

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Windlehurst Road Traffic Calming

Report to: (a) Marple Area Committee

Date: Wednesday, 22nd June 2022

Report of: (b) Director for Place Management

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

Forward Plan General Exception Special Urgency (Tick box)

Summary:

This report has been prepared to provide a summary of previous public consultations in relation to the existing traffic calming measures on Windlehurst Road, High Lane; and to seek approval for a further consultation on the removal of specific traffic calming measures along Windlehurst Road and for funding to be provided from the delegated ward budget to enable a feasibility investigation of footway widths along Windlehurst Road.

Recommendation(s):

The Area Committee is asked to consider and approve the public consultation and release of funding for the footway width investigation.

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

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

There are none.

Contact person for accessing
background papers and discussing the report

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'Urgent Business': (f) **~~YES~~ / NO** (please circle)

Certification (if applicable)

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

The written consent of Councillor _____ and the Chief Executive/Monitoring Officer/Borough Treasurer for the decision to be treated as 'urgent business' was obtained on _____ /will be obtained before the decision is implemented.

Windlehurst Road Traffic Calming

Report of the Corporate Director for Place Management & Regeneration

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 This report has been prepared to provide a summary of previous public consultations in relation to the existing traffic calming measures on Windlehurst Road, High Lane; and to seek approval for a further consultation on the removal of specific traffic calming measures along Windlehurst Road and for funding to be provided from the delegated ward budget to enable a feasibility investigation of footway widths along Windlehurst Road. This report is supplementary to the information presented at the March 2021 Marple Area Committee and August 2021 Marple Area Committee.
- 1.2 The report also highlights concerns raised regarding speeding along Windlehurst Road and recommends that alternative mitigation measures in the form of signs and road markings be investigated.

2. BACKGROUND

- 2.1. A series of consultations have taken place ahead of and following the opening of the A6 to Manchester Airport Relief Road (A6MARR) in October 2018. This led to the implementation of a series of mitigation measures throughout High Lane.
- 2.2. During the first stage of public consultation in 2015, Stockport 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 the proposed mitigation measures.
- 2.3. 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.
- 2.4. The comments received were used to inform the development of traffic mitigation measures which included the introduction and construction 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); and
- 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).

- 2.5. However, further local traffic concerns have been raised by Members and local residents. As a result, Stockport Council undertook a feedback consultation exercise during February 2020. The aim of this consultation was to understand these local traffic concerns and seek to identify possible solutions that could alleviate some of the problems.
- 2.6. One question on the response form related to Windlehurst Road and asked respondents to identify issues and potential solutions. The responses were reviewed and several concerns were raised relating to the current traffic calming measures along Windlehurst Road.
- 2.7. A further public consultation was undertaken in January to February 2021 which focused specifically on the existing Windlehurst Road traffic calming. Further details of the consultation are provided within Section 5. The main 'Windlehurst Road Traffic Calming – Consultation Summary Report' (dated February 2021) is included within Appendix A. Further detailed analysis of the consultation is provided in 'A6MARR: Traffic Mitigation Measures in High Lane and Hazel Grove: Windlehurst Road Traffic Calming – Addendum Consultation Summary Report' (dated 20th July 2021) is included within Appendix B.
- 2.8. There is limited funding available within the Highways Infrastructure Programme budget for removal of the existing traffic calming measures. It is therefore proposed to focus on the traffic calming measures within the section of Windlehurst Road between Andrew Lane and Broadhurst's Bridge, referred to as Section 2 within this report.

3. LEGAL POSITION/IMPLICATIONS

- 3.1. There are no legal implications associated with this report.

4. CONSIDERATION OF ALTERNATIVE SOLUTIONS

- 4.1. No alternative solutions were considered as part of this consultation.

5. CONSULTATION

- 5.1. A public consultation was undertaken in January to February 2021, asking the local community for their views on the existing traffic calming measures along Windlehurst Road between the A6 and Broadhurst's Bridge.
- 5.2. The consultation comprised a letter drop to 500 properties that either directly live or work on Windlehurst Road or where access to their property can only be made via Windlehurst Road. This letter provided the public with an opportunity to either complete a paper survey and return by freepost or via an online survey webpage on

Stockport Council's 'have your say' website. Temporary signage was erected throughout High Lane on lighting columns to ensure that residents in the surrounding area were able to provide their views online.

- 5.3. A total of 946 replies were received in response to the consultation. This included 827 online responses, 105 written responses, 11 emails and 3 voicemails. All of which have been reviewed and analysed to understand the general feeling towards the existing traffic calming measures along Windlehurst Road.
- 5.4. A high-level summary of the responses is provided within the following table. A review of the results indicates that the majority (81%) of respondents agree that traffic calming on Windlehurst Road should be reviewed and removed in some sections. The results for the respondents who either Agreed or Strongly Agreed that traffic calming should be removed from Section 1 (between the A6 and Andrew Lane) and Section 2 (between Andrew Lane and Broadhurst's Bridge) are summarised within the following table.

Table 1: Summary of respondents who Agree / Strongly Agree that traffic calming should be removed for Section 1 and Section 2 of Windlehurst Road

Response	Section 1 - A6 to Andrew Lane	Section 2 - Andrew Lane to Broadhurst's Bridge
Strongly Agree	60%	77%
Agree	18%	12%
Total	77%	89%

- 5.5. The table above identifies that there is support for removal of the traffic calming along both sections of Windlehurst Road. However, there is greater support for removal of the traffic calming along the northern section (section 2 between Andrew Lane and Broadhurst's Bridge). It is however noted that many of the responses were received from residents living away from the Windlehurst Road area itself.
- 5.6. Additional analysis was undertaken in order to better understand the views of residents who live on Windlehurst Road, or a side road which can only be accessed via Windlehurst Road, compared with residents who live elsewhere. Such differences of opinion could result from the fact that residents who live local to the scheme experience associated factors such as road noise, air pollution and may also experience issues when walking alongside or when trying to cross the road. In contrast, those residents who live elsewhere are likely to be focussed on using the route in order to get from 'A to B', for example as a commuter. This analysis is presented in detail within the 'Windlehurst Road Traffic Calming – Addendum Report' (dated July 2021) appended to this report with a high-level summary of the results provided below.

Windlehurst Road Traffic Calming Addendum Report Analysis

- 5.7. The responses have been analysed and the results for respondents who 'agree' / 'strongly agree' have been combined and presented against the results for respondents who 'disagree' / 'strongly disagree' for each of the main questions and are presented within this summary section for respondents who live on Windlehurst Road, or its side roads, and for those who live elsewhere.
- 5.8. As shown within the following table the majority of respondents (90% of respondents who live on Windlehurst Road, or its side roads and 78% who live elsewhere) agree

that traffic calming on Windlehurst Road should be reviewed and removed in some sections.

Table 2: Summary of respondents who agree or disagree with the need to review the traffic calming along Windlehurst Road presented by respondent location

Response	Live on Windlehurst Rd or Side Road		Live Elsewhere	
<i>Question 1 - Traffic calming on Windlehurst Road is not an issue and should remain in its entirety</i>				
Agree	33	16%	142	20%
Disagree	165	81%	558	78%
<i>Question 2 - Traffic calming on Windlehurst Road should be reviewed and removed in some sections</i>				
Agree	184	90%	564	78%
Disagree	20	9%	144	20%

5.9. A review of the results relating to the removal of the traffic calming within Section 1 (A6 to Andrew Lane) and Section 2 (Andrew Lane to Broadhurst's Bridge) has also identified that there is less support for the removal of the traffic calming in both sections amongst respondents who live on Windlehurst Road, or its side roads (72% and 80% for Sections 1 and 2 respectively), compared with respondents who live elsewhere (79% and 92% for Sections 1 and 2 respectively). However, the majority of respondents from both groups support for removal of the traffic calming within both sections.

5.10. The following table shows that there is greater support for removal of the traffic calming within the northern section (Andrew Lane to Broadhurst's Bridge) within both groups.

Table 3: Summary of respondents who Agree / Disagree with removal of the traffic calming within Section 1 and Section 2 presented by respondent location

Response	Live on Windlehurst Rd or Side Road		Live Elsewhere	
<i>Question 3 - Traffic calming should be removed within Section 1 - between the A6 (Buxton Road) and Andrew Lane</i>				
Agree	133	72%	442	79%
Disagree	37	20%	64	12%
<i>Question 5 - Traffic calming should be removed within Section 2 - between Andrew Lane and Broadhurst's Bridge</i>				
Agree	149	80%	515	92%
Disagree	23	13%	24	5%

Windlehurst Road

5.11. In addition to the 'Windlehurst Road Traffic Calming Addendum Report' a further review has been undertaken in order to analyse the responses from the properties along Windlehurst Road only.

5.12. Consultation letters were delivered to 100 properties along Windlehurst Road, between the A6 and Broadhurst's Bridge. The responses from these properties are summarised for Section 1 and 2 separately below.

Table 4: Summary of Windlehurst Road residents who Agree / Disagree with removal of the traffic calming within Section 1 and Section 2

Response	Section 1		Section 2	
	Total	%	Total	%
Agree	50	50%	57	57%
Disagree	12	12%	10	10%
Don't Know / Indifferent*	38	38%	33	33%
Total	100	100%	100	100%

* This figure includes the households that did not respond to the survey

5.13. The table above shows that at least a third of the Windlehurst Road residents either didn't respond to the survey or were indifferent to the removal of the existing traffic calming in Sections 1 and 2 of Windlehurst Road. When these figures are taken into account the support for removal of the traffic calming is shown to be 50% for Section 1 and 57% for Section 2. This again shows greater support for removal of the traffic calming within Section 2 compared with Section 1.

Summary & Conclusions

5.14. The results of this investigation reveal that, the location of respondents only had a minor impact on the views expressed. Residents living on Windlehurst Road, and its side roads, and those living elsewhere supported removal of the traffic calming measures within both sections of Windlehurst Road. Greater support has been shown for removal of the traffic calming within Section 2 of Windlehurst Road.

5.15. The 2021 public consultation which focuses specifically on the existing traffic calming along Windlehurst Road was however undertaken during the Covid-19 global pandemic which impacted working patterns and travel behaviour. It may have also impacted the response rate and attitudes towards the traffic calming along Windlehurst Road. It is proposed that a further consultation be undertaken which focuses on the removal of speed cushions 4 to 9 (refer to Drawing No F/1016/WR/002 Rev A) between Andrew Lane and Torkington Lane, which have been highlighted as a priority by ward councillors.

6. FINANCIAL IMPLICATIONS

6.1. The next stage of the public consultation would be funded from the Highways Infrastructure Programme (HIP) budget.

6.2. A further £1,000 is requested from the Marple South & High Lane Delegated Ward Budget to fund a feasibility investigation of the footway widths within Section 2 of Windlehurst Road.

7. TIMESCALES

7.1. If approval is granted and funding made available, a consultation exercise will be carried out as soon as possible for the properties fronting Section 2 of Windlehurst Road (between Andrew Lane and Broadhurst's Bridge).

7.2. If approval is granted and funding made available, the investigation into footway widths along Windlehurst Road will also be carried out as soon as possible.

8. EQUALITIES/COMMUNITY IMPACT ASSESSMENT

8.1. Equal Opportunities

- To provide a suitable and safer environment for pedestrians and other road users. The scheme contributes to the Council's vision statement "Promote equal life outcomes for all by tackling known inequalities across the borough of Stockport".

8.2. Sustainable Environment

- To develop and sustain a healthy, safe and attractive local environment which contributes to Stockport. Stockport Council understands the responsibility it has to lead by example and help the broader community make a positive contribution to the local environment.

9. CONCLUSIONS AND RECOMMENDATIONS

9.1. This report summarises the analysis undertaken on the responses received during the 2021 public consultation in relation to existing traffic calming measures along Windlehurst Road.

9.2. The results of the 2021 public consultation have indicated majority support for removal of the existing traffic calming measures along both sections of Windlehurst Road from respondents who live along Windlehurst Road, and its side roads which can only be accessed from it, and those who live elsewhere. However, it should be noted that the responses received also included requests for alternative measures including, speed cameras, indicating that there is and has been a concern regarding speeding vehicles.

9.3. To add further commentary on the speeding concerns, a speed survey was undertaken prior to and following the implementation of the traffic calming features. Initially, the average speed was recorded at 41mph at one location along Windlehurst Road, close to the junction with Torkington Lane. In comparison, a speed survey was conducted in October 2020 and the average speed was recorded at 29mph at the same location. This provides a reasonable indication that the measures are slowing vehicles down.

9.4. It is advised that any decision regarding the removal of the existing traffic calming features should take account of the concern raised regarding speeding within the 2015 public consultation and the continued concern regarding speeding vehicles along Windlehurst Road identified as part of the 2021 consultation. Windlehurst Road does not meet the requirements of the Safer Roads Greater Manchester Partnership, which is a group established between the 10 Greater Manchester local authorities, TfGM and Greater Manchester Police, for the provision of speed cameras and so this measure cannot be considered for Windlehurst Road.

9.5. It is recommended that a further public consultation be undertaken with residents now that the Covid-19 restrictions have been lifted and traffic levels have returned to

near pre-pandemic levels in order to confirm that the removal of the traffic calming is still supported by the majority of residents who live along Windlehurst Road.

- 9.6. It is recommended that further investigation is also undertaken into mitigation measures in the form of signs and road markings to help reduce / maintain traffic speeds should the physical traffic calming measures be removed. There is insufficient funding available to consider alternative physical measures.
- 9.7. Removal of speed cushions 4 to 9 would introduce a section of road with no physical traffic calming features in between two sections which do have physical traffic calming (in the form of speed cushions, junction tables and speed humps). It is therefore also recommended that a Road Safety Audit be undertaken on the proposals to ensure that the cushions can be removed in a safe and efficient manner.

Background Papers

There are no background papers to this report.

Anyone wishing further information please contact Caroline Aylmer-Shanks by email on c.aylmer-shanks@stockport.gov.uk