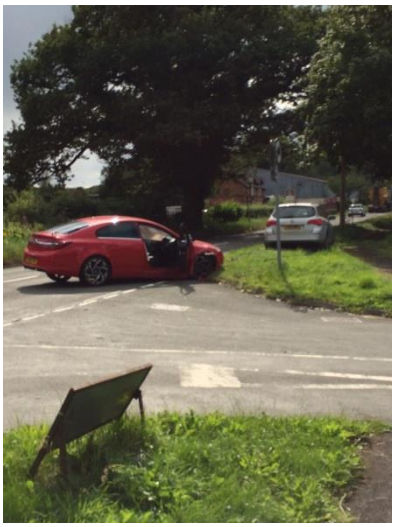
Hill Chorlton Road Safety Campaign

Report on a consultation with residents on a Road Safety Plan for Hill Chorlton – Kennels Lane to Maer War Memorial

September 2020



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1 Executive summary

Following two road traffic accidents (RTAs) in the space of four weeks and unresolved difficulties over the siting of Speed Indicator Devices (SIDs) intended to protect pedestrians on the narrow footway through the settlement of Hill Chorlton, residents drew up a twelve-point Road Safety Plan which they put to residents of Hill Chorlton and the surrounding area for consultation during a three-week period. Residents were asked to indicate their support for the twelve points and were invited to add their own comments.

Seventy-one responses were submitted, showing a very high level of support (ranging from 97% to 86%) for the twelve points of the Road Safety Plan. Thirty-three of the responses included comments. In addition to comments specifically on issues covered by the Road Safety Plan, comments also dealt with issues on the connecting lanes to the east and west of Hill Chorlton and on the A51 east of Kennels Lane/Coombesdale.

All of the comments, the great majority of them made by people who live on these roads and lanes and observe and experience them on a daily basis, need to be taken with all the seriousness in which they have been made. The original twelve-point Road Safety Plan needs to be broadened to include the concerns of the wider community in the Hill Chorlton region of the parish.

Some of the points in the Road Safety Plan could be achieved in the near term without major expense and with county councillor and parish council support. Others may take longer to achieve, but interim solutions for some would be possible. Some near-term and interim solutions could be implemented through community action. Other interim solutions would involve commitment of

precept funds by the parish council. For more than 40 years a disproportionate amount of the parish precept has been spent in Chapel Chorlton for the benefit of a small proportion of the parish's population. Funds allocated to making the A51 safer for residents in the northern part of the parish would be well and fairly spent. The Road Safety Plan can be taken forward and further developed through the formation of a local community group.

This report is submitted in the first instance to the county councillor for Newcastle Rural ward, whose remit includes highways issues within the ward. It is also hoped that the interim parish council will engage in good faith, and on an ongoing basis, with the community living on the A51 and in the smaller settlements on the northern side of the highway to support it in every way to resolve current issues and to improve the safety of the A51 and its connecting lanes.

2 Introduction

> ""The village is so small that you can drive through without noticing it'. But the village is inhabited, people live here!"
>
> Hill Chorlton resident

Hill Chorlton residents have campaigned over many years to make their village a safer place to live and to travel through. From 2006 to 2012 they campaigned for the speed limit to be reduced from 50mph to 40mph, maintaining contact with the police road safety officer, their then county councillor and the highways department. In September 2012 the county council decided to establish new speed limits on the A51 from Stableford to Blackbrook. These were implemented in spring 2013. The speed limits are currently 50mph from Stableford to just east of Chapel House; 40mph through Hill Chorlton to a short distance west of Maerfield Gate; and 50mph from Maerfield Gate to the western approach to Blackbrook.

In August 2020, following two road traffic accidents at the Woodside junction with the A51 (20 July and 16 August; Figures 1 and 2), and following over a year of fruitless attempts to engage with the parish council regarding the siting of Speed Indicator Devices (SIDs) in the hamlet of Hill Chorlton, a group of residents decided that a road safety campaign was needed (1) in order to raise the profile of the serious road safety issues on the A51 in the Hill Chorlton area and (2) to seek the local community's views on measures to promote the safety of residents and other vulnerable users. A twelve-point plan of road safety measures was accordingly drawn up.

The campaign will be open ended, continually seeking safety improvements on the A51 and connecting lanes in the Hill Chorlton region of the parish.

Figure 1 Aftermath of RTA on 20 July 2020.
Vehicle crossed verge and footway and crashed through hedge

Figure 2 RTA on 16 August 2020

3 Profile of the A51 in Hill Chorlton

In order to understand the problems that residents face in the hamlet of Hill Chorlton it is necessary to understand the profile of the A51 through the settlement and *actually to have experienced walking along the narrow pedestrian footway through the settlement* and formed even a limited understanding of the human impacts of the traffic.

A detailed profile of the road is included in Appendix A.

From the Old Cheese Factory Hill Chorlton to Maerfield Gate the A51 is practically straight, over a total distance of 0.78km (0.31km within Hill Chorlton; 0.47km from Hill Chorlton to Maerfield Gate). (Figures 3 and 4) This is the only straight stretch of road for over a mile in either direction, and overtaking and speeding in both directions are a constant problem. The narrow, winding route westbound from Stableford and the twisting eastbound route from Blackbrook restrict vehicle speeds and offer no overtaking opportunities. As the route straightens out from the Old Cheese Factory and from Maerfield Gate, drivers see an opportunity to gain speed and/or to overtake vehicles – some of which may be slower-moving large vehicles such as HGVs and agricultural traffic.

Although drivers may see an opportunity for speed or overtaking, the road is unsuitable for such manoeuvres. The 6.12m-wide the carriageway is too narrow (1.18m below standard width); the pedestrian footway within the settlement is below standard width and either unverged or protected by a narrow verge only 30cm wide. The unverged footway in the centre of the settlement, from Moss Cottage to Arnside, varies in width between 0.92m and 1.29m over a distance of 0.192km (standard width is 2.00m). (Figures 5 and 6)

Additional to the below-standard widths of both carriageway and footway, within the settlement there is a high concentration of domestic accesses onto the highway, some of them concealed. Over a distance of 0.337km from The Croft to Arnside there are sixteen accesses on either side of the road; where the footway is at its narrowest, between Moss Cottage and Arnside, there are twelve accesses on either side of the road over a distance of 0.182km.

4 Initial campaign

The initial campaign was run for three weeks, from 24 August to 14 September, seeking local residents' responses to the Road Safety Plan and their comments.

A leaflet was written explaining the need for the campaign and the purpose of the twelve proposed safety measures, and a response form was created. A campaign website was created at www.hillchorlton.co.uk, where the response form was available for completion online.

The campaign leaflet is included as Appendix B.

Figure 3 A51 Hill Chorlton drag strip looking west from the Old Cheese Factory

Figure 4 A51 Hill Chorlton drag strip looking east at Maerfield Gate cottages

Figures 5 and 6 Narrow footway adjacent to the A51 in Hill Chorlton

One hundred leaflets with response forms were delivered to all homes along the A51 from Maerfield Gate to Coombesdale, and on Chorlton Moss, Sandy Lane, Woodside, Kennels Lane, Mill Lane and in Maer village. The campaign was also advertised on the Baldwins Gate Facebook page. Posters were attached to roadside poles at the Woodside, Sandy Lane, Moss Lane and Kennels Lane junctions with the A51 and next to the Chorlton Moss dog waste bin. Posters were also displayed in Baldwins Gate in the bus shelters, in Station Stores and at the filling station.

5 Responses

A total of 71 individuals responded. Table 1 shows the numbers of responses received from the areas targeted.

Table 2 shows how people responded to the twelve proposed safety measures. The measures are ordered in descending order of their score/percentage. Agreement with the twelve points ranged from 97% to 86%.

Thirty-three people added comments. Sixteen Hill Chorlton residents wrote comments, and the other seventeen were from the surrounding areas.

***Table 1*: Number of responses, by area**

Area	Responses
Hill Chorlton	34
Chorlton Moss	2
Sandy Lane	9
Woodside	8
Kennels Lane	7
Maer	2
Baldwins Gate	9
Total	**71**

***Table 2*: Response to the proposed safety measures (numbers and percentages, ranked)**

	Proposal	Agree	%
1	Extend existing 40mph zone eastwards to Kennels Lane and westwards to Maer War Memorial; the full 40mph zone to run from Kennels Lane (east) to Maer War Memorial (west), with dragon's teeth road surface markings at either end.	69	97%
3	Westbound: install VAS (solar powered) on approach to bend at Chapel House with "Bend" sign and "SLOW DOWN".	68	96%
7	Prohibit westbound overtaking from Chapel House to Sandy Lane.	68	96%
2	Eastbound: install Vehicle Activated Sign (VAS) (solar powered) on approach to A51/Woodside junction with "Junction" sign and "SLOW DOWN".	67	94%

9	Resurface existing Hill Chorlton footway from Maerfield Gate to Sandy Lane.	66	93%
5	Re-site westbound SID to grid reference SJ 379836 339348 (about 80m west of current location).	65	92%
6	Site eastbound SID at grid reference SJ 379590 339247 (east of A51/Sandy Lane junction).	65	92%
12	Cut roadside hedge from Rose Cottage to Eden Rock, Hill Chorlton regularly during the growing season.	65	92%
4	Upgrade signage to increase the number of "40" road surface roundels.	63	89%
8	Install verged footway from Maer War Memorial to Woodside, to link up to existing Hill Chorlton footway.	63	89%
10	Install verged footway from Chapel House to Kennels Lane, to extend existing Hill Chorlton footway.	61	86%
11	Carry out maintenance on trees in cutting east of Maer War Memorial and west of Woodside	61	86%

6 Discussion

6.1 *Responses to the Road Safety Plan*

Points 1, 3 and 7 received the highest level of support at 97% and 96%.

1 Extend existing 40mph zone eastwards to Kennels Lane and westwards to Maer War Memorial; the full 40mph zone to run from Kennels Lane (east) to Maer War Memorial (west), with dragon's teeth road surface markings at either end. (97%)
3 Westbound: install VAS (solar powered) on approach to bend at Chapel House with "Bend" sign and "SLOW DOWN". (96%)
7 Prohibit westbound overtaking from Chapel House to Sandy Lane. (96%)

This recognises:

- the importance of safe access to the lane and footpath network and safe connection between communities;
- the inappropriate speeds at which vehicles take the bend at Chapel House;
- the serious risks posed to pedestrians in Hill Chorlton by overtaking vehicles.

> "The two serious accidents recently outside Slaters pub highlight the urgent need to address speeding vehicles. I recommend undertaking all suggested items [of the Road Safety Plan] to maintain a safe and healthy village environment."
>
> Hill Chorlton resident

Point 1 relates to pedestrian safety beyond the settlement of Hill Chorlton, and needs to be read in conjunction with points 8 and 10, which received 89% and 86% support, respectively. These two routes are important connectors between communities and within the lane and Public Right of Way (PRoW) network used by pedestrians. The route from Maer War Memorial to Woodside links both a public right of way (PRoW Maer 1) and a lane from Maer village to Hill Chorlton and routes from there to Baldwins Gate; and links another PRoW (Maer 14) to Hill Chorlton. The route from Chapel

House to Kennels Lane connects Hill Chorlton to the Kennels Lane and Mill Lane communities and is a connecting route for a number of lanes and PRoWs in the wider pedestrian network.

> "We walked up to Kennels Lane for the first time during lockdown, when there was very little traffic on the road."
>
> Baldwins Gate residents

Point 3 relates to the sharp left-hand bend on the eastern entrance into Hill Chorlton. The highway here is on a significant downhill incline on both sides of the bend. Vehicles take the bend too fast and gain further speed on rounding the bend, whether to overtake or generally to take advantage of the straight road ahead. This creates a risk for the users of domestic accesses on the left-hand side of the road and pedestrians on the narrow footway on the right-hand side. (Figures 7 and 8)

> "Anything that would reduce the speed of the traffic flying round the bend would be very welcome."
>
> "When we moved to Chapel House … we intended to remove the trees at the front of the house. It quickly became evident that the trees should stay as a physical barrier from vehicles that could end up in our living room."
>
> Hill Chorlton residents

The Department for Transport's Traffic Advisory Leaflet 1/03 (TAL 1/03) "Vehicle Activated Signs" states that VAS "*appear to be very effective in reducing speeds, particularly those of the faster drivers who contribute disproportionately to the accident risk, without the need for enforcement such as safety cameras*". It states further:

> *Vehicle activated signs are not a substitute for standard plate signing nor are they to be used as speed limit repeater signs. Vehicle activated signs will not normally target all drivers but rather that population exceeding the posted speed limit or a safe speed for the particular hazard. If used correctly they will be illuminated for only a proportion of drivers and are therefore not repeater signs*.

The installation guidelines in TAL 1/03 state that "*Monitoring of traffic speeds should be undertaken to establish that a problem with inappropriate speed exists*" on the approach to a hazard, and that "*collection of speed data prior to the installation of the vehicle activated sign should enable the estimation of a suitable threshold speed for the sign to display the message*".

Point 7 relates to overtaking through Hill Chorlton village. As described in the profile of the A51 in Hill Chorlton (see also Appendix A), both the carriageway and the pedestrian footway are significantly below standard width. Westbound overtaking vehicles pass at high speeds within inches of the footway, putting pedestrians at considerable risk – particularly those walking in a westerly direction, who do not expect vehicles to pass them so close from behind.

Figures 7 and 8 Bend at east end of village. Note erased centre lines.

> "There shouldn't be any overtaking. Sometimes it's crazy"
>
> "The road is dangerous, frightening to walk my dog!"
>
> "We have lived here for 35 years and the traffic is getting worse, both speed and volume, the opportunity to overtake in our village is the only place for a mile each side and it needs double white lines in Hill Chorlton."
>
> "On a railway station, people are instructed to keep behind the safety line when a train passes through – in Hill Chorlton, the only option when vehicles hurtle through is to take refuge in a private driveway or front garden."
>
> Hill Chorlton residents

Points 2 and 9 received the 94% and 93% support, respectively.

2 Eastbound: install Vehicle Activated Sign (VAS) (solar powered) on approach to A51/Woodside junction with "Junction" sign and "SLOW DOWN". (94%)
9 Resurface existing Hill Chorlton footway from Maerfield Gate to Sandy Lane. (93%)

Point 2 recognises the hazard at the Woodside junction, where the eastbound approach is on a wide bend to the right. This is a busy junction on a bus route and used by vehicles accessing Slaters Country Inn; travelling between Maer village and Baldwins Gate or Madeley; and bypassing the A53 westbound junction at Blackbrook. Opposite the junction are accesses to a dwelling and the trade entrance of a public house; 50m east of the junction, on the right-hand side, is the access to a public house with a wedding venue and accommodation for a number of small retail businesses. The 40mph zone commences 120m west of the junction; there is a standard junction sign 100m before the junction.

A VAS on the eastbound approach to this junction would provide an additional warning to drivers approaching it at inappropriate speeds. (See above, regarding advice on VAS in TAL 1/03.)

> "The Woodside junction should be included in these proposals. Woodside is a busier junction as it is used as a rat run by drivers avoiding the A51/A53 junction at the Swan with Two Necks."
>
> Woodside resident

Point 9 recognises the very poor state of repair of the footway between Hill Chorlton and Woodside. The footway was constructed in 1968 and has never been maintained/repaired. This footway is the route from Hill Chorlton to bus stops in Woodside. Since the establishment of Slaters Country Pub at Maerfield Gate the footway has also become used by people walking to the pub from as far as Baldwins Gate.

Points 5, 6 and 12 each received 92% support.

5 Re-site westbound SID to grid reference SJ 379836 339348 (about 80m west of current location).
6 Site eastbound SID at grid reference SJ 379590 339247 (east of A51/Sandy Lane junction).
12 Cut roadside hedge from Rose Cottage to Eden Rock, Hill Chorlton regularly during the growing season.

Points 5 and 6 relate to the location of SIDs in Hill Chorlton. The parish council applied in autumn 2018 for grant funding for the installation of SIDs to help protect pedestrians on the narrow footway in Hill Chorlton. The grant awarded covered the installation of one full SID and one mounting pole. The SID was installed in July 2019 on the grass verge outside the Old Nursery. The site is unsuitable and the SID is in effective because it is obscured by trees growing on private land and illuminates only when approaching vehicles are at a maximum of 20m away; sometimes it illuminates only after a vehicle has passed. Attempts by residents to engage constructively with the parish council to resolve the matter have been to no avail. (Figure 9)

> "This road is obviously used as a race track by some vehicles and any collision with pedestrians would be lethal! It needs slowing down."
>
> "As a disabled person, may I point out that the footpath is too narrow in places and the speed of any vehicle (especially large lorries, motorbikes) makes it dangerous for me to walk on the pavement."
>
> "It is positively hazardous for people to walk past the houses on the narrow pavement (even individually, let alone accompanied by a child or a dog) because the vehicles pass by so close, often at speed. On top of which, 'vehicles' in addition to cars increasingly means huge articulated lorries and big heavy trucks, which cause suction on passing by, thus augmenting the hazard."
>
> Hill Chorlton residents

The Road Safety Plan recommended moving the SID further west, away from the trees. However, a more effective site at SJ 79837 39358, on the opposite side of the road, has now been identified. This optimal site has a clear view up to the bend and a SID located here could help to deter speeding and overtaking as vehicles enter the straight after rounding the bend. (See section 6.2 Comments and Appendix C.) (Note: The SID on the A53 on the eastbound approach to Baldwins Gate at approximately SJ 79103 39890 is sited on the opposite side of the road and has sight of vehicles as they come round the bend.) (Figures 10, 11 and 12)

> "The best and most effective location for the westbound SID would be on the north side of the road, in the grass verge next to the boundary of Moss Cottage (grid ref SJ 379837, 339358). It would pick up vehicles as soon as they came round the bend and it might help to discourage some of the very nasty, frightening and dangerous overtaking by westbound vehicles."
>
> Hill Chorlton resident

The originally recommended site for a second SID was on the eastbound approach to Hill Chorlton, about 85m west of the Sandy Lane junction. However, the mounting pole was installed in a location heavily overhung by trees about 75m west of the Woodside Junction, and 425m away from the commencement of the footway that a SID is intended to protect. Attempts by residents to engage constructively with the parish council to resolve this matter have likewise proved to be of no avail. (Figure 13)

Figure 9 Westbound SID obscured by trees (foot of pole visible on verge)

Figure 10 Westbound SID and optimal location on opposite side of road (red arrow)

Figure 11 View up to bend from preferred location of westbound SID

Figure 12 View down from bend to optimal westbound SID location

Figure 13 SID mounting pole on verge west of Woodside junction

The recommended location now identified in the Road Safety Plan is in an open area, free of trees and about 70m west of the commencement of the footway to be protected. A SID at this optimal location would also provide some protection for the Sandy Lane junction. (See Map)

Point 12 relates to the roadside hedge from Rose Cottage to Eden Rock. Bracken and uncut growth from the hedge block access to the footway, forcing pedestrians to walk on the narrow verge or even in the carriageway (Figure 14). As this footway is in the area where westbound overtaking commences, pedestrians are at considerable risk from both eastbound and westbound vehicles. Responsibility for maintenance of the hedge lies with the landowner. In winter 2018/19 the landowner cut the hedge after it had been neglected for some considerable time. The footway was left strewn over a distance of some 100m with brash and debris, and was cleared by a couple of residents. The hedge needs regular maintenance throughout the year in order to maintain safe passage for pedestrians. The Hedgerow Regulations 1997 permit cutting of roadside hedges during the bird nesting season. During September 2020 residents have cleared the bracken and cut the hedge on the road side. (Figure 15)

Figure 14 Overgrown hedge at footway from Rose Cottage to Eden Rock

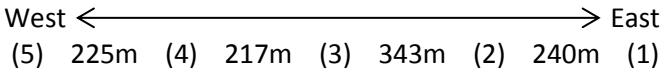
Figure 15 Footway after clearing bracken and trimming hedge 7 September 2020

> "The hedgerow from Rose Cottage to Eden Rock is in great need of cutting back regularly as we have often had to use the road while walking our dog and it's very dangerous!!"
>
> "Maybe cut hedge twice in the growing season and definitely the bracken!"
>
> Hill Chorlton residents

Points 4, 8, 10 and 11 received 89% and 86% support.

4 Upgrade signage to increase the number of "40" road surface roundels. (89%)
8 Install verged footway from Maer War Memorial to Woodside, to link up to existing Hill Chorlton footway. (89%)
10 Install verged footway from Chapel House to Kennels Lane, to extend existing Hill Chorlton footway. (86%)
11 Carry out maintenance on trees in cutting east of Maer War Memorial and west of Woodside. (86%)

Point 4 relates to road surface markings. Roundels are currently sited at: (1) SJ 80154 39353; (2) SJ 79952 39398; (3) SJ 79635 39265; (4) SJ 79424 39193; and (5) SJ 79227 39086. Roundel (1) is on the red stripe at the eastbound start of the 40mph zone; roundel (2) is close to a repeater sign near to the boundary of Rose Cottage; roundel (3) is 25m west of Arnside; roundel (4) is 40m east of the public access to Slaters Country Pub; roundel (5) is on the red stripe at the westbound start of the 40mph zone. The distances between roundels are as follows:



Roundels (2) and (3), within the settlement, where excessive speeds are the greatest problem, are the furthest apart (the maximum permitted distance between repeater signs is 350m). Roundel (3) is poorly sited, just beyond the brow of a summit, so that eastbound drivers will not see it until they are almost on top of it.

In 1995–1997 the Transport Research Laboratory used roundels painted on red stripes in nine villages in England where it was researching "Traffic calming in villages on major roads". The research and results are described in the final report and in a number of DfT Traffic Advisory Leaflets.

Points 8 and 10 relate to creating safe pedestrian routes beyond the immediate area of Hill Chorlton. See the discussion above on Point 1, which received the highest level of support (97%). The verges along both routes are mown by county council contractors twice during the growing season (May and July), but are otherwise poorly maintained. They have been dug up several times over the years for pipe and cable laying and not properly reinstated, making them difficult to walk along. In autumn 2019 the north verge between Maer War Memorial and Woodside was severely gouged by a tractor for about 90m from SJ 79091 38926 to SJ 79149 38997. The damage has never

been repaired by the farmer/contractor concerned. The verges are also obstructed in places by road signs which can be difficult to negotiate without stepping into the carriageway.

> "I fully support this initiative. Footpath improvements and extensions are essential."
>
> Baldwins Gate resident
>
> "Improve and extend footpaths as above and make arrangements for regular hedge and verge maintenance to ensure all footpaths remain functional."
>
> Hill Chorlton resident
>
> "This route is popular with walkers who use these lanes and A51 footways on a daily basis throughout the week. […]When scheduled HS2 work deprives walkers of access to Whitmore Heath, use of this section of the A51 by pedestrians is likely to increase making safety on this road even more important.
>
> Baldwins Gate resident

Point 11 relates to visibility issues and to pedestrian access to verges. Overhanging branches obscure mandatory and warning signs along this stretch of road and contribute to algae growth on the signs. Low-growing branches obstruct and create a trip hazard for pedestrians. From time to time local residents have carried out branch cutting tasks and cleaned road signs.

> "Clean road signs […]. Road signs are useless if they cannot be easily read from a moving vehicle."
>
> Kennels Lane residents

6.2 *Comments on road safety issues*

All of the Hill Chorlton residents who wrote comments commented on the proposals and road conditions in Hill Chorlton. Respondents from the surrounding areas tended to comment on issues specific their own lane or area, although some did comment directly on the A51 in Hill Chorlton. The comments from the surrounding areas identify valid issues that merit attention and these need to be incorporated into the Road Safety Campaign.

The submitted comments are included as Appendix C.

The comments can be divided into the following topic areas:

Vehicle speeds and overtaking on the A51
Impact of speed on, and risks faced by, pedestrians
Roadside parking in Hill Chorlton
Speed limit and speed cameras on A51
Extension of 40mph zone to Stableford and beyond
Vehicle speeds on Sandy Lane and Woodside
Large/heavy vehicles on narrow lanes
Hedge cutting
Flooding
Road signs
Equestrian road users

Vehicle speeds and overtaking on the A51
Impact of speed on, and risks faced by, pedestrians

Comments on these issues have been used in section 6.1 above to illustrate the discussion of responses to the Road Safety Plan.

Roadside parking in Hill Chorlton

Many of the dwellings are located very close to the road. In consequence, some have very little parking space. This means that visitors and tradesmen have to leave their vehicles in the road.

> "Footway parking is a major problem, it forces pedestrians to walk in the road. If visitors and tradesmen cannot park within the curtilage of a property they should park in the carriageway. The insurance will always cover a damaged vehicle; a damaged human being cannot be replaced."
>
> Hill Chorlton resident

Speed limit and speed cameras on A51

Some people felt that a lower speed limit of 30mph would be appropriate in Hill Chorlton. Several suggested that fixed speed cameras or even average speed cameras (as seen in Woodseaves) would be more effective than VAS and SIDs.

Extension of 40mph zone to Stableford and beyond

Four respondents from Kennels Lane advocated for extension of the 40mph zone to Stableford, and two of them recommended that it be continued to beyond the Rowe Farm in Swynnerton parish so as to protect the farm's cattle crossings and to increase safety on the railway bridge and road junctions at the bridge. (See Appendix C.)

Vehicle speeds on Sandy Lane and Woodside

Sandy Lane and Woodside residents all commented on vehicle speeds on these two lanes and risk to pedestrians. Both lanes, neither of which has a footway, are in the national speed limit zone (60mph) and residents would like the speed limit to be reduced to 30mph.

> "Speed limit A53 in Baldwins Gate is 30mph. Speed limit A51 in Chorlton is 40mph. Speed limit in Woodside and Sandy Lane is 60mph with no footpaths. These two lanes are dangerous to walk along."
>
> "Speed limit is too high on Woodside and pedestrians are at risk from the above, due to tight bends, road narrowing and lack of footpaths, refuge areas."
>
> Woodside residents
>
> "I think the speed restriction [on the A51] should be 30mph which should also continue onto Woodside and Sandy Lane, where there are no footpaths and which are being used now by more pedestrians for country walking."
>
> Sandy Lane resident

Large vehicles on narrow lanes

Residents on Sandy Lane, Woodside and Kennels Lane commented on large vehicles using narrow lanes.

> "[Sandy Lane is] used by large farming vehicles travelling at speed and is a constant danger to pedestrians as well as other traffic users."
>
> "Very large tractors and trailers travelling at speed are becoming an increasing danger. It has been known for tractors to use property frontages as a way of allowing other vehicles to pass and even having to reverse to the end of the lane when passing became impossible. It would greatly improve the safety in the lane if a speed restriction of 30mph was imposed and large heavy tractors were now re-directed."
>
> Sandy Lane residents
>
> "Woodside itself is a hazardous area with heavy goods vehicles, coaches and fast-moving cars and vans. […] Weight limit should be introduced (is in place but is ignored)."
>
> Woodside resident
>
> "Install 'Unsuitable for HGV' signs at each end of Coombesdale. We are advised that these signs are available but County Highways do not have the manpower to install them."
>
> Kennels Lane residents

Hedges

Comments on the hedge between Rose Cottage and Eden Rock in Hill Chorlton are cited in the discussion in section 6.1. Two residents commented on the hedges in Sandy Lane, where seasonal growth results in significant narrowing of the lane.

> "Cut hedges on both sides of Sandy Lane regularly to maintain full width of carriageway."
>
> Kennels Lane residents

Flooding

Two residents commented on flooding in Sandy Lane near its junction with Woodside. Flooding in this location is chiefly caused by water run-off from elevated land on the west side of Woodside which flows across Woodside and into Sandy Lane. There are also other locations on Sandy Lane that become flooded after heavy rain.

> "Clean road gully at Baldwins Gate end of Sandy Lane on a regular basis to prevent flooding every time."
>
> Kennels Lane residents

Equestrian road users

Three residents commented on hazards to equestrian road users, including one who responded on behalf of the North Staffordshire Bridleways Association (NSBA). Concern was expressed about traffic speeds at the eastern end of Kennels Lane, at the Kennels Lane–Coombesdale crossroad, used by the North Staffordshire Hunt (which is located on Kennels Lane). The NSBA values wide verges for

horse riding and safety, but expressed opposition to any type of signage that incorporates “flashing lights” and concern about roadside furniture that forces riders to leave the verge and ride in the road in order to get around it. (See Appendix C, section “Kennels Lane”.)

7 The way forward

The best way forward to achieving results and making the A51 in the Hill Chorlton area safer for vulnerable users will be to take a staged approach. This can be done by identifying (1) those issues that are achievable of resolution with the least cost and in the near term; (2) those that are unlikely to be resolved in the near future but for which a partial solution can be found over the short or medium term; (3) those that will require engagement with Highways over the long term, including additional issues raised by residents in their comments; and (4) those that can be resolved through a variety of community actions.

In all instances, continual community engagement and dialogue between the community, on the one hand, and the county councillor, the parish council and Highways will be necessary, and to this end the formation of a Hill Chorlton area community group will help to keep things moving forward.

7.1 *Solutions achievable in the near term*

Issues that are capable of solution in the near term include those points of the Road Safety Plan where the effectiveness of existing policy or decisions can be reinforced without major expenditure; where funding may have already been allocated/spent or is obtainable through grant schemes; or where the problem can be solved by engagement with landowners.

7.1.1 Point 4: Upgrade signage to increase the number of “40” road surface roundels

The 40mph speed limit already exists, therefore upgrading the signage should not involve a major policy decision. The cost of increasing the number of road surface roundels would not be great, even if (preferred) red strips were included in the markings. The work could be included in the 2021–2022 budget cycle. More prominent and more frequent road markings, together with re-siting the westbound SID, could have a significant effect on westbound traffic, including reducing the amount of overtaking. If this were the effect, other measures to prevent or reduce overtaking in the village might not be necessary.

7.1.2 Point 5: Re-site westbound SID to grid reference SJ 379837 339358

The SID already exists and has been paid for through grant funding. It is not effective in its present location and a more suitable site has been found. Re-siting should be achievable through consultation with Highways and with the support in the first instance of the county councillor, with backing from the interim parish council. Re-siting of the SID to this optimal location where it has a clear view up to the bend, together with more prominent and more frequent road markings, could

have a significant effect on westbound traffic, including reducing the amount of overtaking. If this were the effect, other measures to prevent or reduce overtaking in the village might not be necessary.

7.1.3 Point 6: Site eastbound SID at grid reference SJ 379590 339247

The mounting pole already exists and has been paid for through grant funding. Additional grant funding will be needed to purchase the device and solar panel. Re-siting of the mounting pole to the identified optimal location should be achievable through consultation with Highways and with the support in the first instance of the county councillor, with backing from the interim parish council.

7.1.4 Point 9: Resurface existing Hill Chorlton footway from Maerfield Gate to Sandy Lane

The footway exists, having been constructed by the county Highways in 1968. It needs to be incorporated into the Highways repair programme. Although the principal users of the footway are residents of Chorlton parish and Baldwins Gate (in Whitmore parish), the footway is partially located in Maer parish. Joint representations are needed from the three parish councils, with county councillor support. The outlay for repairs would not be great within the overall county highways repair budget and work could be included in the 2021–2022 budget cycle.

7.1.5 Point 11: Maintenance on trees in cutting east of Maer War Memorial and west of Woodside

Highways apparently does not own any roadside trees, and therefore would be unlikely to do any of this work. Any work, both to maintain clear passage for pedestrians and to keep signage visible, would therefore fall to the parish council (in this case Maer and Aston) or to community action. This needs to be explored with Maer and Aston parish council.

7.1.6 Point 12: Cut roadside hedge from Rose Cottage to Eden Rock, Hill Chorlton regularly during the growing season

Although the maintenance of this hedge is a long-standing problem, it should be simple of solution through request from the interim parish council to the landowner, with reinforcement from Highways. In addition to cutting the hedge, the landowner should clear all debris from the footway after each cutting operation. If the landowner will not cooperate with a reasonable request, the parish council can use its powers to cut the hedge and bill the landowner for the cost.

Hedge cutting in Sandy Lane, raised as an issue in residents' comments, is also an item for the parish council. The condition of hedges in both locations need to be regularly monitored by the parish council.

7.2 *Interim solutions for objectives requiring longer to achieve*

Issues where the degree of risk faced by vulnerable road users could be reduced through an interim solution include those points of the Road Safety Plan where Highways may be slow or reluctant to take action for either financial or policy/regulatory reasons. A number of interim solutions could be achieved through community action.

7.2.1 Point 1: Extend existing 40mph zone eastwards to Kennels Lane and westwards to Maer War Memorial

Achievement of this objective is likely to be difficult, on grounds of Highways' assessment of prevailing road conditions (it took 7 years to get the speed limit reduced in Hill Chorlton). An interim solution to at least improve conditions for pedestrians would be local verge management to create mown footpaths. See below, 7.2.5 and 7.2.6.

7.2.2 Point 2: Install VAS on approach to A51/Woodside junction with "Junction" sign and "SLOW DOWN"

This will require decision making by Highways about the installation of new signage. Prior to the installation of a VAS monitoring has to take place to establish that a problem with inappropriate speeds exists. In the case of difficulty in getting this prioritised for the near term, other actions will need to be considered. Obvious actions would include trimming trees to maintain visibility of signage (see above, 7.1.5), cleaning signs regularly and keeping the verges tidy on the approach to the junction. Slaters could be approached to lend support.

7.2.3 Point 3: Install VAS on approach to bend at Chapel House with "Bend" sign and "SLOW DOWN"

As with 7.2.2 above, this will require decision making by Highways and there could be difficulty getting it prioritised. Again, other actions will need to be considered, which could include vergeside work by the community to make the westbound approach to Hill Chorlton actually look like the approach to an inhabited settlement. Additionally, support from the county councillor and parish council to make simple improvements to the village signage, e.g. "Hill Chorlton, Please drive carefully" and/or incorporation of a repeater sign into the village sign would help to communicate essential information to drivers.

7.2.4 Point 7: Prohibit westbound overtaking from Chapel House to Sandy Lane

Achievement of this objective is likely to be difficult because Highways' assessment of this stretch of the A51 is that it appears to drivers to be suitable for overtaking and therefore they should be allowed to overtake – although this completely ignores the need to protect the Moss Lane junction and domestic accesses onto the highway (see for domestic accesses see Appendix A).

Implementation of points 4 and 5 of the Road Safety Plan (see above, 7.1.1 and 7.1.2) could be effective in discouraging overtaking and reducing this source of risk in the medium term.

7.2.5 Point 8: Install verged footway from Maer War Memorial to Woodside

Achievement of this objective is likely to be difficult, on grounds of cost. An interim solution would be local verge management. This section of the A51 is in Maer and Aston parish. A decision on any action would lie with Maer and Aston parish council. Since the route gives access to lanes and PRoWs used by the wider community, consultation between Maer and Aston parish council and the parish councils of Chapel and Hill Chorlton and Whitmore might be useful.

7.2.6 Point 10: Install verged footway from Chapel House to Kennels Lane

Achievement of this objective is likely to be difficult, on grounds of cost. An interim solution would be for Chapel and Hill Chorlton parish council to take on the verge management and to maintain a regularly mown footpath along the verge on at least one side of the road. Parish councils have powers to manage roadside verges. For more than 40 years a disproportionate amount of the annual parish precept has been spent in Chapel Chorlton for the benefit of a small proportion of the parish's total population. Funds allocated to creating safer access to the lane and PRoW network for residents in this part of the parish would be well and fairly spent.

7.3 *Issues requiring longer-term engagement with Highways*

A number of issues raised will require longer-term engagement with Highways. These include extension of the 40mph speed limit to Stableford and beyond; vehicle speeds in Sandy Lane and Woodside; large/heavy vehicles on narrow lanes; flooding; and needs of equestrian users that cannot be met by also meeting the needs of pedestrians. As there is no speed data for Sandy Lane and Woodside it would be appropriate to put in a speed monitoring device and also to consider other traffic calming measures, particularly with regard to heavy and agricultural vehicles with a large footprint.

7.4 *Issues that can be resolved through community actions*

A variety of issues have been identified above that could either be resolved or be mitigated for the medium term through community actions; some of the issues raised in comments could also be dealt with through community action. In this respect, the parish council could support the community, such as by providing insurance cover for volunteers.

7.4.1 Practical action

The list includes:

- maintenance of trees in cutting east of Maer War Memorial and west of Woodside
- regular cleaning of road signs and trimming/clearance of scrub growth around signs

- verge tidying on approach to Woodside junction
- vergeside work on westbound approach to Hill Chorlton.

7.4.2 Community engagement

Formation of a community group to monitor progress on highways issues, to further develop the Road Safety Plan and take it forward is recommended. A variety of research on speeds and safety on rural and village roads has been carried out since the mid-1990s and could be useful. The group would engage with the wider community, coordinate practical action and communicate with the county councillor, parish council and Highways as needed.

References

Transport Research Laboratory, “Traffic calming in villages on major roads”, https://trl.co.uk/sites/default/files/TRL385.pdf

Traffic Advisory Leaflet 1/00, “Traffic calming in villages on major roads”, https://webarchive.nationalarchives.gov.uk/20120606202828/http://assets.dft.gov.uk/publications/tal-1-00/tal-1-00.pdf

Traffic Advisory Leaflet 1/03, “Vehicle activated signs”, https://webarchive.nationalarchives.gov.uk/20120606202741/http://assets.dft.gov.uk/publications/tal-1-03/tal-1-03.pdf

Map of Hill Chorlton Road Safety Plan

Kennels Lane to Maer War Memorial

September 2020

Appendix A: Profile of A51 in Hill Chorlton

Speed limit

- 40mph from east of Chapel House to west of Maerfield Gate: distance 1.0km

Carriageway

- Width: 6.12m, with pedestrian footway on north side over 848m (see below)
- Lane widths: 2.96m westbound; 3.16 eastbound
  →Standard width for single carriageway rural connector road is 7.30m (3.65m+3.65m)
  (reference: Design Manual for Roads and Bridges, vol.6, Figure 4-3a, Dimensions of Cross-Section Components for Rural All-Purpose Roads Mainline, Single carriageway, http://www.standardsforhighways.co.uk/ha/standards/dmrb/vol6/section1/td2705.pdf)
  →When road is clear large vehicles (HGV, tractors, buses) travel with offside tyres touching or crossing the centre line; when traffic is oncoming in opposite direction, vehicles move over to the nearside, with tyres on the line between macadam and setts (about 10cm from kerb). Some agricultural vehicles are wider than the lane widths.
- Blind summit between Arnside and Sandy Lane

Junctions

Moss Lane: narrow junction with no visibility splay, limited visibility of oncoming traffic, tight turning arc

Sandy Lane: uphill junction; visibility in both directions limited by vegetation on grass verges; visibility to west limited by blind summit on A51

Domestic accesses

- North side from Arnside to Rose Cottage: 11
- South side from Westlands to The Croft: 5
- Total domestic accesses from Arnside to The Croft: 16 over 337m distance
- Total domestic accesses from Arnside to Moss Cottage: 12 over 178m distance
- Visibility for exiting vehicles limited in both directions by a variety of combinations: access geometry, road geometry, blind summit, narrowness/absence of footway, structures on roadside, uphill accesses onto highway

Pedestrian footway

- From Chapel House to Maerfield Gate: total distance including junctions: 848m
  - Chapel House to Old Cheese Factory: distance 72m, broad grass verge, broken by accesses to Chapel House and electricity substation
  - Old Cheese Factory to Moss Lane: distance 164m; unverged 12m and 72m, narrow verge 80m
  - Moss Lane to Sandy Lane: distance 345m; unverged 259m, verged 86m
  - Sandy Lane to Maerfield Gate (bus stop): distance 216m; verged 216m
    - Old Cheese Factory to Arnside: distance 397m; unverged 317m, verged 80m
    - Moss Lane to Arnside: distance 233m, unverged 233m

Footway width

- Moss Cottage to Arnside (distance 192m, unverged)
  Variable between 0.92m and 1.29m, with concrete drainage channel 0.25m on inside
  →Highway Agency Design Compliance Assessment Guide for footway widths:
  2.0m 'minimum width under normal circumstances'
  1.5m 'minimum acceptable under most circumstances'
  1.0m 'absolute minimum where there is an obstacle'. Distance over restricted width 'should not be greater than 6m'.

Road users

Vulnerable users

- Pedestrians, from pre-school age to octogenarian
- Cyclists

- Equestrians

Motorised traffic

- Cars
- LGV and HGV (6-axle trailer trucks and road trains)
- Agricultural vehicles: tractors and other vehicles, towed waggons or machines, sometimes in convoy
- Motorbikes
- Buses
- Army vehicles in convoy

Other traffic

- Engines
- Horse-drawn traffic

Hazards

- Poor visibility for accessing vehicles at junctions and domestic accesses
- Poor visibility for oncoming traffic at junctions and domestic accesses
- High concentration of domestic accesses over short distance
- High vehicle speeds on sub-standard carriageway
- Overtaking
- Pedestrians: proximity of fast-moving vehicles to narrow, unverged footway; turbulence from HGV and other large vehicles; overtaking by westbound vehicles
- Moss Cottage to Arnside: roadside and footway parking on north side, due to narrow frontages. Pedestrians sometimes forced to walk in the carriageway

Appendix B campaign leaflet

Hill Chorlton Road Safety Campaign 2020

A Road Safety Plan for Hill Chorlton

Kennels Lane to Maer War Memorial

Here in Hill Chorlton we have campaigned over many years for measures to make our village a safer place to live in and to travel through.

In 2006, following our contact with the police, the Safety Camera team started to visit Hill Chorlton, and it continues to do so. In spring 2013, after 7 years of campaigning and engagement with the police, our county councillor and (sometimes) Highways, we finally got the speed limit reduced to 40mph from Chapel House to Maerfield Gate. In summer 2019 we finally got a Speed Indicator Device (SID) in one direction (but only after first getting local representation on the parish council, and even then it was put in the wrong place).

Now, following 2 road traffic accidents outside Slaters in the space of 4 weeks, **it's time for us to get back into campaigning gear** and nail **ALL** the problems, well and truly, once and for all.

We, the residents, are very well qualified to draw up a Road Safety Plan for Hill Chorlton. We live 24/7 with the A51. We know this road and its traffic better than anyone else. We face the risks every day. A Hill Chorlton resident was just one minute's walk from the site of the accident on 18 July. We understand the issues and dangers like nobody else.

Now, to achieve our objectives, we must act together. By working unitedly and enlisting support from neighbouring communities we can make the Hill Chorlton Road Safety Plan a reality.

What you can do

1 Complete the enclosed response form and return it to one of the addresses on the form by **Monday 14 September**. The campaign is NOT limited to Hill Chorlton residents – residents in Maer, Baldwins Gate and elsewhere are encouraged to respond.

2 Sign up ***now*** as a volunteer for the Hill Chorlton Speedwatch group.

3 Look out for information / announcements on Baldwins Gate Facebook and on www.hillchorlton.co.uk

Sunday 16 August 2020

Hill Chorlton Road Safety Plan

1 Extend existing 40mph zone eastwards to Kennels Lane and westwards to Maer War Memorial; the full 40mph zone to run from Kennels Lane (east) to Maer War Memorial (west), with dragon's teeth road surface markings at either end.

2 Eastbound: install Vehicle Activated Sign (VAS) (solar powered) on approach to A51/Woodside junction with "Junction" sign and "SLOW DOWN".

3 Westbound: install VAS (solar powered) on approach to bend at Chapel House with "Bend" sign and "SLOW DOWN".

4 Upgrade signage to increase the number of "40" road surface roundels.

5 Re-site westbound SID to grid reference SJ 379836 339348 (about 80m west of current location).

6 Site eastbound SID at grid reference SJ 379590 339247 (east of A51/Sandy Lane junction).

7 Prohibit westbound overtaking from Chapel House to Sandy Lane.

8 Install verged footway from Maer War Memorial to Woodside, to link up to existing Hill Chorlton footway.

9 Resurface existing Hill Chorlton footway from Maerfield Gate to Sandy Lane.

10 Install verged footway from Chapel House to Kennels Lane, to extend existing Hill Chorlton footway.

11 Carry out maintenance on trees in cutting east of Maer War Memorial and west of Woodside

12 Cut roadside hedge from Rose Cottage to Eden Rock, Hill Chorlton regularly during the growing season.

Detailed explanation

1 Extend existing 40mph zone.

Kennels Lane and Maer War Memorial are logical termination points for the 40mph speed limit. This stretch of the A51 is an important local pedestrian route, giving access to lane and footpath networks and connecting communities. The A51 is the route from Kennels Lane to bus stops in Woodside and is the only pedestrian route from Maer to Baldwins Gate. The traffic speed limit needs to have regard for the safety of vulnerable road users.

2 Install VAS on eastbound approach to A51/Woodside junction.

A warning VAS at this location will slow vehicles down and protect the Woodside junction and the access to Slaters. It will also protect pedestrians, including people accessing the bus stops.

3 Install VAS on westbound approach to bend at Chapel House.

A warning VAS at this location will slow down vehicles on the steep downhill approach to a very sharp bend. If vehicles take the bend at slower speeds, hopefully they will not speed up so quickly as the road straightens out into the village.

4 Upgrade 40mph signage.

Drivers need more reminders of the speed limit. Roundels on the road surface are more visible to drivers than signs on poles. The village is so small that you can drive through

without noticing it. There is very little “side friction” on the south side of the road, and none at all after you leave the village.

5 **Re-site westbound SID about 80m west of current location.**
The SID is obscured by trees and is activated at a distance of only 15–20 metres. It needs to be relocated to where there is better forward visibility and where it will slow vehicles down as they reach the point where the footway is narrowest and danger to pedestrians is greatest.

6 **Site eastbound SID east of A51/Sandy Lane junction.**
The SID needs to be located so as to slow vehicles down as they enter the settlement. This location has good forward visibility for approaching vehicles and will also give some protection to the Sandy Lane junction.

7 **Prohibit westbound overtaking from Chapel House to Sandy Lane.**
The highway through Hill Chorlton is substandard. The carriageway is 1.18 metres ***narrower*** than the standard width. The footway width between Moss Cottage and Arnside varies between 0.92 metres and 1.29 metres and is ***way below*** the standard width of 2 metres. Vehicles pass ***unavoidably and dangerously close*** to pedestrians. Westbound overtaking vehicles, travelling at speeds significantly above the 40mph limit, put pedestrians at significant and unnecessary risk.

8 **Install verged footway from Maer War Memorial to Woodside.**
The A51 is the only pedestrian route between Hill Chorlton and Maer, and from Maer to Baldwins Gate, linking these communities and providing access to important and footpath networks. The grass verge has been so poorly maintained and has been dug up so many times for utilities and not properly reinstated that it has become very rough and is no longer suitable for walking on, forcing pedestrians to walk in the carriageway.

9 **Resurface footway from Maerfield Gate to Sandy Lane.**
The footway provides access from Hill Chorlton to Slaters and the bus stops at Maerfield Gate. It has not been repaired since it was installed in 1968 and has become rough, broken and dangerous. In January 2015 a government Planning Inspector actually commented on the “overgrown” state of the footway.

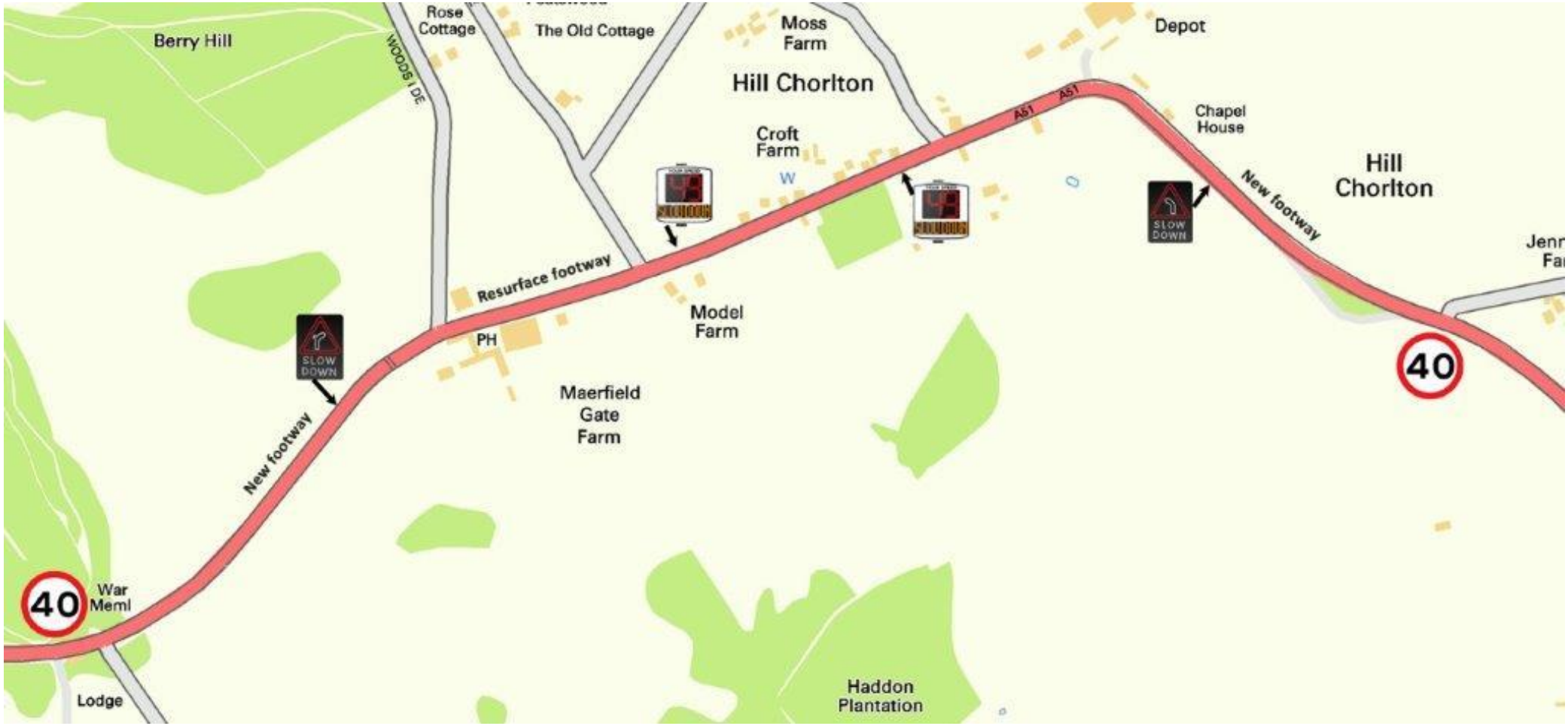
10 **Install verged footway from Chapel House to Kennels Lane.**
The A51 links the Kennels Lane community to Hill Chorlton and the bus stops at Woodside, and links Hill Chorlton and other communities to important lane and footpath networks. The grass verge has been so poorly maintained, and has been dug up so many times for utilities and not properly reinstated, that it has become very rough and is no longer suitable for walking on, forcing pedestrians to walk in the carriageway.

11 **Maintenance work on trees between Maer War Memorial and Woodside.**
Maintenance is needed to improve visibility, to clear growth away from road signs and to create adequate space for pedestrians.

12 **Roadside hedge from Rose Cottage to Eden Rock.**
The narrow footway from Rose Cottage to Eden Rock is separated from the carriageway by a grass verge of barely 30cm. The hedge and bracken grow out over the footway every summer, blocking the footway and forcing pedestrians onto the narrow verge or even into the carriageway.

Hill Chorlton Road Safety Plan

Kennels Lane to Maer War Memorial



This leaflet and the response form are also available on Baldwins Gate Facebook and at www.hillchorlton.co.uk

Appendix C: Comments submitted on response forms

Note: Some comments are duplicated because two respondents from the same household have made the same comments.

Residence of commenter	Comments
Hill Chorlton	We have lived here for 35 years and the traffic is getting worse, both speed and volume, the opportunity to overtake in our village is the only place for a mile each side and it needs double white lines in Hill Chorlton. Why do other villages get the respect and we don't. I am elderly and don't even dare go next door for a cup of tea!
	The speeds and traffic control is impossible to accept. If there is more building in the village which planning is granted the accidents will be ongoing. Who will answer for this? I am prepared to park vehicles in the road, with gaps to slow them down.
	All of the above [proposals] are in urgent need of attention.
	The hedgerow from Rose Cottage to Eden Rock is in great need of cutting back regularly as we have often had to use the road while walking our dog and it's very dangerous!!
	There shouldn't be any overtaking. Sometimes it's crazy
	The road is dangerous, frightening to walk my dog!
	Maybe cut hedge twice in the growing season and definitely the bracken! Twice may be enough - trial and track in first year to conserve money.
	My only suggestion is that the two SIDs are replaced with 'part time' speed cameras. From observation it seems that most road users observe the limit but there remains a minority who do not.
	Extend 40mph zone may be counterproductive since the zone would begin too far outside the settlement. Rumble strips would be effective. Westbound SID siting: 80m could prove a stretch too far.
	As a disabled person, may I point out that the footpath is too narrow in places and the speed of any vehicle (especially large lorries, motorbikes) makes it dangerous for me to walk on the pavement.
	Install full time average speed cameras from Kennels Lane to Maer War Memorial westbound and eastbound to cover extended 40mph zone in a similar style to those sited in Woodseaves. Improve and extend footpaths as above and make arrangements for regular hedge and verge maintenance to ensure all footpaths remain functional.
	Anything that would reduce the speed of the traffic flying round the bend would be very welcome, and any work that enhances the beauty of this area.
	The best and most effective location for the westbound SID would be on the north side of the road, in the grass verge next to the boundary of Moss Cottage (grid ref SJ 379837, 339358). It would pick up vehicles as soon as they came round the bend and it might help to discourage some of the very nasty, frightening and dangerous overtaking by westbound vehicles. Footway parking is a major problem, it forces pedestrians to walk in the road. If visitors and tradesmen cannot park within the curtilage of a property they should park in the carriageway. The insurance will always cover a damaged vehicle; a damaged human being cannot be replaced.

	"The village is so small that you can drive through without noticing it" (Item 4). But the village is inhabited, people live here! It is positively hazardous for people to walk past the houses on the narrow pavement (even individually, let alone accompanied by a child or a dog) because the vehicles pass by so close, often at speed. On top of which, "vehicles" in addition to cars increasingly means huge articulated lorries and big heavy trucks, which cause suction on passing by, thus augmenting the hazard. N.B. On a railway station, people are instructed to keep behind the safety line when a train passes through – in Hill Chorlton, the only option when vehicles hurtle through is to take refuge in a private driveway or front garden. Furthermore, the footpaths from Sandy Lane to Woodside and from Rose Cottage to the bend have been totally neglected over the years and are in an appalling and dangerous state (risk of injury from stumbling and falling even during daylight, let alone after dark) and the longer they are left untended, the more time and cost it will take to restore them. This case is a clear example of how the needs of people on foot as opposed to people behind the wheel are brushed aside and ignored by the authorities – who are themselves flouting the Highway Code as long as they fail to ensure the safety of pedestrians on public roads.
	When we moved to Chapel House, just a few weeks ago, we intended to remove the trees at the front of the house, it quickly became evident that the trees should stay as a physical barrier from vehicles that could end up in our living room. This road is obviously used as a race track by some vehicles and any collision with pedestrians would be lethal! It needs slowing down.
	The two serious accidents recently outside Slaters pub highlight the urgent need to address speeding vehicles. I recommend undertaking all suggested items to maintain a safe and healthy village environment.
Chorlton Moss	A footpath is much needed in both directions.
Sandy Lane	I think that a speed camera is more effective as many drivers ignore VAS. I think 30mph would be a more appropriate speed, for traffic pulling out of side roads and driveways.
	I think the speed restriction should be 30mph which should also continue onto Woodside and Sandy Lane, where there are no footpaths and which are being used now by more pedestrians for country walking. Traffic cuts through Woodside and Sandy Lane to beat the queues at Blackbrook.
	Sandy Lane is a very narrow road without a footpath & has properties on either side of the lane. At present there is no speed restriction. The lane is used as a fast lane by many vehicles linking the A53 & A51. Very large tractors & trailers travelling at speed are becoming an increasing danger. It has been known for tractors to use property frontages as a way of allowing other vehicles to pass & even having to reverse to the end of the lane when passing became impossible. It would greatly improve the safety in the lane if a speed restriction of 30mph was imposed & large heavy tractors were now re-directed .
	Sandy Lane should have a 30mph speed restriction. There is no footpath, used by large farming vehicles travelling at speed & is a constant danger to pedestrians as well as other traffic users.
	Road safety really needs to be taken so seriously, as people's driving puts lives in danger. I think if all of this can be done, that's brilliant.

	We would also like to reduce the speed limit on Woodside and Sandy Lane I would also be interested in volunteering and taking part in the community speed watch
Woodside	Speed limit A53 in Baldwins Gate is 30mph. Speed limit A51 in Chorlton is 40mph. Speed limit in Woodside and Sandy Lane is 60mph with no footpaths. These two lanes are dangerous to walk along.
	Introduce a 30mph speed restriction on both Sandy Lane and Woodside. It will not be necessary to have street lights.
	Woodside junction to be considered with this proposal as it is very busy. Woodside itself is a hazardous area with heavy goods vehicles, coaches and fast-moving cars and vans. Speed limit is too high on Woodside and pedestrians are at risk from the above, due to tight bends, road narrowing and lack of footpaths, refuge areas. Weight limit should be introduced (is in place but is ignored).
	The Woodside junction should be included in these proposals. Woodside is a busier junction as it is used as a rat run by drivers avoiding the A51/A53 junction at the Swan with Two Necks.
	Lower speed limits on both Sandy Lane and Woodside from national speed limit to 30mph.
	Lower speed limits on both Sandy Lane and Woodside from national speed limit to 30mph.
Kennels Lane	Extend the 40mph zone to the Madonna or just over the railway bridge
	40mph should be extended to the Madonna
	Install 'Unsuitable for HGV' signs at each end of Coombesdale. We are advised that these signs are available but County Highways do not have the manpower to install them. Clean road signs on approach to Hill Chorlton from Stableford. Road signs are useless if they cannot be easily read from a moving vehicle. Install speed cameras on A51 at each end of Hill Chorlton. The signs for cameras are already in position. Cut hedges on both sides of Sandy Lane regularly to maintain full width of carriageway. Clean road gully at Baldwins Gate end of Sandy Lane on a regular basis to prevent flooding every time we have heavy rain.
	Install 'Unsuitable for HGV' signs at each end of Coombesdale. We are advised that these signs are available but County Highways do not have the manpower to install them. Clean road signs on approach to Hill Chorlton from Stableford. Road signs are useless if they cannot be easily read from a moving vehicle. Install speed cameras on A51 at each end of Hill Chorlton. The signs for cameras are already in position. Cut hedges on both sides of Sandy Lane regularly to maintain full width of carriageway. Clean road gully at Baldwins Gate end of Sandy Lane on a regular basis to prevent flooding every time we have heavy rain.

	We would advocate extending the 40mph zone further eastwards to beyond Rowe Farm, Stableford. There are numerous vital reasons: 1. Rowe Farm moves cows across the A51 and there has already been horrendous consequences of this road being 60mph resulting in six animals killed in 2014 2. The junction with Bent Lane and Dog Lane since both are on the rise of the railway bridge as well as on the bend 3. The 90deg. angle over the railway bridge, especially as HGV and especially Culina lorries constantly use this road and cannot turn easily/negotiate the bridge without crossing over the lane line 4. For the safety of horses, of riders, of huntsmen and the hounds on the North Staffs Hunt who cross the A51 between Kennels Lane and Coombesdale 5. For the general safety of farm vehicles 6. To reduce speeding, especially of motorbikes and the resultant intolerable noise levels for residents. With thanks and appreciation for initiating this road safety plan!
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	I am a member of the N. Staffordshire Bridleways Association. Apologies for late return of form, had to consult NSBA committee before replying for NSBA as well as personally. We are concerned/would like to be kept informed. Please be aware that the wide verges are greatly valued for horse riding and safety. We do not support any solar powered type signs/flashing lights as they can frighten horses if set off by an approaching vehicle. Also more roadside/verge furniture means riders leaving verge to get around it on road (rider's head is about 9ft in air).
Baldwins Gate	Perhaps in addition to signage ? The whole length of Hill Chorlton. Install speed camera at each end – east and west. And/or implementation of chicanes across the village. And/or implementation of average speed cameras across village.
	I fully support this initiative Footpath improvements and extensions are essential. Unfortunately penalty enforcing speed cameras are the only real deterrent.

	This route is popular with walkers who use these lanes and A51 footways on a daily basis throughout the week. The lane junctions are not clearly defined due to the density of hedges and vegetation so ongoing maintenance of this section will be most valuable provided that hedgerows are not decimated. Many motorists are seen travelling at speeds blatantly in excess of the 40mph speed limit along this section of the A51. The provision and re-location of VASs and SIDs should address the regular speed limit abuse while new road markings should help with driving discipline. When scheduled HS2 work deprives walkers of access to Whitmore Heath, use of this section of the A51 by pedestrians is likely to increase making safety on this road even more important.
	Staffordshire County Council Highways department should carry out the necessary essential maintenance to the hedgerows and trees to ensure that existing signage and visibility are satisfactory for all road users and pedestrians. In addition they should implement a comprehensive traffic calming scheme to reduce excessive vehicle speeds recorded. The latest traffic speed data should be shared and reviewed with the Road Safety Partnership with a view to targeted enforcement action against those irresponsible road users who are exceeding the speed limits by significant margins and are putting local residents' lives at risk as well as their own.