

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: A34 Scheme 1 – Gatley Road Area, Cheadle – Proposed Traffic Calming and 20mph Speed Limit Order (SLO) – Objection Report

Report to: (a) Cheadle Area Committee

Date: 30th July 2024

Report of: (b) Joint Report of the Director for Place Management and Assistant Director – Legal & Democratic Governance

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

Forward Plan General Exception Special Urgency (Tick box)

Summary: To consider objections to proposed Traffic Calming measures and a 20mph Speed Limit for A34 Scheme 1 – Gatley Road, Cheadle Area.

Recommendation(s):

The Cheadle Area Committee is asked to recommend that the Cabinet Member for Parks, Highways and Transport Services approves the implementation of the Traffic Calming and the Speed Limit Order as originally advertised.

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

Communities & Transport Scrutiny Committee

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

[Issue details - A34 Improvement Plan - Traffic Regulation Orders - Stockport Council](#)

Contact person for accessing background papers and discussing the report

Officer: Zoe Allan
Tel: 0161-747-4907

'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.

Cheadle Area Committee Meeting:

A34 Scheme 1 – Gatley Road Area, Cheadle – Proposed Traffic Calming and 20mph Speed Limit Order (SLO) – Objection Report

Joint report of the Corporate Director for Place Management & Assistant Director – Legal & Democratic Governance

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 This report is to advise committee members of the 2 objections received to the proposed introduction of Traffic Calming and the 20mph Speed Limit Order (SLO) in the Wensley Road residential areas located off Gatley Road. The scheme which seeks to introduce traffic calming and 20 mph Speed Limit on residential roads including Richmond Hill Road and Wensley Road is one of several schemes proposed along the A34 corridor which seek to improve/introduce routes for cyclists and pedestrians.
- 1.2 To ensure that the objections to the Speed Limit Order and Traffic Calming are appropriately and efficiency considered.

2. INFORMATION AND ADVICE

- 2.1 In considering the objections the Area Committee should be mindful that unless otherwise authorised, the only right the general public has over the highway is a right of passage along it. The Authority has both a duty of care to ensure the safety of the travelling public and a duty under the Traffic Management Act 2004 to secure and facilitate the expeditious movement of traffic.

3. OBJECTIONS AND COMMENTS

- 3.1 The Gatley Road proposals form part of the A 34 Corridor improvement plan, which seek to deliver a series of measures to enhance walking and cycling connectivity, ease congestion at key locations and unlock growth potential along the A34 corridor between M60 and A555. This includes traffic calming along Wensley Road, Milton Crescent and High Grove Road, and also the introduction of a 20mph speed limit on the Wensley Road estate to make these residential roads safer and more attractive for walking, wheeling and cycling -in particular as a north-south route along the A34 corridor.

A series of proposals, including those referred above were subject to large-scale consultation in autumn 2021. The consultation was extensive and gave the local community an opportunity to provide comments which were considered in the development of the design, and approval of the proposals. It included a range of awareness-raising and consultation methodology and provided details in a suitable level of detail to enable fully-informed comments.

The proposals were generally supported and received approval to be delivered by the Stockport Council Cabinet Member for Economy and Regeneration in February 2021, following some changes to the proposals in response to the comments received and recommendations from the Local Members at Area Committees.

The Scheme which includes a Toucan Crossing on Gatley Road, and Traffic Calming and a 20mph Speed Limit on the residential Streets located to the north of Gatley was legally advertised between 10th April 2024 and 7th May 2024 with 2 objections received.

3.3 The specific objections and points contained within each email have been analysed and detailed below together with a response.

(i) Objection 1 reasons:

The objector states that, there has never been an issue with speeding traffic and that the area is not a through route with vehicles only entering the area for access. It was also mentioned that the introduction of Traffic Calming measures would be a futile measure, as the traffic doesn't need calming. Regarding the 20mph Speed Limit, it was stated that this would only have negative consequences, cluttering the environment with unnecessary signage, and would be spending taxpayers' money in a wasteful manner.

Response

In answer to the points made by the objector: Traffic calming is proposed on Wensley Road due to it being an access road into a residential area. Wensley Road is a straight road over 300 metres long which can allow vehicles to drive at inappropriate speeds which compromises road safety for cyclists and pedestrians. It was considered that the other roads in the area did not need traffic calming features as vehicle speeds are limited due to length or layout.

The Wensley Road estate forms part of the north/south route for pedestrians/cyclists along the A34 corridor, and it was considered that the provision of traffic calming features along this section and the 20mph speed limit for the area will ensure reduced vehicle speeds and make the route more attractive for cyclists/pedestrians. It should be noted that it is anticipated that the introduction of the scheme and the north/south cycle route will encourage more cyclists and pedestrians to travel through the area and it is therefore important to ensure good road safety.

The 20mph Speed limit will have terminal signs on posts on both the entries to the area at the junction with Gatley Road, and then smaller 20mph repeater signs on lighting columns in the area. The Signage provided will be carefully considered and only that considered necessary to achieve the objectives of the scheme will be included.

(ii) Objection 2 reasons:

The objector strongly objected to the Traffic Calming and 20mph Speed Limit. It was mentioned that there had never been a problem with motorists in the area and that whoever has developed the plans has never visited the area or they would have seen that it is a quiet residential area at all times. The objector considered that the money would have been better spent on fixing the poor state of the roads and potholes. It was mentioned that there was no need

for measures in this area as the objector was not aware of any problems with speeding traffic or of any accidents. It was also mentioned that the disruption during construction would be unnecessary.

Response

In answer to the points made by the objector: Traffic calming is proposed on Wensley Road due to it being an access road into a residential area. Wensley Road is a straight road over 300 metres long which can allow vehicles to drive at inappropriate speeds which compromises road safety for cyclists and pedestrians. It was considered that the other roads in the area did not need traffic calming features as vehicle speeds are limited due to length or layout.

The Wensley Road estate forms part of the north/south route for pedestrians/cyclists along the A34 corridor, and it was considered that the provision of traffic calming features along this section and the 20mph speed limit for the area will ensure reduced vehicle speeds and make the route more attractive for cyclists/pedestrians. It should be noted that it is anticipated that the introduction of the scheme and the north/south cycle route will encourage more cyclists and pedestrians to travel through the area and it is therefore important to ensure good road safety.

Officers undertook many site visits as part of the development of this scheme.

Regarding the budget, this is ringfenced money from the Government for an scheme to deliver, clean active travel and therefore the monies would not be available for maintenance works.

Although there will inevitably be some disruption during the construction works but these would be kept to a minimum, with access maintained for residents at all times.

4. PROPOSED AMENDMENTS TO THE ORDERS

- 4.1 It is proposed that no amendments be made to the proposals and that the proposed Traffic Calming be introduced and the 20mph Speed Limit Order be made as advertised.

5. FINANCIAL IMPLICATIONS

- 5.1. There are no financial implications arising from the recommendations in this report.

6. LEGAL IMPLICATIONS

- 6.1 The Council has a statutory duty to ensure that its highways operate safely for the safe passage of all traffic including pedestrians and powers to regulate and restrict traffic to assist in that duty.

7. REASONS FOR RECOMMENDATIONS

- 7.1 To comply with the Local Authorities' Traffic Orders, Regulations 1996 the Authority must consider all objections submitted during the consultation period of at least 21 days before 'Making' a Traffic Regulation Order.
- 7.2 The Committee should recommend that the Cabinet Member for Parks, Highways and Transport Services make a decision in respect of the objections received so that the scheme can be progressed, and the Traffic Calming measures and 20mph Speed Limit Order.

8. ALTERNATIVES CONSIDERED

- 8.1. The alternatives to the proposals laid out within this report would significantly impact the delivery of the scheme.

9. RECOMMENDATIONS

- 9.1 It is recommended that:
- 9.2 the Area Committee and Cabinet Member for Highways, Parks & Transport Services note all traffic calming notices and 20mph Speed Limit Order where objections have been received have been considered by officers.
- 9.3 the Area Committee recommend that the Cabinet Member for Parks, Highways and Transport Services approves the implementation of the traffic calming measures and Speed Limit Order as originally advertised.
- 9.4 That the objectors are informed of the decision.

Background Papers

[Issue details - A34 Improvement Plan - Traffic Regulation Orders - Stockport Council](#)

Anyone wishing further information please contact Zoe Allan at zoe.allan@stockport.gov.uk

Appendix A – Schedules.

Gatley Road Area - Cheadle

20mph Speed Limit

Schedule

Wensley Road – For its full length
Marrick Avenue – For its full length
Richmond Hill Road – For its full length
Aysgarth Avenue – For its full length
Wensleydale Avenue – For its full length
Airedale Close -For its full length
Whitby Close – For its full length
Ingleton Close – For its full length
Marchbank Drive – For its full length

A64 Schemes - Gatley Road, Cheadle

Traffic Calming Schedule

Junction Tables - 75mm high

Chadvil Road, Cheadle, at its junction with Milton Crescent, entire width from its intersection with Milton Crescent in a north westerly direction for a distance of 8,5 metres.

High Grove Road, Cheadle, at its junction with Milton Crescent, entire width from its intersection with Milton Crescent in a south easterly direction for a distance of 11.5 metres in a south easterly direction and 13.5 metres in a north westerly direction.

Milton Crescent, Cheadle, at its junction with Gatley Road, entire width of road from its intersection with Gatley Road in a southerly direction for a distance of 20.5 metres.

Milton Crescent, Cheadle, at its junction with High Grove Road, entire width of road from its intersection with High Grove Road in a north easterly direction for a distance of 10.5 metres.

Milton Crescent, Cheadle, at its junction with Chadvil Road, entire width of road from its intersection with Chadvil Road for a distance of 9 metres in a north easterly and 9 metres in a south westerly direction.

Wensley Road. Cheadle, at its junction with Gatley Road, entire width of road from its intersection with Gatley Road for a distance of 15 metres in a northerly direction.

Wensley Road, Cheadle, at its junction with Richmond Hill Road, entire width of road from its intersection with Richmond Hill Road for a distance of 8.5 metres in a southerly direction and 6.5 metres in a northerly direction.

Wensley Road, Cheadle, at its junction with Wensleydale Avenue, entire width of road from its intersection with Wensleydale Avenue for a distance of 8.5 metres in a southerly direction and 10 metres in a northerly direction.

Richmond Hill Road, Cheadle, at its junction with Wensley Road, entire width of road from its intersection with Wensley Road for a distance of 6.5 metres in a westerly direction.

Wensleydale Avenue, Cheadle, at its junction with Wensley Road, entire width of road in an easterly direction for a distance of 7.5 metres.

Flat Top Road Hump - 75mm high

High Grove Road, Cheadle, from a point 25 metres south east of the projected south eastern kerbline of High Lea in a south easterly direction for a distance of 4 metres.

High Grove Road, Cheadle, from a point 14 metres south east of the projected south eastern kerbline of the access road to Kingsway School in a south easterly direction for a distance of 4 metres.

High Grove Road, Cheadle, from a point 123 metres south east of the projected south eastern kerbline of the access road to Kingsway School in a south easterly direction for a distance of 4 metres.