

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Integrated Transport Block – Hazel Grove 20mph Speed Limit

Report to: (a) Stepping Hill Area Committee

Date: Tuesday, 30 July 2024

Report of: (b) Director of Place Management

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

Forward Plan General Exception Special Urgency (Tick box)

Summary: This report has been prepared to report the findings of a consultation exercise for the Integrated Transport Block funded 20mph speed limit for a residential estate to the south of Dean Lane, Hazel Grove. It also seeks a recommendation to the Cabinet Member (Parks, Highways and Transport Services) on whether to approve the introduction of the 20mph speed limit.

Recommendation(s): The Area Committee is asked to comment on this report and provide a recommendation to the Cabinet Member (Parks, Highways and Transport Services) on whether to approve a 20mph speed limit on Wensley Drive, Malton Drive, Elton Drive, Hartington Drive, Longnor Road, Bradwell Road, Ripley Close, Matlock Drive, Sheldon Road, Sudbury Road, Belvoir Avenue and Winsfield Road in Hazel Grove and the legal advertising of the Traffic Regulation Orders contained in Appendix B and subject to no objections being received within 21 days from the advertisement date the orders can be made.

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:** Nick Whelan
Email: nick.whelan@stockport.gov.uk

'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.

AGENDA ITEM

Integrated Transport Block – Hazel Grove 20mph Speed Limit

Report of the Director of Place Management

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 Members are requested to consider the contents of the report, noting the results of the recent consultation exercise which was undertaken with residents and to provide a recommendation to the Cabinet Member (Parks, Highways and Transport Services) on whether to approve the proposed measures.

2. BACKGROUND

- 2.1. Stockport Council has a policy of providing 20mph speed limits on residential estate roads and officers have identified that there may be road safety benefit to the implementation of a 20mph speed limit in this area. Doing so would help encourage walking and cycling and will complement the recently constructed A6 to Bramhall Park cycle route on Dean Lane.
- 2.2. This proposed scheme would be paid for by the Government's City Region Sustainable Transport Settlement (CRSTS) Integrated Transport Block (ITB) grant which has been provided to fund small scale improvements including road safety and the promotion of sustainable modes of travel.
- 2.3. A public consultation was held in March 2024 to gauge public opinion on the proposed 20mph speed limit. This report details the results of this consultation.
- 2.4. Whilst the 20mph speed limit would apply on residential roads which fall under the authority of the Area Committee the speed limits on Elton Drive, Hartington Drive Matlock Drive and Belvoir Avenue would start within 15m of Dean Lane, which is a strategic distributor road and therefore also requires approval from the Cabinet Member (Parks, Highways and Transport Services).

3. PROPOSALS

- 3.1. The proposals that were subject to the public consultation include the introduction of a 20mph speed limit on the following roads which form a residential estate between Dean Lane and Chester Road: Wensley Drive, Malton Drive, Elton Drive, Hartington Drive, Longnor Road, Bradwell Road, Ripley Close, Matlock Drive, Sheldon Road, Sudbury Road, Belvoir Avenue and Winsfield Road.
- 3.2. The proposals are shown on Drawing No F-5224-TRO-001 Rev A in Appendix A.

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. No alternatives were considered.

6. CONSULTATION

6.1. The Local Ward Councillors have been consulted and no adverse comments were received.

6.2. A public consultation was held over a four-week period between 26th February and 24th March. Approximately 320 letters were delivered to residents on Wensley Drive, Malton Drive, Elton Drive, Hartington Drive, Longnor Road, Bradwell Road, Ripley Close, Matlock Drive, Sheldon Road, Sudbury Road, Belvoir Avenue, Winsfield Road, Dean Lane and Chester Road.

6.3. An online consultation was set up for the project on the following webpage: www.stockport.gov.uk/haveyoursay . This provided background to the scheme; information on the scheme proposals; scheme plans; and an online feedback form which asked respondents to indicate to what extent they agreed or disagreed with the introduction of a 20mph speed limit zone. Respondents were also provided the opportunity to include open ended comments on the proposal. Paper copies of the response form were also available upon request.

6.4. A dedicated email address (stockportwalkcycle@stockport.gov.uk) was active throughout the consultation period to respond to scheme/consultation queries and take associated comments.

6.5. There was a good level of engagement from the community in relation to the public consultation with 83 responses to the online survey. The responses to the online survey are summarised in the table below.

Table 1: Summary of online survey feedback

To what extent do you agree with the proposals to implement a 20mph speed limit zone						
Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Don't Know	Total Answered
Number						
22	17	7	6	30	1	83
Percentage						
27%	20%	8%	7%	36%	1%	100%

6.6. It can be seen from the table above that there is a split in opinion within the community with 47% agreeing/strongly agreeing with the proposals (including 27% who strongly agreed) and 43% disagreeing/strongly disagreeing (including 36% who strongly disagreed). 9% of respondents advised that they neither agreed or disagreed, or did not know.

6.7. 66 respondents provided comments on the proposals. The key issues raised included:

Table 2: Summary of online comments submitted

Comment	Number of Comments
Unable to reach 30mph / Speeding not an issue	25
Unnecessary expense	19
Unsatisfied with Cycle Lane on A5143	13
Will not help walking / cycling	7
Will improve safety	6
Would not agree with speed bumps being installed	6
How will this be enforced?	5

6.8. A review of the comments provided by respondents has identified that many respondents do not consider the proposals to be necessary with 25 advising that vehicles are currently unable to reach speeds of 30mph due to the layout of the roads, or that they do not consider speeding to be an issue within this area; a further 19 respondents consider the proposals to be an unnecessary expense.

6.9. 13 respondents made comment on the recent implementation of the cycle lane along the A5143. Some respondents made reference to the experience for cyclists with the path. Whilst every effort has been made by the Design and Construction teams to provide a smooth facility along the route with reasonable comfort at suitable and expected speeds, it is recognised that, in particular, along Dean Lane the consideration of engineering considerations has led to a compromise in the ride comfort. Officers are maintaining ongoing liaison with TfGM to continue to discuss potential resolutions to this complex issue.

6.10.7 respondents did not consider that the proposed scheme would help support walking and cycling within the area. There is evidence from across the world that vehicle speeds are a key reason why people do not walk or cycle or do not allow their children to walk or cycle to school. It is the opinion of officers that lower vehicle speeds make people feel more comfortable to walk and cycle and create safer streets for children walking to school. It is also considered that older people, disabled people or people with additional needs feel more able to travel independently on lower speeds roads.

6.11.6 respondents considered that the 20mph speed limit would improve safety and were supportive of the scheme.

6.12.6 respondents, including 3 who strongly agreed with the scheme and 1 who strongly disagreed with the scheme, advised that they would not be supportive of the provision of speed humps to support the 20mph speed limit. Should the scheme be approved it is anticipated that it would be supported by signage only and no speed humps are proposed to be included.

6.13.5 residents queried how the scheme would be enforced. Speed limits are enforceable by the police. If residents become aware of traffic speeding within the estate they would be recommended to report this to the police by e-mail: speedcomplaints@gmp.police.uk.

6.14. No changes have been made to the scheme proposals in response to this feedback]

7. FINANCIAL IMPLICATIONS

7.1. The scheme would be funded from the Government's City Region Sustainable Transport Settlement (CRSTS) Integrated Transport Block fund.

8. TIMESCALES

8.1. Should the proposals be approved, the scheme should be ready for implementation in winter 2024 / spring 2025.

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. The Area Committee is asked to comment on this report and provide a recommendation to the Cabinet Member (Parks, Highways and Transport Services) on whether to approve a 20mph speed limit on Wensley Drive, Malton Drive, Elton Drive, Hartington Drive, Longnor Road, Bradwell Road, Ripley Close, Matlock Drive, Sheldon Road, Sudbury Road, Belvoir Avenue and Winsfield Road in Hazel Grove and the legal advertising of the Traffic Regulation Orders contained in Appendix B and subject to no objections being received within 21 days from the advertisement date the orders can be made.

Background Papers

There are no background papers to this report.

Anyone wishing further information please contact Nick Whelan by email on nick.whelan@stockport.gov.uk

Appendix A – Proposal Drawing

Consultation Drawing - F-5224-TRO-001 Rev A

Appendix B – Schedule of Traffic Regulation Orders

20 MPH SPEED LIMIT

Wensley Drive (Both Directions), Entire length.
Malton Drive (Both Directions), Entire length.
Elton Drive (Both Directions), Entire length.
Hartington Drive (Both Directions), Entire length.
Longnor Road (Both Directions), Entire length.
Bradwell Road (Both Directions), Entire length.
Ripley Close (Both Directions), Entire length.
Matlock Drive (Both Directions), Entire length.
Sheldon Road (Both Directions), Entire length.
Sudbury Road (Both Directions), Entire length.
Belvoir Avenue (Both Directions), Entire length.
Winsfield Road (Both Directions), Entire length.