

Hill Chorlton Residents group

Response to “Chapel and Hill Chorlton parish: speeding on the A51 report”,

27 November 2020

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Introduction

Members of the Hill Chorlton Residents group have studied the report prepared by David Harrison and considered by Chapel and Hill Chorlton parish council at its meeting of 2 December 2020. The group were able to read the report following its publication on the parish council’s website on 9 December. The group looks forward to working closely with the parish council to ameliorate traffic issues in Hill Chorlton.

Data analysis

The group has reviewed and analysed the SID data contained in Appendixes A, B and C that accompany the report. The data shows frequent violation of the mandated 40mph speed limit by both westbound and eastbound traffic.

During the 113 days covered by the data a total of 334,719 vehicles travelled through the village, in both directions. Of these, 16% exceeded the mandated speed limit; 6% travelled at or in excess of the enforcement speed of 46mph. Of the 334,719 total vehicles travelling through the village, 53,806 travelled above the mandated speed limit, equal to a daily average of 476; and 20,385, or a daily average of 180, travelled at or in excess of the enforcement speed of 46mph.

Recommendations

The group welcomes and supports the following recommendations made in the report:

- 2 [Move the existing SID device to a position on the opposite side of the carriageway \(location suggested by a Member of the HC Action Group\);](#)
[Westbound traffic would continue to be monitored \(Photo #3\)](#)
[Estimated cost £500.00 - £600.00](#)

Hill Chorlton residents are prepared to pay for the SID to be relocated to this site.

- 6 Erect a third pole at a location between Sandy Lane and the village residential area and place a second SID on that pole to monitor Eastbound traffic entering that residential area

Estimated cost £2500.00

- 7 Extend double white lines as traffic comes out of Chapel House bend in a westbound direction to deter overtaking and thereby lessen the risk of hitting pedestrians on the narrow offside pavement (0.9 metre width)
- a. County Councilor would need to approach the SCC Highways Manager for assessment of feasibility

The remainder of this response reviews technical issues and the analysis of the data presented as appendixes to the report; the responses received from highway authorities; and the conclusions and potential options.

1 Technical issues

The report contains a number of technical and factual errors which appear to stem from a lack of technical knowledge of the Speed Indicator Device (SID) and which have resulted in a flawed analysis of data. These are dealt with in the order in which they occur in the report.

1.1 The report assumes that the SID measures the speed of traffic in only one direction:

"incoming traffic" relates to the speed of the vehicles as they enter the "SID Monitoring Zone" after exiting the bend, whilst "outgoing Traffic" relates to the speed of vehicles as they pass the SID on the straight section of the A51.

"Incoming" and "outgoing" in the reports generated from data captured by the SID refer to westbound and eastbound traffic, respectively.

"Incoming" traffic is approaching the SID from Chapel Bend and travelling west.

"Outgoing" traffic is moving east, away from the SID and towards Chapel Bend.

The display illuminates only for "incoming" (westbound) traffic, but vehicles travelling in both directions are recorded. (See diagram)

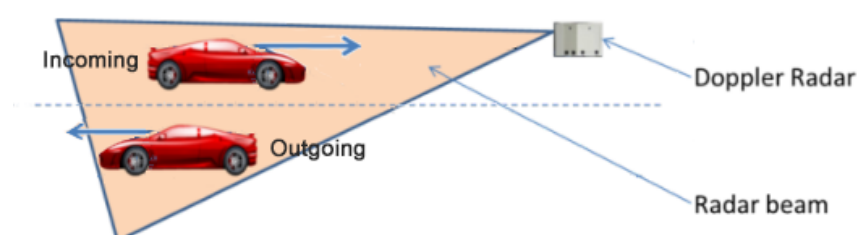


Diagram showing the radar beam emitted from the front of a SID and covering the full width of the road.

1.2 Due to the misunderstanding of “incoming” and “outgoing”, the numbers documented in the reports generated from data captured by the SID have been misinterpreted.

[The difference in numbers may be accounted for by those vehicles turning right into Moss Lane or into driveways before reaching the SID.](#)

The difference in numbers of “incoming” and “outgoing” vehicles is accounted for by the fact that in a defined time period not all vehicles passing through Hill Chorlton will make a return journey in the opposite direction.

The amount of daily traffic taking the right turn into the single-track Moss Lane and the number of driveways on the approach path to the SID are insufficient to account for differences in volume of “incoming”/“outgoing” (westbound/eastbound) traffic.

In any case, the SID data reports that accompany the report at Appendixes A, B and C show that during each report period there were more “outgoing” (eastbound) than “incoming” (westbound) vehicles.

Report period	Days	Incoming (westbound)	Outgoing (eastbound)	Difference (more outgoing)	Difference daily av’ge
1 June 2020– 30 June 2020	30	35,214	41,922	6,778	226
11 July 2020– 9 August 2020	30	42,408	46,468	4,060	135
10 August 2020– 1 October 2020	53	79,735	88,902	9,167	173
1 June 2020– 1 October 2020	113	157,357	177,362	20,005	177

1.3 In a further misinterpretation of the numbers documented in the reports generated from the SID data, the report states:

[These analyses indicate that vehicle speeds do decrease as they pass the SID into the long straight towards the right turn into Sandy Lane.](#)

The SID does not measure or record reductions in speed.¹ It records a single speed and direction value for each vehicle and allocates it to a half-hour time slot.

The statement cited above refers to the pie charts in Appendixes A, B and C, which report the speeds of “incoming” (westbound) and “outgoing” (eastbound) vehicles in 5mph bands.

¹ The apparent slowing down of vehicles as they approach and pass the SID (as observed by the changing numbers on the display) is due to the so-called “cosine effect”, where the angle that the vehicle subtends to the radar device changes as it passes. This is easily observed by asking a driver to travel past the device at a constant speed and watching the numbers on the display. The most accurate reading is when the vehicle is furthest away from the device.

The charts show that during each of the report periods a higher proportion of eastbound vehicles than westbound vehicles exceeded the 40mph speed limit.

The numerical information provided alongside the charts can be tabulated as follows:

1 June–30 June 2020 (30 days)				
5mph speed band	Incoming (westbound)		Outgoing (eastbound)	
	Count	%	Count	%
<=40mph	29,969	85.11	33,038	78.68
41–45mph	3,424	9.72	5,310	12.65
46–50mph	1,219	3.46	2,179	5.19
51–55mph	395	1.12	781	1.86
56–60mph	151	0.43	226	0.54
61–65mph	36	0.10	113	0.27
66–70mph	16	0.05	113	0.27
71–75mph (and +)	4	0.01	232	0.55
Total vehicles	35,214	100	41,992	100.01

11 July–9 August 2020 (30 days)				
5mph speed band	Incoming (westbound)		Outgoing (eastbound)	
	Count	%	Count	%
<=40mph	36,926	87.07	37,369	80.42
41–45mph	3,670	8.65	5,382	11.58
46–50mph	1,242	2.93	2,185	4.70
51–55mph	390	0.92	770	1.66
56–60mph	126	0.30	268	0.58
61–65mph	37	0.09	132	0.28
66–70mph	11	0.03	121	0.26
71–75mph (and +)	6	0.01	241	0.52
Total vehicles	42,408	100	46,468	100

10 August–1 October 2020 (53 days)				
5mph speed band	Incoming (westbound)		Outgoing (eastbound)	
	Count	%	Count	%
<=40mph	70,325	88.20	73,286	82.43
41–45mph	6,327	7.94	9,308	10.47
46–50mph	2,159	2.71	3,823	4.30
51–55mph	617	0.77	1,260	1.42
56–60mph	196	0.25	410	0.46
61–65mph	64	0.08	224	0.25
66–70mph	29	0.05	203	0.23
71–75mph (and +)	18	0.02	388	0.44
Total vehicles	79,735	100.02	88,902	100

The total number of vehicles travelling at or above 46mph (the threshold speed to trigger enforcement action) during the during the report periods was:

Report period	Days	Total =>46mph	Daily average =>46mph
1 June 2020–30 June 2020	30	5,465	182
11 July 2020–9 August 2020	30	5,529	184
10 August 2020–1 October 2020	53	9,391	177
1 June 2020–1 October 2020	113	20,385	180

The totals and daily averages show that vehicles exceeding the enforcement threshold are **not** an infrequent occurrence.

1.4 The report goes on to state:

The SID records only Westbound traffic (i.e. vehicles travelling towards Maer, Blackbrook and Loggerheads). Westbound traffic speeds on both sides of the A51 are recorded by the SID, including vehicles overtaking.

The SID records both westbound and eastbound traffic. Westbound ("incoming") traffic is recorded as it approaches the SID; eastbound ("outgoing") traffic is recorded after passing the SID, as it moves away from the device, towards Chapel Bend. The SID has difficulty in discriminating two vehicles which are both within its radar beam at the same time; these could be two vehicles travelling in the same direction, or two travelling in opposite directions. Generally it will pick up the faster-moving of the two.

1.5 The report provides a summary of monitoring sessions by the Staffordshire Safer Roads Partnership (SSRP) Mobile Speed Camera Van from January 2020 to September 2020. The summary lists the number of "offences" (speeds at or above the threshold value of 46mph) recorded on each visit.

Over the period, the Camera Van visited on 9 occasions, each visit lasting between 90 minutes and 2 hours.

On 1 of the 9 visits the equipment was faulty. A total of 33 offences were recorded on the other 8 visits, making an average of 4 offences per visit.

The very presence of the Mobile Camera Van is both known and **intended** to alter driver behaviour.

The SSRP Camera Vans did not operate during the spring 2020 "lockdown". This is not mentioned in the report, although it is apparent in the summary.

1.6 The report states further:

Following a review meeting with me on 28th September 2020 a Police Officer

from the Staffordshire Traffic Police undertook a one-hour monitoring session in Hill Chorlton and recorded 3 Offences.

That same Officer also advised that the SID was showing a 10% higher value than the actual speeds of the vehicles, based on his calibrated device.

We cannot comment on this without further information; however, since the police radar device is an enforcement device it is quite likely that it would be under-calibrated so as to give drivers the benefit of the doubt.

The manufacturer's User Guide for the SID provides the technical specifications of the device on page 35. The speed precision is stated as: "+/- 1Km/h (0.6 Mph)".

We have calibrated the SID using the following different methods:

- a. by checking the manufacturer's specifications;
- b. by calibrating one of our own vehicles with a GPS device before driving past the SID at a constant (cruise controlled) speed;
- c. by driving past the SID at a constant (cruise controlled) speed three times using different vehicles;
- d. using the speed gun belonging to the Speed Watch group together with one of our own cruise controlled vehicles.

Our measurements show the SID to be accurate to with +/-1mph.

2 Responses from highway safety authorities

2.1 Staffordshire Police: See above, 1.6.

2.2 Staffordshire Safer Roads Partnership (SSRP)

2.2.1 SSRP states:

if there are days and times that the community feels enforcement would be particularly beneficial, please inform SSRP so that it can be passed it on to the enforcement team.

The comment is noted and can be acted on by the community.

2.2.2 The road safety body invokes the rationale frequently cited by highway and road safety authorities regarding absence of personal injury collisions – generally used to justify lack of action:

Since January 2017 there has been no personal injury collisions in Hill Chorlton.

(Life-changing) personal injuries – and deaths – blight the lives of more people than just those injured/killed. The preference of Hill Chorlton residents is to **avoid** situations in which (life-changing) personal injuries or deaths might occur. The group believes that this

reasonable aspiration merits appropriate actions. For a minor expenditure, measures could be put in place that improve safety and reduce demonstrable risks.

2.3 Staffordshire County Council Highways (SCC Highways)

2.3.1 SCC Highways suggests lowering the height of the SID so as to mitigate loss of amenity to a neighbouring property:

In response to a complaint from a local resident that the "flashing" of the SID intrudes upon his child's bedroom (Photo 1), checks on the SID specification have demonstrated that the SID could be lowered in height, so that the fence obscures the "flashing" but with no resultant loss of recording efficiency.

The manufacturer's User Guide specifies an installation height "Between 7ft and 16ft (calculated from the bottom edge of the speed display)."

The height of the fence alongside the SID is 6 feet and that of the fence at the property in question is below 6 feet. It would not be possible to install the device at a height where the property in question would not suffer a loss of amenity.

The owner of the property has not been consulted about the proposed action.

2.3.2 The highways officer who met on site with Mr Harrison accepted that the SID could be relocated to a point identified on the other side of the road:

In response to a suggestion from a Member of the Hill Chorlton Road Safety Action Group as to whether the SID could be relocated to the other side of the road (Photo 3), the Highways Officer accepted that this was a possibility but did point out that it would be against a hedgerow and, therefore, may pose some difficulty for the pruning of that hedgerow and clearing of the grass verge.

This is the Hill Chorlton residents' preferred position for the SID, identified and advocated in the September 2020 report *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* (section 7.1.2). (The document accompanies the report reviewed here as Appendix D.)

The siting of the SID in this location would not cause a problem for verge and hedge cutting, which are done by residents and the occupiers of properties.

2.3.3 At a site meeting the highways officer also presented a justification for the siting of the second SID pole west of the junction at Maerfield Gate.

With regard to the position of the second pole close to the turning into Woodside as traffic approached from the west, the rationale was argued as logical: to protect vehicles turning right out of Woodside towards Maer and vehicles turning left out of Woodside and immediately right into the Slaters Country Inn ...

Chapel and Hill Chorlton parish council was awarded a grant to install SIDs that would provide protection for vulnerable road users (pedestrians) on the narrow footway in Hill Chorlton village. The location west of Maerfield Gate is (a) too distant from the village to be effective for the intended purpose and (b) outside Chapel and Hill Chorlton parish.

Traffic Advisory Leaflet TAL 1/03 *Vehicle Activated Signs*, issued by the Department for Transport, states:

"It is important that the VAS is also correctly sited. If it is too far from the hazard, it is possible that the association between the sign and the hazard will not be made. If it is too close, it leaves a very short response time. Where signs are designed to draw attention to a hazard, they should be installed 50-100 metres in advance of that hazard, to give the driver time to respond." (page 5)

If SCC Highways feel that protection is needed for Woodside junction and the turning into Slaters Country Inn, then separate action is needed on this matter.

3 Conclusions and potential options

3.1 The report states:

Whilst there is some evidence of excessive speeding on occasions along the A51 as it passes through Hill Chorlton, monitoring by the two Regulatory bodies and the analyses of the existing SID data in Hill Chorlton indicate that the problem is relatively infrequent and at a low level based on national and local norms.

Our above review demonstrates significant failures (a) of technical understanding and (b) in the analysis of SID data. These technical misunderstandings and misinterpretation of data amount to a deficiency of evidence.

The report dismisses the problem as "relatively infrequent and at a low level based on national and local norms", but it does not define those "national and local norms".

The daily averages of vehicles exceeding the enforcement threshold (see 1.3 above) show that exceeding the speed threshold is not "infrequent".

Further, the report does not consider the speeding issue within the contexts of place and community.

Roads perform multiple functions: they serve as movement, social and exchange spaces; they are shared between communities of users: residents, motorists, users of other forms of transport.

When roads are treated primarily as movement spaces only for motorised vehicles this inhibits their use as social and exchange spaces and has negative impacts on communities and non-motorised users.

When national transport policy prioritises movement of goods by road and the use of private motor vehicles, communities are expected to accept the conditions and live defensively, with resulting negative social impacts.

Hill Chorlton village is a small community located close to a road created for horse-drawn traffic on which the frequency of traffic and the sizes of vehicles have significantly increased over the past half-century. Its proximity to the road leaves the community with no defence against a volume and type traffic for which it was not designed. This context, rather than undefined "national and local norms", needs to be considered in understanding the problem and finding solutions.

3.2 The report offers the following opinion, but does not support it with any evidence:

[the permanency of the SID position may diminish the impact of the message display, i.e. "familiarity breeds contempt". There could be some merit, therefore, in moving the position of the SID on occasions, albeit there will be costs incurred in doing so.](#)

The Transport Research Laboratories have conducted a large-scale evaluation of vehicle-activated signs on behalf of the Department of Transport. Their conclusions, published in their 2002 report *Vehicle-activated Signs – a large scale evaluation*, include:

"There is no evidence that in time, drivers become less responsive to the signs, even over three years." (page 17)

3.3 The report states:

[The formation of the Hill Chorlton Speedwatch Team can reinforce the effectiveness and efficiency of the existing SID, provided that it conducts regular monitoring sessions in different locations along that stretch of road.](#)

The comment is noted. It is unlikely that the parish council would be able to recruit more people to the CSW team than the team themselves have already been able to recruit.

The hours when speeding occurs can be outside the window within which the Community Speed Watch (CSW) team is allowed to operate. This window is shorter during the autumn and winter months when daylight hours are reduced.

Monitoring by CSW teams must be performed at sites identified and approved by the CSW Community Engagement Officer. Two such sites are identified in Hill Chorlton. Monitoring is suspended throughout the county while Staffordshire is in COVID-19 Tier 3 and has been suspended at other times during the pandemic.

3.4 Options to diminish road safety problems

The report puts forward 9 options to reduce road safety problems in Hill Chorlton.

3.4.1 [Leave the existing SID device in position but reduce the height of the device to eliminate intrusion into the resident's bedroom \(Photo #2\); the solar panels remain in place](#)

[Estimated cost £100.00](#)

The owner of the affected property has not been consulted about this option.

The height of the device could not be sufficiently reduced to eliminate intrusion of light into the resident's bedroom (see above, 2.3.1).

3.4.2 [Move the existing SID device to a position on the opposite side of the carriageway \(location suggested by a Member of the HC Action Group\); Westbound traffic would continue to be monitored \(Photo #3\)](#)

[Estimated cost £500.00 - £600.00](#)

- **We support this proposal.**
- **This is our preferred location for the westbound SID, identified in the September 2020 report *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* (see 7.1.2).**
- **Hill Chorlton residents are prepared to pay for the SID to be relocated to this site (grid reference SJ 379837 339358).**
- Westbound traffic would have an unimpeded view of the device and would trigger it much sooner (at 60mph a distance of 90 metres is required for drivers to see the illuminated sign for the recommended minimum of 3 seconds).

- The unimpeded and earlier view of the device would help to deter some westbound drivers from overtaking.
- The SID would monitor both westbound ("incoming") and eastbound ("outgoing") traffic as at present.

3.4.3 Purchase a second SID for positioning on the existing pole near Woodside to monitor Eastbound traffic entering the "collision zone" and the village
Estimated cost £2000.00

A SID in this location, about 400 metres on a straight road from the start of the village, would not be effective in reducing the speeds of eastbound traffic through the village; drivers would not make an association between the SID and the residential area (see the advice from TAL 1/03 *Vehicle Activated Signs* cited in section 2.3.3 above).

3.4.4 Move the existing SID device to the second pole near Woodside, in order to monitor Eastbound traffic entering the "collision zone" and the village
Estimated cost £500.00

A SID in this location, about 400 metres on a straight road from the start of the village, would not be effective in reducing the speeds of eastbound traffic through the village; drivers would not make an association between the SID and the residential area (see the advice from TAL 1/03 *Vehicle Activated Signs* cited in section 2.3.3 above). At the same time, Hill Chorlton would lose its SID for westbound traffic. The result would be that neither westbound nor eastbound traffic through the village would receive an illuminated sign warning.

3.4.5 Erect a third pole at a location between Woodside and Sandy Lane and place a second SID on that pole to monitor Eastbound traffic entering the village residential area
Estimated cost £2500.00

There is significant tree cover west of Sandy Lane. This would restrict available SID sites to those towards the west of this stretch of road (i.e. closer to Maerfield Gate), thus positioning the SID too far from the village. Drivers would not make an association between the SID and the residential area (see the advice from TAL 1/03 *Vehicle Activated Signs* cited in section 2.3.3 above).

3.4.6 Erect a third pole at a location between Sandy Lane and the village residential area and place a second SID on that pole to monitor Eastbound traffic entering

that residential area

Estimated cost £2500.00

- **We support this proposal.**
- **This is our preferred location for an eastbound SID, identified in the September 2020 report *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* (see 7.1.3).** Since the report was written and submitted the CSW Community Engagement Officer has identified a CSW monitoring site in this location.
- The facts that this site (a) is assigned as a CSW observation point and (b) is also used on occasion by the Speed Camera Van is witness to its suitability as a SID site.
- The preferred site (**grid reference SJ 379590 339247**) has excellent upstream visibility from Maerfield Gate, it is free from tree cover and it is sufficiently close to the village (approx. 75 metres) for drivers to make the association between the SID and the start of the residential area (see the advice from TAL 1/03 *Vehicle Activated Signs* cited in section 2.3.3 above.)

3.4.7 [Extend double white lines as traffic comes out of Chapel House bend in a westbound direction to deter overtaking and thereby lessen the risk of hitting pedestrians on the narrow offside pavement \(0.9 metre width\)](#)
[a. County Councilor would need to approach the SCC Highways Manager for assessment of feasibility](#)

- **We support this proposal.**
- The double white lines currently end opposite the access to the Old Cheese Factory and before the completion of the bend – i.e. before drivers have full forward visibility.
- **It would be beneficial to extend the double white lines by 60 to 70 metres, up to “The Croft”, which is the nearest property to the bend on the south side of the road.**
- Relocating the westbound SID to the opposite side of the road is expected to have the effect of deterring some westbound drivers from overtaking (see 3.4.2 above), such that further westward extension of the double white lines would not be necessary.

3.4.8 [Reduce the 40-mph zone to a 30-mph zone; \(this may need repositioning 40-mph “gates” into the 50-mph zones to gradually reduce traffic speeds, as it is considered inappropriate to move directly from 50 mph to 30 mph states SCC Highways Officer\)](#)

a. County Councilor would need to approach the SCC Highways Manager for assessment of feasibility

Hill Chorlton residents are happy with the 40mph speed limit, for which they campaigned from 2006 to 2012.

All they want is for drivers to respect the 40mph speed limit and for measures to be put in place that will help to achieve this.

Reduction of the speed limit to 30mph would likely have a negative effect on compliance.

Further, there would be a risk, in reducing the speed limit to 30mph, of laying the area open to predatory developers.

3.4.9 **Make no changes as excess speeding is very low but assist the Hill Chorlton Community Speedwatch team to recruit additional members, in order to more regularly undertake monitoring sessions, and to use the evidence from those sessions, together with its SID data to formally request further Mobile Monitoring by SSRP.**

a. Whilst no cost is associated with this option, the intrusion of the “flashing” into the resident’s bedroom remains unresolved.

The group does not consider basically “doing nothing” to be an acceptable option.

Conclusion

The residents of Hill Chorlton are key stakeholders in issues relating to highway safety in Hill Chorlton.

Our analysis of the data from the SID reports 1 June 2020 to 30 June 2020 and 11 July 2020 to 1 October 2020, a total of 113 days, shows that a daily average of 180 vehicles travelled through the village at or in excess of the enforcement speed of 46mph. Assuming that the great majority of traffic is concentrated between 0530hrs and 2130hrs, a period of 16 hours, this amounts to 11 vehicles per hour, or 1 vehicle every 5½ minutes. This cannot be described as “infrequent”.

During the same period a further 33,421 vehicles travelled through the village above the mandated speed limit but below the enforcement speed (41–45mph), equal to a daily average of 296 vehicles. The daily average of all vehicles travelling above the mandated speed limit was therefore $296 + 180 = 476$. Again, this cannot be described as “infrequent”.

These speeding violations need to be considered within the context of the environment in

which they take place. Undefined "national and local norms" are a poor comparator, at best. Further, a lack of personal injury collisions is no valid reason not to strive for greater safety for road users and reduction of risk.

The group welcomes the various options proposed to reduce risk and increase safety on the A51 in Hill Chorlton for residents and other users. In particular, it supports the following recommendations and will raise the funds for the relocation of the westbound SID to a recommended site (grid reference SJ 379837 339358) on the opposite side of the road from the present site.

The group supports the following of the options proposed in the report.

- 2 [Move the existing SID device to a position on the opposite side of the carriageway \(location suggested by a Member of the HC Action Group\); Westbound traffic would continue to be monitored \(Photo #3\)](#)
[Estimated cost £500.00 - £600.00](#)

The exact location to be determined in discussion with the Residents group. Hill Chorlton residents are prepared to pay for the existing SID to be relocated to the opposite side of the carriageway.

- 6 [Erect a third pole at a location between Sandy Lane and the village residential area and place a second SID on that pole to monitor Eastbound traffic entering that residential area](#)
[Estimated cost £2500.00](#)

The exact location and the type of device to be discussed with the Residents group.

- 7 [Extend double white lines as traffic comes out of Chapel House bend in a westbound direction to deter overtaking and thereby lessen the risk of hitting pedestrians on the narrow offside pavement \(0.9 metre width\)](#)
 - a. [County Council would need to approach the SCC Highways Manager for assessment of feasibility](#)

The group considers that an extension to the double white lines of around 70 metres would be ample.

Following the implementation of proposed changes to signs and road markings it will be necessary to review the number and location of repeater signs through the village. These are currently the statutory minimum number for the length of road and are sited at statutory maximum distances rather than at locations where they would be of greatest benefit.

The group looks forward to working closely with the parish council to ameliorate traffic issues in Hill Chorlton.

15 December 2020