in the development of the subsequent package of possible mitigation measures:

- Better management of traffic flows at the A6 / Windlehurst Road junction through a local junction improvement scheme;
- Limiting the attractiveness of the A6 to longer distance traffic which would otherwise switch from other cross-county routes with the A6MARR in place, through a combination of gateway treatments and reduced speed limits;
- Cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable;
- A new pedestrian refuge on the A6 Buxton Road at Wellington Road;
- A new traffic signal controlled crossing on the A6 Buxton Road outside the Church / War memorial in High Lane;
- New uncontrolled pedestrian crossings with refuge islands on Windlehurst Road;
- A new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to link bus stops and the park entrance; and
- A new cycle link between Disley and High Lane / Poynton through Lyme Park.

## STAGE 1 CONSULTATION

1.2.4 During the first stage of public consultation between 29<sup>th</sup> June and 31<sup>st</sup> July 2015, the Council asked for feedback from local residents and stakeholders to understand existing issues and concerns in relation to the predicted, potential increase in traffic as a result of the A6MARR to inform the development of a package of possible mitigation measures.

1.2.5 The comments received included:

- The speed, behaviour and make up of traffic flow on the A6, Windlehurst Road, Torkington Road, Threaphurst Lane and various residential roads, in particular heavy goods vehicles using local roads;
- Congestion at the A6 / Windlehurst Road junction;
- Rat-running on various residential roads; and
- The level of provision for pedestrians, cyclists and public transport users on the A6, Windlehurst Road, Torkington Road and Threaphurst Lane including access to Middlewood Railway Station.

1.2.6 The comments received were used to inform the development of a package of possible mitigation measures.



## STAGE 2 CONSULTATION

- 1.2.7 The package of possible mitigation measures developed by the Council for presentation at the second stage of consultation between 16<sup>th</sup> November and 14<sup>th</sup> December 2015 included the introduction of:
- a 20mph speed limit on various residential roads;
  - speed management measures on Windlehurst Road and Andrew Lane;
  - improvement works at the A6 / Windlehurst Road junction;
  - 'Quiet lane' measures on Threaphurst Lane (entire length) and Torkington Lane (from Threaphurst Lane to Windlehurst Road) including 30mph speed limit entry gateway signing, speed restraint measures, improved street lighting and road markings;
  - a reduced speed limit from derestricted (60mph) to 40mph on Torkington Road (from Threaphurst Lane to the existing 30mph speed limit near Torkington Manor);
  - a zonal 7.5 tonne weight limit (with exceptions for bus services and local access) in an area bounded by the A6 (not included in restriction), Torkington Road / Offerton Road (not included in restriction), Barnsfold Road / Hawk Green Road (not included in restriction), Ridge Road / Wybersley Road (included in restriction) and Light Alders Lane (not included in restriction);
  - a new Puffin (traffic signal controlled pedestrian) crossing on the A6 near Alderdale Drive and the War Memorial;
  - pedestrian, cycle and equestrian facilities at the crossing proposed as part of the A6MARR scheme at Norbury Hollow Road;
  - footway widening on the northern side of the A6 between Norbury Hollow Road and Middlewood Way to allow the introduction of a shared two-way cycle / footway and cycle link from Yew Tree Avenue to the new Park and Ride; and
  - surfacing and drainage improvements and vegetation trimming/management on Middlewood Way.
- 1.2.8 The package of measures also included a review of the A6 through High Lane to ensure that good quality street furniture (e.g. signs, benches) is provided with the minimum of street clutter (e.g. redundant signage, guard rails).
- 1.2.9 The consultation feedback generally comprised strong agreement for the implementation of the possible measures identified, albeit with some objection to specific elements.

## DETAILED MEASURES

The detailed measures developed by the Council are identified by the plans included at **Appendix A**, as consulted with affected parties between July and November 2016.

### Windlehurst Road

- 1.2.10 The Windlehurst Road speed management measure proposals comprise speed/junction tables augmented by speed cushions and carriageway roundels ('30'). It is also proposed that the traffic/pedestrian refuge islands be upgraded.
- 1.2.11 Individual elements of the Windlehurst Road proposals have been labelled on the plans for ease of reference when detailing the public/stakeholder responses in **Chapter 4/5** of this report, including the speed cushions ('SCXX'), junction tables ('JTXX') and islands ('IsXX').

- 1.2.12 There was substantial support for the provision of speed tables and pedestrian improvements during the second stage of consultation. While there was objection to speed cushions, these were included in the proposals to support the junction tables and maximise the effectiveness of the proposals in managing speeds, in line with design standards.
- 1.2.13 Alternative measures, such as the provision of mini-roundabouts (supported during the second stage of consultation), were considered as part of the proposal development process but were not considered feasible from a design standard perspective.

#### **Threaphurst Lane, Torkington Road and Torkington Lane**

- 1.2.14 The proposed Threaphurst Lane, Torkington Road and Torkington Lane 'Quiet Lane' measures comprise:
- Quiet Lane, gateway and 30mph speed limit signage;
  - carriageway width restrictions / build-outs;
  - a 40mph speed limit on the currently derestricted Torkington Road between the end of the existing 30mph limit at Torkington Manor and the location of the proposed gateway feature on Torkington Road; and
  - a 30mph speed limit for the remainder of Torkington Road, Torkington Lane and Threaphurst Lane.
- 1.2.15 There was strong agreement with the provision of 'Quiet Lane' measures on Threaphurst Lane and Torkington Lane, and a reduced speed limit on Torkington Road during the second stage of consultation.
- 1.2.16 The possibility of a 20mph speed limit on Threaphurst Lane was investigated given the support for this during the second stage of consultation, however, following further design development it was not considered to be appropriate or practicably enforceable based on design guidance and discussions with Greater Manchester Police.

#### **A6 Pedestrian Crossing**

- 1.2.17 The proposals for a new traffic light controlled (Puffin) pedestrian crossing on the A6 near to the war memorial have been developed following support for such a facility during the second stage of consultation.

#### **Andrew Lane**

- 1.2.18 The consultations undertaken in 2015 identified support for the provision of additional speed management measures on Andrew Lane. The speed management measure proposals developed comprise speed cushions which would support the proposed extension of the 20mph speed limit along the full length of Andrew Lane.
- 1.2.19 Individual elements of the proposals have been labelled on the plans for ease of reference when detailing the public/stakeholder responses in **Chapter 4/5** of this report, specifically 'SCXX'.

#### **A6 Footway**

- 1.2.20 The feedback received during the second stage of consultation demonstrated support for footway widening on the northern side of the A6 Buxton Road to provide a cycleway / footway.
- 1.2.21 The existing footway is as narrow as 1.3m in places. It is proposed that the footway be widened to approximately 3m between Wellington Road and Middlewood Way to become a shared use 2-way cycleway / footway.

### **A6 / Windlehurst Road Junction**

- 1.2.22 There was substantial support for improvement works at the A6 / Windlehurst Road junction in the consultations undertaken in 2015. The proposals include a new traffic island, segregated lane for left turning traffic into Windlehurst Road and the re-arrangement of the pedestrian facilities.
- 1.2.23 Signalised pedestrian crossings are maintained across the A6 and Windlehurst Road, and advanced stop lines are provided for cyclists. The segregated lane for right turning traffic into Windlehurst Road is also maintained.
- 1.2.24 The proposals require two cottages in the north-west corner of the junction to be demolished.

### **Other**

- 1.2.25 20mph speed limit (various residential roads) and 7.5tonne vehicle weight restriction (zonal) proposals have been consulted on separately and as such are not part of the latest consultation considered by this report.
- 1.2.26 There is the possibility of gateway signage type features being provided via Stockport Council's Network Management. As such this is not part of the latest consultation considered by this report.

## **1.3 REPORT STRUCTURE**

- 1.3.1 Following this introduction:
  - **Chapter 2** presents the consultation methodology;
  - **Chapter 3** analyses the volume and source of the consultation responses;
  - **Chapter 4** provides a summary of the public responses' content;
  - **Chapter 5** provides a summary of the stakeholder correspondence; and
  - **Chapter 6** summarises and concludes the key findings from the consultation.

## 2 METHODOLOGY

2.1.1 This chapter presents the consultation methodology including details of the aims and objectives, associated timescales, audience, awareness raising, methods of consultation and approach to analysis.

### 2.2 CONSULTATION AIMS AND OBJECTIVES

2.2.1 This stage of consultation has been undertaken with the purpose of informing affected parties of the detailed A6MARR mitigation measures developed by the Council and obtaining their comments with respect to proposals for:

- Windlehurst Road;
- Quiet Lanes;
- A6 Pedestrian Crossing;
- Andrew Lane;
- A6 Footway; and
- A6 / Windlehurst Road junction.

2.2.2 Specifically, the aims were to:

- inform affected parties and stakeholders of the developed A6MARR mitigation measure proposals;
- ensure that those with an interest in or who may be affected by the A6MARR mitigation measure proposals have an opportunity to provide their comments and as such input to the final development of the mitigation schemes; and
- ensure that community engagement is informative and relevant to the participants.

2.2.3 The consultations have been undertaken during a period when the mitigation proposals are still at a formative stage, and have presented comprehensive information about the proposals to allow those consulted to provide intelligent considerations and an informed response.

2.2.4 The feedback received from this stage of consultation will be considered in the final development of the mitigation schemes.

### 2.3 TIMESCALES

2.3.1 This stage of consultation was open for a three or four week period between July and November 2016, as identified by **Table 1.1**. Responses to the consultation will, however, continue to be considered until the mitigation schemes are finalised.

2.3.2 The consultation periods have allowed adequate time for responses to be submitted using a variety of mechanisms.

## 2.4 AUDIENCE

- 2.4.1 Through the consultation, the main groups that have been engaged with are:
- residents and businesses in the areas affected by the A6MARR mitigation measure proposals; and
  - key local stakeholders such as local councillors and resident / interest groups including High Lane Residents Association (HLRA), Windlehurst Area Living Streets (WALS) and Hawk Green Residents Association (HGRA).

## 2.5 CONSULTATION SUPPORT

- 2.5.1 A dedicated telephone helpline (0161 474 2299, 9am-5pm Monday-Friday) and email mailbox ([semms.relieff.road@stockport.gov.uk](mailto:semms.relieff.road@stockport.gov.uk)) were active throughout the consultation period to respond to scheme/consultation queries and take associated comments.
- 2.5.2 The feedback captured from the telephone helpline and email mailbox is included in the analysis at **Chapter 3-4**.

## 2.6 METHODS OF CONSULTATION

- 2.6.1 This section provides a summary of the main methods of consultation applied. **Chapter 3-5** details the response to these methods of consultation.
- 2.6.2 Responses to the consultation were specifically encouraged via post (in a pre-paid envelope provided) or email.

### LETTERS AND PLANS

- 2.6.3 Letters specific to each set of measures were distributed to properties local to the respective proposals with the corresponding plan of **Appendix A**. The letters, included at **Appendix B**, provided a summary of the proposals and details of how to respond to the consultation.
- 2.6.4 Those considered to be less directly affected by proposals received the appropriate letter with details of how to view the corresponding plan.
- 2.6.5 A summary of the letters distributed is provided below, with the associated areas of distribution shown by the figures included at **Appendix C**:
- Windlehurst Road;
    - Plan 1 only – 170 no. Windlehurst Road properties (A6 – Doodfield Farm)
    - Plans 1 and 2 – 16 no. Windlehurst Road properties (Doodfield Farm – Broadhurst's Bridge)
    - Plan 2 only – 27 no. Windlehurst Road properties (Broadhurst's Bridge – Barnsfold Road)
    - No plan – 344 no. Keswick / Windermere Road estate, Andrew Lane (west of canal bridge), Ridge Crescent properties
  - Quiet Lanes;
    - With plan – 51 no. Threaphurst Lane (east of White House), Torkington Road and Torkington Lane properties

- A6 Pedestrian Crossing;
  - With plan – 18 no. A6 properties (Russell Avenue – Brookside Lane), Brookside Primary School (Ashbourne Drive)
- Andrew Lane;
  - With plan – approx. 150 no. Andrew Lane and Woodside Drive properties
- A6 Footway;
  - With plan – approx. 30 no. A6 properties adjacent to the proposals
- A6 / Windlehurst Road junction;
  - With plan – approx. 40 no. properties adjacent to the junction

2.6.6 The areas of distribution included residential and business properties and were defined to ensure all of those potentially affected by the proposals had an opportunity to provide their comments.

2.6.7 In addition to being distributed to properties as identified above, the plans were displayed at High Lane Library and Village Hall, the locations of which are also shown by the figures included at **Appendix C**. The plans at the Village Hall were displayed in such a location so as to be visible outside of opening hours.

2.6.8 A pre-paid envelope was provided with the letters to enable hard copy responses to be returned, and the response form shown with the letters at **Appendix B** (Andrew Lane, A6 Footway and A6 / Windlehurst Road junction only). However, it was recognised that respondents may need additional information beyond that contained within the letters in order to inform their response. Therefore signposts were provided within to ways in which respondents could find out more information about the proposals such as the website telephone helpline and email mailbox (detailed below).

## WEB PAGE

2.6.9 A project information web page ([www.semmms.info/highlaneconsultation](http://www.semmms.info/highlaneconsultation)) was created to provide:

- further details of the proposals; and
- information about how to find out more and provide comments via the telephone helpline and email mailbox (detailed below).

2.6.10 The web page was a key information source regarding the proposals. Specifically, the web page provided:

- details of the background to the consultation and mitigation measures;
- a link to the TA and other documentation submitted as part of the A6MARR planning application;
- details of the previous stages of consultation; and
- large scale plans of the proposed traffic mitigation measures (Windlehurst Road, Quiet Lanes and A6 pedestrian Crossing only).

## STAKEHOLDER ENGAGEMENT

2.6.11 Engagement with stakeholders has been an important method of gathering feedback on the mitigation proposals.

2.6.12 The letter drop areas included a number of businesses, and properties of public interest.

- 2.6.13 Council representatives met with local councillors on 10<sup>th</sup> August and 11<sup>th</sup> October 2016 as part of the consultation. A representative of Greater Manchester Police (GMP) also attended the meeting of 11<sup>th</sup> October.
- 2.6.14 The emails included at **Appendix D** were distributed to representatives of HLRA, WALs and HGRA prior to and at the beginning of the consultations. Council representatives met with HGRA on 9<sup>th</sup> August 2016 and lead representatives of all groups on 2<sup>nd</sup> November 2016 as part of the consultation, and the feedback received will be considered in the final development of the mitigation schemes.
- 2.6.15 The Quiet Lane, A6 Footway and A6 / Windlehurst Road junction proposals were presented to the Stockport Cycle User Group (CUG) for comment ahead of their meeting of 19<sup>th</sup> October 2016, at which Council representatives attended to answer any associated queries.
- 2.6.16 The stakeholder feedback captured throughout the consultation is detailed in **Chapter 5**.

## 2.7 APPROACH TO ANALYSIS

- 2.7.1 Since respondents to the consultation are self-selected, the findings cannot be said to be representative of the total population within the scope of the study area, and therefore standard parametric statistical analysis cannot be applied to the data.
- 2.7.2 A comprehensive log of all verbatim comments made during the consultation has been collated. The purpose of the comments log is to record all comments received in a single database to assist in responding to comments and applying them to the final design of the A6MARR mitigation measures by the project team.
- 2.7.3 The comments collated include those provided via telephone, email and post during the consultation. In order to quantify the type of comments that have been made, the comments log categorises the comments by each set of measures (e.g. 'Windlehurst Road'), each individual element (e.g. 'Speed Cushion 01') and a general topic (e.g. speed cushions) where possible and appropriate.
- 2.7.4 Given the level of detail 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.

# 3 RESPONSE (VOLUME AND SOURCE)

3.1.1 This chapter analyses the volume and source of the responses received during the detailed A6MARR mitigation measure consultation.

## 3.2 NUMBER OF RESPONSES

3.2.1 **Table 3.1** below summarises the volume of responses received via the various methods of consultation for each set of measures, including public and stakeholder responses:

**Table 3-1 Consultation Responses**

METHOD OF RESPONSE	NO. OF RESPONDENTS					
	WINDLEHURST ROAD	QUIET LANES	A6 PEDESTRIAN CROSSING	ANDREW LANE	A6 FOOTWAY	A6 / WINDLEHURST ROAD JUNCTION
Telephone calls	3	3	0	2	0	3
Emails	42	6	6	5	6	4
Letters	9	0	0	0	0	0
Response Form	0	0	0	55	5	11
<i>Total</i>	<i>54</i>	<i>9</i>	<i>6</i>	<i>62</i>	<i>11</i>	<i>18</i>

3.2.2 Additional correspondence was received requiring consultation support or was repeat correspondence.

3.2.3 Some respondents duplicated their response via one method (email) with another (post). In such instances, to prevent double counting, only the first response received (email) has been considered.

3.2.4 One respondent provided comments regarding Windlehurst Road as well as the A6 Pedestrian Crossing proposals. This response has been separated for logging purposes.

## 3.3 GEOGRAPHIC DISTRIBUTION OF RESPONDENTS

3.3.1 The figures included at **Appendix C** present the home post code centroids of the public respondents who provided their address with their response.

3.3.2 As identified, the Windlehurst Road proposals attracted responses primarily from Windlehurst Road, Keswick / Windermere Road estate and Ridge Crescent residents, although responses were also received from the wider High Lane community. The Quiet Lane proposals only attracted responses from residents of these roads and the A6 Pedestrian Crossing proposals attracted responses from nearby residents.

3.3.3 It is shown that the Andrew Lane proposals attracted responses primarily from Andrew Lane and Woodside Drive residents, and the A6 Footway proposals from residents adjacent to the scheme.

3.3.4 It is also shown that the A6 / Windlehurst Road junction proposals attracted responses from residents adjacent to the scheme.



## 3.4 PETITION

- 3.4.1 One petition was received in response to the consultations, regarding the Quiet Lane proposals, as detailed in **Chapter 4**.

# 4 PUBLIC RESPONSE

- 4.1.1** This chapter provides a summary of the public responses' content received during the consultation by the set of measures to which they relate.
- 4.1.2** Given the level of detail of the comments received, this report presents an overview of the feedback. As stated, a comprehensive log of all verbatim comments made during the consultation has been collated and will be used by the project team to enable consideration of the greater detail contained therein.
- 4.1.3** This chapter also details the petition received in response to the consultation, and summarises other community activity/liaison known to have been undertaken.
- 4.1.4** Notably some respondents provided multiple responses, including on occasion following email correspondence with a hard copy. A small number of respondents were also in need of consultation support, such as the provision of a plan, which is not considered by this chapter. Duplicate reporting of the same comment by any given respondent has been avoided as far as possible.
- 4.1.5** The comments within several responses have been categorised as raising more than one topic.

## 4.2 WINDLEHURST ROAD

- 4.2.1** A total of 51 public responses were received regarding the Windlehurst Road proposals. Eight responses were noted as being generally positive with respect to the proposals, ten were noted as being neutral and 33 were noted as being generally negative regarding certain aspects of the proposals.
- 4.2.2** The level of support against respondents' home post code centroids (when provided) is shown by the figures included at **Appendix C**. Those in support or neutral regarding the Windlehurst Road proposals are identified as either Windlehurst Road, Keswick / Windermere Road estate or Ridge Crescent residents. Respondents from the wider High Lane community are identified as being negative regarding certain aspects of the proposals.
- 4.2.3** Comments made regarding the specific features of the proposals identified by the plans at **Appendix A** are summarised in **Table 4.1**.

**Table 4-1 Respondent comments - Windlehurst Road (Specific Features)**

TOPIC	DETAILS	NUMBER OF COMMENTS
SC01	Objection to these cushions on the grounds of driveway access, drainage issues.	1
High Lane Park Area	Suggestion that this section of Windlehurst Road be subject to a 20mph limit.	1
Junction table request: Windlehurst Road / Parkside Close	Comment requests a junction table at Windlehurst Road / Parkside Close.	1
SC03	Objection to these cushions on the grounds of safe driveway access. Comment suggests the cushions could be relocated slightly north.	1

Windlehurst Park Area	<p>One comment in support of the flat top hump / speed table, but two suggestions that this be marked as a pedestrian crossing, and an additional request for a formal pedestrian crossing at this location.</p> <p>One suggestion that this section of Windlehurst Road be subject to a 20mph limit, with another suggestion that a 20mph limit be from here to the A6.</p> <p>Difficulty of crossing the road identified because of the speed of traffic.</p> <p>One suggestion that parking bays are required.</p>	4
JT04	Comment suggests this table is above a spring/stream water culvert and as such against regulation.	1
SC07-SC13	Comment supports speed cushions on this stretch of Windlehurst Road.	1
SC10	Comment suggests these cushions are unnecessary because of being on the brow of a hill near a tight, blind bend, with drivers naturally slowing down.	1
JT05	Objection to this table on the grounds of drainage issues.	1
SC16	<p>One objection to measures between Victoria Cottage and Broadhurst's Bridge because they do not address the problems experienced.</p> <p>One specific objection to SC16 on the grounds of safety / accessibility in adverse weather conditions (because of the hill).</p>	2
Is01	Suggestion that the presence of this island is dangerous and issue would be worsened if island made bigger. Island causes driveway access difficulty and vehicles often observed using the wrong side.	1
SC17	Comment suggests these cushions are unnecessary because of their proximity to the junction.	1
SC19-SC20	Comment suggests two sets of speed cushions on this section of Windlehurst Road are unnecessary, and this area is subject to flooding.	1
SC21	One objection to these cushions on the grounds of noise, vibration and aesthetics, and the associated stress and inconvenience this would cause. Comment also suggests cushions would be better placed both nearer to Barnsfold Road and just south of Ridge Crescent.	3
Junction table request: Windlehurst Road / Ridge Crescent	<p>Another objection suggests these cushions would present a risk to vehicles turning right out of Ridge Crescent / advancing towards Hawk Green because of parked cars at this location, and should be sited nearer to Barnsfold Road.</p> <p>A further comment also identifies this parking and suggests the proposed cushions would be best nearer Barnsfold Road to tackle the localised speeding a road safety issues, supported by a junction table (marked as a pedestrian crossing) at Windlehurst Road / Ridge Crescent.</p>	1
Speed cushion request: Windlehurst Road near Barnsfold Road	One separate comment also requests a set of cushions near Barnsfold Road.	1

- 4.2.4 A 'Slimline Plan' for Windlehurst Road (A6 – Broadhurst's Bridge) was submitted as a consultation response comprising a reduced number of speed cushions (16 sets to three) and tables (seven to six) compared to the proposals, with the proposed road markings retained. The plan, included at **Appendix E**, also includes a Village Gate feature. The reasons for this plan were cited as :
- alleviating 'obstacle course' fears;
  - moderately addressing speeding, in comparison to the 'overbearing' proposals which may not be sustainable in future maintenance terms; and
  - saving costs.
- 4.2.5 The 'Slimline Plan' was distributed by WALs as detailed in **Chapter 5**, with the slight change of suggesting possibly replacing the three sets of speed cushions proposed by the initial 'Slimline Plan' between 207 and 211 Windlehurst Road with one speed table.
- 4.2.6 Four further respondents registered support for the 'Slimline Plan', suggesting it as adequate in place of the excessive proposals. Three of these respondents suggested the change as identified by the WALs distribution.
- 4.2.7 Additional, general comments made within the responses received are summarised in **Table 4.2** below.

**Table 4-2 Respondent comments - Windlehurst Road (General)**

TOPIC	DETAILS	NUMBER OF COMMENTS
Speed cushions	<p>27 respondents were generally against speed cushions as proposed for a variety of reasons:</p> <ul style="list-style-type: none"> <li>- the amount proposed is unnecessary (draconian, waste of money);</li> <li>- they are ineffective in reducing speed / improving safety - drivers weave to avoid them, HGVs are unaffected;</li> <li>- they damage vehicles and cause injury;</li> <li>- they would not be maintained, and are damaged by HGVs;</li> <li>- they cause drainage issues;</li> <li>- they are noisy (in particular with HGVs), have air pollution implications and are unsightly;</li> <li>- they cause congestion;</li> <li>- the road comprises bus and 'Blue' routes;</li> <li>- they are dangerous to motorcyclists;</li> <li>- they cause difficulty in adverse weather conditions; and</li> <li>- the street-lighting is sub-standard.</li> </ul> <p>Nine respondents were neutral regarding the provision of speed cushions, identifying some concerns as per the above objections.</p> <p>Three respondents were supportive of the speed cushion proposals.</p>	39

Speed tables	<p>Nine respondents were generally against speed tables as proposed for the same reasons as identified for speed cushions, with one suggestion that drivers do not see tables until on top of them.</p> <p>Five respondents registered support for the provision of speed tables, with three of these respondents suggesting additional tables are required.</p> <p>Four respondents were neutral regarding the provision of speed tables, identifying some concerns as per the above objections. Nonetheless two of these respondents suggested additional speed tables in place of speed cushions.</p>	18
Traffic speed	Six respondents refer to there being a speeding issue on Windlehurst Road, while three imply there is no speeding issue.	9
Speed camera	Respondents suggest the provision of speed cameras.	7
Parking	Respondents suggest the presence of parked cars is dangerous along Windlehurst Road. One comment suggests the facilitation of parking along one side (with the other side restricted) which would act as traffic calming.	7
Gateway features	Comments suggest the use of gateway features on Windlehurst Road as calming measures with aesthetic benefit.	6
Footways	<p>Respondents identify narrow footways all along Windlehurst Road, suggesting they need to be widened.</p> <p>Comments also suggest a lack of maintenance with respect to vegetation trimming and surface improvements.</p>	6
Width restrictions / build-outs	Respondents suggest additional width restrictions / build-outs would be beneficial (one of which because of the potential for planting for ecology / landscape and air quality improvements).	5
Enforcement	Respondents suggest enforcement is required to mitigate speeding traffic.	5
Traffic islands	Three respondents would support the provision of traffic islands, with an additional respondent identifying the existing islands as sufficient in calming traffic.	4
Mini-roundabouts	Respondents suggest the provision of mini-roundabouts, one of which identifying the junction of Andrew Lane.	4
Road markings / signage	<p>Two respondents support the provision of signage as a traffic calming measure.</p> <p>An additional two respondents question whether signage is effective / suggest the signage proposed needs to be larger.</p>	4
Speed interactive signage	Respondents suggest the provision of speed interactive signage.	3

**4.2.8** A review of the public responses received identifies general objection regarding the Windlehurst Road proposals. Specifically, the public responses disapprove of the large amount of speed cushions and tables used as opposed to other measures such as gateway features, speed cameras / interactive signage, width restrictions / build-outs, traffic islands and/or mini-roundabouts.

**4.2.9** A number of comments and suggestions have been received regarding specific elements of the proposals, as summarised by **Table 4.1**.

### 4.3 THREAPHURST LANE, TORKINGTON ROAD AND TORKINGTON LANE

- 4.3.1 A total of nine public responses were received regarding the Quiet Lane proposals. Six responses were noted as being neutral with respect to the proposals and three were noted as being generally negative regarding certain aspects of the proposals.
- 4.3.2 The level of support against respondents' home post code centroids (when provided) is shown by the figures included at **Appendix C**. The only identifiable Threaphurst Lane respondent (via phone, email or post) is shown as being negative regarding certain aspects of the Quiet Lane proposals. Notably, a petition was received in response to the consultation as detailed below.
- 4.3.3 Comments made regarding specific features of the proposals are summarised in **Table 4.3**.

**Table 4-3 Respondent comments - Threaphurst Lane, Torkington Road and Torkington Lane (Specific Features)**

TOPIC	DETAILS	NUMBER OF COMMENTS
Torkington Road (40mph) speed limit	Comments suggest a 40mph is too fast and is unlikely to be enforced without supporting physical measures.	4
Threaphurst Lane (30mph) speed limit	Comments suggest a 30mph is too fast and is unlikely to be enforced without additional Quiet Lane measures.	4
Kerb build-out near Windlehurst Road	Comments suggest this build-out will cause congestion, including back up onto Windlehurst Road. Two comments suggest it should be moved northwards.	3
Kerb build-out near Threaphurst Lane	Comments raise concern that this build-out will cause congestion and/or traffic to divert along Threaphurst Lane.	3
Torkington Road (30mph) speed limit	Comment suggests 30mph is unlikely to be enforced without supporting physical measures.	1
Gateway feature request: Torkington Road	Comment requests a gateway feature on Torkington Road (west end).	1

- 4.3.4 As stated, a petition was received regarding the Quiet Lane proposals. Included at **Appendix E**, it is identified as being “*signed by at least one member of every household on THREAPHURST LANE, with one exception [due to being vacant]*”.
- 4.3.5 The petition concludes by stating the residents of Threaphurst Lane “*reject the proposed 30mph speed limit in favour of either Access Only and Quiet Lane status, or 20mph speed limit, Quiet Lane status and 3.5tonne max weight*”.
- 4.3.6 Additional, general comments made within the responses received are summarised in **Table 4.4**.

**Table 4-4 Respondent comments - Threaphurst Lane, Torkington Road and Torkington Lane (General)**

TOPIC	DETAILS	NUMBER OF COMMENTS
Traffic speed	Comments raise concerns over existing traffic speeds and	7
Road safety	road safety (for all users).	6
Speed cushions	Comments specifically suggest speed cushions / humps are required on Torkington Road.	2
HGVs	Comments request a 3.5T vehicle weight limit on Threaphurst Lane.	2

Access Only	Comments request an Access Only restriction on Threaphurst Lane.	2
Ecology / Landscape	Comment raises concern of diminishing tranquillity on Threaphurst Lane as a result of large and speeding vehicles.	1
Maintenance	Comment identifies lack of maintenance on Threaphurst Lane with respect to pot-holes, drainage and vegetation-management.	1

- 4.3.7 A review of the public responses received identifies general objection regarding the Quiet Lane proposals. Specifically, seven of the nine public responses suggest they are not extensive enough.

## 4.4 A6 PEDESTRIAN CROSSING

- 4.4.1 A total of six public responses were received regarding the proposed A6 Pedestrian Crossing. Five responses were noted as being generally supportive of the proposal, and one was noted as being neutral.
- 4.4.2 The level of support against respondents' home post code centroids (when provided) is shown by the figures included at **Appendix C**. The neutral response is shown as being a respondent from south of the A6.
- 4.4.3 The comments made within the responses received are summarised in **Table 4.5**.

**Table 4-5 Respondent comments - A6 Pedestrian Crossing**

TOPIC	DETAILS	NUMBER OF COMMENTS
Road Safety	Comments refer to the safety of crossing pedestrians. One suggests the crossing needs to be as close to Alderdale Drive as possible, and one suggests the Church (for desire line purposes), while one suggests the crossing needs to be further from Alderdale Drive (for visibility).	3
Congestion	Two comments raise concern about congestion associated with the pedestrian crossing, while one suggests it will create gaps for traffic exiting Alderdale Drive.	3
Parking	Comments refer to the parking/waiting of vehicles at this location associated with the Church, and associated conflict. One suggests parking provision should be provided.	2
Ecology / Landscape	Comment raises concern about excessive, associated vegetation removal.	1

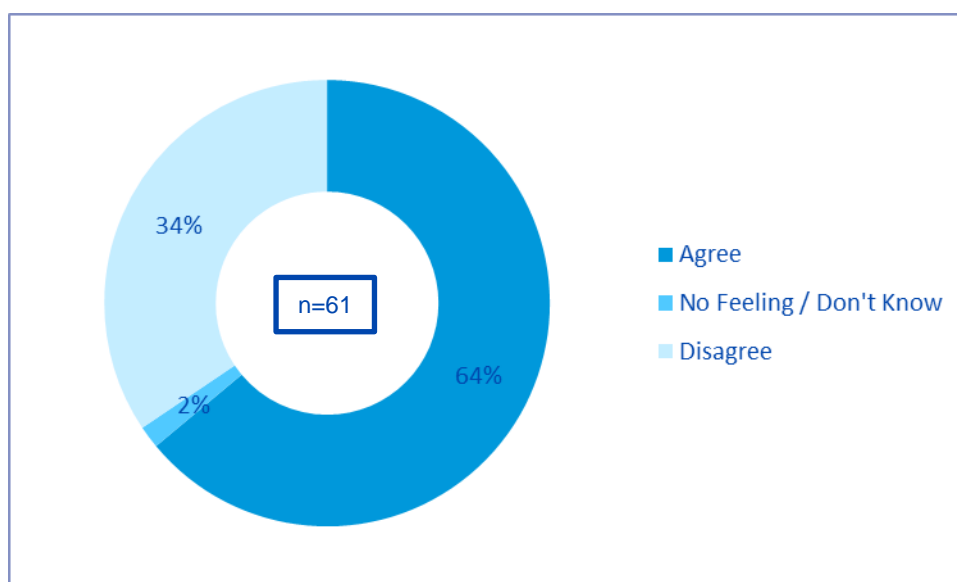
- 4.4.4 A review of the public responses received identifies general support for the proposed A6 Pedestrian Crossing, despite suggestions for its location to be reviewed because of desire line accommodation and visibility concerns.

## 4.5 ANDREW LANE

4.5.1 A total of 61 public responses were received regarding the Andrew Lane proposals. The response form asked the respondent whether they agreed, disagreed or neither agreed nor disagreed with the proposals. Based on this and the content of the email / phone call responses received, 39 respondents (64%) agreed with the proposals, 1 (2%) was neutral and 21 (34%) disagreed with the proposals.

4.5.2 The level of support for the Andrew Lane proposals is illustrated by **Figure 4.1**.

**Figure 4-1 Respondent Agreement / Disagreement**



4.5.3 The level of support for the Andrew Lane proposals against respondents' home post code centroids (when provided) is shown by the figures included at **Appendix C**. As shown, those in agreement or disagreement with the proposals are distributed along Andrew Lane, while the majority of the Woodside Drive respondents disagreed.

4.5.4 Comments made regarding specific speed cushions identified by the plan at **Appendix A** are summarised in **Table 4.6**.

**Table 4-6 Respondent comments – Andrew Lane (Specific Features)**

TOPIC	DETAILS	NUMBER OF COMMENTS
SC10	Concern over the positioning of this speed cushion. There is a request for it to be moved to enable cars to park without using part of the raised area.	1
SC09, SC10, SC11	Query as to why these cushions are shown in sets of three on the plan. The remaining cushions are in sets of two.	1
SC09, SC10, SC11, SC12	Suggestion for the provision of four sets of cushions north of Howell Drive is excessive.	1

4.5.5 Additional, general comments made within the responses received are summarised in **Table 4.7**.



Table 4-7 Respondent comments – Andrew Lane (General)

TOPIC	DETAILS	NUMBER OF COMMENTS
Speed cushions	<p>21 respondents were generally against speed cushions as proposed for a variety of reasons:</p> <ul style="list-style-type: none"> <li>- the amount proposed is unnecessary (draconian, waste of money);</li> <li>- there are already speed cushions on Andrew Lane;</li> <li>- they are ineffective in reducing speed / improving safety - drivers weave to avoid them;</li> <li>- they damage vehicles;</li> <li>- they can be painful to disabled people;</li> <li>- the existing speed cushions are not maintained;</li> <li>- they are noisy (in particular with HGVs);</li> <li>- the school bus may find it difficult to navigate them;</li> <li>- they hinder the emergency services;</li> <li>- they cause tremors to nearby properties;</li> <li>- they obstruct driveways;</li> <li>- motorcycles are able to avoid them.</li> </ul> <p>Eight respondents were neutral regarding the provision of speed cushions, identifying some concerns as per the above objections.</p> <p>Three respondents were supportive of the speed cushion proposals.</p>	32
Existing vehicle speeds	<p>Respondents refer to there being a speeding issue on Andrew Lane. Specific concerns were raised about the speed of vehicles over the canal bridge and passing the primary school.</p>	18
Proposed 20mph limit	<p>12 respondents agreed with the proposed 20mph speed limit.</p> <p>4 disagreed with the proposal to reduce the speed limit because:</p> <ul style="list-style-type: none"> <li>- the current speed limit is adequate;</li> <li>- the provision of more safe crossing points would eliminate the need for an extension of the 20mph zone;</li> <li>- the limit would be ignored.</li> </ul> <p>One respondent was neutral regarding the proposed 20mph limit.</p>	17
Not enough	<p>Respondents indicated that the proposed measures were not sufficient. One respondent suggested Andrew Lane will remain a rat run despite the proposals.</p>	15
Road safety	<p>Respondents raised concerns about road safety. In particular, the safety of the children attending High Lane Primary School and the safety of the elderly residents.</p>	15

Alternative measures	<p>Several alternative measures were suggested. They included:</p> <ul style="list-style-type: none"> <li>- speed tables (preferred over speed cushions by 4 respondents);</li> <li>- the provision of safe crossing points (mentioned by 2 respondents);</li> <li>- double yellow lines to prevent parking next to the school (mentioned by 2 respondents);</li> <li>- speed cameras (mentioned by 2 respondents);</li> <li>- upgrading the existing speed cushions so that they are more effective at slowing vehicles;</li> <li>- priority traffic islands as per St Ann's Road, Heald Green;</li> <li>- a series of ridges;</li> <li>- traffic lights at the junction of Andrew Lane and the A6;</li> <li>- access protection markings to prevent cars from parking on the roadside;</li> <li>- signage for the playground;</li> <li>- 20mph signage.</li> </ul>	15
Canal bridge	<p>Comments regards the canal bridge suggested:</p> <ul style="list-style-type: none"> <li>- the give way sign is ignored;</li> <li>- vegetation should be cut back to improve visibility of the signage;</li> <li>- vehicles often speed over the bridge;</li> <li>- the bridge provides speed control;</li> <li>- the bridge should have traffic lights;</li> <li>- the 7.5 tonne weight sign should not have been removed.</li> </ul>	10
Parking	<p>Respondents indicated that there is a problem with vehicles that park on the street next to High Lane Primary School. It reduces the width of the road and prevents traffic from passing. It also creates dangerous conditions for pedestrians and cyclists and prevents residents from parking on their driveways. One respondent stated the footway near the school has a kerb which is not deep enough to prevent cars from mounting the pavement.</p>	10
Enforcement	<p>Respondents suggest enforcement is required to mitigate speeding traffic.</p>	6
Congestion	<p>Respondents raised concerns about the potential for increased congestion.</p>	6
HGV	<p>One respondent stated that HGV's block the junction at Buxton Road (A6). Another respondent reported that HGV drivers ignore the existing speed cushions. A concern was raised about the HGV's that turn further up Andrew Lane after they have unloaded at Tomlinson Parbans. A further respondent was unsure how the school bus will negotiate the cushions.</p>	6
Driveway access	<p>Concerns were raised over speed cushions causing an obstruction to driveways. Residents of the houses next to the school have difficulty leaving or entering their driveways due to vehicles that have parked on the roadside. There is a request for access protection markings.</p>	3
Ecology / landscape	<p>Two requests were made for vegetation to be cut back so that it is not obscuring road signs. One respondent stated that the mitigation measure proposals are vital to preserve the character of Andrew Lane.</p>	3

Noise	Concerns were raised about noise and vibrations caused by speeding and heavy traffic. HGV's are noisy when they pass over the existing speed cushions.	3
Car Damage	It is suggested that speed cushions cause damage to vehicles.	3
Footway / road surface	One request was made for the road to be repaired and maintained.	2
Wider mitigation measures	Comments suggest Windlehurst Road should be considered for similar mitigation measures. One respondent was pleased with the junction table proposal for the junction of Windlehurst Road and Andrew Lane.	2
Cost	One respondent would like to know the differences in cost between the speed cushion proposals and speed tables. The same respondent has queried the cost implications of resurfacing Andrew Lane. Another respondent offered to donate towards the cost of an average speed camera.	2
Wider A6MARR scheme	One respondent stated that it was difficult to see a direct correlation between the proposals for Andrew Lane and the A6MARR.	1

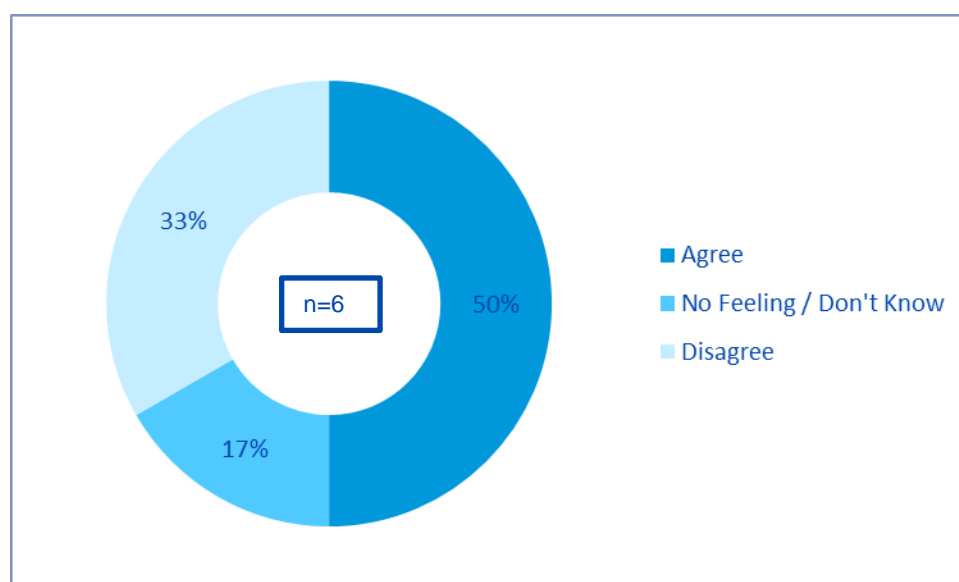
4.5.6 A review of the public responses received identifies general support for the Andrew Lane proposals. The respondents are supportive of traffic mitigation measures, but speed cushions received a negative reaction from several respondents.

## 4.6 A6 FOOTWAY

4.6.1 A total of six public responses were received regarding the A6 footway proposals. The response form asked the respondent whether they agreed, disagreed or neither agreed nor disagreed with the proposals. Based on this and the content of the email response received, three respondents (50%) agreed with the proposals, one (17%) was neutral and two (33%) disagreed with the proposals.

4.6.2 The level of support for the A6 footway proposals is illustrated by **Figure 4.2**.

**Figure 4-2 Respondent Agreement / Disagreement**



4.6.3 The level of support for the A6 footway proposals against respondents' home post code centroids (when provided) is shown by the figures included at **Appendix C**.

4.6.4 The comments made within the responses received are summarised in **Table 4.8** below.

**Table 4-8 Respondent comments - A6 Footway**

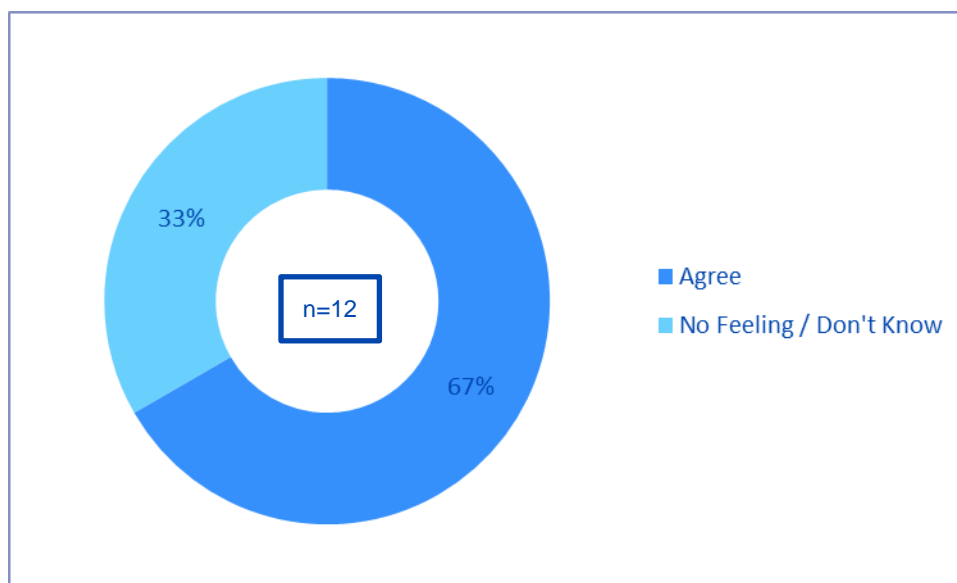
TOPIC	DETAILS	NUMBER OF COMMENTS
Shared Footway / Cycleway	Suggestion that the footway / cycleway has the potential to change the character of the semi-rural stretch of the road. The same respondent believes that cyclists travelling from High Lane are not likely to use the cycleway because it is not continuous and they would have to cross the A6.	1
Consultation	Comment that that staff at the A6MARR Community Exhibition, Hazel Grove Civic Hall (04/10/16) were unable to answer questions asked by members of the public with regards the mitigation proposals.	1
Land Ownership	Query as to whether compensation would be provided for land infringement.	1
Pedestrian Crossings	Query as to whether additional crossings will be provided to enable pedestrians to cross the road.	1
Vehicle Speeds / Limit	Suggestion that the current 40mph speed limit should be reduced to 30mph.	1
Road Width	Concern about the narrowing of the carriageway width.	1
Road Safety	Comment that many fatal car accidents have occurred at the point where the speed limit increases from 30mph to 40mph.	1

## 4.7 A6 / WINDLEHURST ROAD JUNCTION

4.7.1 A total of 12 public responses were received regarding the A6 / Windlehurst Road junction proposals. The response form asked the respondent whether they agreed, disagreed or neither agreed nor disagreed with the proposals. Based on this and the content of the phone call response received, eight respondents (67%) agreed with the proposals and 4 (33%) were neutral. No respondents disagreed with the proposals.

4.7.2 The level of support for the A6 / Windlehurst Road junction proposals is illustrated by **Figure 4.1**.

Figure 4-6 Respondent Agreement / Disagreement



4.7.3 The level of support for the A6 / Windlehurst Road junction proposals against respondents' home post code centroids (when provided) is shown by figures included at **Appendix C**. As shown, three of the neutral responses were from residents of Windlehurst Road.

4.7.4 General comments made within the responses received are summarised in **Table 4.9**.

Table 4-9 Respondent comments – A6 / Windlehurst Road

TOPIC	DETAILS	NUMBER OF COMMENTS
Vehicle speeds	Respondents refer to there being a speeding issue through the A6 / Windlehurst Road junction. Specific concerns were raised about vehicles speeding up to the junction <i>to beat the lights</i> . One respondent suggested a speed camera.	4
Cottages	3 respondents were concerned about the demolition of the cottages, stating: <ul style="list-style-type: none"> <li>- the cottages act as a noise barrier;</li> <li>- there has been no explanation as to why the land on the south side of the junction could not be used;</li> <li>- it seems unfortunate to demolish the cottages.</li> </ul>	3
Noise	Three respondents stated that noise was/would be an issue, with suggestion that a low-noise surface and hedging should be considered to mitigate noise.	3
Traffic lights / Congestion	There was a request for more green time to be assigned to Windlehurst Road. Another respondent reported that they experience difficulties in exiting their driveway and sometimes have to wait for four cycles of the traffic lights.	2
Ecology / Landscape	Two respondents suggest the planting of hedging on the southern side of the A6 would reduce noise.	2
Segregated lane (left)	There was a concern that the new segregated lane would increase vehicle speeds through the junction.	1

TOPIC	DETAILS	NUMBER OF COMMENTS
Maintenance	One respondent reported that there are loose manhole covers at the junction.	1

## 4.7.5

A review of the public responses received identifies general support for the A6 / Windlehurst Road junction proposals.

# 5 STAKEHOLDER CORRESPONDENCE

- 5.1.1 This chapter provides a summary of the stakeholder response to the consultation. The stakeholder responses received have been brought to the attention of the design team as appropriate.

## 5.2 LOCAL COUNCILLORS

- 5.2.1 As stated, Council representatives met with local councillors on 10<sup>th</sup> August and 11<sup>th</sup> October 2016 to discuss the proposals, and liaison has been ongoing.

## 5.3 GREATER MANCHESTER POLICE

### Windlehurst Road

- 5.3.1 A representative of GMP responded to the Windlehurst Road proposals (Plan 1) by email on 6<sup>th</sup> July 2016, included at **Appendix F**, and stated they “*would welcome and support this plan fully*”.

- 5.3.2 The representative suggests:

- [the conducting of speed enforcement activity] “*does not seem to have reduced speeding significantly*”, with this “*probably due to the layout of the road and it being semi-rural in parts which provides the opportunity for vehicles to travel at excessive speed and impacts on driver awareness of speed when they leave the built up area*”;
- “*the solution appears to be to alter the road layout/markings*”; and
- “*The plan outlined for speed cushions, junction tables and slow markings I believe would make vehicles slow down and really raise the awareness of speed and the fact this is a 30mph road. I think this would have a really positive effect on driver behaviour in slowing vehicle speed on Windlehurst Road*”.

- 5.3.3 In a follow up email of the same day, also included at **Appendix F**, the GMP representative confirmed:

- “*We fully support proposed plans for speed cushions, junction tables and slow markings as outlined in the plan for Windlehurst Road*”; and
- “*We firmly believe the outlined proposals will have a positive effect on driver behaviour and in turn will reduce the speed of vehicles and will calm and slow down traffic generally on Windlehurst Road*”.

## 5.4 RESIDENT GROUPS

- 5.4.1 As stated, the emails included at **Appendix D** were distributed to representatives of HLRA, WALs and HGRA prior to and at the beginning of the consultation.

- 5.4.2 Council representatives met with HGRA (and Councillor Ingram) on 9<sup>th</sup> August 2016 and lead representatives of all groups (and Councillor Blair) on 2<sup>nd</sup> November 2016 as part of the consultation, and the feedback received will be considered in the final development of the mitigation schemes.

## WINDLEHURST AREA LIVING STREETS

### Windlehurst Road

- 5.4.3 A WALs representative emailed on 1<sup>st</sup> July to advise of their view to “*let residents have full freedom to decide on the proposals*”, stating they “*do not intend to put out any group statement or to try influence residents one way or another at this point*”. This email is included at **Appendix F**.
- 5.4.4 Subsequently, on 6<sup>th</sup> July 2016, the WALs representative advised of a newsletter that had been distributed to WALs members, HLRA, HGRA, local councillors and William Wragg MP. The email and newsletter are included at **Appendix F** and provide information on:
- the “*original A6MARR plan for Windlehurst Road*”;
  - the WALs campaign;
  - the Council’s developed proposals for Windlehurst Road being commonly-perceived as “*overkill*”;
  - the current options of “*accept the plans as they are*”, “*reject the plans as they are*” or “*seeking some kind of ‘slimline version’ of the current plans* [attached to the newsletter]”; and
  - details of how to respond to the consultation by phone, email or post.
- 5.4.5 Following further development of design informed by this consultation, updated proposals were supported by WALs at the meeting of 2<sup>nd</sup> November 2016. This stance was confirmed by the subsequent email received on 7<sup>th</sup> November 2016, included at **Appendix F**.

## HAWK GREEN RESIDENTS ASSOCIATION

### Windlehurst Road

- 5.4.6 The following discussions took place at the meeting of 9<sup>th</sup> August 2016:
- A6MARR Mitigation Measures;
- HGRA explained that they considered Hawk Green to be from the canal bridge to Hawk Green Road;
  - Request for permanent speed interactive sign;
  - Opposition to speed bumps - existing speed bumps on Lower Hibbert Lane are dangerous as they encourage people to drive in the middle of the road;
  - Concern about damage to emergency vehicles from speed bumps;
  - Concern that northernmost speed cushion dangerous as it is on a blind bend and cars park on the road adjacent to it;
  - There is a flooding issue on Windlehurst Road south of Hawk Green caused by run off from farmers’ fields. Proposals in this area may be affected by flooding. Request also for a flood warning sign;
  - The proposed pedestrian refuge is unlikely to be well used and therefore is “*overkill*”;
  - Consider replacing northernmost speed cushion with a speed table or zebra crossing;
  - Request for 30mph signs at Barnsfold Road/ Windlehurst Road;
  - Hawk Green is the entrance to the countryside, meaning that drivers increase their speed as they leave the urban area.



Other issues;

- There is regular on street parking outside Goyt Mill, which then causes people to move into the middle of the road to avoid them and risking collision with vehicles driving over the hump back bridge;
- At the Church Lane / Hibbert Lane roundabout visibility is blocked by a stone wall.

## COMMUNITY GROUPS MEETING

- 5.4.7 Council representatives met with the lead representatives of HLRA, WALs and HGRA (and Councillor Blair) on 2<sup>nd</sup> November 2016 to discuss the proposals subject to consultation. Updated proposals for Windlehurst Road, the Quiet Lanes and A6 Pedestrian Crossing were also presented and discussed following further development of the designs informed by this consultation.
- 5.4.8 The meeting was noted to be attended by seven HLRA representatives (including two Threaphurst Lane residents), two WALs representatives and two HGRA representatives.
- Windlehurst Road
- 5.4.9 As stated the updated proposals were supported by WALs at this meeting, a stance subsequently confirmed by the email at **Appendix F**.
- 5.4.10 The updated proposals were also supported by HGRA, specifically the revised arrangement in proximity to Barnsfold Road.
- 5.4.11 The additional discussions at this meeting will be considered in the further development of the design, including requests for:
- further speed restraint between the canal bridge and Windlehurst School, potentially to include speed tables;
  - a review of the proposed speed cushions between Andrew Lane and the canal bridge (next to houses and on the incline adjacent to the bridge);
  - tactile paving and delineation of the proposed tables near Barnsfold Road and Windlehurst Methodist Church;
  - an investigation into the flooding near Doodfield; and
  - the location of the stream / culvert near Keswick Road be check (with respect to the proposed junction table).
- 5.4.12 It was explained by the Council representatives that the possibility of controlled crossings in place of the proposed tables has been investigated but determined to be non-justifiable. There was also suggestion that the Methodist Church would rather the table be relocated, but no correspondence has been received to suggest this.
- 5.4.13 Further discussions were regarding:
- parking at / near the Windlehurst Road / Andrew Lane junction;
  - the views of the bus operators and emergency services; and
  - the use of speed interactive signage in the Borough on a rotational basis.

### Quiet Lanes

- 5.4.14 The updated proposals were supported 'as a compromise' by the Threaphurst Lane residents at this meeting, understanding the issues identified by GMP with respect to the 20mph limit previously requested. This was on the basis that 20mph advisory signage be provided (as included in the updated proposals) and the 30mph repeater signs be removed from Threaphurst Lane.
- 5.4.15 It was requested that the number and locations of the 30mph repeater signs on Torkington Road and Torkington Lane be reviewed, with suggestion that there is a requirement on the straight parallel to Middlewood Way.

### A6 Pedestrian Crossing

- 5.4.16 No comments were received on the updated A6 Pedestrian Crossing proposals.

### Andrew Lane

- 5.4.17 The discussions at this meeting will be considered in the development of the Andrew Lane scheme design, including requests for:
- a review of the proposed speed cushions between the canal bridge and Windlehurst Road;
  - the refreshing / maintenance of the existing cushions; and
  - the cutting back of vegetation which is blocking the signage at the canal bridge.
- 5.4.18 Concerns were also raised regarding the safety of the Windlehurst Road / Andrew Lane junction, with suggestions for carriageway widening, improved signage and a change in priority. It was understood that the safety at the junction is anticipated to be improved as a result of the speed management measures on Andrew Lane and particularly Windlehurst Road.
- 5.4.19 There was suggestion that the support received for the Andrew Lane measures is because speed cushions exist on this road already.

### A6 Footway

- 5.4.20 Concerns were raised about the potential for cyclists not giving way to pedestrians, and pedestrians or cyclists being squeezed close to the carriageway.
- 5.4.21 There was also a request for improvements to Middlewood Way, including as an A6 crossing facility.

### A6 / Windlehurst Road junction

- 5.4.22 The discussions at this meeting will be considered in the development of the junction design, which included:
- concern about the speed of left turning traffic (A6 to Windlehurst Road) and the conflict between cyclists and this movement (albeit with understanding that the proposed lane-sharing arrangement can be safer than having vehicles on both sides of the cyclist);
  - the capacity benefit of the proposals across all arms of the junction (with the widening of Windlehurst Road not feasible);
  - support for footway widening on the corner by the Horse Shoe Public House; and
  - recognition that the pedestrian arrangement proposed is safer than existing, albeit with an additional road crossing required.

5.4.23 It was noted that the unused cottage land and location of the bus stop are to be determined.

## 5.5 LOCAL BUSINESSES

### Andrew Lane

5.5.1 A representative of a local business identified disagreement with the Andrew Lane proposals by suggesting that funding should instead be used to enforce the existing speed limits.

### A6 / Windlehurst Road

5.5.2 Representatives of Windlehurst Court responded to the consultation by email on 18<sup>th</sup> October 2016, identifying concerns with the junction proposals and issues not directly associated with the proposals. Comments include:

- *“it is often difficult to exit onto Windlehurst Road when turning right when there are vehicles backed up past our driveway exit. Vehicles often come around the corner from the A6 at quite a high speed even though it is a 90 degree angle. We have a fear that when the cottages are demolished and the corner is much less acute that vehicles will be able to come at much higher speeds than at the present and that the bend would be 'blind' from the position where we wait to exit”;*
- *“it is clear that there will be part of the [cottages] plot which is not going to be utilised. When the cottages are demolished it will create an open space which will impact on our garden area in regard to privacy, noise and pollution”;*
- *“We cannot see a bus stop on the current plan”;* and
- *“when it rains very heavily, surface water runs off A6 / Windlehurst Road and down our driveway which has in the past caused flooding in the buildings. The run off of water has also caused damage to the driveway/car park”.*

5.5.3 The provision of traffic calming and ‘Keep Clear’ markings are requested, and the car parking and paved area land ownership questioned. Liaison is ongoing, and a meeting has been arranged on site; the feedback received will be considered in the final development of the mitigation scheme.

5.5.4 A representative of a local business responded to the consultation by email on 4<sup>th</sup> November 2016, stating their desire for a vehicular access point off the A6 / Windlehurst Road junction. The feedback received will be considered in the final development of the mitigation scheme.

5.5.5 In a letter dated 25<sup>th</sup> July 2016, a representative of a local organisation identified concerns about the flat top hump / speed table with localised footway by Windlehurst Playground.

5.5.6 The letter identifies the importance of vehicular access and parking at this location, and concerns these would be compromised as a result of the proposals.

5.5.7 The letter also provides support for JT03-04 in reducing speeding problems locally, suggesting these remove the necessity of footway widening. It is further suggested that if additional restriction was necessary, it could be sited at the brow of the hill at the location of SC06 to assist the crossing of the road by pedestrians.

5.5.8 As stated, there was suggestion in the resident groups’ lead representatives meeting of 2<sup>nd</sup> November 2016 that the local organisation would rather the table be relocated, but no correspondence has been received to suggest this.

## 5.6 STOCKPORT CYCLE USER GROUP

- 5.6.1 As stated the Quiet Lane, A6 Footway and A6 / Windlehurst Road junction proposals were presented to the Stockport CUG for comment ahead of their meeting of 19<sup>th</sup> October 2016, at which Council representatives attended to answer any associated queries.

### Quiet Lanes

- 5.6.2 One email received was in support of the Quiet Lane proposals, included at **Appendix F**, and the following discussed at the meeting:

- The general principle of 'Quiet Lanes';
- The concern of rat-running; and
- The possibility of a 'zoned solution' given farm activities.

### A6 Footway

- 5.6.3 Four emails received were regarding the A6 Footway, included at **Appendix F**, suggesting:

- shared cycle / footways only works for children/non-commuters/occasional cyclists, are not a good solution and should be used as a last resort;
- a route along the A6 would be more useful for people to travel between Hazel Grove and High Lane / Middlewood Way than linking to Threaphurst Lane;
- eastbound cyclists wishing to travel beyond the extent of the scheme will require a protected return to the carriageway, it would be useful if the scheme could be extended to High Lane;
- there is a break between this scheme and the proposed SEMMMS bus and cycle route via the old line of the A6;
- a crossing facility is required to connect this scheme to the old line of the A6;
- Wellington Road and Threaphurst Lane should be crossed on raised tables;
- the crossing of side roads with priority to motor traffic is dangerous;
- the access control barriers at the top of the ramp to the Middlewood Way should be altered to make them more cycle friendly;
- the scheme should be signed as part of a cycle route between Hazel Grove and the Middlewood Way (High Lane); and
- the provision for cyclists along Oxford Road in Manchester (between Whitworth Park and the Palace Theatre) should be used as an example of best practice.

- 5.6.4 The following were discussed at the meeting and will be considered in the development of the proposals:

- Issues experienced with shared use facilities;
- The proposed (3m) and design-guide minimum (2.5m) widths;
- Cyclists on the proposed cycleway / footway being close to HGVs;
- Westbound cyclist access to the proposed cycleway / footway;
- Level differences at driveway accesses;
- Access between Middlewood Way and High Lane; and
- The potential squeezing of in-carriageway cyclists because of narrowing.

### A6 / Windlehurst Road Junction

5.6.5 Two emails received were regarding the A6 / Windlehurst Road junction, included at **Appendix F**, suggesting:

- cyclists passing eastwards through the junction would be required to ride in the left turn lane in primary position to avoid being 'left hooked';
- pedestrian refuge islands are dangerous for cyclists as they act as 'bicycle pinch points';
- advance stop lines are ignored by most drivers; they can't be seen in the dark and they are not likely to be used if filter lanes are installed;
- toucan crossings are extremely expensive and only allow a cyclist to 'legally cross a road';
- more resource should be spent on maintaining 'cycle only' routes; and
- Some routes could be made one-way for cars and two-way for cyclists.

5.6.6 The proposed signage was recognised, with suggestion that this be supported by cycle logos in the carriageway.

# 6

## SUMMARY

- 6.1.1 Consultations have been undertaken by Stockport Council to inform affected parties and stakeholders of the developed A6MARR mitigation measure proposals, and capture their views on the proposals in such a way that will input to the final development of the mitigation schemes.
- 6.1.2 As demonstrated by this report, the consultation has allowed the local community and stakeholders to provide their feedback and ensure that any issues raised can be considered and addressed as appropriate as the package of mitigation measures is finalised.
- 6.1.3 Comments will be considered in the development of the proposals prior to implementation as part of the statutory approval process.