

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Dale Road, Marple - proposed Quiet Lane and installation of Speed Cushions

Report to: (a) Marple Area Committee
2024

Date: Wednesday, 6 March

Report of: (b) Director of Place Management

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

Forward Plan General Exception Special Urgency (Tick box)

Summary:

To report the findings of a consultation exercise and to seek approval for Dale Road, Marple to become a Quiet Lane for the length of the adopted section of highway and for the installation of Speed Cushions as set out in **Appendix A**.

Recommendation(s):

The Director of Place Management requests that the Marple Area Committee provides approval for the status of Dale Road to be changed to that of a Quiet Lane and for the legal notification and installation of speed cushions.

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

Communities & Transport Scrutiny Committee

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

There are none.

Contact person for accessing
background papers and discussing the report

Officer: Nicola Ryan
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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.

Dale Road, Marple - proposed Quiet Lane and installation of Speed Cushions

Report of the Director of Place Management

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 To report the findings of a consultation exercise and to seek approval for Dale Road, Marple to become a Quiet Lane for the length of the adopted section of highway and for the installation of Speed Cushions.

2. BACKGROUND

- 2.1. As part of the approved planning application DC/071556, it is proposed to install speed cushions on Dale Road and for it to become a Quiet Lane for the length of the adopted section of highway.
- 2.2. It was agreed with the developer and local ward councillors to consult with residents on their views on taking such a scheme forward.
- 2.3. Quiet Lanes are minor rural road that pay special attention to the needs of pedestrians, cyclists, horse riders and those with mobility impairment. They are intended to enable such users to enjoy country lanes more safely.

3. PROPOSALS

- 3.1. As part of the approved Planning Application DC/071556, it is proposed to install speed cushions on Dale Road and for it to become a Quiet Lane. Details of these proposals and which was delivered to affected residents as part of the consultation process are shown on **Drawing No. NM31-6381 – Consultation Plan**.
- 3.2. For legal notification purposes, the drawing has been updated to include the measurements; **Drawing No. NM31-6381 – Legal Notification Plan** refers.

4. LEGAL POSITION/IMPLICATIONS

- 4.1. The Traffic Calming Measures would be made under Section 90c of the Highways Act 1980.
- 4.2. Applicable documentation has been reviewed in consideration of the Quiet Lanes:

4.2.1 The Quiet Lanes and Homes Zones (England) Regulations, published by the Department for Transport in 2006, define Quiet Lanes as “*minor rural roads or networks of minor rural roads appropriate for shared use by walkers, cyclists, horse riders and other vehicles*”. Chapter 6 adds clarification to the definition in stating Quiet Lanes “*should be rural in character, though they do not necessarily have to be in a rural area*”.

4.2.2 It is recommended that designated Quiet Lanes should have less than 1000 vehicles per day and the 85th percentile speed should be below 35-mph. There are three key elements to a Quiet Lane scheme:

1. community involvement to encourage a change in user behaviour.
2. area-wide direction signing to discourage through traffic; and
3. entry signing to indicate those entering an area may expect to encounter a range of users and activities.

5. CONSULTATION

- 5.1. The Local Ward Councillors have been consulted and no adverse comments were received.
- 5.2. Greater Manchester Police have been consulted and no adverse comments were received.
- 5.3. Affected residents have been consulted with; from a total of 45 No. letters, hand delivered to affected properties, a total of 28 No. (62%) responses have been received.

Installation of Speed Cushions; 23 No. (82%) responses received support these proposals and 5 No. (18%) do not support these proposals.

Dale Road to become a Quiet Lane; 23 No. (82%) responses received support these proposals, 1 No. (4%) response does not support these proposals and 4 No. (14%) responses did not select a preference.

Comments received, together with comment from Traffic Services include:

- **Speed cushions are unnecessary, they will generate noise & vibration and be a source of annoyance for residents.**
There are existing substandard traffic calming on Dale Road. The approved planning application included the installation of traffic calming to replace the existing substandard, together with new features which meet the current design standard.
- **Signage needs installing outside no. 79 to indicate the purpose of the 'Viewing Point'.**
Traditional Traffic Management signage was considered however, it was felt that Quiet Lane signage would be more appropriate.
- **The road needs more footpaths and lighting. The proposed footpath is insufficient.**
It is proposed to provide footpath(s) where there is sufficient space (outside of the quiet lane). Street Lighting will be improved to adoptable standards, and we are currently waiting on the plans for this.
- **In bad weather the surface gets very slippery. Will the surface be anti-grip?**
The surface will be texture flex and anti-skid material.
- **Can you ensure the speed cushions are at a height where they actually act as a true deterrent and NOT an obstacle to undergo whilst maintaining the same speed without slowing down?**

The speed cushions will be to SMBC standard detail within national design guidelines.

- **Can the Council adopt the road?**

It is the intention of SMBC to adopt this section the road.

- **Additional speed limit signage should be installed near/on the blind bend with Treetops Close in both directions. There is an existing 15mph sign attached to a lamp post, but it does not point in any particular direction.**

The unofficial 15mph signage will be removed as part of the scheme and 20mph signage will be erected.

- **Will the developer consider reinstating the stone post which was damaged and knocked down by contractors working on the development of the new houses adjacent to Marple Dale Centre?**

The developer will be requested to carry out this work as part of the scheme.

- **The road would benefit from a mini round-a-bout.**

A mini round-a-bout is not felt appropriate at this location.

- **Buff Carriageway Surfacing: there is not enough detail or assurances that the buff carriageway is non-slip and suitable for horses. If there is any suggestion of 'tarmac', has guidance from the British Horse Society been taken into account? Bituminous mastic is a standard carriageway surface in the UK however, is not designed to provide grip for non-metal horse shoes and is often slippery for horses - a problem that may increase/decrease with wear, depending on the exact compound in its use and final surface treatment. Tarmac is very unpleasant and often dangerous for use by horses because the criteria which make it ideal for motor traffic means it is inherently slippery for horses and although surface treatments can improve its safety for horses without detriment to vehicles, they can be contradicted by other reasons such as noise generated by tyres.**

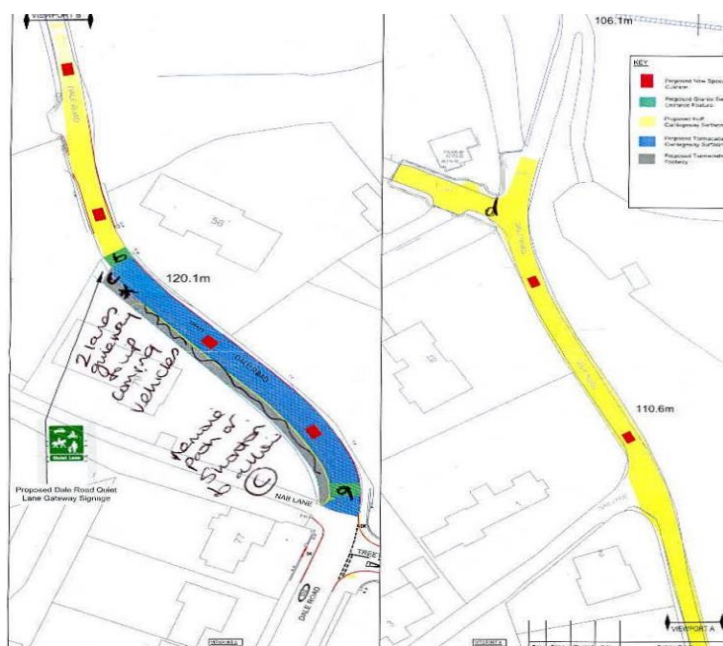
Anti-skid material will be used on the steep section of carriageway, the rest will be tarmac to SMBC highway adoptable standards.

- **Granite sets across the whole of the road width: these are extremely slippery for horses and will prevent the horses from 4 properties being able to access the road. This is not acceptable as a horse user and could affect the business at Lower Dale meaning risks of me having to move my horse. In all circumstances, it would have a detrimental effect on lives, business and animal welfare. There are two lots of granite sets at point A and B indicated on the plan - please remove these.**

Granite sets will be to SMBC highway adoptable standards and have a high skid resistance.

- **Passing Places/Footway: The area marked C (see image below) should be an area where vehicles coming down Dale Road should have to stop and give way to up and coming vehicles. So, the area marked in the blue and the proposed tarmac have enough width for 2 cars. All cars coming down must stop at point C and give way to up and coming vehicles therefore, the proposed tarmac footway either needs to be reduced substantially to allow for this or removed altogether. There is a need for**

signage at point C to indicate stop and give way to up and coming vehicles. Also, it would be preferable to have no parking along this area (outside no. 79) to allow for cars to see successfully and access point C.



The 1st section of road is wide enough for 2 vehicle flow therefore, the footway does not need to be removed. Parking restrictions are not within the scope of this scheme.

- Road Markings: Point D (previous image refers) entrance to the nursing home and new properties - there needs to be new road markings and a stop/give way sign for exiting the properties. Most cars do not stop and look. There are 8 properties, most with horses plus holiday accommodation and an equestrian centre with 30 horses and multiple horse boxes and trailers. Owners at the bottom of this lane have had near misses.**

Give way will be provided at the junction with the former Dale Lodge.
- It is unclear what will happen to the road beyond the care home. This is not indicated on the plan and access is required as stables located there.**

This area is beyond the scope of this scheme and is not required as part of the approved planning/development.
- As a cyclist, the granite will be an obstacle forcing them to use a very narrow strip at the side or risk slipping or hitting an obstruction.**

The Granite will be set and laid flush.
- The Granite set entrance feature has the potential for causing noise and vibration as drivers coming up the hill accelerate after passing over the last speed cushion. The original plan DC/0715556 suggested a 30mm raised platform at this location. The original plan also implied street lighting would be upgraded – is this still part of the new proposal?**

The Granite will be set and laid flush; therefore, any vibration and noise will be minimal. Street Lighting will be improved to adoptable standards however, we are currently waiting on the plans for this.

- **Would like to see the speed cushion marked 'A' (see image below) moving a few metres.**



Speed cushions are to be installed as per the SMBC standard detail.

- **Is the road surface at the end of Treetops being filled in? Drainage is required where the road meets our driveway to prevent slurry/water coming on to our drive.**

The road will be resurfaced as part of the scheme.

- **When Seddons were building, we were promised there would be a no stopping area outside no. 79 to enable stop and give way.**

Parking restrictions or priorities were not considered appropriate due to the amount of proposed traffic using this road.

- **Seddons promised all surfaces would be horse safe – is this still the case?**

Yes – anti skid materials will be used on the steep areas and normal highway construction material on flatter areas where there is two-way traffic.

- **Your plans do not show the new lighting which was part of the planning approved scheme for the Seddon Homes.**

It doesn't, but streetlighting will be provided to adoptable standard however, at this present time, no plans have been agreed.

- **Misleading to ever think this is an outlet road. Grip in buff will never be repaired in the same material, therefore, suggest black ultigrip and electronic signage.**

It is part of the approved planning application that the road be done in buff material. Buff was agreed for aesthetic and safety reasons. This material is a standard material that can be patched with matching material.

- **The area marked in blue on your plan (Drawing No. NM31-6381) should be wide enough for 2 vehicles to pass. Is it? If not, this will affect resident's properties, as motorists will still use resident's driveways. The footway, therefore, needs to be either substantially reduced or removed altogether.**

The carriageway width here is 5.5metres, therefore, enough for 2-way traffic and to national design guidance.

- **Unkept verges make the road narrower and obscure views. The proposed road surface is unsuitable for all users. There is a lack of passing points and defined road markings.**

The width of the carriageway is of insufficient width to provide passing points.

- **What material will the speed cushions be? They need to be horse friendly.**

The material will be to SMBC highway design standards i.e. tarmac.

6. FINANCIAL IMPLICATIONS

6.1. This scheme is being wholly funded by the developer.

7. TIMESCALES

7.1. In conjunction with the installation of the overall development scheme.

8. EQUALITIES/COMMUNITY IMPACT ASSESSMENT

8.1. 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".

8.2. 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.

9. CONCLUSIONS AND RECOMMENDATIONS

9.1. The Director of Place Management requests that the Marple Area Committee provides approval for the status of Dale Road to be changed to that of a Quiet Lane and for the legal notification and installation of speed cushions as set out in **Appendix A**.

Background Papers

There are no background papers to this report.

Anyone wishing further information please contact Nicola Ryan by email nicola.ryan@stockport.gov.uk

APPENDIX A.

For Notification

Dale Road, Marple

Single Speed Cushions

From the northern kerb line (south end) of Nab Lane	For a distance of
	17 metres
	44.5 metres
	79.5 metres
	112.5 metres
	173.5 metres
	218.5 metres