

DfT MRN Fund - A34 Improvement Plan

Report of the Corporate Director for Place Management and Regeneration

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 A Strategic Outline Business Case (SOBC) for proposed improvements on the A34 corridor was submitted to Department for Transport in December 2019 to demonstrate the rationale for change and providing the case for Major Road Network investment along this route. Funding was approved to further develop schemes and undertake stakeholder and public consultation to inform and seek approval from the Area Committees and Cabinet Member for Economic Development and Regeneration for the project. The developed schemes and that approval will subsequently be included as part of the submission for the Outline Business Case (OBC) in early 2021 whereby requests for additional funding will be made to move in to the next phase of a Full Business Case.
- 1.2 The reason behind why this route was identified with a need for investment was due to the following factors:
- The stretch of the A34 (from A560 to A555), currently experiences high traffic volumes, congestion and slow journey times.
 - It is a key route connecting Stockport, Manchester and Cheshire East and includes a mix of traffic and journey purposes; however, the route is particularly busy with commuters.
 - Provision of existing infrastructure for sustainable travel modes is poor, resulting in low levels of uptake amongst those that could potentially walk or cycle for short journeys.
 - Accident analysis highlights accident clusters and a high proportion of accidents involving cyclists, particularly at the Cheadle Royal junction.
- 1.3 As a result, specific objectives of the proposals were recognised:
- Support economic growth and rebalancing
 - Support housing delivery with sustainable infrastructure
 - Support all road users by improving accessibility to key sites
 - Support strategic road network
 - Improve active mode uptake along and across the corridor
 - Reduce congestion and improve journey times through technology.
- 1.4 A total of 12 schemes have been developed and were consulted upon to support the overall vision to improve the A34 corridor:
1. **Gatley Road Crossing** – A new controlled crossing on the A560 (Gatley Road) and a cycle link between the A34 and Broadway via residential roads including Marchbank Drive, Wensley Road, Milton Crescent and High Grove Road.
 2. **Wilmslow Road** – Two options have been proposed, Option 1 provides a Toucan crossing from Brookfield Crescent into Brookfields Park and Option 2 proposes a new signalled junction at Wilmslow Road / Broadway to include cycle

and pedestrian crossings and links (known as a CYCLOPS for 'Cycle Optimised Protected Signals' junction).

3. **Broadway** - A new cycle route along Broadway with raised junction tables to slow vehicle speeds.
4. **The Kingsway School subway and Foxland Road** - A new subway under the A34 connecting Broadway and Foxland Road (and the separate campuses of The Kingsway School) with additional traffic calming measures along Foxland Road.
5. **A34 Kingsway (Broadway to Cheadle Royal)** - Provision of cycle facilities on both sides of the A34 Kingsway between The Kingsway School subway and Cheadle Royal roundabout.
6. **Cheadle Royal Roundabout** - Improvements to the large, grade-separated junction at Cheadle Royal for traffic, pedestrians, cyclists and public transport users.
7. **A34 Kingsway (Cheadle Royal to Bradshaw Hall Lane)** – A new cycle route along the western side of the A34 all the way from the Cheadle Royal junction to Bradshaw Hall Lane.
8. **Eden Park Roundabout** - Remodelling of this junction is proposed to avoid congestion, improve crossings and allow for access to the west.
9. **Stanley Road / Earl Road** - Upgrade this junction to reduce congestion and provide improved pedestrian and cycle links.
10. **Stanley Road Roundabout** - Works to mitigate traffic impact from the proposed Garden Village Handforth development on the A34 and improve local access.
11. **A34 / A555 Junction** - Works to mitigate traffic impact from the proposed Garden Village Handforth development on the A34 and A555 and improve sustainable travel facilities.
12. **Eden Park Cycle Route** – An off carriageway cycle and pedestrian route linking Stanley Road to Bruntwood Park.

- 1.5 This report provides the background to the proposals and includes detailed descriptions of the proposed schemes which have been identified. Details of the public consultation are set out, with a detailed supporting consultation report appended and this is concluded with recommendations of the proposals to be progressed to be submitted as part of the OBC.

2. PROPOSALS

- 2.1 The proposed scheme runs along the A34 corridor between the A560 (Gatley Road) and A555 and aims to alleviate congestion, unlock growth potential in the surrounding area and enhance accessibility by sustainable modes.
- 2.2 The proposals include 12 schemes which focus primarily on walking and cycling accessibility along key points of the corridor and increasing capacity at key congestion hotspots.
- 2.3 The scheme is broadly set out to include:
 - A segregated cycle route along the A34 corridor including a cycle track and controlled crossings with connections to the wider Greater Manchester cycle network;
 - Highway works to support approved future housing development;

- Highway works to support the Stanley Green Industrial area;
- Highway works to support Cheadle Royal Business Park;
- Replacement of the existing subway close to The Kingsway School; and
- Highway works to support proposed housing development at Garden Village Handforth.

The proposals which were consulted upon can be seen on the drawings in **Appendix A** and included the following descriptions:

2.4 Scheme 1: Gatley Road and surrounding residential roads, Wensley Road and Milton Crescent

The proposal is for a new controlled crossing on the A560 (Gatley Road) and a cycle link between the A34 and Broadway via residential roads including Wensley Road, Milton Crescent and High Grove Road. The proposed scheme includes;

- A new segregated, traffic light controlled crossing for pedestrians and cyclists on the A560 (Gatley Road);
- Provision of segregated pedestrian and cycle facilities on both sides of Gatley Road on approach to the crossing, including the narrowing of Gatley Road to allow construction of a 3m wide segregated cycle track on the northern side;
- Raised speed tables at the junction of Wensley Road / Gatley Road and Milton Crescent / Gatley Road;
- Provision of additional traffic calming including speed junction tables along the quiet streets of Milton Crescent, High Grove Road and Wensley Road;
- A new 20mph speed limit on the Wensley Road estate;
- Improvement of the existing shared pedestrian and cycle path between Marchbank Drive and the A34; and
- Provision of new trees along the southern side of Gatley Road.

2.5 Scheme 2: Wilmslow Road – Option 1 and Option 2

A new cycle link is proposed across Wilmslow Road linking Broadway and Brookfields Park to create a connection and extension of the east – west route which runs from Ladybridge Road in Cheadle Hulme to Scholes Park in Gatley. There are two options for this proposed scheme and include;

Option 1

- A new controlled Toucan crossing for pedestrians and cyclists on Wilmslow Road at the end of Brookfield Crescent, connecting into the park via an opening in the existing wall;
- Provision of shared pedestrian and cyclist paths on both sides of Wilmslow Road; and
- A new 3m wide shared use path will be provided connecting into Brookfields Park to create an east-west link.

To protect access to the new crossing point, no waiting at any time restrictions are proposed at the eastern end of Brookfield Crescent.

Option 2

- Signalisation of the junction at Broadway / Wilmslow Road, including segregated controlled crossings for pedestrians and cyclists on all arms of the junction, known as a CYCLOPS (Cycle Optimised Protected Signals);
- Segregated footpaths and cycleways around the Broadway / Wilmslow Road junction;
- A new cycle track connecting to the entrance of Brookfields Park and existing cycle lanes located along Wilmslow Road.

2.6 Scheme 3: Broadway

A new cycle route is proposed along Broadway creating links to existing east – west cycle connections in the area. The proposed scheme incorporates;

- A traffic calmed route along Broadway with raised speed tables located at each junction to complement the existing 20mph zone;
- An on-carriageway cycle route in both directions with upgraded pedestrian facilities at side roads on both sides of Broadway;
- Provision of an upgraded raised controlled Toucan crossing for pedestrians and cyclists at the western end of Broadway close to The Kingsway School entrance with connecting shared pedestrian and cyclist paths;
- Access protection markings across all driveways along Broadway to reduce obstruction by parked vehicles;
- No waiting at time restrictions are proposed to enhance visibility at all junctions along Broadway; and
- New trees along both sides of Broadway where there are currently none provided.

2.7 Scheme 4: A34 Subway and Foxland Road

A new subway is proposed under the A34 which connects Broadway and Foxland Road and the two campuses of The Kingsway School. The proposed scheme involves:

- Provision of a new 5m wide and 2.7m high subway which will include a high standard of lighting and CCTV coverage;
- Provision of pedestrian and cycle friendly paths, including a 5m wide pedestrian and cycle route on the connecting ramps;
- A connecting path to Kingsway School via a security gate;
- Proposed new and improved traffic calming measures along Foxland Road and Delamere Road;
- An on-carriageway cycle route in both directions along Foxland Road;
- Provision of new waiting restrictions on Foxland Road to improve visibility and access.

2.8 Scheme 5: A34 Kingsway (Broadway to Cheadle Royal)

Provision of cycle facilities on both sides of the A34 Kingsway between The Kingsway School Subway and Cheadle Royal roundabout. There are two proposed options which include;

Option 1

- A high quality segregated pedestrian (2m wide) and cycle (3m wide) route on the west side of the A34 connecting Foxland Road / Kingsway School with the Cheadle Royal junction (as per Option 2);
- A 3m wide shared pedestrian and cycle route on the east side of the A34 for the full distance between Broadway and Cheadle Royal junction;
- Relocation of existing street lighting to the back of the footway on both sides of the A34;
- An upgrade to an existing footpath connection between the A34 and the Kingsway service road.

Option 2

- A high quality segregated pedestrian (2m wide) and cycle (3m wide) route on the west side of the A34 connecting Foxland Road / Kingsway School with the Cheadle Royal junction (as per Option 1);
- A cycle route following the service road for 261-321 Kingsway connecting in with an improved existing access to the A34;
- A 2m wide footpath on the east side of the A34 between Broadway and an improved access between the A34 and the Kingsway service road;
- A 3m wide shared pedestrian and cycle route on the east side of the A34 between the improved access point and Cheadle Royal junction;
- Relocation of existing street lighting to the back of the footway on both sides of the A34.

2.9 Scheme 6: Cheadle Royal Junction

Improvements are proposed to the large, grade-separated junction at Cheadle Royal for traffic, pedestrians, cyclists and public transport users. The proposals include:

- Extension and widening of the northbound merge to avoid queues from the slip blocking onto the roundabout;
- Local widening and re-marking of the circulatory carriageway to reduce congestion;
- Signals on the A34 southbound off-slip road to improve road safety and on the exit from the Cheadle Royal Business Park to reduce congestion;
- Provision of Toucan (pedestrian and cyclist) crossings over the slip roads on the northern and western sides of the roundabout;
- Provision of shared pedestrian and cyclist paths surrounding the junction;
- A new Toucan (pedestrian and cyclist) crossing on Wilmslow Road with proposed bus stops adjacent to the crossing;
- Upgraded existing Zebra crossings across the access to the Cheadle Royal Retail Park; and
- Re-landscaping of the roundabout island and surroundings to improve visibility and safety.

2.10 Scheme 7 A34 Kingsway South (Cheadle Royal to Stanley Road)

A new cycle route is proposed along the west side of the A34 all the way from the Cheadle Royal junction to Stanley Road. The proposals include the following measures:

- A 3m wide cycleway from the Cheadle Royal roundabout to Etchells Road along the verge of the A34;
- Upgrading of an existing footpath from the south eastern corner of the Retail Park car park to Etchells Road to create a 5m wide segregated pedestrian / cycle route;
- The provision of a new signal pedestrian and cycle crossing on Etchells Road;
- A segregated 5m wide pedestrian and cycle path along the western side of the A34 passing under Bradshaw Hall Lane bridge with a connecting link to the existing Bradshaw Hall Lane path and continuing towards Eden Park roundabout;
- A new shared pedestrian and cycle path along the verge of the A34 from Eden Park roundabout to Stanley Green roundabout to link with an existing Toucan (pedestrian and cycle) crossing point at the Stanley Road / A34 roundabout.

2.11 Scheme 8 Eden Park Roundabout

Remodelling of this junction is proposed to avoid congestion, improve crossings and allow for access to the west. Works include:

- Widened approaches to provide 3 lanes on the A34 arms and through lanes for A34 ahead traffic;
- Right turns accommodated by vehicles turning left and then back across the A34 under signal control;
- Signal controlled segregated pedestrian and cyclist crossings on all arms; and
- The provision of a fourth arm to the west as a development access with a link road to Wilmslow Road through the proposed housing site at Griffin Farm.

2.12 Scheme 9 Stanley Road / Earl Road

It is proposed to upgrade this junction to reduce congestion and provide improved pedestrian and cycle links. It will provide:

- Two lanes on the southern and western arms to increase junction capacity;
- Controlled crossings for pedestrians and cyclists at the junction;
- Connecting shared footways and cycleways to join the Stanley Road / A34 junction and the existing footpath to the Eden Park estate;
- A widened footway / cycleway for pedestrians and cyclists along the eastern side of Earl Road, as far as the A555 overbridge;
- Improvements to the existing footpath from Earl Road to the A555 slip road including surfacing and lighting to create a shared pedestrian and cyclist route.

2.13 Scheme 10 Stanley Road Roundabout

Works to mitigate traffic impact from the proposed Garden Village Handforth development on the A34 and also to improve local access.

- Widening the A34 at the junction to four lanes in both north and south directions to increase capacity;

- Widening of the Stanley Road approach to 3 lanes to increase capacity;
- Provision of a footway / cycleway on the south side of Stanley Road to connect the A34 Toucan crossing to Earl Road.

A further improvement has been included which provides a controlled Toucan (pedestrian and cyclist) crossing on Stanley Road (east) to link the route from the A555 to the crossing of the A34 north of Stanley Road. This forms part of an existing Bee Network/Mayoral Challenge Fund project.

2.14 Scheme 11 A34 / A555 Junction

Works to mitigate traffic impact from the proposed Garden Village Handforth development on the A34 and A555 and also to improve sustainable travel facilities.

- Widening of the A555 westbound off slip and circulatory carriageway on the south side of the A34 roundabout to increase capacity.
- Provision of surfacing for a path on the roundabout island.

2.15 Scheme 12 A34 Eden Park Cycle Route

To further enhance the north south pedestrian and cycle routes along the A34 corridor, a predominantly off carriageway cycle and pedestrian route linking Stanley Road to Bruntwood Park is proposed, including:

- Improvements to surfacing and lighting from Stanley Road to Eden Park Road;
- Parallel pedestrian and cycle raised zebra crossings on Eden Park Road and Three Acres Lane;
- Path widening on Bruntwood Lane between Bradshaw Hall Lane and Turves Road;
- Surfacing improvements near Emmanuel Church;
- A signal controlled pedestrian and cycle crossing on Turves Road;
- Widening, surfacing and lighting of Bruntwood Lane in Bruntwood Park from the southern park entrance to the car park and lighting from the car park to Valley Road.

3. CONSULTATION RESULTS

- 3.1 An area wide public consultation was undertaken between Monday 5th October and Friday 13th November 2020 informing the local community and stakeholders of the proposed measures and capturing their views. The consultation comprised a leaflet drop to 17,000 households directing the public to an interactive webpage on Stockport Council's 'have your say' website, temporary signage erected close to the location of the proposals and banners located in public areas including John Lewis foyer, Tesco foyer at Handforth Dean and Cheadle Library.
- 3.2 Engagement with stakeholder groups has been an important method of gathering feedback on the developing proposals. Through a combination of written correspondence and meetings, the project team has sought the views of residents, interest groups and local businesses along the A34 corridor.

- 3.3 Along with local Councillors and the MP briefings, key stakeholders were identified for each scheme. Presentations to key business interests, land owners and the Stockport Walking and Cycling, Local Access, Public Rights of Way and Disability Forums have been made.
- 3.4 In addition to local stakeholders, the following provides a list of stakeholders who hold an interest on a national and/or regional level;
- Transport for Greater Manchester
 - GMCA
 - Transport for North
 - Department for Transport
 - Highways England
 - Cheshire East Council
 - Manchester City Council
 - Manchester Airport Group
 - Natural England
 - Historic England
 - Network Rail
 - Environment Agency
 - Emergency Services (Fire, Ambulance, Police)
- 3.5 Over 350 online responses were received with a majority of support for all schemes, with Scheme 4 (Kingsway School subway) and Scheme 12 (The Eden Park Cycle Route) most supported with in excess of 80% of respondents in agreement to the proposals.
- 3.6 A detailed summary of consultation methods, the responses and comments received to the consultation can be found in the 'A34 MRN – Consultation Report' included as **Appendix B**.

4. CONSULTATION ANALYSIS AND DESIGN CHANGES TO PROPOSALS FOR THE OBC

- 4.1 The feedback from the area wide consultation has been used as part of the decision making process to further refine each of the 12 schemes with the following notable changes. The overall response to the each of the schemes was positive and well received. Where comments have been made, we have reviewed these and tried to incorporate changes which are reasonably achievable or where the measure reduces any negative impact on the surrounding area. Scheme development has also taken account of changes to cycle design guidance that have been published in 2020. In particular the publication of LTN 1/20 lays greater emphasis on segregating cycle facilities from pedestrians so where practical and acceptable we have sought to include this in the updated proposals. It is expected that the scheme will be audited by DfT against this design guidance when submitted in the OBC.

Scheme 1: Gatley Road and connecting residential roads

- 4.2 Question 1A. The public were asked 'to what extent do you agree with the traffic calming measures and 20mph zone on Wensley Road estate'. Of the 91 respondents to this question 59% (54) agreed and 22% (20) disagreed, 19% (17) neither agreed nor disagreed or didn't know.
- 4.3 Concerns were raised in relation to the need for the traffic calming measures with 8 respondents suggesting there wasn't a speeding issue along Wensley Road and they were concerned about the noise and vibration. Our speed survey, however, indicates an 85th percentile speed of 23 mph which does not necessarily indicate the need for traffic calming. However, as the link is to be promoted as an on carriageway cycle route and consequently, measures to slow vehicular speeds are needed to improve the safety of both cyclists and pedestrians within this residential area.
- 4.4 Question 1B. The public were asked 'to what extent do you agree with the proposed controlled crossing for pedestrians and cyclists and associated facilities on Gatley Road'. Of the 92 respondents to this question 64% (59) agreed and 26% (24) disagreed, 10% (9) neither agreed nor disagreed or didn't know.
- 4.5 This proposal was generally well received and most comments welcomed the provision of a crossing in this location for both pedestrians and cyclists to use. A number of comments were received in relation to the location and proximity of the crossing to existing properties and driveway positioning. The concerns related to vehicles reversing across pedestrian footpaths, resulting in a safety issue and the accessibility of driveways travelling west and requiring to make a tight 180 degree turn. As a result a number of changes were made including:
- Amending the layout to address the driveway access issue. A more direct access to each property and driveway has been provided to alleviate the concerns raised.
 - To improve access to the crossing the junction of Riversdale Close on the northern side of Gatley Road has been incorporated into the scheme plan. This change includes narrowing the junction radii and providing dropped kerbs and tactile paving to aid pedestrians. Swept path analysis shows that refuse vehicles can still safely access Riversdale Close.
- 4.6 Question 1C. The public were asked 'to what extent do you agree with proposed the traffic calming measures on Milton Crescent and High Grove Road'. Of the 93 respondents to this question 56% (52) agreed and 29% (27) disagreed, 15% (14) neither agreed nor disagreed or didn't know.
- 4.7 The response was generally positive with feedback requesting additional traffic calming measures along High Grove Road. This was further enhanced with requests to provide a filtered route along Milton Crescent or High Grove Road to provide through access for pedestrians and cyclists only and prevent vehicular access to through traffic. Consideration was made for this request, however, it was not considered to be essential to the promotion of the A34 parallel cycle route and so outside the scope of this project. If taken forward, for example as part of a Mayor's

Challenge Fund (MCF) scheme this would require further study, consultation and approval.

4.8 With regards to the request for additional traffic calming measures, this has been reviewed and additional measures have been incorporated in to the revised plan. Our speed survey, however, indicates an 85th percentile speed of 28 mph from vehicles travelling in a northbound direction and 26 mph from vehicles travelling in a southbound direction which does indicate the need for traffic calming.

- Two raised speed humps have been proposed along High Grove Road to slow vehicular speeds between Milton Crescent and Gatley Road.
- A raised junction table has been incorporated at the junction of Milton Crescent and High Grove Road.

4.9 Following the overall positive feedback from the consultation exercise it is considered that the Gatley Road crossing and works on the connecting residential roads of Marchbank Drive, Wensley Road, Milton Crescent and High Grove Road should be recommended for approval by the Cabinet Member, Economic Development and Regeneration and included to support the OBC submission to DfT and funding should be requested to progress to detailed design based on the following Drawing Refs F/0600/001/001/REVA, F/0600/001/002/REVA and F/0600/001/003/REVA in **Appendix C**.

Scheme 2: Wilmslow Road – Option 1 and Option 2

4.10 Question 2A. The public were asked 'to what extent do you agree with the Option 1 proposals'. This included a pedestrian and cyclist crossing across Wilmslow Road at the end of Brookfield Crescent connecting via an opening in the park wall and a new path to the main drive in Brookfields Park. Of the 78 respondents to this question 63% (49) agreed and 26% (20) disagreed, 12% (9) neither agreed nor disagreed or didn't know.

4.11 Question 2B. The public were asked 'to what extent do you agree with the Option 2 proposals'. This included the junction of Broadway / Wilmslow Road being upgraded to traffic light control with controlled crossings for pedestrians and cyclists. Of the 78 respondents to this question 71% (55) agreed and 21% (16) disagreed, 9% (7) neither agreed nor disagreed or didn't know.

4.12 Both options received positive feedback with some comments referring to whether both proposals could be taken forward to the next stage. However, due to funding, it is recommended that only one option is progressed.

4.13 Option 2, which proposes the traffic light controlled CYCLOPS junction at Wilmslow Road and Broadway received stronger support and better complies with LTN 1/20 therefore it is the option which is to be recommended for approval. The comments received related to the positive change along Broadway, allowing right turning vehicles to safely exit from Broadway to Wilmslow Road in a controlled approach. Many comments relating to Option 2 raised the issue regarding access from

Broadway onto Wilmslow Road and visibility was an issue. It is anticipated the proposed CYCLOPS junction will remove the concerns relating to visibility and access from Broadway and provide improvements to pedestrian and cycling crossing facilities.

- 4.14 A couple of comments received related to Option 2 becoming too over complicated and one respondent believed that they didn't think the proposals were necessary.
- 4.15 A road safety audit has been undertaken and identified six safety problems. However, all the issues raised can be amended within the design with no significant impacts or changes. These include:
- Minor amendments to kerbing;
 - Additional lining to indicate the direction of travel for cyclists; and
 - Additional tactile paving in some locations across the junction.
- 4.16 The updates are shown on Drawing Ref F/0600/A/002/001/REVA in Appendix C and it is recommended this proposal should be recommended for approval by the Cabinet Member, Economic Development and Regeneration and included to support the OBC submission to DfT and funding should be requested to progress to detailed design.

Scheme 3: Broadway

- 4.17 Question 3A. The public were asked 'to what extent do you agree with the proposed traffic calming measures along Broadway'. Of the 88 respondents to this question 63% (55) agreed and 33% (29) disagreed, 4% (4) neither agreed nor disagreed or didn't know.
- 4.18 The overall response was positive to this particular question and comments raised highlighted the issues regarding high vehicular speeds and that the proposals would make it easier and safer for children to cycle to school.
- 4.19 However some responses disagreed with the proposals and believed that traffic calming doesn't work. Others commented that they would like to see Broadway filtered for traffic from the A34 to remove the rat running issue and some requested segregated cycle lanes to be provided.
- 4.20 Specific comments related to the traffic regulation orders located around each of the junctions along Broadway and length of the traffic calming features that reduced availability for parked vehicles. Due to the nature of the residential area, changes have been made to alleviate concerns made by local residents.
- 4.21 Another comment related to the placement of trees along Broadway. Some residents indicated they would prefer trees not to be located on the verge outside their property.
- 4.22 In response to the comments received it is still considered that this is the right scheme. Our speed survey indicated an 85th percentile speed of 31 mph in a westbound direction and 32 mph in an eastbound direction so traffic calming is necessary. Due to the carriageway width and the desire to retain on street parking

for residents away from junction it is not practical to provide on carriageway cycle lanes. The following changes have however been made:

- A reduction in length to some of the proposed no waiting at any time traffic regulation orders at junctions to allow for on street parking;
- In some locations, traffic calming measures have been shortened in length to allow for more on street parking; and
- Trees are to be located in liaison with residents prior to planting.

4.23 Question 3B. In response to question 3B, the public were asked 'to what extent do you agree with the proposed upgrade of the pedestrian crossing to a pedestrian and cyclist crossing on Broadway'. Of the 84 respondents to this question 75% (63) agreed and 19% (16) disagreed, 6% (5) neither agreed nor disagreed or didn't know.

4.24 The upgrade of the existing crossing to a Toucan generally received positive feedback and therefore will be implemented without any further amendments.

4.25 As a result of the consultation feedback, it is recommended that the Scheme 3: Broadway proposal should be recommended for approval by the Cabinet Member, Economic Development and Regeneration and included to support the OBC submission to DfT and funding should be requested to progress to detailed design based on the revised plan, Drawing Ref F/0600/003/001/REVA in Appendix C.

Scheme 4: A34 Subway and Foxland Road

4.26 Question 4A. The public were asked 'to what extent do you agree with the proposed upgrade to the subway under the A34, connecting Broadway and Foxland Road'. Of the 74 respondents to this question 80% (59) agreed and 5% (4) disagreed, 15% (11) neither agreed nor disagreed or didn't know.

4.27 This particular proposal received positive feedback and comments from respondents welcomed the opportunity for an upgrade to the subway. It is well used by pupils attending the Kingsway School and local residents.

4.28 From a design perspective, some changes have been made to ensure the subway is more accessible for all. The gradients to the ramped approaches have been designed to be as shallow as possible within the site constraints. To the east approach the ramps will be 7%, ideally this would be 5% but this has not been possible due to the space constraints between the A34, Kingsway and Broadway and the position of a medium pressure gas main which needs to be set at a minimum level below the A34 and pass over the top of the subway. On the west side the main subway linking ramp to Foxland Road will be 7% and the specific school and A34 linking ramps will be 8% and 6% respectively. To both the east and west approaches flat landings are provided at less than 30m intervals and all gradients will be reviewed again at detailed design stage to seek further improvements. In order to improve access for all, including the current primary

users which are the school children, a set of steps have been included on the east approach of the subway, connecting directly with Broadway.

- 4.29 A couple of comments received from the online feedback raised concerns over vegetation being removed due to the proposals and it is proposed that additional trees or hedges will be replanted to replace any that have been removed. Landscape modelling will also be undertaken with the school to appropriately integrate the proposed subway into its setting by reduction of reinforced concrete wall heights with grass slopes and/or green type walls. As the existing subway will also be made redundant this will be infilled to maintain long-term support to the A34 and the existing linking ramp will be utilised to provide an additional area for landscape mitigation. In circumstances where it is not possible to provide additional planting, acoustic fencing will be provided to screen properties from traffic on the A34.
- 4.30 For aesthetic purposes, in order to minimise scope for graffiti, it is proposed to tile part of the subway walls in ceramic materials. This also offers the opportunity for patterns or mosaics to be included in the design and it would be proposed to commission a local artist or the Kingsway School Art Department to provide a design.
- 4.31 To ensure the optimum use of the A34 during the works the subway will be constructed in short segmental sections over 4 to 6-weekends. Service diversions will be completed in the footway/verges and central medium in advance of the main works to facilitate the construction of additional road space. This will allow short sections of the carriageway to be excavated and pre-cast segmental subway sections installed whilst maintaining two running lanes in each direction. The cover to the subway sections will be reinstated to allow the road to be moved onto it in order for the subway to be installed progressively across the A34. A new continuous surface course will be installed across the A34 once all the works have been completed.
- 4.32 Question 4B. The public were asked 'to what extent do you agree with the proposed improvement to the traffic calming measures along Foxland Road and Delamere Road'. Of the 76 respondents to this question 62% (47) agreed and 18% (14) disagreed, 20% (15) neither agreed nor disagreed or didn't know.
- 4.33 As traffic calming is existing along Foxland Road and Delamere Road, and the change includes providing one additional traffic calming feature and improving the profile of the existing features for cyclists to use, it is recommended the proposals remain the same as per the consultation plan.
- 4.34 Question 4C. The public were asked 'to what extent do you agree with the proposed School Keep Clear and No Waiting at Any Time on Foxland Road'. Of the 74 respondents to this question 72% (53) agreed and 1% (1) disagreed, 27% (20) neither agreed nor disagreed or didn't know.
- 4.35 The provision of parking restrictions adjacent to the entrance of the school on Foxland Road is to deter inconsiderate parking during school pick up and drop off

times. It is recommended that this proposal remains the same as per the consultation plan.

- 4.36 It is recommended that following plans should be recommended for approval by the Cabinet Member, Economic Development and Regeneration and included to support the OBC submission to DfT and funding should be requested to progress to detailed design based on the following Drawing Refs F/0600/004/001/REVA in Appendix C.

Scheme 5: A34 Kingsway (Broadway to Cheadle Royal)

- 4.37 Question 5A: The public were asked 'to what extent do you agree with the proposed segregated pedestrian and cyclist route on the west side of the A34 connecting Foxland Road with the Cheadle Royal junction'. Of the 70 respondents to this question 79% (55) agreed and 13% (9) disagreed, 9% (6) neither agreed nor disagreed or didn't know.
- 4.38 The majority of respondents agreed with the proposal to provide a segregated cycle lane and will make it easier and safer for people to cycle between residential areas and the business/retail park and would 'provide a considerable improvement to cycle connectivity'. Others commented that they saw no benefit in the proposals.
- 4.39 Two options were put forward for pedestrian and cycling facilities along the eastern side of the A34.
- 4.40 Question 5B: The public were asked 'to what extent do you agree with the Option 1 proposal'. This includes a connection from Kingsway via a shared use (pedestrians and cyclist) route for the full distance between Broadway and the Cheadle Royal junction'. Of the 70 respondents to this question 63% (44) agreed and 21% (15) disagreed, 16% (11) neither agreed nor disagreed or didn't know.
- 4.41 Question 5C: The public were asked 'to what extent do you agree with the Option 2 proposal'. This includes a cycle route following the Kingsway service road and a shared (pedestrian and cyclist) route on the east side of the A34 from the south end of the service road to the Cheadle Royal junction. Of the 67 respondents to this question 66% (44) agreed and 19% (13) disagreed, 15% (10) neither agreed nor disagreed or didn't know.
- 4.42 Both options received a majority of positive feedback with the option of providing a 'quiet' lane along the Kingsway service road connecting into a shared route as the most favourable option. Comments received believed that this option shielded cyclists more effectively, however, vegetation maintenance is of paramount importance. It is this option that it is recommended should be approved.
- 4.43 It is proposed to include the segregated route on the west side of the A34 in the OBC submission and also the Option 2 proposal on the east side of the A34 to be constructed if budgets for the project allow. In the event that budgets are limited this element may not be proceeded with as it runs parallel with the higher standard facility on the west side of the A34.

4.44 The updates are shown on Drawing Ref F/0600/005/002/REVA in Appendix C and it is recommended this proposal should be recommended for approval by the Cabinet Member, Economic Development and Regeneration and included to support the OBC submission to DfT and funding should be requested to progress to detailed design.

Scheme 6: Cheadle Royal Junction

4.45 Question 6a. The public were asked 'to what extent do you agree with the proposed modifications and improvement at Cheadle Royal roundabout'. Of the 84 respondents to this question 75% (63) agreed and 15% (13) disagreed, 10% (8) neither agreed nor disagreed or didn't know.

4.46 Some commented that these improvements have been needed for years, so are very much welcomed and others welcomed the scheme from a safety point of view as one respondent commented that they had been knocked off their bike on the roundabout and have had a couple of near misses so making this roundabout more cycle friendly is crucial for safety purposes as well as encouraging people to cycle.

4.47 Whilst comments were received from respondents who agreed with the scheme, there were 13 respondents who disagreed. Concerns were raised about possible congested due to the introduction of traffic signals and that this would slow traffic down and create further delays.

4.48 Traffic modelling and analysis has been undertaken at this junction and shows the proposed layout of the junction to be operating within capacity.

4.49 As the majority of comments supported the scheme proposal, most of the scheme remains the same. Some changes have been incorporated into the design of the Revision A plans. This includes:

- Where possible provision of segregated pedestrian and cycle paths at the junction with shared pedestrian and cyclist paths only where segregation is not possible;
- Upgraded shared route to 3m wide from Cheadle Royal junction to Bruntwood Park;
- Provision of new links to the subway to create greater pedestrian and cycle connectivity;
- Extension of segregated route along western side of Wilmslow Road; and
- Upgrade of an existing crossing to a Toucan on Wilmslow Road.

4.50 The updates are shown on Drawing Refs F_0600_006_001 Rev A, F_0600_006_002 Rev A and F_0600_006_003 Rev A in Appendix C and it is recommended this proposal should be recommended for approval by the Cabinet Member, Economic Development and Regeneration and included to support the OBC submission to DfT and funding should be requested to progress to detailed design.

Scheme 7 A34 Kingsway South (Cheadle Royal to Stanley Road)

- 4.51 Question 7a. The public were asked 'to what extent do you agree with the proposed new cycle path from the Cheadle Royal roundabout to Etchells Road'. Of the 69 respondents to this question 77% (53) agreed and 12% (8) disagreed, 12% (8) neither agreed nor disagreed or didn't know.
- 4.52 Question 7b. The public were asked 'to what extent do you agree with the proposed traffic light-controlled pedestrian and cyclist crossing on Etchells Road'. Of the 69 respondents to this question 77% (53) agreed and 16% (11) disagreed, 7% (5) neither agreed nor disagreed or didn't know.
- 4.53 Question 7c. The public were asked 'to what extent do you agree with the proposed segregated pedestrian and cyclist path from Etchells Road to Eden Park Roundabout with a connection to Bradshaw Hall Lane'. Of the 68 respondents to this question 78% (53) agreed and 10% (7) disagreed, 12% (8) neither agreed nor disagreed or didn't know.
- 4.54 Question 7d. The public were asked 'to what extent do you agree with the proposed shared pedestrian and cyclist path along the verge of the A34 from Eden Park Roundabout to Stanley Green Roundabout'. Of the 68 respondents to this question 66% (45) agreed and 16% (11) disagreed, 18% (12) neither agreed nor disagreed or didn't know.
- 4.55 This scheme was well received from the online consultation. However, those who disagreed commented that they would not see the benefit of following a busy road when there is a parallel off road path available which would feel safer. Design guidance changes also militate against this route. Where it runs adjacent to the A34 it would now need a wide margin between the carriageway and the cycle route. This will create particular problems where it passes over the West Coast Main Line necessitating major changes to the embankments that has significant cost and environmental implications. Together with the comments received and the recent changes to the allocation of development sites, it is proposed that the proposed route starts at the Cheadle Royal junction and ends at Bradshaw Hall Lane. The pedestrian / cycling route can then continue along the footbridge across the A34 and along Bruntwood Lane either in a northbound or southbound direction (Scheme 12).
- 4.56 A further change was created to provide a segregated pedestrian and cycle route on the northern side of Etchells Road from the proposed crossing to Turves Road where a separate crossing is proposed (as part of Scheme 12). This will allow for the route to follow Bruntwood Lane between Turves Road and Bradshaw Hall Lane in the event that funding does not allow the inclusion of the route on the west side of the A34 from Etchells Rd to Bradshaw Hall Lane.
- 4.57 The updates are shown on Drawing Refs F/0600/007/001/REVA, F/0600/007/002/REVA and F/0600/007/003/REVA in Appendix C and it is recommended this proposal should be recommended for approval by the Cabinet Member, Economic Development and Regeneration and included to support the OBC submission to DfT and funding should be requested to progress to detailed design.

Scheme 8 Eden Park Roundabout

- 4.58 Question 8a. The public were asked 'to what extent do you agree with the proposed modifications and improvement to the Eden Park roundabout'. Of the 86 respondents to this question 51% (44) agreed and 35% (30) disagreed, 14% (12) neither agreed nor disagreed or didn't know.
- 4.59 Comments made regarding this scheme included that it was really needed and if this scheme is to have further traffic from the new housing development of Griffin Farm, it makes sense but to make roundabout have clear lanes of traffic. However, concerns were raised regarding the size of the junction and the proposed footprint required which appears to be disproportionate. Additional concerns were raised relating to the construction process and the disruption to traffic and the security of properties on Regency Gardens.
- 4.60 Subsequent to the consultation, the scheme has been re-examined to address the many concerns raised. In particular the scale of the junction has been reduced to be much closer to the size of the current junction whilst still retaining most of the benefits in terms of capacity and all of the benefits in terms of improved crossing facilities.
- 4.61 Traffic modelling and analysis has been undertaken at this junction and shows the proposed layout of the junction to be operating within capacity.
- 4.62 The junction is now in the form of a four arm signal roundabout. The new arm is to the west and joins up with the spine road of the new Bloor Homes development so providing a link to Wilmslow Road. It includes widening on the north and southbound approaches of the A34 to provide 3 lane entries with a merge area to allow for a reduction to two lanes on the exit. The new link road will have a 3 lane entry to separate left, ahead and right turn movements. It will have a two lane exit merging to a single lane. The A34 entries and exits have been moved apart to create safe circulatory queuing space for right turning vehicles waiting in the junction. On the A34 arms and the new western arm there will be controlled Toucan type pedestrian and cycle crossings. There will be paths from these crossings to the Eden Park estate on Eden Park Road and Three Acres Lane.
- 4.63 On the east side of the A34 it is proposed to re-model the small roundabout junction of Eden Park Road / Three Acres Lane / Hall Acres Lane. It will remain a roundabout but with a reduced central island and enlarged splitter islands to provide better pedestrian and cycle crossing points. The junction will retain sufficient space for access by a refuse or delivery vehicle.
- 4.64 On the west side of the A34 a new path from the crossings will join up with pedestrian and cycle facilities to be provided on the Bloor Homes site including a link to Wilmslow Road where a controlled crossing will be provided. The new western arm of the roundabout joins the spine road of the Bloor Homes site. It will have a width of 6.75m and a design speed of 30mph. It will have a signal junction with Wilmslow Road opposite Queensway. The spine road, pedestrian / cycle link and other measures associated with the Bloor Homes development are subject to a separate planning application reference DC/078180.

4.65 As there was overall support for the measures it is recommended that the proposal is taken forward, with the updates included, should be recommended for approval by the Cabinet Member, Economic Development and Regeneration and included to support the OBC submission to DfT where funding should be requested to progress to detailed design. The updates are shown on Drawing Ref F/0600/008/001/REVA

Scheme 9 Stanley Road / Earl Road

4.66 Question 9a. The public were asked 'to what extent do you agree with the proposed improvements to the existing signalised junction'. Of the 69 respondents to this question 77% (53) agreed and 10% (7) disagreed, 13% (9) neither agreed nor disagreed or didn't know.

4.67 Question 9b. The public were asked 'to what extent do you agree with the proposed provision of a shared footway and cycleway along the eastern side of Earl Road, connecting to an existing path to link with the A34 and A555'. Of the 68 respondents to this question 69% (47) agreed and 16% (11) disagreed, 15% (10) neither agreed nor disagreed or didn't know.

4.68 This scheme was generally well received by respondents of the online consultation. However, some comments were made in relation to the proposed shared use path facility along Earl Road. Concerns were raised with regard to the access into a local business and requirement for land take. Furthermore, those who disagreed raised concerns about a shared use route which continued across several vehicular accesses.

4.69 In response to the comments made, some changes have been made which include some elements of segregated pedestrian and cycle path around the junction, and reverting back to the footpath along Earl Road (with the inclusion of an alternative route in Scheme 10). Traffic capacity improvements, in particular the widening of Earl Rd to provide two exit lanes and provision of an improved right turn lane, will remain in the scheme.

4.70 The scheme will improve bus stop facilities on Stanley Road and Earl Road providing a raised bitmac boarding platform, carriageway markings and bus shelter (subject to a shelter being able to be accommodated and its provision is agreed by TfGM).

4.71 Even though the cycle route is now proposed to be along the A34 it is considered that there remains merit in improving the path connection between the A34 and Earl Road. This provides a connection for those working on / visiting the industrial / retail area with the A34 and A555 cycle facilities. The plan is being updated however to better link into the A34 crossing points without having to use a relatively narrow foot / cycleway at the roundabout.

4.72 As there was overall support for the measures it is recommended that the proposal is taken forward, with the updates included, should be recommended for approval by the Cabinet Member, Economic Development and Regeneration and should be included to support the OBC submission to DfT where funding should be requested

to progress to detailed design. The updates are shown on Drawing Ref F/0600/009/001/REVA

Scheme 10 Stanley Road Roundabout

- 4.73 Question 10a. The public were asked 'to what extent do you agree with the proposed modifications and improvements to the A34 / B5094 Stanley Road roundabout'. Of the 68 respondents to this question 56% (38) agreed and 28% (19) disagreed, 16% (11) neither agreed nor disagreed or didn't know.
- 4.74 Whilst some comments were positive of the proposals, other respondents were concerned the junction, in which construction was completed two years ago, would become congested with roadworks. As the scheme is linked to mitigation measures for a development at Garden Village Handforth, it is likely that construction would not commence in this location until 2024/25. Appropriate traffic management will be put in place to alleviate any further concerns.
- 4.75 In addition to the online comments, additional design work has been undertaken to provide a connection between Stanley Road and A555. It is proposed that a segregated pedestrian (2m wide) and cycle (3m wide) route is provided along the western side of the A34. This would tie in with the existing shared facilities at the junction with Stanley Road and connect in with the facilities provided along the A555. The links along the north and south sides of Stanley Road between Earl Rd and the A34 would remain as shared facilities both due to space constraints and as that ties into the existing facilities at the roundabout. Traffic capacity improvement to Stanley Road by widening the approach to the A34 to 3 lanes remains in the scheme.
- 4.76 Traffic modelling has been undertaken at this particular junction as part of the mitigation measures for Garden Handforth Village housing development. The results showed that the measures to widen the north and southbound approaches to 4 lanes is required to accommodate the proposed traffic volumes.
- 4.77 As there was overall support for the measures it is recommended that the proposal is taken forward, with the updates included, should be recommended for approval by the Cabinet Member, Economic Development and Regeneration and should be included to support the OBC submission to DfT where funding should be requested to progress to detailed design. The updates are shown on Drawing Ref F/0600/010/001/REVA in Appendix C.

Scheme 11 A34 / A555 Junction

- 4.78 Question 11a. The public were asked 'to what extent do you agree with the proposed modifications and improvements to the A34 / A555 Junction'. Of the 69 respondents to this question 61% (42) agreed and 14% (10) disagreed, 25% (17) neither agreed nor disagreed or didn't know.
- 4.79 Comments received were varied for and against the scheme and included, suggesting that the improvement of cycling lanes and better crossings is very

welcome and long overdue and that this is long needed and this junction creates a nightmare journey for everyone in the morning. However, there were also comments relating to the construction at the junction and the impact this would have on traffic in the area. Comments such as ensuring that there is access to Handforth Deal Retail Park is maintained and therefore no works are undertaken during November and December months and concerns there will be yet more roadworks and misery in the area.

- 4.80 Following the comments received some amendments have been made to allow for shared path routes. This includes upgrading the route across the A555 westbound off slip and the associated circulatory carriageway to Toucan standard, widening of the path across the island where possible to allow shared use and provision of a new Toucan crossing from the roundabout island to the A34 central island. This will be at an existing circulatory stop line so will not introduce additional delay at the junction. This will create a walking and cycling route from the proposed Garden Village Handforth site to the A34 walking and cycling route.
- 4.81 Traffic modelling has also been undertaken at this junction as part of the mitigation measures for Garden Handforth Village housing development. The results showed that the measures to widen the circulatory route and provide additional pedestrian and cycling measures would benefit the operation of the junction.
- 4.82 As with scheme 10 concerns, with regards to construction of the junction, this would be undertaken in stages and will be managed to minimise disruption to traffic. In addition, the scale of the changes to the junction are much smaller compared to those previously undertaken and therefore the impact will be less severe.
- 4.83 As there was overall support for the measures it is recommended that the proposal is taken forward, with the updates included, should be recommended for approval by the Cabinet Member, Economic Development and Regeneration and should be included to support the OBC submission to DfT where funding should be requested to progress to detailed design. The updates are shown on Drawing Ref F/0600/011/001/REVA

Scheme 12 A34 Eden Park Cycle Route

- 4.84 Question 12a. The public were asked 'to what extent do you agree with the proposed improvements to the surfacing and lighting of the existing route from Stanley Road to Three Acres Lane'. Of the 66 respondents to this question 82% (54) agreed and 9% (6) disagreed, 9% (6) neither agreed nor disagreed or didn't know.
- 4.85 Question 12b. The public were asked 'to what extent do you agree with the proposed improved parallel crossings on Three Acres Lane and Eden Park Road and the improvements to the bridleway between them'. Of the 64 respondents to this question 81% (52) agreed and 6% (4) disagreed, 13% (8) neither agreed nor disagreed or didn't know.
- 4.86 Question 12c. The public were asked 'to what extent do you agree with the proposed path widening on Bruntwood Lane between Bradshaw Hall Lane and

Turves Road'. Of the 64 respondents to this question 83% (53) agreed and 11% (7) disagreed, 6% (4) neither agreed nor disagreed or didn't know.

4.87 Question 12d. The public were asked 'to what extent do you agree with the proposed traffic light-controlled pedestrian and cyclist crossing on Turves Road'. Of the 64 respondents to this question 84% (54) agreed and 9% (6) disagreed, 6% (4) neither agreed nor disagreed or didn't know.

4.88 Question 12e. The public were asked 'to what extent do you agree with the proposed widening, surfacing and lighting of Bruntwood Lane in Bruntwood Park from the southern park entrance to the car park and providing lighting from the car park to Valley Road'. Of the 64 respondents to this question 88% (56) agreed and 6% (4) disagreed, 6% (4) neither agreed nor disagreed or didn't know.

4.89 This scheme was well received by the majority of online respondents. Correspondence was also received by the Walking and Cycling forum to request for some amendments to be made. Respondents commented that they 'fully supported encouraging people to get out of their cars. The route from Stanley Road to Turves Road is currently shared by pedestrians and cyclist so widening and additional lighting is essential along the full section'. Others 'strongly supported this quieter alternative to moving north and south parallel with the A34' and requested 'there should be a segregated cycle path along the whole route'.

4.90 As a result of some of the comments made, and in light of revised guidance in LTN 1/20, changes have been provided to increase the amount of segregation along the route where possible.

4.91 Between Stanley Road and Three Acres Lane it is proposed to retain a shared surface on the lane and existing bridleway. This is due to space constraints on the corridor and environmental concerns about widening it. On Three Acres Lane the bridleway adjacent to the road will be surfaced with flexi-pave and the fence between the bridleway and the footway will be removed and replaced with demarcation edging. Crossing points on Eden Park Road and Three Acres Lane will be raised pedestrian and cycle 'Tiger' type crossings (similar to Zebra crossings but also allowing for a segregated cycle crossing). The crossing on Eden Park Road will complement changes to the adjacent small roundabout to improve pedestrian and cycle crossing facilities on routes towards the A34

4.92 On Bradshaw Hall Lane and Bruntwood Lane a segregated pedestrian (2m wide) and cycle (3m wide) route is now proposed between Turves Road and Eden Park Road. This will include crossing points for pedestrians accessing the dwellings served from it. Segregated access points will be provided from Hall Meadow and Hay Croft.

4.93 At Turves Road it is proposed to retain the segregated crossing consulted over. Comments have been received about this crossing not including facilities for horses however there is no design standard for horses to use a segregated crossing and horses can cross Turves Road as they do now. An additional change has been

created to provide a segregated pedestrian and cycle route on the northern side of Turves Road to the Etchells Road crossing which is proposed as part of Scheme 7.

- 4.94 North of Turves Road the route follows Bruntwood Lane to the park entrance. Within Bruntwood Park it is proposed to retain the 3m wide shared, surfaced, lit, path as consulted over. Whilst it would be technically feasible to provide a 5m wide segregated path this would have significant environmental implications within the park.
- 4.95 The updates are shown on Drawing Refs F/0600/012/001/REVA, F/0600/012/002/REVA, F/0600/012/003/REVA, F/0600/012/004/REVA, and F/0600/012/005/REVA in Appendix C and it is recommended this proposal should be recommended for approval by the Cabinet Member, Economic Development and Regeneration and be included to support the OBC submission to DfT and funding should be requested to progress to detailed design.

Overall Scheme Impacts

- 4.96 A high level summary indicating the traffic model outputs along the A34 corridor is shown in **Appendix D**. This includes the anticipated levels of use from a pedestrian and cycling viewpoint.

5. FINANCIAL IMPLICATIONS

- 5.1 The scheme had an estimated cost of £31m at the SOBC submission. Following further development of the schemes and more detailed cost reviews, the scheme cost is now estimated to be in the order of £35m-£37m. Note that these figures are current estimates and will be further reviewed as the final business cases are developed. DfT assessment criteria indicate that a match funding contribution of at least 15% is expected. This puts the required contribution in the region of £5.25m - £5.55m.
- 5.2 Since the submission of the SOBC, central Government issued new guidelines on the design of cycling and walking schemes. This has led to significant changes in the schemes, including much more segregation between pedestrians and cyclists, which has led to a substantial change to scheme costs.
- 5.3 It is anticipated that the 15% contribution will come from the North Cheshire (Handforth) Garden Village, and/or s106 monies from local development sites e.g. Seashell Trust. As these contributions are mostly yet to be secured, there remains some risk that they may not ultimately be available. Therefore, the council is being asked to underwrite any shortfall in the match funding obtained.

6. CONCLUSIONS AND RECOMMENDATIONS

- 6.1 The A34 MRN scheme is an extensive set of proposals that cover a 5km length of the A34 from the M60 to the Cheshire border. They seek to bring improvement for all road users but with a particular emphasis on sustainable modes. In particular the establishment of a high quality north-south cycle route should lead to modal shift on the corridor which will offer residents a choice so reducing reliance on cars and

traffic volumes in the area. At employment sites at Cheadle Royal and Stanley Green there will be improvements for access by all modes, including vehicular so assisting with development of businesses at these locations. Access to the A34 will be improved at Eden Park allowing both existing and new resident's access to the A34 without contributing to congestion at Stanley Green and Cheadle Royal. The improvements at Stanley Green and the A555 will both improve sustainable travel facilities but also mitigate development impact from the proposed Garden Village Handforth proposals.

- 6.2 Proposals have been significantly changed in response to the consultation and also to reflect new design guidance. The nature of these changes are not considered sufficient to warrant a re-consultation at this stage. There will, however, be further local consultation at the FBC stage when design details are more advanced and before any necessary TRO's are advertised.
- 6.3 It is important to note that the inclusion of any scheme within this report does not guarantee that it will be funded. Some elements are identified as being of a lower priority for funding if money is limited, in this case because they provide facilities in parallel to other routes. It may be as the scheme progresses that not all elements can be funded. If this is the case Members will be updated on elements which are not to proceed or which have been modified to save cost.
- 6.4 Members are requested to consider the contents of the report, noting the results of the recent consultation exercise carried out with residents and businesses and recommend that the Cabinet Member (Economy & Regeneration) approves the proposed measures and that Stockport Council would underwrite the local contribution and make up any shortfall.

BACKGROUND PAPERS

There are none

Anyone wishing to inspect the above background papers or requiring further information should contact Nick Whelan on telephone number Tel: 0161-474-4907 or alternatively email nick.whelan@stockport.gov.uk