**Meeting of the Glazebury Working Group 4th March 2019**

**Present:** Mike Perchard, Rupert Rees, Gill Metcalfe, Amanda Murphy, Jenny Johnstone, Maureen Benbrook, Andrea Jeffries, Glenys Borg (glenys.borg@outlook.com), Gordon Sterling, Gill Maden, Ben Alldred, Jacqui Johnson, Matt Smith, Joan Grime, Anne Roberts, Jan Davidson, Jim Turton, Mark Tune

**Apologies:** Colin Simons, (Judith Budworth, Susan Gibson, Alicia Edwards, Audrey Eckersley

**Note of the meeting:** Mark Tune and Jim Turton from WBC presented large scale plans of Glazebury on which we could identify sites of problems on Warrington Road. The aim of the working group is a positive focus on the main issues of HGV’s, road safety, and congestion; also drainage and footways. Expectations – anything we recommend is likely to need capital funding and this can take a long time to move forward.

Temporary weight restrictions have been set up on Winwick Lane by Wigan. The reason for this was pressure from the residents of Lane Head. Warrington BC (and the Parish Councils) have been against this from the outset. Experimental weight restrictions can be set up at short notice and for 18 months maximum. Counters have been put down and have measured the negative impact on Glazebury, information we did not have before. We have made a formal objection to Wigan BC.

Residents and Councillors – we would like a Traffic Order across the whole ward or at least Glazebury.

Look at some form of HGV restriction and also speed restrictions on Warrington Road. Also consider restrictions on Holcroft Lane.

Air pollution needs to be measured. Some residents have carried these out using bought kits but the Council should be able to do a more thorough measurement. Suggested sites for air pollution measurements – Glazebury School, Alban Park, terraced houses past Bents, cottages on Warrington Road that open straight onto the footway.

HGV’s are using Warrington Road all night – a resident mentioned 10 lorries passing between 2.00 am and 4.00 am. Also noise from racing traffic at night. (NB Traffic orders cannot stop access). HGV’s should stick to the motorway network. HGV’s are supposed to use a special HGV database for their satnavs, but it is not often used. Not all companies are ethical and drivers of HGV’s are often encouraged to use the cheapest route.

We do not want to rely just on traffic orders which cannot be enforced. A package of measures are needed. Residents suggested lowering the railway bridge near The Glazebury (previously the Chat Moss). Agricultural access must be considered. A clear justification must be given for a traffic order.

Average speed cameras are very effective. They ticket automatically. The cameras work in pairs. A series of pairs of cameras are better in a situation like Glazebury because of the roads leading off it. These should be looked at in detail, but we noted that they are very expensive.

Mobile cameras – car slow down when they see them.

Physical restrictions. Build outs were discussed along with the possibility of accidents and gridlock. They can also result in HGV’s ‘bullying’ cars, and there is also noise from bumps. There is also a ‘trade-off’ a negative implication. Also the effectso n the rest of the network must be considered.

Residents raised the previous plan for a road that would bypass Glazebury (Pestfurlong Link). This was tied in with a large release of Green Belt for housing which would have swamped the village.

Temporary physical restrictions are very difficult but not impossible, but generally wherever they are someone will be unhappy!

Residents were encouraged to write individually to Wigan Council to object to their action on Winwick Lane, which has been followed by a measured increase in HGV traffic in Glazebury.

Possible physical restrictions – pedestrian crossings, controlled or zebra,

 Bumps – not popular with the meeting,

 Traffic lights – ones that come on at night to slow and discourage traffic

 A kink in the road that would be difficult (but just possible) for HGV’s.

 Raised kerbs were mentioned, and resulting difficulties. More and stronger railings were suggested for road safety. Problems where footways are very narrow.

Non-physical restrictions – Traffic orders. The financial implications for a business of ignoring the traffic orders – slight.

 The smart motorways *may* help the situation in Glazebury.

 20 mph limit near the school. Similar ones have not been very effective.

Data for lorries in the evening (10.00 pm to 4.00 or 5.00 am) requested. Mark Tune provided data from September 2018, giving traffic movements and speed every 5 minute periods for a week.

Possible sites for pedestrian crossings were discussed. Suggestions – near Bents, play area, bus stops, near railway bridge. These are to be considered.

Advantages of the village looking like it is a village discussed – drivers behave differently when they are aware of this.

Land has been bought opposite Fowley Common to improve the orientation of the road.

State of Warrington Road in Glazebury does not help the traffic problems. There are many craters. Some sections of the A574 have been redone but others are in serious need of resurfacing. There are full plans to cover the whole road over a viable time – we can’t close all the road at once. Coordination with utilities also important.

Road safety in Glazebury is made more difficult where there is a footway only on one side of the road. Also mentioned at the meeting – Warrington Road between Culcheth and Mee Brow, near to Glazebury, has a very narrow footpath on one side of the road only, subject to narrowing even further by overgrown vegetation.

Next meeting – Mark Tune will let us know when there is progress to discuss.

Joan Grime