Subject: Proposed Traffic Calming Measures, Lisburne Lane, Offerton

Report to: (a) Stepping Hill Area Committee  
Date: Tuesday, 15 April 2014

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 informs the Area Committee of a scheme to introduce traffic calming measures, including waiting restrictions and other associated proposals on Lisburne Lane, Offerton as part of planning agreement DC048027 and DC050476 granted to Bellway Homes and THI Riverside Ltd to redevelop the Dialstone Centre and Blackstone Field sites on Lisburne Lane.

Recommendation(s):
The Corporate Director for Place Management & Regeneration requests that the Stepping Hill Area Committee considers the report and approves the following proposals, as detailed in Schedule 1.

Relevant Scrutiny Committee (if decision called in): (d)
Environment & Economy Scrutiny Committee

Background Papers (if report for publication): (e)
There are none.

Contact person for accessing background papers and discussing the report: Officer: Graham Price 
Tel: 474 4893

‘Urgent Business’: (f) YES / NO (please circle)

Certification (if applicable)

This report should be considered as ‘urgent business’ and the decision exempted from ‘call-in’ for the following reason(s):

The written consent of Councillor and the Chief Executive/Monitoring Officer/Corporate Director for Corporate and Support Services for the decision to be treated as ‘urgent business’ was obtained on /will be obtained before the decision is implemented.
Proposed Traffic Calming Measures, Lisburne Lane, Offerton

Report of the Corporate Director for Place Management & Regeneration

1. INTRODUCTION AND PURPOSE OF REPORT

1.1 This report informs the Area Committee of a scheme to introduce traffic calming measures, waiting restrictions and other traffic management proposals on Lisburne Lane, Offerton, as part of the planning agreement to redevelop the Dialstone Centre and Blackstone Field sites on Lisburne Lane.

2. INFORMATION

2.1 Planning permissions DC048027 and DC050476 have been granted to Bellway Homes and THI Riverside Ltd to redevelop the Dialstone Centre and Blackstone Field sites on Lisburne Lane. The Dialstone Centre site is to be developed with 94 houses and the Blackstone Field site with a Community development.

2.2 As part of the development, a proposal was put forward to include highway improvements on Lisburne Lane consisting of traffic calming (road cushions), a raised zebra crossing facility, improved pedestrian and cycle facilities, upgraded bus laybys, waiting restrictions and new pedestrian refuge island crossing facilities at the roundabout as shown on plans 5013_CON_1_of_3, 5013_CON_2_of_3 and 5013_CON_3_of_3.

2.3 Within the conditions of the planning permission there is also provision for the creation of a vehicular access from Chelburn Close to the hardstanding area to the rear of 22-32 Lisburne Lane and this will be undertaken to provide a parking area for residents to utilise.

2.4 In October 2012 a traffic speed data survey was undertaken and it was found that a third of the daily flow of vehicles travelled in excess of 30mph and, of these, an average of 205 vehicles a day were recorded travelling between 35-50mph therefore the proposed traffic calming measures would help to reduce vehicle speeds to improve safety for local residents and other road users.

2.5 Between 2008 and 2013 there have been 4 reported injury accidents on Lisburne Lane. Of these accidents, there were two notable cases where one involved a pedestrian hit by a car sustaining serious injury and another was a vehicle losing control and colliding with a gatepost and building.

2.6 On 12th March 2014 Traffic Services consulted with residents of Lisburne Lane between Dialstone Lane and Oakland Avenue and the properties in close proximity to the proposed measures, a total of 154 properties. Of those properties consulted 44 (29%) responses were received, the questions and results of which are as follows:

2.7 Question 1: Do you support the introduction of the proposed traffic calming (road cushions) on Lisburne Lane? Yes 29 (66%) No 14 (32%) Don't know 1 (2%)
Question 2: Do you support the introduction of the proposed raised ‘zebra’ crossing on Lisburne Lane? Yes 37 (84%) No 6 (14%) Don’t know 0 Didn’t answer 1 (2%)

Question 3: Do you support the introduction of ‘No Waiting At Any Time’ waiting restrictions in the areas shown on Lisburne Lane? Yes 40 (91%) No 1 (2%) Don’t know 3 (7%)

Question 4: Do you support the introduction of the pedestrian crossing islands at the roundabout on Lisburne Lane? Yes 40 (91%) No 4 (9%) Don’t know 0

2.8 Of the 44 responses received, 24 were from residents of Lisburne Lane, including Dinmore Court, Richmond Court and the Fire Station where the introduction of the traffic calming measures are proposed and 20 were from residents of the side roads. Of the Lisburne Lane responses, the results were:

Q1: Yes 19 (79%) No 4 (17%) Don’t know 1 (4%)
Q2: Yes 21 (88%) No 2 (8%) No Answer 1 (4%)
Q3: Yes 22 (92%) No 1 (4%) Don’t know 1 (4%)
Q4: Yes 22 (92%) No 2 (8%) Don’t know 0

2.9 Some of the comments received by the respondents who were against the traffic calming measures stated:

‘road cushions cause discomfort’
‘drivers will find alternative routes to avoid cushions’
‘traffic calming does not stop speeding driver, it also damages our cars’
‘we feel strongly against road cushions because Lisburne Lane is the main feed road to the fire station and greatly used by ambulance service, we feel that, speed cameras would be a better choice’
‘road cushions do nothing to slow general flow/speed of traffic. Drivers only slow as they hit them and speed again in between.’
‘road cushions would be place either side of our property and, as our house already shakes with vehicles passing we worry that it will not only shake but will do so noisily as buses, cars, lorries, fire engines and ambulances cross over them.’

In response to those comments, it is proven that road cushions do generally reduce the speeds of traffic and, if motorists navigate any form of traffic calming at the appropriate speed, they should not cause discomfort.

In response to comments relating to the fire station and ambulances using Lisburne Lane, Traffic Services have received comments from the fire station who agree with the proposal in principle however, they have requested that the location of one of the cushions in close proximity to the station is moved slightly so that the fire engines can navigate the road cushions more easily when exiting the station. These comments have been considered and an amendment to the location of two sets of road cushions has been made as shown on plan no. 5013_CON_2_of_3 (Revision A). It should be noted that larger vehicles such as buses, fire engines, ambulances and lorries can negotiate road cushions easier than a car when approaching the cushions in the appropriate manner as they have wider axles.
Some comments in favour of the traffic calming measures stated:

‘We have not lived at this flat for long but have seen traffic racing up and down Lisburne Lane.’

‘All of these measures will be required due to the extra traffic caused by the building of Bellway Estate and the new development behind the fire station. It might also be worth considering traffic lights at the junction of Lisburne Lane/Dialstone Lane.’

‘This is long overdue.’

‘Very pleased with the proposals regarding traffic calming and zebra crossing as it is sometimes difficult to cross the roundabout.’

‘I have two young children and anything you can do to slow down the idiots that drive down Lisburne Lane at 60mph plus will be greatly appreciated.’

‘I am very pleased with all the new traffic rules on Lisburne Lane. I have lived here for 13 years and got sick and tired of cars etc. speeding on Lisburne Lane at weekends.

3. FUNDING

3.1 The estimated cost of the work, including legal fees, is to be funded by the developer as part of the planning agreement.

4. CONCLUSIONS AND RECOMMENDATIONS

4.1 The Corporate Director for Place Management & Regeneration requests that the Stepping Hill Area Committee considers the report and approves the following proposal, as detailed in Schedule 1.

Background Papers

There are no background papers to this report.

Anyone wishing further information please contact Graham Price on telephone number 474 4893 or by email on graham.price@stockport.gov.uk
### Traffic Regulation Orders: Lisburne Lane Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Extent of Proposed Restriction</th>
<th>Direction / Side of Road</th>
<th>Comments/DPE Grid Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Zebra Crossing on raised Table (75mm high)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lisburne Lane</td>
<td>Approx. 70 metres north east of the north eastern kerb line of Blackstone Road, 10.5 metres in length.</td>
<td>n/a</td>
<td>Entire width of road in a north easterly direction outside numbers 38-42.</td>
</tr>
<tr>
<td><strong>Speed Cushions (1.9m metres x 2.55?metres 75mm high)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lisburne Lane</td>
<td>Approx. 12 metres north east of its junction with Dialstone Lane.</td>
<td>n/a</td>
<td>2No.</td>
</tr>
<tr>
<td>Lisburne Lane</td>
<td>Approx. 67 metres North east of its junction with Dialstone Lane.</td>
<td>n/a</td>
<td>2No. outside numbers 4 &amp; 5 Lisburne Lane</td>
</tr>
<tr>
<td>Lisburne Lane</td>
<td>Approx. 29 metres north east of the north eastern kerb line of Hollymount Road.</td>
<td>n/a</td>
<td>2No. outside numbers 12 &amp; 17 Lisburne Lane</td>
</tr>
<tr>
<td>Lisburne Lane</td>
<td>Approx. 18 metres north east of the north eastern kerb line of Stainburne Road.</td>
<td>n/a</td>
<td>2No. outside number 33 Lisburne Lane</td>
</tr>
<tr>
<td>Lisburne Lane</td>
<td>Approx. 28 metres south west of the south western kerb line of Blackstone Road.</td>
<td>n/a</td>
<td>2No. outside number 43 Lisburne Lane</td>
</tr>
<tr>
<td>Lisburne Lane</td>
<td>Approx. 10 metres north east of the north eastern kerb line of Blackstone Road.</td>
<td>n/a</td>
<td>2No.</td>
</tr>
<tr>
<td>Lisburne Lane</td>
<td>Approx. 157 metres north east of the north eastern kerb line of Blackstone Road.</td>
<td>n/a</td>
<td>2No. outside number 45 Lisburne Lane</td>
</tr>
<tr>
<td>Lisburne Lane</td>
<td>Approx. 220 metres north east of the north eastern kerb line of Blackstone Road.</td>
<td>n/a</td>
<td>2No. outside numbers 57-59 Lisburne Lane</td>
</tr>
<tr>
<td><strong>No Waiting At Any Time</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Blackstone Road</td>
<td>Both sides from its junction with Lisburne Lane for a distance of 15 metres in a south easterly direction</td>
<td>Both Sides</td>
<td></td>
</tr>
<tr>
<td>Lisburne Lane</td>
<td>South east side from a point 15 metres south west of the south western kerb line of Blackstone Road to a point 25 metres north east of the north eastern kerb line of Blackstone Road.</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td>Lisburne Lane</td>
<td>South east side from a point approx. 6 metres south west of the south western kerb line of the new access road (Housing Development) to a point 17 metres north east of the north eastern kerb line of the new access road (Housing Development).</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td>Lisburne Lane</td>
<td>North west side from a point approx. 44 metres south west of the south western kerb line of the new access</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td>Access to new Community Development on north west side of Lisburne Lane.</td>
<td>Both sides from its junction with Lisburne Lane for a distance of 15 metres in a north westerly direction.</td>
<td>Both Sides</td>
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<tr>
<td>Access to new Housing Development on south east side of Lisburne Lane.</td>
<td>Both sides from its junction with Lisburne Lane for a distance of 15 metres in a south easterly direction.</td>
<td>Both Sides</td>
<td></td>
</tr>
</tbody>
</table>