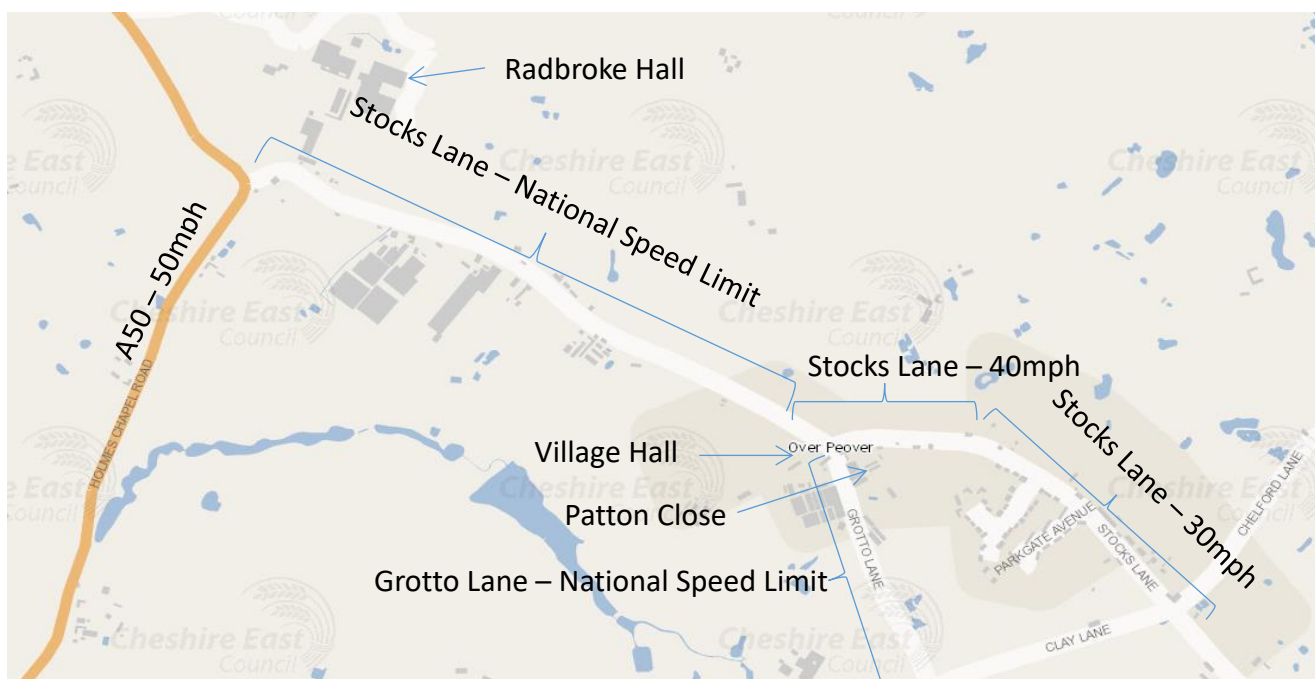


## The case for a change in speed limits in Over Peover

In preparation for the Neighbourhood Plan for the Parish a questionnaire was sent to all residents asking, amongst other questions, what residents liked and disliked about living in the Parish. By far the most disliked aspect was the speed and volume of traffic through the Village. This has led the Parish Council to question whether the speed limits are appropriate particularly along Stocks Lane.

The diagram below shows the stretch of Stocks Lane from the junction with the A50 to the Primary School with the current speed limits.



Stocks Lane is 2.4km in length. The National Speed Limit length is 1.4km, the 40 mph stretch is 400 metres and the 30 mph stretch is 600 metres. There is also an advisory 20mph limit within the 30 mph zone with flashing yellow lights at school arrival and departure times. Thus within about 1 mile there are up to 4 changes of speed limit.

The characteristics of the lanes are that all are single carriageway without kerbing or footways with the exception of the 30mph section. This has a footway to the north side with a kerb. There is no street lighting on any of the lanes.

Within the last decade 15 affordable homes have been built along with a children's day-care nursery on Patton Close just off Grotto Lane. This lies totally within the National Speed Limit area.



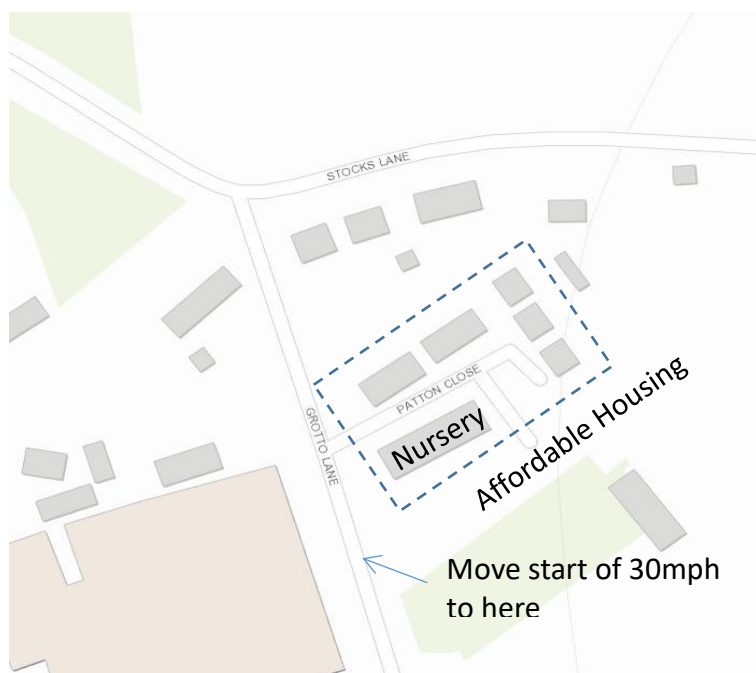
View along Stocks Lane within the 40mph zone.

Note the absence of any pavement or verge.

Children from Patton Close who wish to walk to the Primary School in line with Cheshire East policy, have to negotiate the 40 mph zone with no pavement or verge and at a time when the road is very busy. A recent survey<sup>(1)</sup> has shown there to be 600 cars using this road during the morning period between 0800 and 0930.

### **Proposed changes**

1. Reduce the speed limit along Stocks Lane from the junction with the A50 to the current 40 mph zone to 50 mph consistent with the speed limit on the A50.
2. Extend the current 30 mph zone to encompass the existing 40 mph zone.
3. Extend the new 30 mph zone along Grotto Lane beyond the junction with Patton Close.



### **Why this change is appropriate**

Cheshire East Council has published a “Speed Management Strategy”<sup>(2)</sup> in September 2016. This document sets as one of the key objectives in its vision to “create environments that are more sympathetic to vulnerable road users”. The reduction of the 40mph zone to 30mph is consistent with this aim as this stretch is used by a number of vulnerable users:

- Children walking to school
- Children being taken out during the day from the Nursery
- Horse riders as this forms part of “Laureens Ride” and the “Cheshire Cheese Loop”
- Lunchtime runners from Radbroke Hall
- Elderly residents walking to the Village Hall
- Cyclists – the area is very popular with cycling groups

The above applies equally to extending this limit part way along Grotto Lane to encompass the affordable housing and Nursery in Patton Close.

The reduction of the National Speed Limit stretch of Stocks Lane to 50mph is appropriate as a “Rural Distributer Route”. It is used by over 600 vehicles twice a day travelling to /from Radbroke Hall or as a through route between the Northwich / Holmes Chapel area and Wilmslow / Alderley Edge / Macclesfield. The “Speed Management Strategy” suggests a 50mph limit should be considered for lower quality A and B roads that may have a high number of bends, junctions or accesses. This is appropriate for this stretch of Stocks Lane as there are a number of horticultural premises that HGV’s need to access that block the entire carriageway while manoeuvring, three access or egress points for Radbroke Hall parking and several difficult bends. Some of the bends are in close proximity to the Radbroke Hall access / egress points requiring a cautious approach. Radbroke Hall is Barclays Bank Technology Centre with over 3500 staff at the site and 2800 parking places.







### **Speed enforcement**

As acknowledged in the “Speed Management Strategy” there is little point in speed limit reductions without enforcement. In line with this strategy the Parish Council is undertaking training with Cheshire Police to reinvigorate the Community Speedwatch Programme.

### **Benefits**

The main benefits are:

- Residents of the Village and the vulnerable road users will feel safer
- Road users will have safer roads less prone to collisions
- Safer egress for drivers from homes and workplaces due to slower approach of other vehicles
- Reduction in the quantity of road signage and less confusion for drivers
- Fewer speed limit changes for motorists
- Better indication to drivers of approaching hazards
- No impact on economic activity in the Borough

This case was endorsed by the Peover Superior Parish Council on 27<sup>th</sup> November 2018.

### **References**

1. Over Peover Neighbourhood Plan Traffic Census Results and Analysis. November 2018
2. Speed Management Strategy. Cheshire East Council. September 2016.