


SPEED LIMIT ASSESSMENT	 Cheshire West and Chester
SITE 149: GROVE ROAD	

Report Produced for:	Kay Parry Principal Engineer Cheshire West & Chester Council, Place Operations Guilden Sutton
Report Produced by:	Dave Reeves BA (Hons) MCIHT MSoRSA Engineer Road Safety Cheshire West & Chester Council, Highways Commissioning Northern Lights Business Park, Rossfield Road, Ellesmere Port CH65 3AW
Terms of Reference	DfT Circular 01/2013 Setting Local Speed Limits. TAL 01/04 Village Speed Limits.
Promoters of Assessment	Cllr Crowe
Roads Assessed	Grove Road
Date of Report	18/10/2017

1. Background

1.1 Following concerns from residents over vehicle speeds on Grove Road combined with the proximity of a primary school the local member requested speed limit assessment.

2. Routes Assessed

2.1 Grove Road between 30mph speed limit and Coalpit Lane.

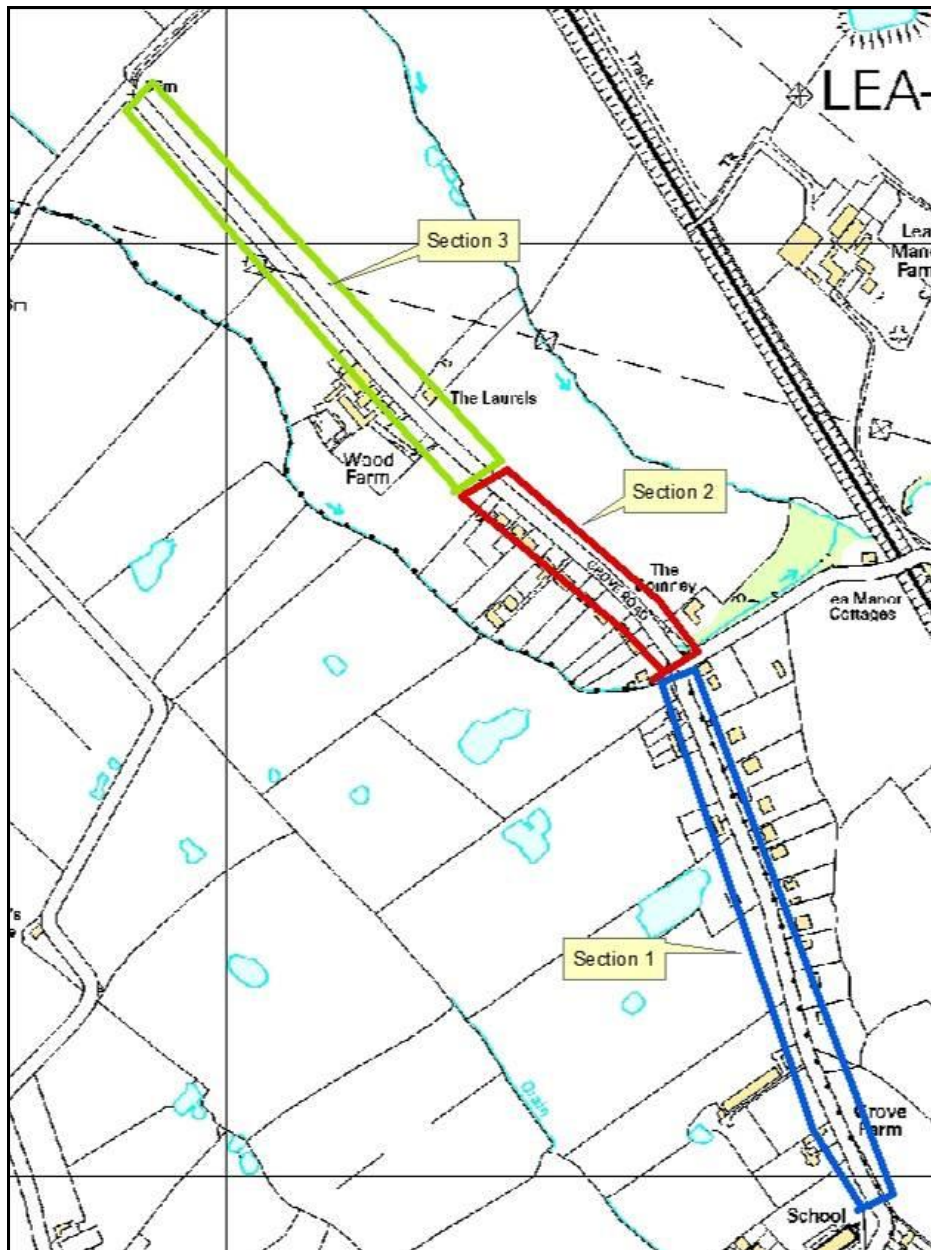
2.2 The route has been split into three sections:

2.2.1 Section 1; from the 30mph speed limit to Damage Lane

2.2.2 Section 2; Damage Lane to Wood Lodge.

2.2.3 Section 3; Wood Lodge to Coalpit Lane

2.3 Location plan of assessed sections



3. Description / Character of sections

- 3.1 Section 1; a higher quality rural road with many accesses, housing set well back; mixed local access/ through traffic function.
- 3.2 Section 2; a higher quality rural road with many accesses, housing set well back; through traffic function.
- 3.3 Section 3; a higher quality rural road with few accesses; through traffic function.

4. Data

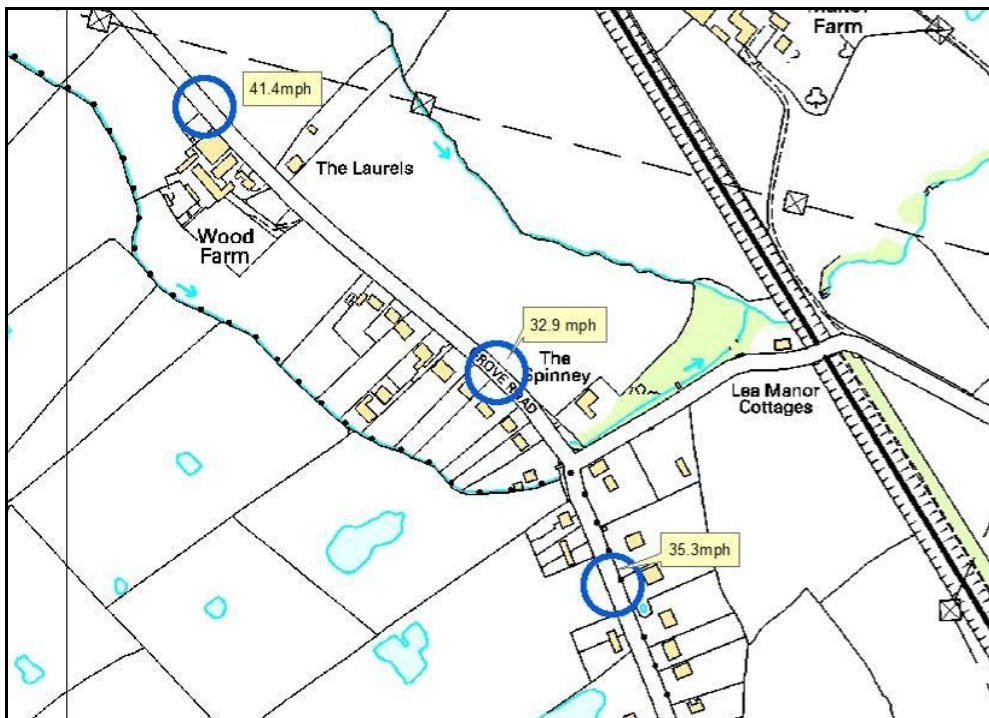
4.1 Table of relevant data for the different sections.

Section	Section Length (m)	Property Density (per 600m)	Number of injury collisions over 3 years	Mean Speed (mph)
1	600	20	0	35.3
2	280	21.4	0	32.9
3	570	3.1	0	41.4

4.2 Table showing indicative appropriate speed limit based on data collected.

Section	Indicative appropriate speed limit based on:		
	Character of section	Property density	Mean speed
1	50	30	40
2	60	30	40
3	60	50+	50

4.3 Location of monitoring points showing mean speeds.



5. Collisions.

5.1 Collision data from February 2014 to January 2017; there were no recorded injury collisions.

6. Initial Recommendations

- 6.1 Due to the rural nature of the roads, the recommendations are based on criteria in 7.2 'Single Carriageway Rural Roads' of the DfT Circular 01/2013 Setting Local Speed Limits.
- 6.2 Based on the evidence presented, the following speed limit meets the speed limit criteria.
 - 6.2.1 Grove Road from the 30mph speed limit to Damage Lane – 40mph.
 - 6.2.2 Grove Road from Damage Lane to Wood Lodge – 40mph.
 - 6.2.3 Grove Road from Wood Lodge to Coalpit Lane – 60mph.

7. Validation

- 7.1 Validation assesses the recommendations of section 6 to ensure consistency and to determine the final recommendations;
- 7.2 Sections 1 and 2 meet density of housing for a 30mph limit but have mean speeds above 30mph.
- 7.3 Housing density is met but housing is set back from the highway (see images 1 & 2).
- 7.4 Section 3; should a lower limit be implemented without including adjacent roads or the continuation of Coalpit Lane?
- 7.5 Image 1; section 1 looking south from Damage Lane



7.6 Image 2; section 2 looking north from Demage Lane



7.7 The validation team agree with the initial recommendation to introduce a 40mph speed limit, with one amendment.

7.7.1 One member recommended one amendment; extend the proposed 40mph limit to encompass Wood Farm.

7.7.2 Wood Farm is the first property on the approach and has significant visitors to the horse riding facilities.

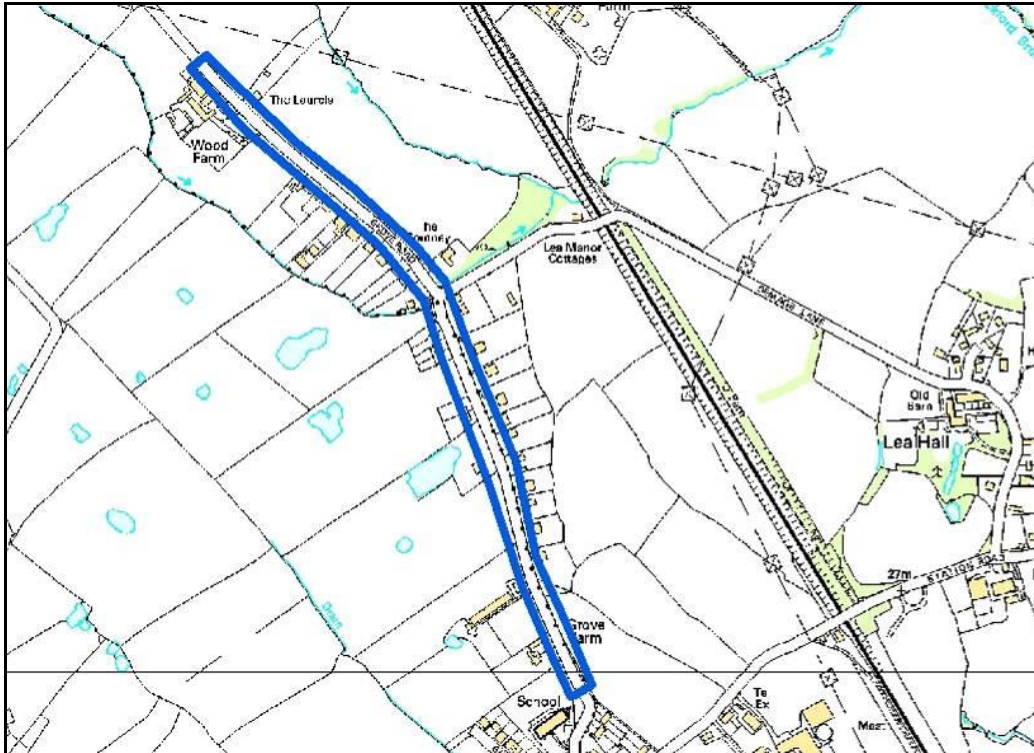
7.7.3 The validation team agreed with the amendment as it would put the change of limit at the first property signifying a change in environment to the driver.

7.7.4 Mean speeds on the approach are 41.1mph; it was agreed that compliance after Wood Farm would not be a major issue.

8. Final recommendations.

8.1 Grove Road from the 30mph limit to Wood Farm – 40mph.

8.2 Location plan of final recommendation.



9. Cheshire Police comments.

Cheshire Police do not object to the recommendations in Section 8.

10. Validation.

Date	17/10/2017
Location	Northern Lights
Officers	David Reeves – Road Safety Engineer Christopher Burnham – Cheshire Police Kay Parry – Principal Engineer