

STEPPING HILL WARD COMMITTEE

Meeting: 19 March 2008
At: 7.00 pm

PRESENT

Councillor Maggie Clay (Chair) in the chair; Councillors Ben Alexander and Mark Weldon.

1. MINUTES

The minutes (copies of which had been circulated) of the meetings held on 19 January 2008 and 19 February 2008 were approved as correct records.

2. DECLARATIONS OF INTEREST

Councillors and officers were invited to declare any interests which they had in any of items on the agenda for the meeting.

The following interest was declared:-

Personal interest

<u>Councillor</u>	<u>Interest</u>
Ben Alexander	Any items relating to Solutions SK as a Council-appointed Director of the Company.

3. COMMUNITY ENGAGEMENT

(i) Neighbourhood Policing

The Chair reported that the local Police Community Support Officer was unable to attend the Ward Committee.

(ii) Chair's Announcements

The Chair reported that following representations from local Councillors and the community, MAN Diesel, the owners of the open space known as Mirrlees Fields, had listened to the concerns of residents and the community, and had agreed to discuss with Council how the Mirrlees fields could be brought into community use. The Chair emphasised that there remained much work to do, but that this was an exciting and welcomed proposal.

4. PROPOSED TRAFFIC REGULATION ORDERS ON SOUTHWOOD ROAD/ NORWOOD ROAD, GREAT MOOR

A representative of the Head of Area Governance submitted a report of the Service Director (Transportation & Planning) (copies of which had been circulated) detailing proposals for introducing Traffic Regulation Orders on the junctions of Southwood Road and Norwood Road, Great Moor to improve the safety of pedestrians and road users.

RESOLVED - That, after consideration of the objections, the Stepping Hill Area Committee be recommended to confirm the Order as follows:-

- The School Clearway markings in Southwood Road outside Great Moor Junior School be implemented as advertised.
- That deletion of the proposed junction protection markings (No Waiting At Any Time) at the junctions of Southwood Road and Delamere Road; Southwood Road and Linden Grove; Norwood Road and Linden Grove; Norwood Road and Delamere Road; Norwood Road and Ripley Avenue; Claremont Road and Woodsmoor Lane.
- The junction protection markings/No Waiting At Any Time at (i) junction of Southwood Road and Ripley Avenue, and (ii) junction of Claremont Road and the Heathers be implemented as advertised.
- The Provision of the four disabled parking bays be implemented as advertised with an amendment as to re-locate one bay as follows:

Norwood Road, Great Moor - North West side from a point 28 metres North East of the North Easterly kerb line of Claremont Road for a distance of 6.6 metres in a North Easterly direction.

- The deletion of the proposed junction protection markings (No Waiting At Any Time) at the junction of Southwood Road and Cedar Road, on Southwood Road up to Linden Grove and on Cedar Grove at the Moorland Road junction (incorrectly advertised as being at Woodsmoor Lane).
- The No Waiting at any Time restrictions on Norwood Road, south east side from a point 8.7 metres from the north easterly kerb line of Ripley Avenue for a distance of 2.5 metres in a south westerly direction be revoked as advertised.

(2) That the Service Director (Transportation & Planning) be requested to proceed with an Experimental 'No Stopping' Order on Woodsmoor Lane.

5. WOODSMOOR/ GREAT MOOR TRAFFIC ISSUES

A representative of the Service Director (Transportation & Planning) attended the meeting to discuss with the Ward Committee the outcome of focus group discussions with residents in the Woodsmoor area on options to improve traffic calming, and inviting further comments from Councillors and the public prior to the detailed proposals being formerly consulted on.

A questionnaire, requested detailed feedback, was also circulated to the public.

The Chair invited comments on the options by each section of road as detailed on maps displayed at the meeting.

Section D

- The corner of Cedar Road/ Moorland Road was dangerous corner, and the

Stepping Hill Ward Committee – 19 March 2008

- proposed left hand turn from Cedar Road onto bridge would not help this situation.
- For those residents living on the Bramhall Lane side of railway, the proposals would mean that it would take longer to reach the A6.
 - Delaying the traffic would not necessarily be a bad thing as this would remove the attractiveness of this route for 'rat-runners' from Bramhall Lane to A6.
 - During the peak hours, the level crossing barrier was down for 41 minutes during the morning peak, and for 31 minutes during the evening. Less than half of the cars using the road during this period were stopped at the barrier.
 - The existing traffic calming measures were not having a significant effect other than causing increased vibration from lorries and HGVs.
 - If Moorland Road was to be made one way only, it was likely to increase the waiting time at the level crossing.
 - The current delay at the level crossing was causing people to cut through Crossways.
 - Causing motorists to wait may encourage them to use alternative and more appropriate routes.
 - Satellite Navigation was causing problems for HGVs by directing them along Moorland Road, which was unsuitable for such vehicles.
 - If motorists were prevented from using Moorland Road, this was going to cause congestion with traffic backing onto Bramhall Lane, as most of the motorists using the area are those living on the estate, not 'rat runners' as was often presumed. Currently, a one in three cars using the railway bridge is through traffic from Bramhall Lane.
 - The figures for through traffic did not include the traffic using the school drop-off point on Woodsmoor Lane.
 - There were problems with people recognising that there was a weight restriction on Woodsmoor Lane until after they had entered the road. Observance of this restriction would go a long way to relieving the problems.
 - It was important that the Grammar School should be involved in discussions, as they contribute to the difficulties. Having an alternative route to the school may help.
 - By making roads one way, this may increase the speed of traffic as motorists know there is no oncoming traffic.
 - At the focus group, the possibility of making Cedar Road one way was discussed, but there were mixed views.
 - Discouraging traffic from Woodsmoor Road etc, may displace Grammar School traffic onto Southwood Road when the Primary School traffic is there, which may cause a safety problem.
 - By making the level crossing one way, parents would drop off their children and turn around using Crossways, and would not prevent speeding along Woodsmoor Lane.

Section E

- If option D4 was implemented, there would be no need for any further action on E.
- Removing the planters may resolve some of the problems for buses in particular.
- If the bridge was to be made one way, installing give way signs at the bottom of the bridge would be necessary.
- It was important to refresh the road markings as the paint was worn off the bricks very easily.

Section F

- Making the end of Moorland Road one way would protect residents' access.
- Changing the priorities way cause motorists to speed up.
- Many of these options included counter-intuitive give way signs, which motorists may not be expecting and so may not notice them.
- The experience in the Netherlands was that where there was less guidance on priority, drivers had to think more and so slow down. Perhaps removing the narrow pathways on Moorland Road may slow drivers down, as the pedestrians walk in the road anyway.

Section G, H and I

- The 20mph limit on Woodsmoor Lane had not made any difference.
- There was a feeling in the group that there should be an escalating approach to measures. The road markings would try to make the road feel narrower.
- There Council were aware of a problem with traffic now coming down Egerton Road because of new traffic lights on Bramhall Lane. One option is blocking off of Egerton Road, or making this one way.
- The current signage in the area was not conspicuous enough, when entering the area nor when travelling along the roads.
- A roundabout on Woodsmoor Lane at junction of Egerton Road may slow traffic.
- The only sure way to reduce speed on Egerton Road was to block off the road.
- A roundabout would make it more difficult for the pedestrians and cyclists.
- Closing Edgerton Road would force traffic down other routes.

Section J

- The change of priority on Flowery Fields may be beneficial.
- It was important to slow traffic before it gets to the junction of Cromley Road, possibly through the proposed build out.

Section K & L

- No comments were made.

A member of the public urged all residents to report to the Police the vehicles registration numbers of HGVs contravening the weight restrictions, as the Police would contact the companies involved warning them about continued non-observance.

The Chair thanked the members of the public for their attendance and contribution and stated that more detailed proposals would be developed prior to a fuller public consultation with residents during the summer.

The Chair also thanked those members of the public who had taken part in the focus groups with Councillors and Traffic Services for their contribution to developing the options presented to the Ward Committee.

RESOLVED – (1) That the Service Director (Transportation & Planning) be requested to consider the comments made at the Ward Committee when finalising proposals for

Stepping Hill Ward Committee – 19 March 2008

traffic management measures on Woodsmoor Lane and surrounding areas prior to undertaking a full consultation with residents.

(2) That the Service Director (Transportation & Planning) be requested to give further consideration to:-

- Making Cedar Road one direction only;
- Measures to increase visibility of and adherence to the existing weight restrictions in place on Woodsmoor Lane level crossing.

6. DATES OF FUTURE MEETINGS

RESOLVED – That consideration of this item be deferred.

The meeting closed at 8.45 pm.