

**Integrated Transport Block - 20mph Speed Limit Zone - Hazel Grove (Carisbrooke)**

**Report of the Director for Place Management**

**1. INTRODUCTION AND PURPOSE OF REPORT**

- 1.1. To report the findings from the recent consultation exercise which was undertaken with residents/members of the public and to provide a recommendation to the Area Committee to approach 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 November/December 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 Dorchester Road, Denbeigh Close, Arundel Avenue, Lyndhurst Avenue, Deva Close and Longmead Avenue would start within 15m of Chester Road and Jacksons 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 Bramhall Moor Lane and Chester Road: Aldwyn Crescent, Rutter's Lane, Shirley Close, Gawthorne Close, Reevey Avenue, Boscombe Drive, St Ann's Road, St David's Road, Mostyn Road, Haven Close, Marsham Road, Ringwood Avenue, Langley Avenue, St John's Road, Dorchester Road, Portland Close, Cotswold Avenue, Ferndown Avenue, Horsham Avenue, Lyndhurst Avenue, Stokesay Drive, Caernarvon Drive, Flint Close, Dunster Close, Corfe Crescent, Blair Close, Denbigh Close, Penrhyn Crescent, Beaumaris Crescent, Skipton Close, Conway Drive, Harlech Drive, Tamworth Close, Arundel Avenue, Kenilworth Drive, Lancaster Close, Warwick Drive, Carisbrooke Avenue, Stirling Avenue, Seaton Close, Rhos Drive, Newlyn Close, Deva Close, Longmead Avenue and Linda Drive.

3.2 The proposals are shown on Drawing No. 5224-02-HG-000 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, GMP and Parking Services have been consulted and no adverse comments were received.

6.2. A public consultation was held over a three-week period between 25th November and 16th December 2024. Approximately 1390 letters were delivered to residents on Aldwyn Crescent, Rutter's Lane, Shirley Close, Gawthorne Close, Reevey Avenue, Boscombe Drive, St Ann's Road, St David's Road, Mostyn Road, Haven Close, Marsham Road, Ringwood Avenue, Langley Avenue, St John's Road, Dorchester Road, Portland Close, Cotswold Avenue, Ferndown Avenue, Horsham Avenue, Lyndhurst Avenue, Stokesay Drive, Caernarvon Drive, Flint Close, Dunster Close, Corfe Crescent, Blair Close, Denbigh Close, Penrhyn Crescent, Beaumaris Crescent, Skipton Close, Conway Drive, Harlech Drive, Tamworth Close, Arundel Avenue, Kenilworth Drive, Lancaster Close, Warwick Drive, Carisbrooke Avenue, Stirling Avenue, Seaton Close, Rhos Drive, Newlyn Close, Deva Close, Longmead Avenue and Linda Drive and 10 on-street notices were placed on available street furniture in proximity to the proposed works.

6.3. An online consultation was set up for the project on the following webpage: [www.stockport.gov.uk/consultation\\_finder](http://www.stockport.gov.uk/consultation_finder). 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 ([Traffic@stockport.gov.uk](mailto:Traffic@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 134 responses to the online survey. One address had made the same submission 4 times; therefore, we have discounted 3 of these and likewise

with some that submitted twice from the same household. Therefore, the total responses came to 128.

6.6. 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
<b>Number</b>						
58	26	4	11	27	2	128
<b>Percentage</b>						
45.5%	20.5%	3%	9%	21%	1%	100%

6.7. It can be seen from the table above that there is a split in opinion within the community with 66% agreeing with the proposals (including 45.5% who strongly agreed) and 30% disagreeing (including 21% who strongly disagreed).

6.8. Of the respondents, 98 provided comments on the proposals. The key issues raised included:

**Table 2: Summary of online comments submitted.**

Comment	Number of Comments
<i>Speeding</i>	39
<i>The proposals will not encourage walking &amp; cycling / existing is not used</i>	24
<i>Safer for families and pedestrians</i>	19
<i>Waste of Public Money</i>	18
<i>How will this be enforced</i>	16
<i>The current 20mph limit in the area are not working</i>	13
<i>No Speed cushions</i>	12
<i>Will cause pollution / Congestion</i>	8
<i>Further restriction required</i>	8

6.9. A review of the comments provided by respondents has identified that 39 respondents consider the proposals to be necessary with the level of speeding in the area. 3 respondents commented 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 18 respondents consider the proposals to be an unnecessary expense.

6.10. Twenty-four respondents made comment on the recent implementation of the cycle lane along the A5143 that it is rarely used, and the new proposals will not encourage walking and cycling, with 8 respondents referring to the congestion it has now caused and pollution.

### **Response**

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. Twelve respondents, including 3 who agreed with the scheme, 2 that did not know, 1 disagreed and 6 who strongly disagreed with the scheme, advised that they would not support the provision of speed humps to support the 20mph speed limit and that the local bus service will cause noise and vibration,

### **Response**

Should the scheme be approved it is anticipated that it would be supported by signage and speed cushions in order to keep these speeds low in the area. Speed cushions are designed to be used on bus routes as the wider wheelbase is unaffected unlike cars.

- 6.12. Eight respondents that support the proposals, including 1 who did not know, advised that they would want to see further restrictions in place to prevent speeding, as they do not go far enough.

### **Response**

This has been considered by officers and there is a criteria set for speed cushions and with limited space to prevent positioning outside of residents' accesses, it would not be considered to include further speed cushion, whereby there are no speed cushions this will be supported by signage or 20mph road markings.

- 6.13. Sixteen respondents queried how the scheme would be enforced and that it needs to be enforced to work.

### **Response**

The installation of Speed cushions are self-enforcing measures. 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](mailto:speedcomplaints@gmp.police.uk).

- 6.14. Nineteen respondents considered that the 20mph speed limit would improve safety and were supportive of the scheme.
- 6.15. Seventeen who strongly agreed with the proposals left no comments.
- 6.16. In response to the feedback received, it is recommended that the proposals are to remain the same as shown on Drawing Number's: 5224-02-HG-000 & 5224-02-TRO-000.

## **7. FINANCIAL IMPLICATIONS**

- 7.1. The scheme will 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 Spring / Summer 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**

The Area Committee is asked to consider the report and provide a recommendation to the Cabinet Member (Parks, Highways and Transport Services) on whether or not they should approve a 20mph speed limit on: Aldwyn Crescent, Rutter's Lane, Shirley Close, Gawthorne Close, Reevey Avenue, Boscombe Drive, St Ann's Road, St David's Road, Mostyn Road, Haven Close, Marsham Road, Ringwood Avenue, Langley Avenue, St John's Road, Dorchester Road, Portland Close, Cotswold Avenue, Ferndown Avenue, Horsham Avenue, Lyndhurst Avenue, Stokesay Drive, Caernarvon Drive, Flint Close, Dunster Close, Corfe Crescent, Blair Close, Denbigh Close, Penrhyn Crescent, Beaumaris Crescent, Skipton Close, Conway Drive, Harlech Drive, Tamworth Close, Arundel Avenue, Kenilworth Drive, Lancaster Close, Warwick Drive, Carisbrooke Avenue, Stirling Avenue, Seaton Close, Rhos Drive, Newlyn Close, Deva Close, Longmead Avenue and Linda Drive in Hazel Grove and the legal advertising of the Traffic Regulation Orders contained in Appendix B. Subject to no objections being received within 21 days from the advertisement date the orders can be made.

### **Background Papers**

**There are none**

Anyone requiring further information should contact Gillian Kidd on telephone number Tel: 0161 474 4848 or alternatively email [gillian.kidd@stockport.gov.uk](mailto:gillian.kidd@stockport.gov.uk)

### **Appendix A – Proposal Drawings**

5224/02/HG/000 - Boundary Plan & Layout Plans x 10

**Appendix B – Schedule of Traffic Regulation Order**

**20 MPH SPEED LIMIT ZONE - Hazel Grove (Carisbrooke)** for the following roads in both directions for their entire lengths:

Aldwyn Crescent,  
Rutter's Lane,  
Shirley Close,  
Gawthorne Close,  
Reevey Avenue,  
Boscombe Drive,  
St Ann's Road,  
St David's Road,  
Mostyn Road,  
Haven Close,  
Marsham Road,  
Ringwood Avenue,  
Langley Avenue,  
St John's Road,  
Dorchester Road,  
Portland Close,  
Cotswold Avenue,  
Ferndown Avenue,  
Horsham Avenue,  
Lyndhurst Avenue,  
Stokesay Drive,  
Caernarvon Drive,  
Flint Close,  
Dunster Close,  
Corfe Crescent,  
Blair Close,  
Denbigh Close,  
Penrhyn Crescent,  
Beaumaris Crescent,  
Skipton Close,  
Conway Drive,  
Harlech Drive,  
Tamworth Close,  
Arundel Avenue,  
Kenilworth Drive,  
Lancaster Close,  
Warwick Drive,  
Carisbrooke Avenue,  
Stirling Avenue,  
Seaton Close,  
Rhos Drive,  
Newlyn Close,  
Deva Close,  
Longmead Avenue  
Linda Drive