

CESHIRE EAST COUNCIL

Cabinet Member for Highways

Date of Meeting:	29 March 2016
Report of:	Steph Cordon, Head of Communities
Subject/Title:	Update Paper – Over Peover/Jodrell Bank - 40mph Rural Zone Application
Portfolio Holder:	Cllr David Brown

1.0 Report Summary

- 1.1 Speed and Road Safety remain one the top priorities for our residents and representation has been made by members to explore the options available for delivering zonal speed limits within Cheshire East as a way of increasing customer satisfaction, improving road safety and addressing local speeding concerns.
- 1.2 Informal Cabinet supported, on the 14th July 2015, the development of a proposal for the introduction of a 40mph Rural Zone for the Over Peover/Jodrell Bank area, this was to include for preparation of the submission to the Department for Transport (DfT) for approval.
- 1.3 This update paper provides full details of the proposed 40mph Rural Zone application for submission to the DfT.

2.0 Recommendation

- 2.1 It is recommended that the proposed 40mph Rural Zone application is approved for submission to the DfT.

3.0 Reasons for Recommendations

- 3.1 The proposed application supports DfT guidance for setting local speed limits, in that the network of minor rural roads within the proposed zone have speeds already in line with such a limit and are heavily used by vulnerable road users.

4.0 Wards and Local Ward Members Affected

- 4.1 Chelford, Dane Valley and Gawsworth Wards and Ward Members are directly affected by the proposal.

5.0 Policy Implications

- 5.1 The decision will have an influence on the service contribution to the delivery of the Cheshire East Council Three Year Plan outcomes:
 - Outcome 1: Our local communities are strong and supportive
 - Outcome 4: Cheshire East is a green and sustainable place to live

6.0 Financial Implications

- 6.1 At this stage approval is being sought purely to make the DfT application. Should DfT approve then the potential cost to deliver the area based limit and the associated monitoring of the traffic flows will be in the region of £50,000. This will be funded from the Road Safety element of the LTP and has been provisionally included in the 16/17 programme.

7.0 Legal Implications

- 7.1 The process of introducing an area based speed limit requires DfT approval before following the statutory processes for changing speed limits. Those will be followed should the proposals contained within this report be approved.

8.0 Risk Management

- 8.1 Any change to the speed limit requires a Traffic Regulation Order (TRO) and is subject to objections.

9.0 Background

- 9.1 The DfT issued Circular 01/2013 'Setting Local Speed Limits' encourages applications by Local Authorities for the introduction of 40mph Rural Zones.
- 9.2 Subsequently a recommendation has been made that the Authority will submit an application for the introduction of a 40mph Rural Zone for the Over Peover and Jodrell Bank area in order to improve customer satisfaction, improve road safety and address local speeding concerns.
- 9.3 Should the application be approved by the DfT it is also proposed to carry out a full before and after evaluation to obtain an understanding of the effectiveness of zonal speed limits for future programmes.
- 9.4 In order to make an application to the DfT for the introduction of a rural Zone the Authority is required to submit the following documents;
- A completed application form (Appendix A);
 - A site plan of the proposed zone, indicating the location of all traffic signs at the entry/exit points of the zone and all roundel markings within the zone (Appendix B);
 - A drawing providing specifications for all traffic signs to be located at the entry/exit points of the zone Appendix C); and
 - A draft Traffic Order detailing all roads to be included within the zone (Appendix D).

10.0 Access to Information

- 10.1 The background papers relating to this report can be inspected by contacting the report writer:

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Appendix A

Department for
Transport

APPLICATION FOR AUTHORISATION OF NON-PRESCRIBED TRAFFIC SIGNS AND SPECIAL DIRECTIONS (LOCAL ROADS)

TO:- authorisation.requests@dft.gsi.gov.uk

Please consider issuing an authorisation or special direction for the following:

TITLE/DESCRIPTION OF SIGN/SCHEME

CHESHIRE EAST BOROUGH COUNCIL (OVER PEOVER AND JODRELL BANK RURAL
ZONE) (40 MPH SPEED LIMIT) ORDER 2016.

NAME OF TRAFFIC AUTHORITY

Cheshire East Council

ATTACHMENTS	TICK to confirm inclusion
A site plan, showing the proposed location and orientation of each traffic sign to be authorised.	✓
A sign drawing clearly marked with colours and sizes with the font in Transport Alphabet.	✓
For regulatory signs:- A statement of the restriction(s), requirement(s) or prohibition(s) to be indicated by each sign design (or a draft or made TRO).	✓
For other signs:- A statement of the purpose of/reasons for erecting a non-prescribed sign	N/A

**THE SIGNING SCHEME DESIGNER SHOULD COMPLETE
THE CHECKLIST OVERLEAF AND SIGN THE APPLICATION
FORM BEFORE FORWARDING IT.**

CHECKLIST <i>to be completed by the signing scheme designer</i>	Mark YES or NOT APPLICABLE as appropriate
I CONFIRM THAT:-	
1. There is no suitable sign prescribed in TSRGD 2002 for this purpose;	Yes
2. The signs are appropriate for their proposed site and purpose;	Yes
3. The signs follow the normal design rules and correspond as closely as possible to the nearest available prescribed sign or DfT working drawing (drawing ref no.....);	Yes
4. The sign drawings are marked with dimensions in millimetres, and show all the colours to be used;	Yes
5. If the signs are intended to be read by drivers of moving vehicles, that the sizes of the signs and lettering are appropriate to the speed of traffic on the road (<i>Ref: DoT Local Transport Note 1/94</i>); please indicate the speed limit, and 85 th percentile speed if known; <i>(NB: If signs are required to counter an accident problem, details of the of the injury accident record over the preceding three years should be provided)</i>	40mph
6. The intended illumination/reflectorisation is stated – whether signs will be illuminated by the use of direct internal or external lighting, or, if they are to be illuminated by the use of retroreflective material, what class of material will be used; <i>(NB: BS EN 12899-1; 2007 class RA 1 and RA 2 have superseded BS EN12899 -1;2001 class ref 1 and 2 and BS 873 Part 6 classes 2 and 1 respectively.)</i>	Yes
7. The site plans are legible, with the positions of the non-prescribed signs and any relevant prescribed ones clearly marked;	Yes
8. In the case of regulatory signs , including those for restricted parking zones, the signs correctly indicate the restriction(s)/ requirement(s)/ prohibitions which will apply at the sites where they are to be erected, and (unless they are to be enforced under decriminalised enforcement procedures) have the agreement of the police;	Yes
9. In the case of variable message signs or light signals , the appropriate equipment approval has been or will be issued by the Highways Agency, or the equipment to be used is ES compliant. Enquirers are recommended to discuss this with the Department and establish the requirements at any early stage.	N/A

SIGNED:.....

NAME (block caps)

Address:.....

.....

.....

Phone no:

Email :

Date:.....

DfT 1644 (06/11)

Appendix B

Drawing Nos. C151TFM02/001/01 & 02

Appendix C

Sign Detail

SCHEDULE
(40mph Speed Limit)

Batemill Lane, Peover Heath

for its entire length.

Blackden Lane, Goostrey

for its entire length.

Bornish Lane, Blackden Heath

for its entire length.

Boundary Lane, Peover Heath

for its entire length.

Bridge Lane, Blackden Heath

for its entire length.

Chelford Lane, Over Peover

between its junction with Mill Lane and a point 198 metres northeast of its junction with Stocks Lane.

Cinder Lane, Peover Heath

for its entire length.

Clay Lane, Over Peover

For its entire length.

Common Farm Lane, Peover Heath

for its entire length.

Common Lane, Peover Heath

for its entire length.

Green Lane, Peover Heath

for its entire length.

Grotto Lane, Over Peover

for its entire length.

Mill Lane

for its entire length.

Moss Lane

for its entire length.

Peover Lane

for its entire length.

Pepper Street

for its entire length.

Percival Lane

for its entire length.

Sandhole Lane

for its entire length.

School Lane

for its entire length.

Snelson Lane

for its entire length.

Stocks Lane

From its junction with Clay Lane in a northwesterly direction for a distance of 157 metres.

Well Bank Lane

From its junction with Clay Lane in a southeasterly direction for a distance of 55.5 metres.

THE COMMON SEAL OF)

CHESHIRE EAST BOROUGH COUNCIL)

was hereunto affixed on the day of)

in the year two thousand and)

sixteen in the presence of)

AUTHORISED SIGNATORY