

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: A34 - Road Safety Scheme

Report to: (a) Cheadle Area Committee
Cabinet Member (Environment and Economy)

Date: Tuesday, 25 January 2022

Report of: (b) Corporate Director for Place Management & Regeneration

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

Forward Plan ☐ General Exception ☐ Special Urgency ☐ (Tick box)

Summary:

Road Safety scheme to reduce the speed limit of a section of the A34 between Broadway and Cheadle Royal (approximately 800 meters).

Recommendation(s):

The Area Committee is asked to approve the following proposal, and recommend that the Cabinet Member (Environment and Economy) approves the legal advertising of the following TRO and subject to no objections being received within 21 days from the advertisement date, that the reduction to 40mph (reduced from 50mph) can be made.

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

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

There are none.

Contact person for accessing
background papers and discussing the report

Officer: Adam Meadowcroft
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‘Urgent Business’: (f) **~~YES~~ / NO** (please circle)

Certification (if applicable)

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

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

A34 - Road Safety Scheme

Report of the Corporate Director for Place Management & Regeneration

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 To report the findings of a risk assessment and to seek approval for a Road Safety scheme to revise the speed limit from 50mph to 40mph along an 800-meter section of the A34 together with associated signage to reflect and highlight the change.

2. BACKGROUND

- 2.1. In 2021 a Road Restraint Risk Assessment (RRRA) was carried out along a section of the A34 between Cheadle Royal and the A560. It was identified that the section of carriageway between Broadway and Cheadle Royal was at risk of errant vehicles being able to travel over the central reservation as no barrier is present. It does not meet current design standards which would identify the need for a central restraint system on a 50mph road.
- 2.2. Investigation was carried out for the installation of a central barrier Vehicle Restraint System (VRS) but this is not practical for reasons set out below.

3. PROPOSALS

- 3.1. Reduction of the speed limit from 50mph to 40mph along this section of carriageway. Associated signage upgrades and relocation of the 40/50 mph signage on both the main carriageway and from the on slip road traveling northbound. It is proposed to include some speed activated control signage on both sides of the carriageway to increase awareness.
- 3.2. The extent of the speed limit change is shown as Plan 1 in Appendix A (to follow).

4. LEGAL POSITION/IMPLICATIONS

- 4.1. The Traffic Management Orders would be made under Section 1 of the Road Traffic Regulation Act 1984. The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft Order.

5. CONSIDERATION OF ALTERNATIVE SOLUTIONS

- 5.1. Vehicle Restraint System - Armco type - Trial Digs have been carried out along the central reservation, due to underground apparatus we would not be able to install an Armco style barrier.
- 5.2. Vehicle Restraint System – Concrete stepped Barrier – Due to maintenance chambers along the central reservation for drainage we would not be able to install a concrete barriered system.

6. CONSULTATION

- 6.1. Due to the safety implications addressing the need for these works to be carried out no consultation has been carried out.
- 6.2. Affected frontages – No frontages of properties will be affected by this measure. The section of houses further down is already within a 40mph section of road.

7. FINANCIAL IMPLICATIONS

- 7.1. The scheme will be funded from the Road Safety capital budget allocation.

8. TIMESCALES

- 8.1. Should the proposals be approved, the scheme will be prioritised for completion at the earliest opportunity.

9. EQUALITIES/COMMUNITY IMPACT ASSESSMENT

9.1. Equal Opportunities

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

9.2. Sustainable Environment

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

10. CONCLUSIONS AND RECOMMENDATIONS

- 10.1. To consider and comment upon the proposals and recommend that the Cabinet Member (Environment and Economy) approves the legal advertising of the Traffic Regulation Order and subject to no objections being received within 21 days from the advertisement date, the order can be made.

Background Papers

There are no background papers to this report.

Anyone wishing further information please contact Adam Meadowcroft on telephone number Tel: 07800 618 430 or by email on adam.meadowcroft@stockport.gov.uk