

High Lane Hartington Road-Park Road Trial Road Closure

Report of the Director of Place Management

1. INTRODUCTION

Purpose of report

- 1.1. The purpose of this report is to present findings of a consultation carried out in March 2023 about the Trial Road Closure of Hartington Road to Park Road, as well as surveys conducted in relation to the trial road closure.

Background

- 1.2. Following the construction of the Manchester Airport Relief Road (A6 MARR/A555) a consultation was carried out to assess impact of the construction of the road on traffic in High Lane and the surrounding areas.
- 1.3. One of the reported findings of that consultation was the perception of using Hartington Road by way of Park Road as a bypass for a portion of the A6.
- 1.4. One of the proposed solutions by residents raised in this consultation was to close Hartington Road from Park Road, making the road a no-through route. Councillors agreed to trial this scheme for a period of 6 weeks.
- 1.5. As the suggestion for this scheme came from the previous consultation, there was no pre-consultation carried out regarding this trial however letters were delivered to inform residents south of the A6 that this was a six-week trial and the dates this was planned to be installed and removed.
- 1.6. Following the removal of the road closure, a consultation was carried out to receive feedback and comments from residents and commuters about their experiences with and the impacts of the trial road closure installed between 23rd January and 6th March.
- 1.7. Automated and manual traffic surveys were undertaken, before, during and after the trial at various locations in High Lane, to gather data on the number of vehicles moving through High Lane, to assess if there is a noticeable shift in vehicular movements with the introduction of the Road Closure.

2. CONSULTATION METHODOLOGY

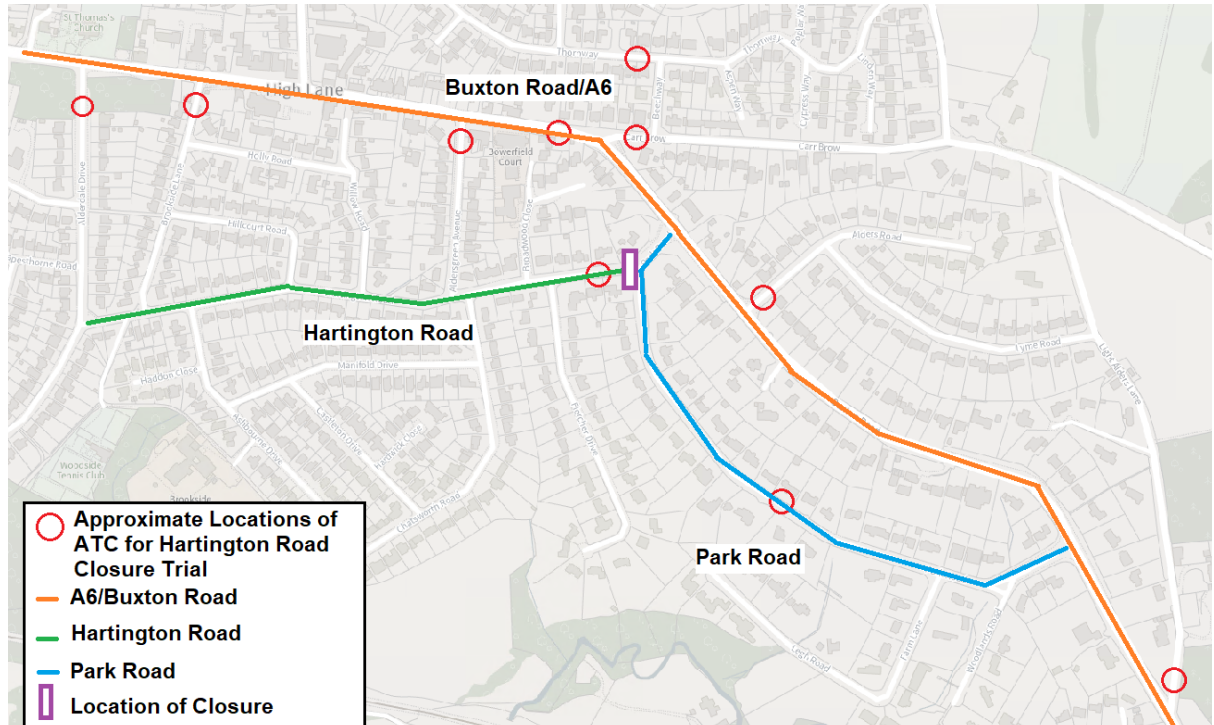
- 2.1. The consultation was held both online and through letters delivered to residents who lived in High Lane, on the south side of the A6.
- 2.2. The online consultation was completed by 448 participants.
- 2.3. The letter consultation was completed by 230 participants.
- 2.4. In total 678 responses were received in total.
- 2.5. Consultation data was compiled into a spreadsheet that combined aggregated online responses and those sent in by letter.

- 2.6. This consultation was advertised to motorists via signage installed on the A6 that advised of the Consultation on the Stockport Council Have Your Say Website.
- 2.7. The consultation launched on 1st March 2023 and lasted until 22nd March 2023.
- 2.8. A drop-in session was conducted on the 16th March 2023 at Brookside Primary School to answer residents' queries, received direct feedback and encourage them to complete the consultation form available on request or online.
- 2.9. The purpose of the consultation was to gather both quantitative and qualitative feedback on the impact of the trial.

3. IMPACT OF TRIAL

3.1. ATC Data

- 3.2. As part of the trial, Automated Traffic Counts (ATC) were placed at various points in High Lane.
- 3.3. These were placed prior to the trial, and during the trial. These ATCs record vehicular data including the number of vehicles travelling in a particular direction.
- 3.4. With this data, Officers have compiled the following table to outline how driver behaviours have shifted after the installation of the road closure on Hartington Road.
- 3.5. The below image highlights the approximate locations of ATCs for reference.



- 3.6. Below is the spreadsheet table compiling ATC data. Direction of travel was separated for every site (North/South and East/West, depending on the location). Three sets of data were compiled: Average workday volume for

8:30-9:30AM, Average workday volume for 3:00-4:00PM and Average 7-day Volume.

- 3.7. The workday times were compiled to demonstrate the changes to driver behaviour made during school opening and closing hours at Brookside Primary. In consultation feedback it was noted that this period is one of the busiest so was considered a priority for analysis. These times are also close to the opening and closing times of High Lane Primary on the opposite side of the A6.
- 3.8. Average 7-day volume was compiled to be a general reference for the location and assess overall change.

Group	Location	Direction of Travel	Pre-Trial			During Trial/Closure			Difference		
			Average Workday Volume	Average Workday Volume	Average 7-day Multi-day Volume	Average Workday Volume	Average Workday Volume	Average 7-day Multi-day Volume	Difference in Average Workday Volume	Difference in Average Workday Volume	Difference in Average 7-day Multi-day Volume
			8:30-9:30	3:00-4:00	Volume	8:30-9:30	3:00-4:00	Volume	8:30-9:30	3:00-4:00	Volume
1	Alderdale Drive	South	45	56	492	51	102	731	6	46	239
1	Alderdale Drive	North	23	20	247	59	67	659	36	47	412
1	Alders Green Avenue	North	19	8	97	33	37	282	14	29	185
1	Alders Green Avenue	South	10	10	112	57	50	378	47	40	266
1	Brookside Lane	South	18	11	123	18	20	181	0	9	58
1	Brookside Lane	North	7	9	95	12	16	151	5	7	56
2	Carr Brow	West	46	32	494	85	52	738	39	20	244
2	Carr Brow	East	33	51	598	50	89	865	17	38	267
2	Thornway	West	157	32	579	17	30	288	-140	-2	-291
2	Thornway	East	14	38	272	70	40	530	56	2	258
3	Hartington Road	West	40	22	299	N/A	N/A	N/A	N/A	N/A	N/A
3	Hartington Road	East	23	28	186	N/A	N/A	N/A	N/A	N/A	N/A
3	Park Road	North	37	22	272	8	12	107	-29	-10	-165
3	Park Road	South	5	7	67	7	4	62	2	-3	-5
4	Alders Road	North	4	5	67	4	10	101	0	5	34
4	Alders Road	South	4	4	55	7	5	79	3	1	24
4	Light Alders Lane	South	5	2	47	5	22	142	0	20	95
4	Light Alders Lane	North	4	7	69	8	4	68	4	-3	-1
5	Buxton Road	East	322	357	6174	427	636	8561	105	279	2387
5	Buxton Road	West	317	311	5638	449	588	8080	132	277	2442

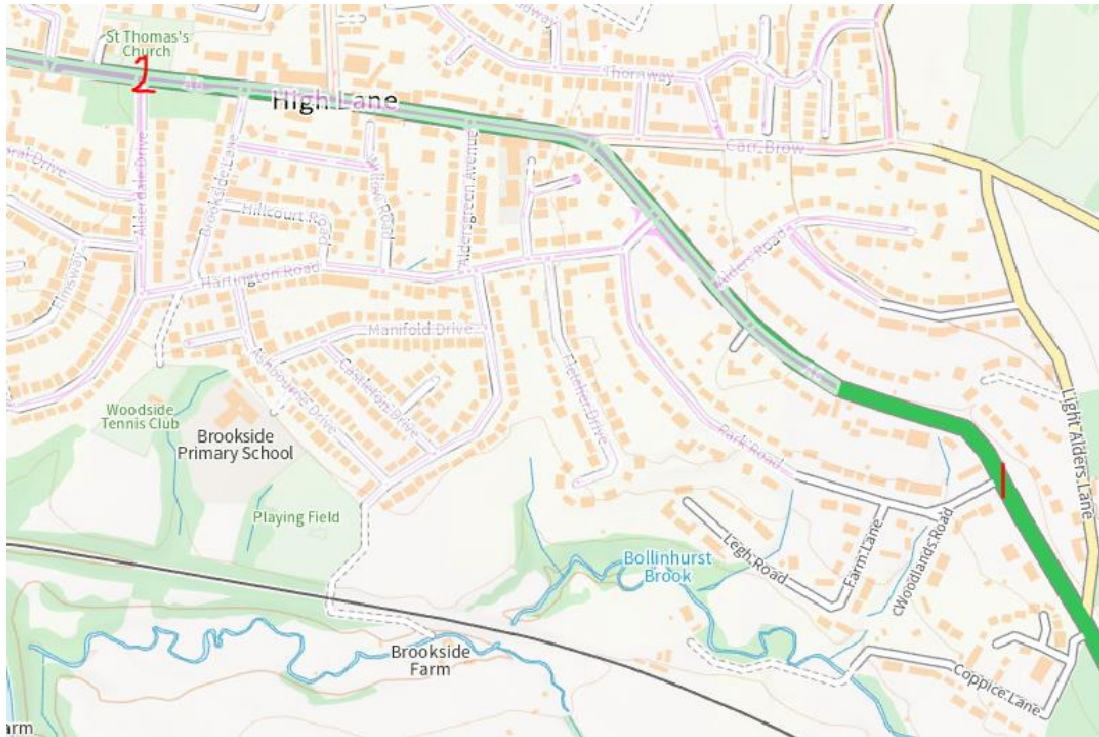
- 3.9. Prior to the road closure, on average 37 vehicles travelled northbound on Park Road in the morning (8:30-9:30). This is a similar volume to the number of vehicles travelling westbound on Hartington Road at the same time, which numbers at 40.
- 3.10. With the installation of the road closure, assuming the worst-case scenario where all the vehicles that access Park Road are doing so to further access Hartington Road, it would be expected that these vehicles divert and access Alders Green Avenue as the next closest point to access Hartington Road.
- 3.11. The number of vehicles accessing Alders Green Avenue southbound was 57 vehicles on average for mornings. This exceeds the number of vehicles accessing Hartington Road by Park Road. Alders Green Avenue is a narrow road with heavy parking and is unsuited for such an increase in vehicular volumes.
- 3.12. Following that, vehicles accessing from Alders Green Avenue still travel along Hartington Road ultimately, so traffic is still accessing Hartington

Road, whether to access Brookside Primary, to bypass traffic lights on the A6 or visiting for any other reason.

- 3.13. It could be suggested that the road closure merely redirected the rat-run, rather than prevented it. A rat-run would also imply that all vehicles are using Hartington Road solely to bypass, when with the location of Brookside Primary, for many it may simply be the closest route to the school for school drop-off and collection times.
- 3.14. There was also an increase in vehicular volumes on Carr Brow. Before the installation of the road closure, Carr Brow saw an average vehicular volume of 79 vehicles in the morning, and 83 vehicles in the afternoon (3:00-4:00). With the installation of the road closure this increased to 135 vehicles on average in the morning and 141 vehicles on average in the afternoon, in the morning more westbound and in the afternoon more eastbound.
- 3.15. With access to Hartington Road now closed, it is possible vehicles travelling from Disley, instead of using the A6 and then going onto Park Road and Hartington Road, have decided to access Jacksons Edge Road and Carr Brow before re-joining the A6.
- 3.16. There were minimal changes to average vehicle volumes on Light Alders Lane and Alders Road.
- 3.17. Prior to the road closure trial, Thornway saw the highest average vehicular volumes, with a combined average of 171 vehicles in the morning, particularly westbound. With the installation of the road closure, the morning average volumes decreased to a combined average of 87 vehicles. The majority of this is now eastbound traffic.
- 3.18. As the volumes are so high, and the reasons for this sharp decline following the installation of the road closure are not understood, a further study on the vehicular volumes of Thornway may be something to consider investigating.

Timing Survey

- 3.19. Officers conducted a timing survey on vehicles travelling along the A6.
- 3.20. Vehicles were recorded passing Park Road and were timed for how many minutes it took for the same vehicle to pass the junction of Alderdale Road.
- 3.21. This survey was done once during the trial, and again after the road closure was removed.
- 3.22. Below is a map outlining the exact positions where the times were recorded from, and tables showing the results of these surveys:



During Trial Survey

13th Feb 2023	Hartington Data Count		
Vehicle	Park Road - 1	Alderdale - 2	Time taken (Minutes)
Vehicle 1	08:31	08:40	9
Vehicle 2	08:32	08:40	8
Vehicle 3	08:33	08:41	8
Vehicle 4	08:34	08:41	7
Vehicle 5	08:36	08:42	6
Vehicle 6	08:37	08:44	7
Vehicle 7	08:41	08:48	7
Vehicle 8	08:43	08:50	7
Vehicle 9	08:46	08:53	7
Vehicle 10	08:47	08:54	7
Vehicle 11	08:50	08:56	6
Vehicle 12	08:51	08:57	6
Vehicle 13	08:52	08:58	6
Vehicle 14	08:53	08:59	6
Vehicle 15	08:55	09:01	6
Vehicle 16	08:58	09:03	5
Vehicle 17	08:59	09:04	5
Vehicle 18	09:00	09:04	4

After Trial Closure

13th July 2023	Hartington Data Count		
Vehicle	Park Road - 1	Alderdale - 2	Time taken (Minutes)
Vehicle 1	08:32	8:41	9
Vehicle 2	08:35	8:44	9
Vehicle 3	08:36	8:45	8
Vehicle 4	08:37	8:46	9
Vehicle 5	08:38	8:46	8
Vehicle 6	08:41	8:48	7
Vehicle 7	08:43	8:51	8
Vehicle 8	08:44	8:51	7
Vehicle 9	08:46	8:53	7
Vehicle 10	08:47	8:55	8
Vehicle 11	08:48	8:57	9
Vehicle 12	08:49	8:57	8
Vehicle 13	08:50	8:58	8
Vehicle 14	08:51	8:59	8
Vehicle 15	08:52	9:00	8
Vehicle 16	08:53	9:02	9
Vehicle 17	08:54	9:02	8
Vehicle 18	08:55	9:03	8
Vehicle 19	08:56	9:03	7
Vehicle 20	08:59	9:06	7
Vehicle 21	09:00	9:07	7

3.23. Overall, the road closure seems to have had minimal impact on the time it takes to travel along the A6, with most vehicles taking between 7 and 8 minutes to cross the A6.

3.24. Data was gathered during the time most anticipated to be one of the key peak times for travel across the A6.

4. CONSULTATION RESPONSE

4.1. In total, there were 678 responses to the consultation. 230 were submitted in written form, 448 were submitted online on the Stockport Consultation webpage.

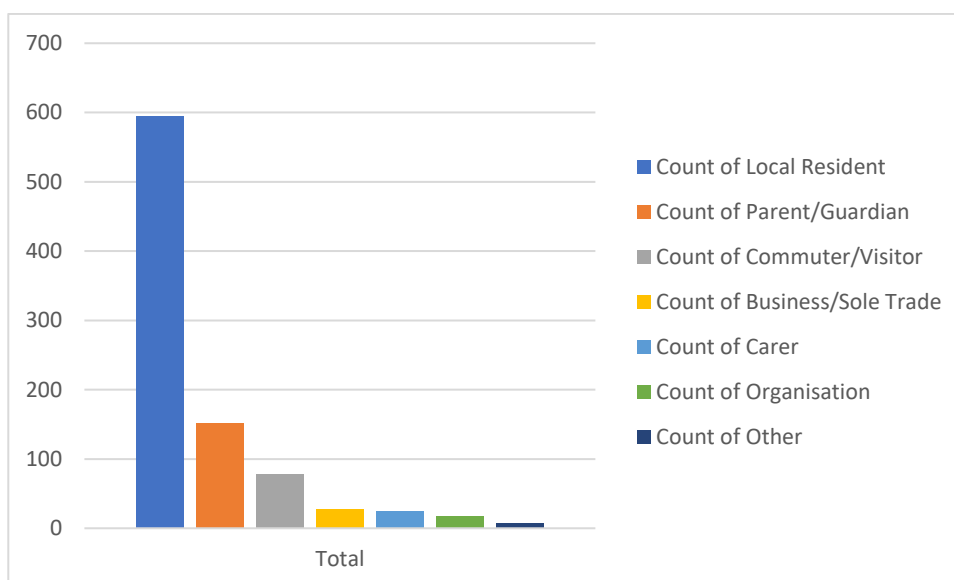
4.2. A drop-in consultation session was also held on Monday 16th March 2023, with 30 members of the public attending to provide comments on how the scheme affected themselves and the area, with a mix of support and opposition from attendees.

4.3. Below are graphs breaking down the responses received to the consultation.

4.3.1. "Which of the following groups would you identify with" – this question was asked to assess which stakeholder groups had engaged with the consultation.

4.3.2. It was possible to select more than one category. For example, someone could report as both a Local Resident and as a Parent/Guardian.

Values	
Count of Local Resident	595
Count of Parent/Guardian	151
Count of Commuter/Visitor	78
Count of Business/Sole Trade	27
Count of Carer	25
Count of Organisation	18
Count of Other	8



4.3.3. The majority of respondents reported as being local residents. The next highest category of respondents being Parents/Guardians.

4.3.4. The “Other” option had a textbox to explain what was meant by other.

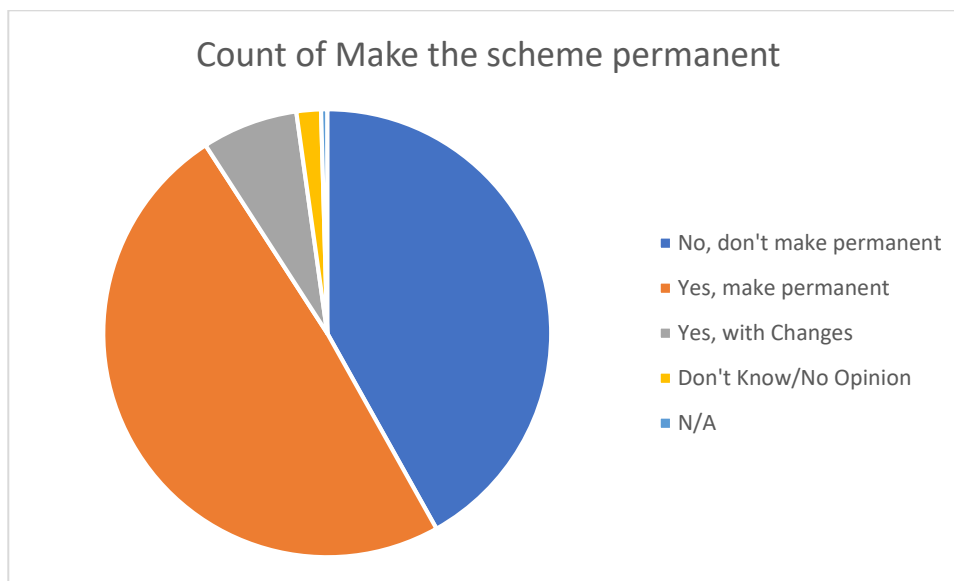
The responses received for “Other” were the following:

- Cyclists
- Regular Visitors to the area
- Cycle Instructor
- Member of Woodside Tennis Club
- Disley Parish Council

4.4. Responses to “Would you be interested in seeing the road closure at the junction of Hartington Road and Park Road made permanent?”

Row Labels	Count of Make the scheme permanent	Percentage of Opinion
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No, don't make permanent	284	41.89%
Yes, make permanent	332	48.97%
Yes, with Changes	47	6.93%
Don't Know/No Opinion	12	1.77%
N/A	3	0.44%
Grand Total	678	100.00%



4.4.1. Overall, no opinion has a majority over 50%

4.4.2. The highest percentage of responses is 48.97% for “Yes, make permanent”.

4.4.3. 269 respondents also included additional feedback to this question in an open text box provided.

4.4.4. From those who were in favour of the scheme being made permanent, 174 comments were received. Key trends among those comments include some of the following:

- Requesting speed signage/enforcement
- Comments made on the disruption to the barriers (being emptied and moved)
- Belief that the closure made the road safer, particularly noted was for children attending Brookside Primary School
- Road has been quieter since the closure.
- Reduction in “rat-run” traffic, particularly has an impact during morning rush hour. Has made crossing easier/safer.
- Comment received highlighting that the problem may displace to Carr Brow, and that lights on Hibbert Lane junction may require altering.
- Concern that the measures may impact emergency vehicles.

- Suggestion to inset the barrier further down Hartington so larger vehicles entering Park Road at its western junction are able to do a three-point turn, due to the width restriction on Park Road.
- Request to replicate on Meadway/Carr Brow as similar issue faced by residents on that side of the A6.
- Easier for residents on Hartington Road/Alderdale Drive to exit their drives due to the reduction in traffic.

4.4.5. From those who stated the scheme would need changes for them to support it, 45 comments were received. Key trends and suggestions among those comments include some of the following:

- Road is quieter, but problem has moved elsewhere.
- Suggestion of Speedhumps
- The ability for local residents to get through the closure.
- Remove closure between 6PM-Midnight
- Closure In place between 6:30AM and 10:00AM only
- Scheme has created a problem for Alders Green Avenue – cars parked on both sides of a narrow road, causing issues for ambulances, public services and residents.
- Suggestions for various One-Way systems in the area
- More aesthetically pleasing barrier requested if made permanent.
- Barrier has made the return trip to Disley/Buxton more difficult.
- Request for rising bollards
- Comment that the issue isn't the amount of traffic, but the speed. Suggest a speed camera.
- Side roads have been impacted due to speeding vehicles during school run and visibility issues due to hedges. Suggestion of a speed warning/pedestrian signage to be introduced.
- Road closure caused a knock-on effect on traffic cutting through Jackson's Edge Road in Disley. Caused traffic to build up in Market Street. Rat-running persists on Thornway Estate in High Lane. Notes that the issues of Hartington Road require a holistic view of High Lane and Disley.
- Exemption and gap made for cyclists in the road closure, a modal filter etc.
- Traffic Lights at Windlehurst/A6 junction need reviewing. Lights at Norby Hollow Junction need removing.
- Should be accessible, bollards spaced at 1.5m with parking restrictions.
- Barriers to be moveable to allow access for emergency vehicles or to create an alternative route if there's an accident on A6.
- Doesn't completely prevent rat-running on Park Road or reduce the speed of those rat-runners. Also, adversely effects those living on Park Road.

- If barrier can't be made permanent, a request for investigation into a two-way kerb separated cycle lane.

4.4.6. From those who were opposed to the scheme being made permanent, 213 comments were received. Key trends among those comments include some of the following:

- Closure has made using the A6 approaching Disley more difficult.
- Closure has made trips to Brookside Primary School more difficult due to having to travel along A6.
- Closure does not stop rat-running and speeding on Park Road and other impacted side roads.
- Has been inconvenient for local residents, added to congestion of the A6
- Alders Green Avenue not adequate for extra and heavy traffic it is reported to be receiving.
- Prevents residents from getting off A6 during large queues.
- Closure has put pressure on other side roads; Alders Green Avenue, Thornway, Meadway etc.
- No-Access camera or speed camera suggested as alternatives.
- Making Park Road/Hartington Road No left turn would allow those who live on estate to turn right off A6 towards Disley.
- Road narrowing and other traffic calming measures on Hartington suggested as a possible solution.
- Closure has moved problem elsewhere. Jackson's Edge cited in particular.
- Bypass proposed as a solution to issues with A6.
- Road closure has led to having to take longer journeys, which is counter-productive to clean air goals. Particularly impacts pupils of Brookside Primary School who live in Disley/New Mills area.
- Closing Hartington Road only at particular times would be preferred to a full-time closure. Noted that the issues of speeding and rat-running are primarily an issue between 7am-9am i.e. early morning during commuter traffic and school run times.
- Traffic lights at Windlehurst junction in need of adjustment.
- Has impacted the school on opposite side of A6 due to diverted traffic.
- Purpose of roads are to be driven on, not closed.
- Enforcement from police for speed limit and signage non-compliance would be potential solution.
- Statements that if a road closure is introduced in Hartington, there's no reason the same sorts of closures shouldn't be introduced to other impacted areas.
- Residents/commuters having to spend more time on A6 due to increased pressure on A6 from closure.

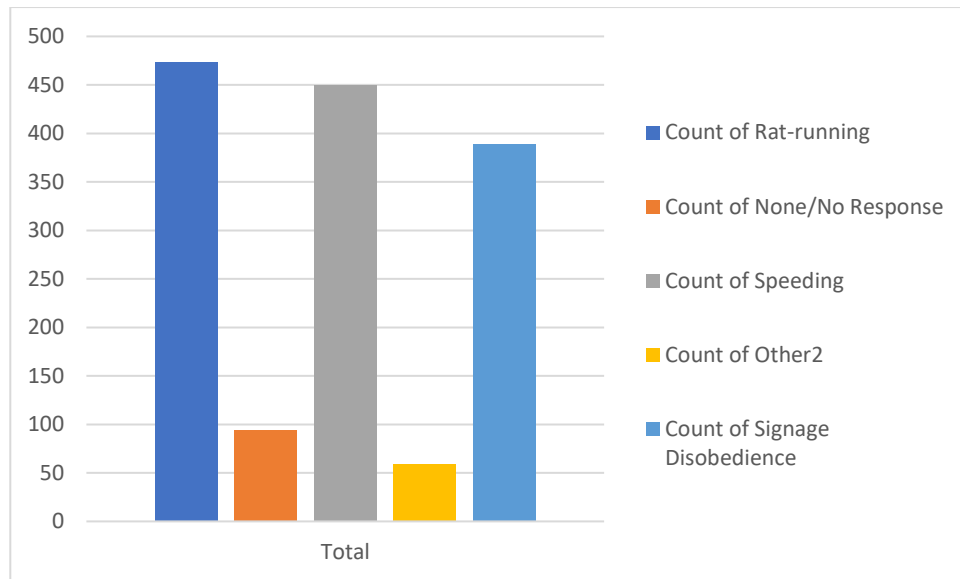
- Jackson’s Edge Road noted as having frequent closures due to reservoirs so is not always a suitable option to use if A6 is closed, leaving Hartington Road/Park Road open mitigates this issue.
- Closure is not addressing real issue, which is the congestion of the A6.
- Noted that the police often divert traffic through Hartington and other side-roads when an accident occurs. Road closure removes this as an option. Example cited was March 19th where a serious traffic incident resulted in A6 being closed from Carr Brow to Park Road, Hartington Road (then reopened) was used as a diversionary route.
- Suggestion of speed bumps or ‘sleeping policemen’ to mitigate speeding issue on Hartington.
- Closure causes delays due to inability to access to emergency workers, waste disposal and care workers.
- Noted funds would be better used for works that benefit wider community.

4.4.7. From those who were unsure or stated they had no opinion; the following comments were received:

- Concern about the amount of traffic on A6, which is still high and makes using public transport unattractive due to the infrequency of the service.
- Has improved safety on Hartington Road, but other side of the A6 and side roads connected to Hartington were impacted, such as Carr Brow. Cutting off Hartington Road from Park Road is a temporary measure that won’t fix the issue on the A6.
- Does not believe this is a solution, and a bypass is needed.

4.5. Responses to the question: “Which of the following, if any, did you believe to be an issue in the area prior to the road closure being installed?”

Issue Reported	Number of Responses
Rat-running	473
Speeding	450
Signage Disobedience	389
None/No Response	94
Other	59



4.5.1. A high number of respondents suggest that rat-running, speeding and lack of compliance with posted “No Access” signage is an on-going issue in the area.

4.5.2. A free text box was provided to explain further details about any issues local to the area. In total, 290 comments were received.

4.5.3. Excluding responses from those who mentioned Other Issues as being a concern, or who stated there were no issues, 206 responses were received. The comments for these include the following:

- Reiterating the concern with speeding vehicles
- Confrontational exchanges occur between residents and drivers when asked/indicated to slow down.
- Note that speeding/no-access signage is a police concern, not a Council issue.
- The measures currently in place on Park Road would be effective if used on Hartington Road, without inconveniencing local residents.
- Request for speedbumps
- Issues have increased since the opening of the A555.
- Little/No notice given to speed restrictions; signage too small.
- Ashbourne Road has no school parking, parking displaced on Castleton Drive.
- Issues have moved to Carr Brow and associated side roads due to the closure. Requires holistic approach.
- Issues are caused by A6 not being able to meet demand of traffic.
- Signage on Park Road is facing wrong direction and in need of maintenance.
- Poor visibility exacerbates the issues.
- No issue outside of 6am-10am, morning rush is the key time of concern.
- Signs are ineffectual without proper enforcement.
- Cars using Hartington Road are a concern for cyclists using the route.

- Noted signs are “Access Only”, as opposed to “Residents Only”.

4.5.4. 56 comments were provided from those who listed other concerns; these include:

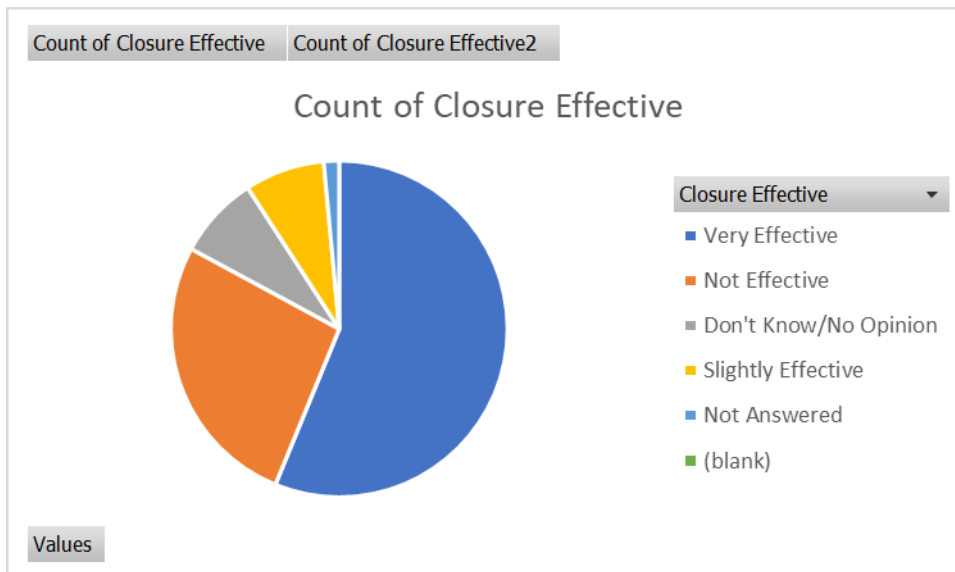
- Pedestrians’ safety crossing Hartington Road
- Danger to children and parents going to and from school.
- Dangerous Driving; overtaking, mounting pavement.
- Ignoring Give Way onto Alderdale Drive.
- 20MPH Speed Limit being ignored.
- Queues to leave the Estate from Alderdale Drive.
- Disregard to no parking zones/times
- Volume of Traffic is an issue,
- Lack of suitable cycle route along A6
- Increased noise and air pollution
- Congestion on A6

4.5.5. 29 comments were received indicating that they believe there was no issue in the area. Comments provided include the following:

- Too much traffic using A6
- “Rat-running” only occurs when A6 is blocked and helps alleviate congestion and pollution.
- Road is also used by legitimate users.
- Opinions expressed that road should not be made a private road to appease local residents.

4.6. Responses to the question: “How effective do you believe the road closure was in alleviating these issues?”

Row Labels	Count of Closure Effective	Percentage of Opinion
Very Effective	381	56.19%
Not Effective	181	26.70%
Don't Know/No Opinion	54	7.96%
Slightly Effective	52	7.67%
Not Answered	10	1.47%
Grand Total	678	100.00%



4.6.1. The majority of respondents stated that the road closure was Very Effective.

4.6.2. Over a quarter of respondents stated that the closure wasn't effective at all.

4.6.3. Not all respondents who believe the closure was effective are in favour of making the scheme permanent.

4.6.4. Of 381 respondents who believe the scheme was Very Effective, 29 also stated that they wouldn't want the scheme to be made permanent.

4.6.5. Of 52 respondents who believe the scheme was Slightly Effective, 31 also stated that they wouldn't want the scheme to be made permanent.

4.6.6. 245 comments were received from those who believed the closures were Very Effective. These include the following:

- General comments in support of closures effectiveness, requesting to be made permanent.
- Reduced vehicle emissions, noise pollution etc. along Hartington Road.
- Problem has moved elsewhere, notably onto roads on the other side of A6 (Thornway/Meadway/Carr Brow).
- Reduced traffic and queuing on Alderdale for access to A6.
- Increased journey time to Disley.
- Reports of no speeding, much safer environment for those walking children to school.
- Concern raised of how to get to Brookside School with closure in place.
- Provides protection to cyclists.
- As less cars are exiting Alderdale Drive to bypass Windlehurst traffic lights, the flow of traffic on the A6 has reportedly been made smoother.

4.6.7. 38 comments were received from those who believed the closures were Slightly Effective

- Speeding has continued to be an issue.
- Has made Alderdale Road busier as a result.
- Some motorists mounted pavement to bypass barriers.
- Has moved “rat-running” rather than reduced, Thornway listed as an example. Cars still accessing from Alders Green Avenue.
- Created problems for residents, care home users and for school – increasing traffic on other end of closure.
- Access to A6 became more difficult as drivers were less willing to leave space for local traffic to enter queues.
- Made access to and from Park Road more difficult.
- Recommendation for a bypass as a proper solution to traffic volume on A6.

4.6.8. 135 comments were received from those who believed the closures were Not Effective.

- Closure had no impact on speeding on Park Road
- Suggestion of speed bumps instead
- Concern issues will resume once closure removed.
- Made traffic worse on A6 up to Disley and beyond. Didn't solve a problem but moved it elsewhere.
- Existing issues still apply, but have moved locations to other side roads, such as Alders Green Avenue.
- Residential side roads traffic was pushed too are unsuited for speed and volume of traffic that was displaced.
- Caused frustration with some residents.
- Has not addressed the issue specifically around schools with parking.
- While did make road safer for walkers, does not address the underlying issue.
- Was an inconvenience for school drop off.

4.6.9. 18 comments were received from those who have stated they are unsure or have no opinion.

- Closure disadvantages people living on Park Road.
- Opinions stated that the trial closure was unnecessary or only relevant to residents of Hartington Road.
- Has negatively impacted those who use the roads on a regular basis and has impacted other roads around High Lane and Disley.

4.7. Responses to the question: “Going forward, what do you believe the best way to alleviate traffic concerns in the area would be?”

4.7.1. The following question provided an open text box for respondents to provide their own suggestions for how to alleviate perceived issues in the area.

4.7.2. A wide array of options was proposed by those consulted, in total 570 respondents provided suggestions or comments, these include the following:

- Fines for Speeding/Mobile Speed Traps
- Alter timings of Windlehurst Road/A6 Traffic Lights
- Remove traffic lights.
- Replace Windlehurst Traffic Lights with Roundabout
- Making the road closure permanent
- Construction of a Relief Road/Bypass
- Speed Cameras
- Enforce existing regulations for speeding and access.
- Speed Bumps
- Prevent further construction of houses on A6.
- Temporary “clean air zone”
- Ban HGVs
- Leave Hartington Road as it was pre-trial.
- One-way system
- 20 MPH Speed Limit
- Road Narrowing

4.8. Responses for any other feedback

4.8.1. An open text box was provided for respondents to comment on the consultation, scheme itself or anything else.

4.8.2. There were 368 responses to this question of varying detail.

4.8.3. A wide variety of opinions and comments were relayed in this question.

4.8.4. 195 Comments were received from those who support the scheme being made permanent (or would if certain changes were made) include the following:

- Comments reiterating concern with speeding.
- Expressions of support for retaining road closure.
- Comment requesting the Council takes on speeding enforcement powers.
- Concern that the problem has been transferred to surrounding areas. Alders Green cited as a particular area of concern, becoming the main route between Disley and High Lane.
- Noted that the source of the problem is the volume of traffic from the A6, wonders if anything can be done to address this.
- Noted there was confusion about the scheme being installed by residents rather than council, which may have contributed to conflict and bypassing the closure.
- No allowance made for cyclists, despite the original letter stating an allowance would be made for cyclists.

- Bypass suggested as a longer-term solution, to take away traffic from Disley/High Lane towards the A555.
 - Noted that Hartington Road is now safer and easier to access and egress for residents of Hartington Road.
 - If closure is made permanent, needs to be designed to prevent motorists driving around it or tampering with barriers.
 - Suggestion of half-barrier at junction, allowing traffic only to Park Road from Hartington, to reduce the pressure on Alders Green Road.
 - Concern about possibility of an accident if closure is removed.
 - Suggestion of a roundabout at Horseshoe junction to replace traffic lights.
 - If made permanent, suggestion to have a similar closure on other side of A6, such as Thornway or Carr Brow etc.
 - Noted that data collection from ATCs may have been impacted by works on-going in local area.
 - Comments received requesting that speedbumps not be considered as an alternative solution.
 - Notes infrastructure needs to be improved as more people move to semi-rural areas and new housing developments expand.
- 4.8.5. Comments received from those who oppose the scheme being made permanent or are unsure/undecided include the following:
- Noted created inconvenience to local residents and general frustration by the trial's introduction.
 - Cites Windlehurst junction traffic lights as a cause for problems on A6.
 - Created queues back through Disley village.
 - Request for Bypass for Disley and High Lane.
 - Moved problem of rat-running to other areas, notably other side of the A6.
 - Alders Green Avenue now has the problems that previously were on Hartington Road. Noted road is unsuitable for the volumes of traffic is now receiving.
 - Statement that roads are in place to be used by traffic, blocking them is an unsuitable solution to problems.
 - Hartington Road noted as not being the problem, rather the A6 is the problem. Road Closure merely treats one outcome of the issues on the A6, but leaves the root cause.
 - Proposed trialling other changes in High Lane to assess other issues with traffic flow. Suggestions of altering traffic lights at Windlehurst Junction or preventing turning right onto A6 from Windlehurst Road.
 - Caused particular problems for parents/guardians of pupils at Brookside Primary, as they had to join main A6 traffic to access the school, causing delays.
 - Has created friction between residents of High Lane.

- Penalised residents of Park Road, Farm Lane, Woodlands Road by the introduction of the closure.
- Road closure was not communicated fully to residents. Suggested another consultation should have occurred before scheme was trialled.
- Road closure has created problems for emergency vehicles and delivery drivers.
- Traffic has increased on Light Alders Lane as a result of the closure, causes concern of safety for pedestrians and pupils commuting to school. Similar concerns on Carr Brow and other roads traffic has shifted to.

5. OFFICER COMMENTS AND RECOMMENDATIONS

- 5.1. Though the closure had minimal impact on the timings of travel across the A6, there is an increased volume of traffic around school opening and closing times, and around High Lane in general, as reported both by residents by the consultation and in the ATC Data received.
- 5.2. GMP were consulted for their comments on the use of road closures, and stated they had no objections to the proposal for a road closure on Hartington Road.
- 5.3. This has increased pressure on side roads such as Alders Green Avenue, which is narrower than Hartington Road and not designed for such high volumes of traffic.
- 5.4. If a road closure were to be installed on Hartington Road permanently, a similar road closure could not be duplicated on Carr Brow/Thornway area due to access needing to be maintained in case of emergency road closures and diversions on the A6.
- 5.5. From the information in this report in particulate the impact in Alder Green Avenue, this solution does not address the concerns of speeding. Additionally there is not a majority support (51%). Traffic Services would not recommend installing a permanent feature.
- 5.6. Alternatives to a road closure to reduce through-traffic and speeding, such as traffic calming measures could be investigated further if funding becomes available.
- 5.7. The Director of Place Management asks the area committee to note the results of this trial and consultation.