A34 MRN Corridor Improvement Plan
Consultation Report

1. Introduction

1.1. In 2018, the Government designated the A34 as part of a Major Road Network (MRN) of routes which they are seeking to improve. As part of this ambition, in February 2020 a grant was awarded to Stockport Council to develop proposals for part of the A34 in the Borough.

1.2. Between 5th October and 13th November 2020, Stockport Council consulted on their A34 MRN Improvement Plan proposals between the A560 and A555 to alleviate congestion, support development potential in the surrounding area and enhance accessibility by sustainable modes.

1.3. This report presents the consultation methodology applied by the Council and the response to their proposals.

1.4. A full and inclusive consultation has been undertaken with the specific purpose of informing stakeholders, the public, local businesses and interest groups of the proposals and capturing their comments.

2. Summary of Proposals

2.1. The A34 between the A560 and A555 has been identified as a key bottleneck. The proposed Plan will increase capacity at key locations and support growth potential in the surrounding area.

2.2. The specific objective of the Plan are to:

- 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; and
- Reduce congestion and improve journey times through technology.

2.3. The proposals were presented as twelve distinct schemes. The consultation drawings can be viewed at a34-improvement-plan.co.uk/map. The descriptions of the schemes as consulted is provided below.

1. **Gatley Road** – The proposal at Gatley Road is for a traffic light-controlled crossing for pedestrians and cyclists on the A560 (Gatley Road), providing a link between Milton Crescent and Wensley Road. It includes the provision of segregated pedestrian and cycle facilities on Gatley Road close to the crossing. A 20mph speed limit with traffic calming measures is proposed on the Wensley Road estate, and traffic calming on Milton Crescent and High Grove Road.

2. **Wilmslow Road** – The proposal is for a traffic light controlled crossing for pedestrians and cyclists on Wilmslow Road, connecting Broadway and Brookfields Park, taking the form of either: (Option 1) a Toucan (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; or (Option 2) Broadway / Wilmslow Road upgraded to traffic light control with controlled crossings and a new cycle track connecting to the entrance of Brookfields Park.

3. **Broadway** – A traffic calmed route along Broadway is proposed with raised speed tables located at each junction to slow traffic and facilitate cycling on the carriageway. A Toucan (pedestrian and cyclist) crossing is proposed at the western end of Broadway.
4. **The Kingsway School Subway** – Construction of a new subway under the A34 at Kingsway School, linking the two parts of the school site and providing high quality, safe, step free walking and cycling route between Broadway and Foxland Road. This is proposed to be supplemented by improved traffic calming on Foxland Road.
5. **A34 Kingsway from Broadway to Cheadle Royal** – The proposal is to provide cycle facilities on both sides of the A34 between the Kingsway School Subway and Cheadle Royal roundabout. This will include a high quality segregated pedestrian and cycle route on the west side of the A34 connecting Foxland Road with the Cheadle Royal junction, and either: (Option 1) a shared pedestrian and cycle route on the east side of the A34 for the full distance between Broadway and the Cheadle Royal junction; or (Option 2) a cycle route following the service road for 261-321 Kingsway and a shared pedestrian and cycle route on the east side of the A34 from the south end of the service road to the Cheadle Royal junction.
6. **Cheadle Royal Junction** – Modifications are proposed at the Cheadle Royal roundabout to improve traffic operation. This includes an extended slip road for northbound traffic, local widening and re-marking and signal control of the A34 southbound off slip and Cheadle Royal Business Park exit. New traffic light-controlled crossings and routes for pedestrians and cyclists will be provided throughout the junction. New bus stops will be provided on Wilmslow Road and landscaping will be improved. A link will be provided into Bruntwood Park to connect to the park access road.
7. **A34 from Cheadle Royal to Stanley Road** – A new cycle route is proposed along the west side of the A34 from the Cheadle Royal junction to Stanley Road. This will include: a cycle path from the Cheadle Royal roundabout to the south end of the Cheadle Royal Retail Park car park; an upgraded segregated pedestrian and cycle path from the Cheadle Royal Retail Park to Etchells Road and a new traffic light controlled pedestrian and cycle crossing on Etchells Road; a segregated pedestrian and cycle path from Etchells Road to Eden Park Roundabout with a connection to Bradshaw Hall Lane; and a shared pedestrian and cycle path along the verge of the A34 from Eden Park Roundabout to Stanley Green roundabout.
8. **Eden Park Roundabout** – Remodelling of the junction is proposed to create a roundabout with through lanes for ahead traffic, a fourth arm to the west, widening the A34 to three-lanes through the junction and new controlled crossings for pedestrians and cyclists on all arms.

9. **The Stanley Road / Earl Road Junction** – It is proposed to widen the approaches to the junction to two lanes on the southern (Earl Road) arm and western (Stanley Road) arm to increase junction traffic capacity. Traffic light-controlled crossings will be provided for pedestrians and cyclists on all arms. Connecting shared footway and cycleways will join the junction to the A34 and the proposed path to the Eden Park Roundabout and will continue on Earl Road as far as the A555. Improvements will be made to the path from Earl Road leading to the A34, so users can connect with the A555 cycle route.
10. **The A34 / B5094 Stanley Road Roundabout** – It is proposed to widen the A34 at the junction to four lanes in both directions to increase traffic capacity and mitigate traffic impact from the proposed Garden Village at Handforth. This work will include carriageway widening and the provision of gantry mounted signals. The introduction of a controlled crossing for pedestrians and cyclists on Stanley Road on the east side of the junction is an already approved 'Bee Network' scheme.
11. **The A34 / A555 Junction** – Proposal to widen the A555 westbound off slip and roundabout on the south side of the A34 roundabout to increase capacity and mitigate traffic impact from the proposed Garden Village in Handforth. Works will involve carriageway widening and the provision of gantry-mounted signals.
12. **The Eden Park Cycle Route** – An off-carriageway cycle and pedestrian route is proposed linking Stanley Road to Bruntwood Park via the Eden Park estate. This includes: improvements to surfacing and lighting from Stanley Road to Eden Park Road; path widening on Bruntwood Lane between Bradshaw Hall Lane and Turves Road; a traffic light-controlled pedestrian and cycle crossing on Turves Road; widening and lighting of Bruntwood Lane in Bruntwood Park from the southern park entrance to the car park; and lighting Bruntwood Lane from the car park to Valley Road.

2.4. If funding is awarded by the Department for Transport, the Council anticipates construction to take place in a phased approach between mid-2022 and 2025.

3. Methodology

Aims and Objectives

3.1. The consultation has been undertaken with the purpose of informing stakeholders of the proposals and capturing their views.

3.2. Specifically, the aims were to:

- inform the local communities and stakeholders of the proposals;
- ensure that those with an interest in or who may be affected by the proposals have an opportunity to provide their comments and as such input to their development;
- ensure that community engagement activities were fully accessible, informative and relevant to the participants; and
- undertake a robust consultation to support the Plan's business case.

3.3. The consultation has been undertaken during a period when the proposals are at a formative stage and has presented comprehensive information to allow those consulted to provide intelligent considerations and an informed response.

3.4. Following the consultation, the Council will continue to work to ensure that information is communicated with regards to the Plan.

Timescales and Audience

3.5. The consultation was held over a six-week period between 5th October and 13th November 2020. This allowed adequate time for responses to be submitted using a variety of media.

3.6. The main consultation audience was:

- residents and businesses in the local area;
- those who may be affected by or use the proposed infrastructure; and
- key local stakeholders including statutory consultees, business organisations, special interest groups and politicians.

Consultation Support

3.7. A dedicated telephone helpline (0161 474 3434, voicemailbox with calls returned) and email address (A34improvements@stockport.gov.uk) was active throughout the consultation period to respond to scheme/consultation queries and take associated comments.

Awareness Raising

3.8. A range of awareness-raising public information materials was produced and distributed including:

- yellow road signs in proximity to the proposals, signposting to the Consultation web pages;
- posters and banners in prominent public locations in proximity to the proposals, including the centre of Cheadle Hulme, Life Leisure Cheadle, Bruntwood Park, Cheadle Royal and Handforth Dean businesses signposting to the consultation; and
- a schedule of press / social media posts from the Council accounts, linking to the Consultation web pages.

Methods of Consultation

3.9. The following provides a summary of the main methods of consultation applied:

- **Leaflets**

  Leaflets were sent to approximately 17,000 properties in proximity to the proposals. The main purpose of the leaflet, included at **Appendix A**, was to provide an introduction to the Plan and direct residents and businesses to the consultation web pages to view the proposals in full detail.

- **Web Pages**

  A web page was set up at www.stockport.gov.uk/a34-corridor-improvement-plan (linking to a34-improvement-plan.co.uk/map) to provide full details of the proposals (including drawings, text and audio commentaries), telephone helpline and email address, and an online response form. A link was also provided at www.stockport.gov.uk/consultations.

- **Response Form**

  The online response form sought feedback on the extent to which the respondent agreed or disagreed with each element of the proposals and invited general comments. Respondents were able to pick and choose which schemes they wanted to respond to. Hard copy response forms were available by request and responses could also be provided by email.

- **Stakeholder Engagement**

  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 in the town centre area.

  Emails were sent to the key stakeholders identified for each scheme referred in the Matrix included at **Appendix B** to provide an introduction to the proposals and direct to the consultation web pages.

  In advance of and as part of the consultation the Council arranged the following meetings with stakeholders:

  - Local Councillor and MP briefings; and
  - Presentations to key business interests and the Stockport Walking and Cycling, Local Access, Public Rights of Way and Disability Forums.

  Several other stakeholder meetings were offered but not taken up.

  Affected landowners were engaged prior to the consultation and have also been included in the consultation exercise.

4. Approach to Analysis

4.1. A comprehensive log of responses has been collated to record all comments in a single database. Online response forms were automatically entered into a database, these were supplemented by a manual data entry exercise for responses received by other means.

4.2. The online response form sought feedback on the extent to which the respondent agreed or disagreed with each element of the proposals. This has been used to determine the overall level of support for the specific elements of the Plan referred herein.

4.3. The analysis undertaken also determines respondents' opinions in relation to where they live.

4.4. An exercise has been undertaken to remove apparent duplicate responses based on respondents' IP address and content.

4.5. Given the level of detail of some of the comments received, this report presents an overview of the feedback. The comments log will be used by the project team to enable consideration of the greater detail contained therein.

5. Consultation Response

5.1. A total of 354 online response forms were completed.

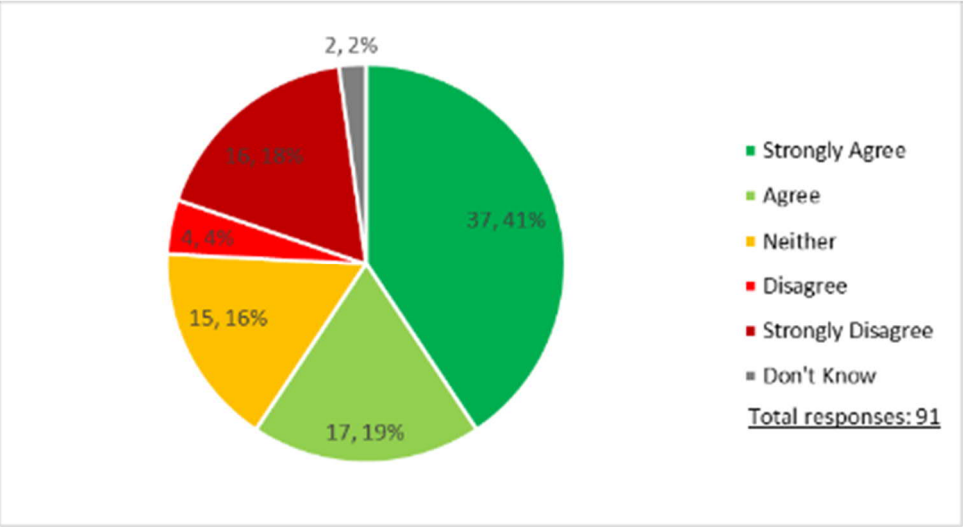
5.2. The response to specific elements of the twelve distinct schemes, provided through the online forms and/or email, is presented in the following sections.

1. Gatley Road

Wensley Road

5.3. As shown by **Figure 5.1** below, based on the response forms the majority of respondents agreed with the proposed 20mph zone and traffic calming measures in the Wensley Road residential area. Of the 91 respondents to this question 59% (54) agreed and 22% (20) disagreed, 19% (17) neither agreed nor disagreed or didn't know.

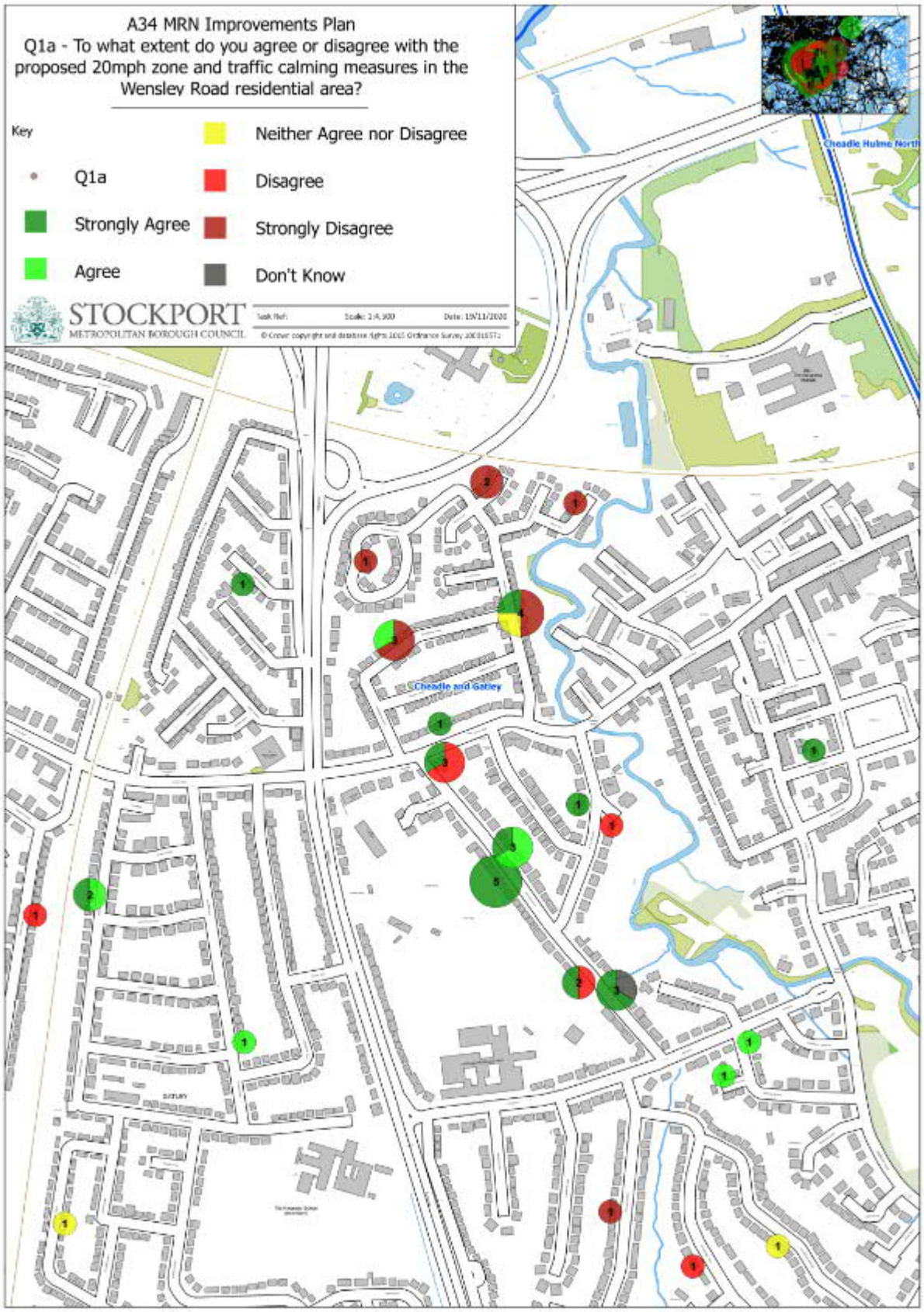
Figure 5.1 – Wensley Road



5.4. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 5.2** presents the response in relation to respondents' home post code when it was provided in full.

5.5. As shown by **Figure 5.2**, a high proportion of respondents who live in the Wensley Road residential area disagree with the proposals. Notably only a fairly small proportion of the Wensley Road area population responded to the consultation.

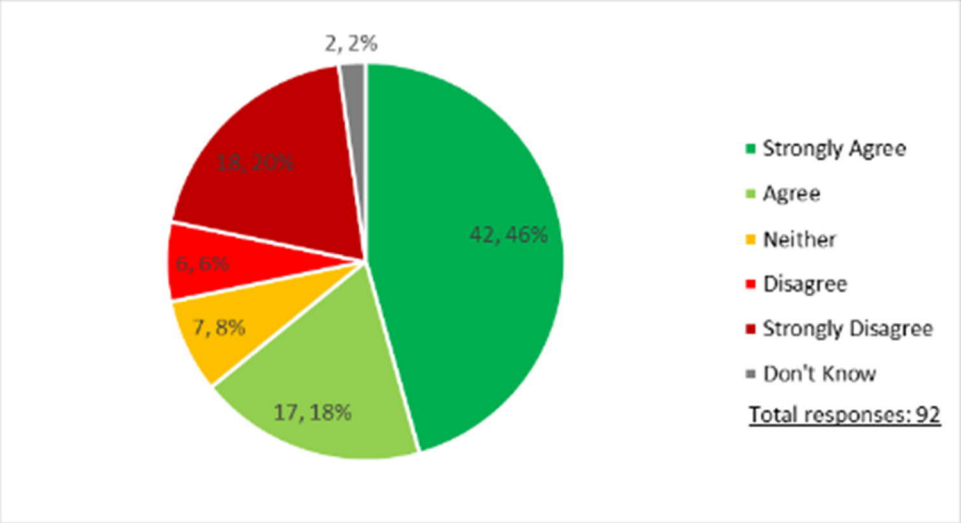
Figure 5.2 – Wensley Road, response by local post codes



Gatley Road

5.6. As shown by **Figure 5.3** below, based on the response forms the majority of respondents agreed 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.

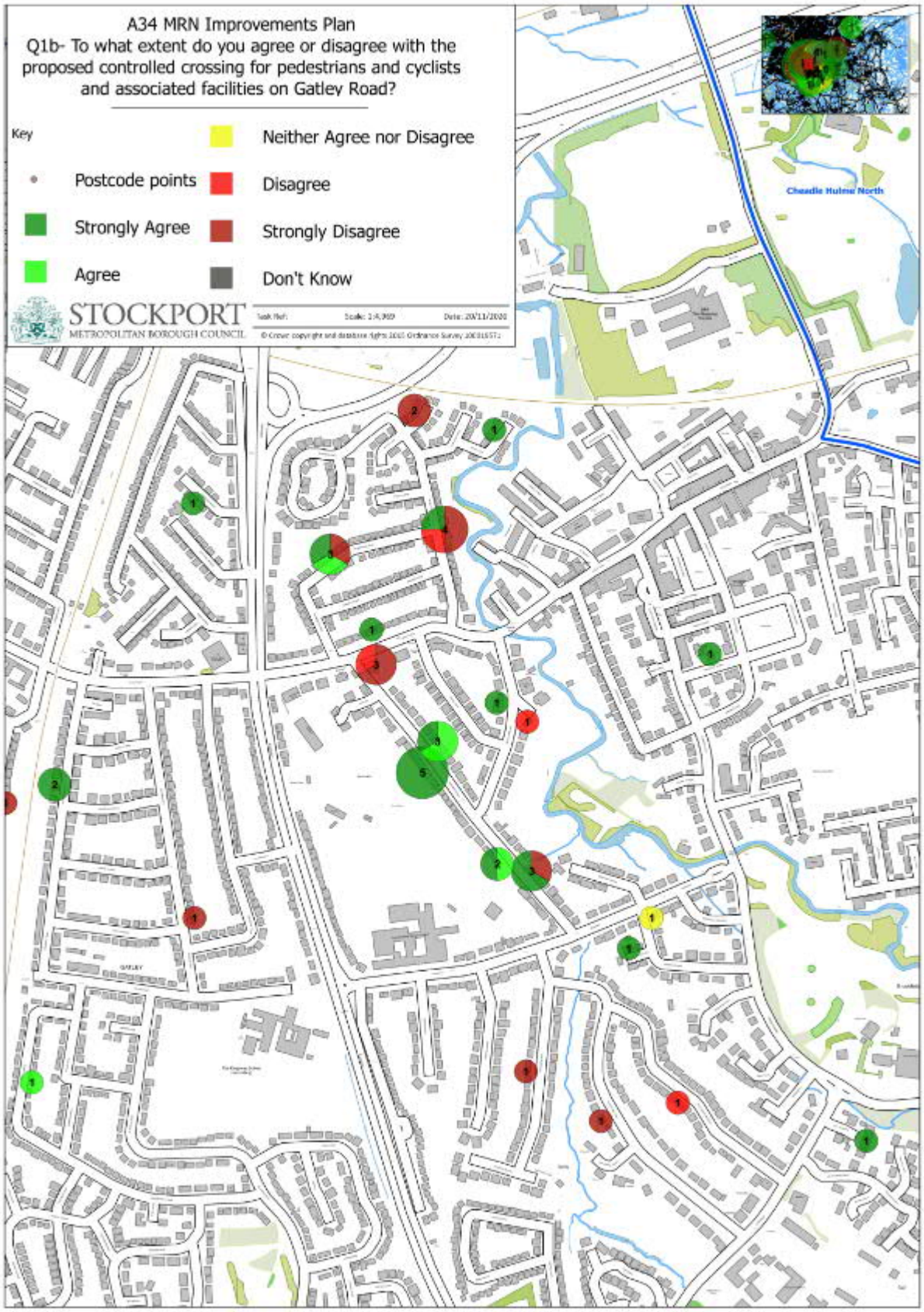
Figure 5.3 – Gatley Road



5.7. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 5.4** presents the response in relation to respondents' home post code when it was provided in full.

5.8. As shown by **Figure 5.4**, very few Gatley Road residents local to this proposal responded to the consultation. Most of those that did (3/4) disagree with the proposals.

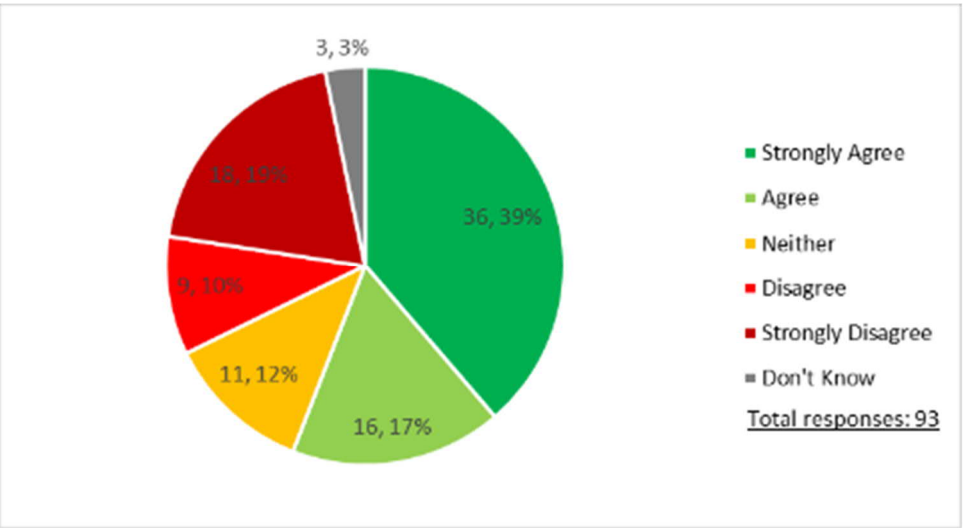
Figure 5.4 – Gatley Road, response by local post codes



Milton Crescent and High Grove Road

5.9. As shown by **Figure 5.5** below, based on the response forms the majority of respondents agreed with the proposed 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.

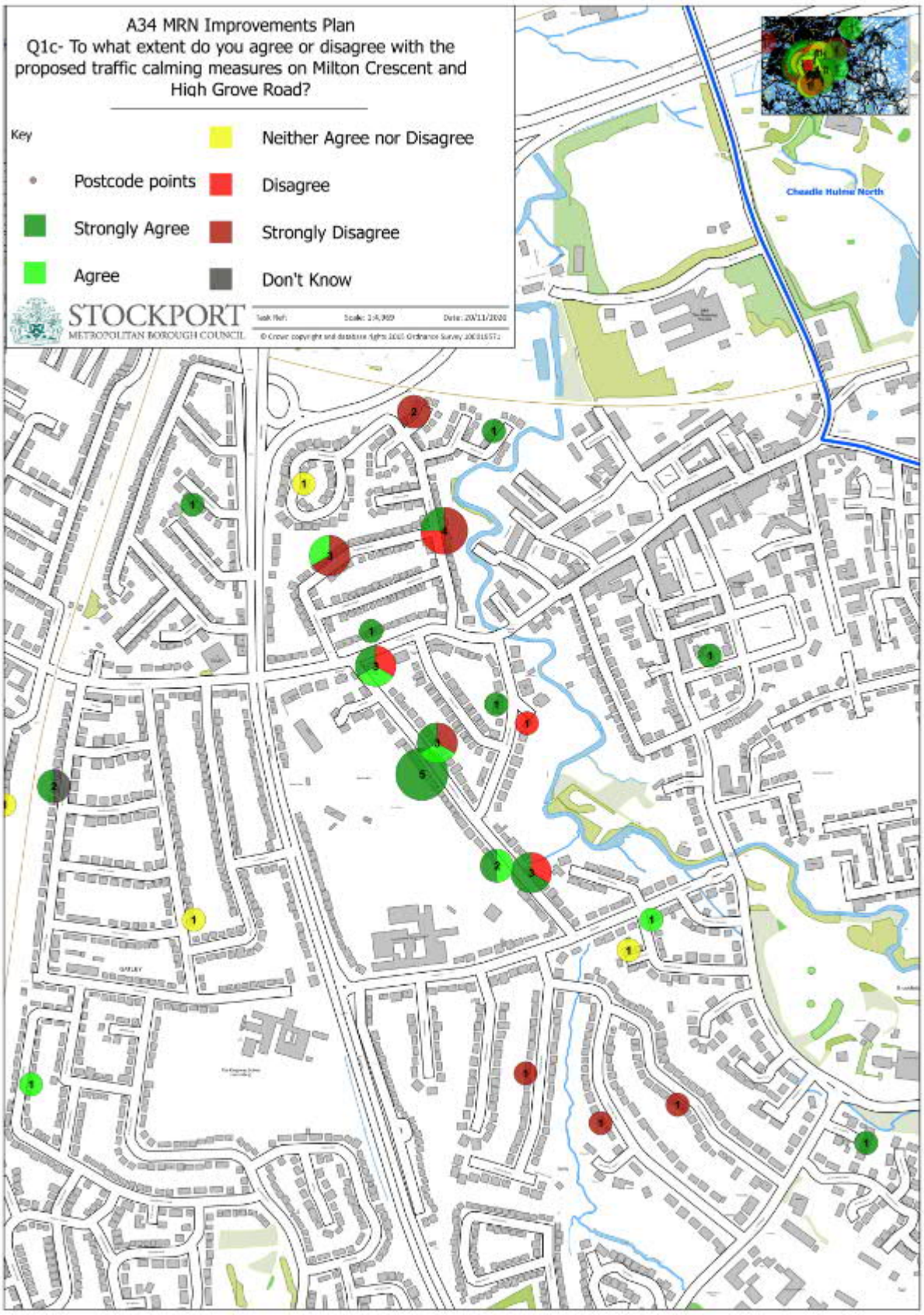
Figure 5.5 – Milton Crescent and High Grove Road



5.10. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 5.6** presents the response in relation to respondents' home post code when it was provided in full.

5.11. As shown by **Figure 5.6**, a high proportion of respondents who live in the Milton Crescent and High Grove Road residential area agree with the proposals.

Figure 5.6 – Milton Crescent and High Grove Road, response by local post codes



Comments

5.12. Comments received **in support** of the Gatley Road scheme include:

- Several about current, speeding vehicles;
- Several that the proposals will make it easier and safer for children to cycle to school / nursery and people commuting to work, and the new crossing would be helpful;
- General responses to reiterate support.

5.13. Comments **against** to the proposals include:

- Several that the proposals lack continuation / connection to / correlation with wider routes, such as Manchester via A34 / TPT via Parrs Wood;
- The proposals will not be used or introduce many new cyclists and walkers, there are already many cycle lanes in place in the Borough;
- The scheme is not good use of money;
- Cyclists will not benefit as do not want to spend time stopping and starting at Toucan crossings;
- The layout is too complicated compared to a 'simple' controlled crossing, and is in a dangerous location;
- Concerns about the potential noise, light and increased pedestrian activity associated with the crossing, and it will create delays for vehicles without improving pedestrian safety;
- Several that there is no need for traffic calming on Wensley Road;
- Several objections to vertical calming features as can hinder emergency services, damage cars and do not help traffic flow;
- Concerns about the possible long-term implications of tree planting;
- Disruption of wildlife and green belt.

5.14. Some comments **suggested further / alternative measures**, these include:

- Encourage / keep vehicle speeds within the 30mph speed limit on Gatley Road;
- Extend the 20mph from Cheadle High Street down to Milton Crescent / Wensley Road;
- Improvements to the junction of Gatley Road / High Grove Road, or suitable restrictions which make Gatley Road safer (Milton Crescent to A34);
- Widened footway between Milton Crescent and Cheadle Village;
- A cycle bridge over Gatley Road;
- Several that measures are needed to address rat-running on High Grove Road, such as one-way (exit) at the top end and/or 20mph;

- Several that a modal filter be introduced at High Grove Road / Milton Crescent to prevent through traffic;
- Continuous footways over Milton Crescent and Wensley Road;
- A mini-roundabout at High Grove Road / Milton Crescent;
- It is questioned why there is no raised table at the junction of High Grove Road / Milton Crescent;
- Restrict parking on High Grove Road and Milton Crescent as people going to Cheadle park here, on both sides of the road, which makes it dangerous;
- A better crossing of Wilmslow Road into Shires Drive and thus Brookfields Park
- Build-out traffic calming or speed cameras instead of vertical features;
- Features to prevent parking on cycle lanes;
- Additional variable message and speed limit signage;
- Segregated cycle facilities on the A34;
- It is questioned why no consideration has been given to improving the existing cycle route between Broadway and Parrs Wood on the A34;
- Several that changes are needed at the A34 / Gatley Road junction.

5.15. **Other, general comments** include:

- Concerns about driveway / property access as a result of the proposals;
- The speed tables need to be suitable for cyclists, and cycle lanes should be segregated as much as possible;
- The access between the A34 and Marchbank Drive was meant to be for emergency vehicles to access the estate, this may need to be considered;
- 20mph is not suitable on Gatley Road;
- Aysgarth Avenue needs a new street sign;
- The proposals are not related to the A34.

5.16. **WalkRide Cheadle** provided the following comments:

- Need to make sure this links into a scheme on the Manchester side to create a proper joined up route;
- The segregated route seems longer than necessary – can it go down Chadvil Road rather than Milton Crescent? If not, it would be considerably safer if the junctions of Milton Crescent and Wensley Road were closed off;
- The Kingsway junction needs to be remodelled to allow pedestrians and cyclists to cross all four arms easily and safely.

5.17. **Heald Green Ratepayers Association** left a comment on scheme 1 that suggested that changes are needed at the A34 / Gatley Road junction in order to relieve congestion and improve cyclist safety

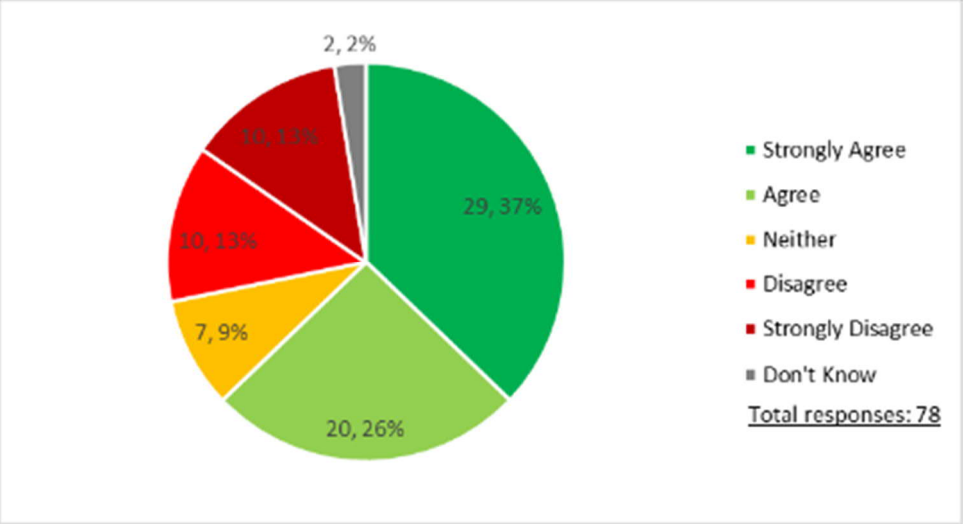
5.18. **Cycle UK** agreed with the proposals but thought it could be better if this scheme linked with Manchester Council and continued the route onto Manchester Road.

2. Wilmslow Road

Option 1 - Pedestrian and Cyclist Crossing

5.19. As shown by **Figure 5.7** below, based on the response forms the majority of respondents agreed with the Option 1 proposals for 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.

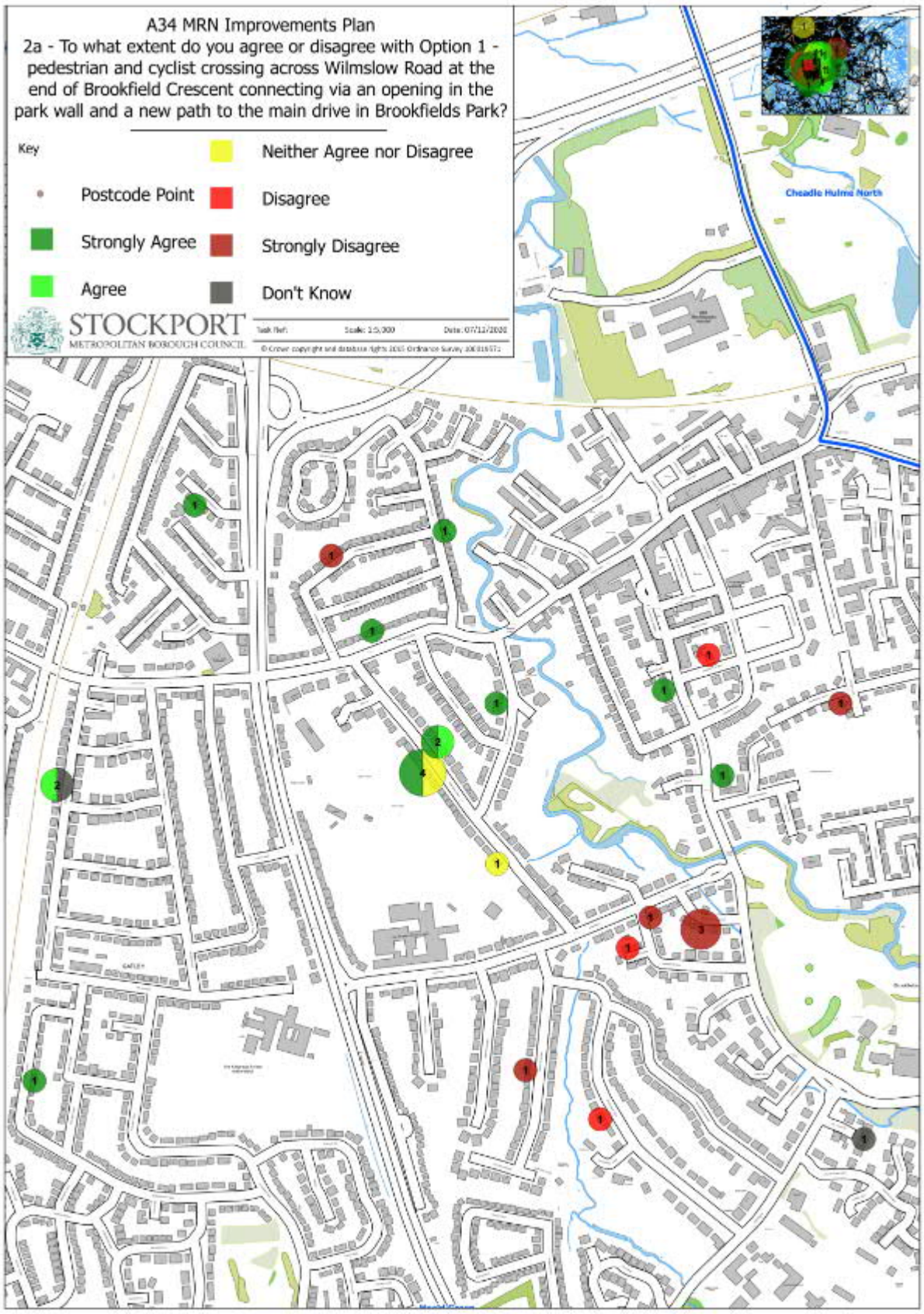
Figure 5.7 – Option 1 (Pedestrian and Cyclist Crossing)



5.20. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 5.8** presents the response in relation to respondents' home post code when it was provided in full.

5.21. As shown by **Figure 5.8**, few residents very local to this proposal responded to the consultation. Those that did disagree with the proposals.

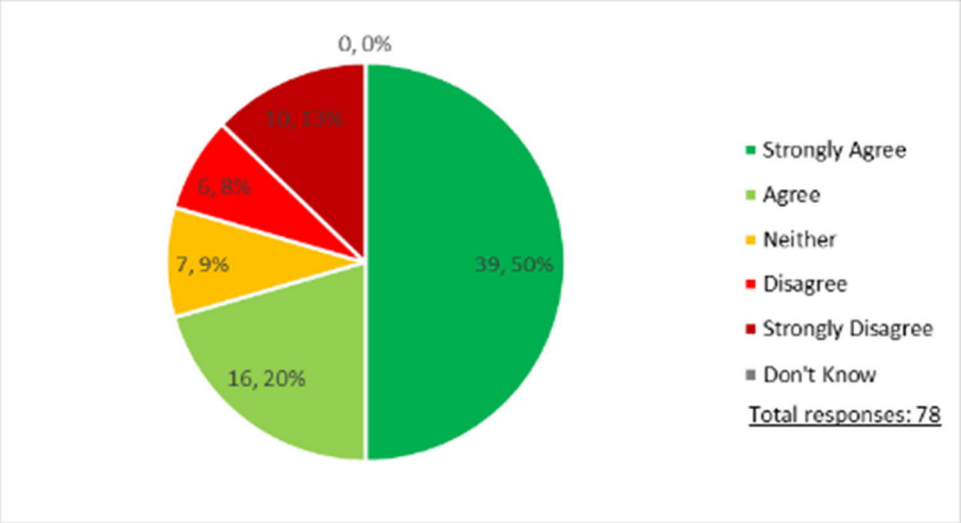
Figure 5.8 – Option 1 (Pedestrian and Cyclist Crossing), response by local post codes



Option 2 – Traffic Signal Control at Broadway / Wilmslow Road

5.22. As shown by **Figure 5.9** below, based on the response forms the majority of respondents agreed with the Option 2 proposals of Broadway / Wilmslow Road junction 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.

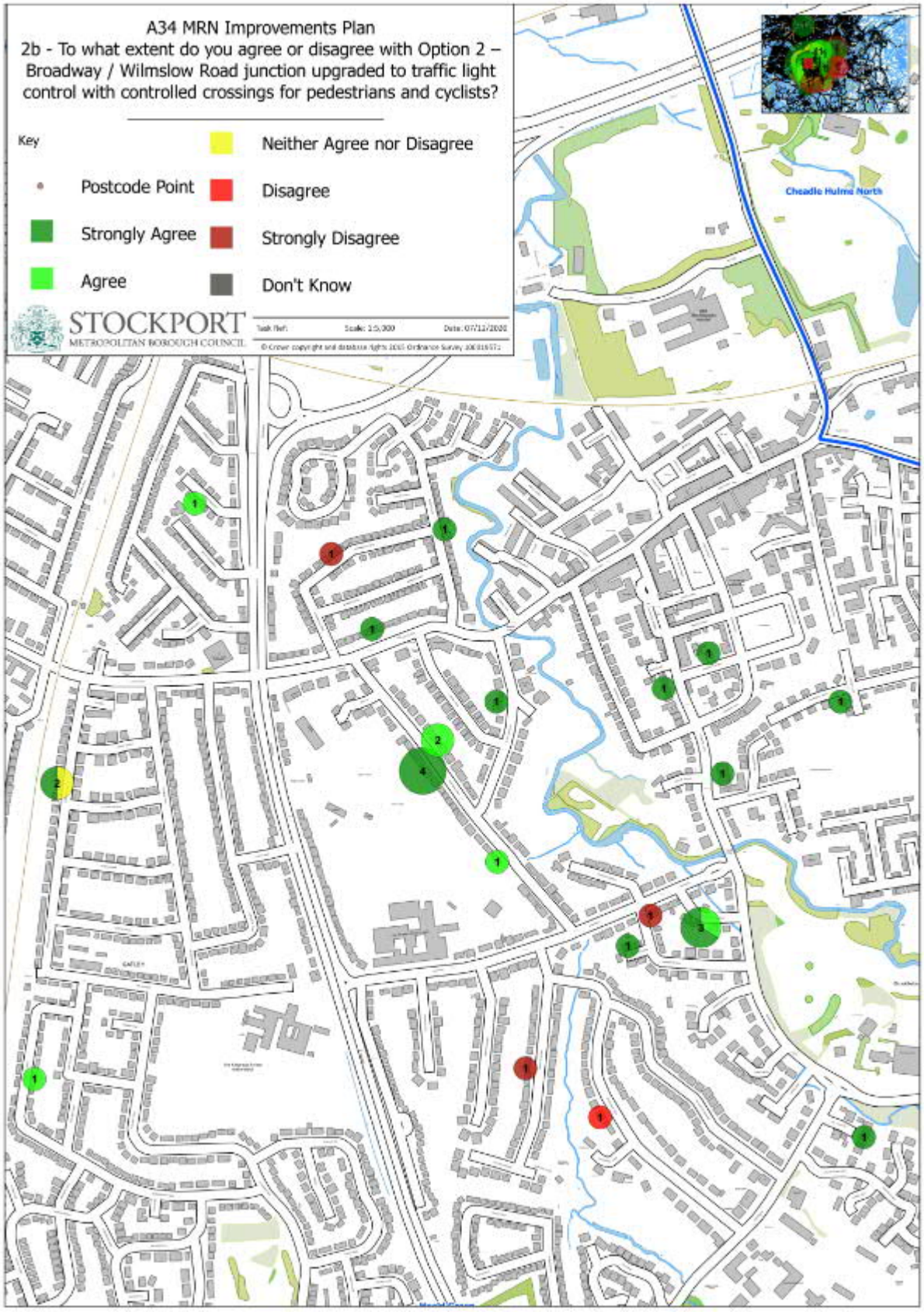
Figure 5.9 – Option 2 (Traffic Signal Control at Broadway / Wilmslow Road)



5.23. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 5.10** presents the response in relation to respondents' home post code when it was provided in full.

5.24. As shown by **Figure 5.10**, most residents local to this proposal who responded to the consultation agree with the proposals.

Figure 5.10 – Option 2 (Traffic Signal Control at Broadway / Wilmslow Road), response by local post codes



Comments

5.25. Comments received **in support** of the Gatley Road scheme include:

- The Cyclops style junction can keep cyclists moving, is less dangerous and more favourable for people to commuting to work and school. The only safe option is traffic lights at the Broadway / Wilmslow Road junction, traffic lights would help with the poor visibility and speeding traffic;
- The crossing uses the existing cycle lanes and will benefit people going into Cheadle Village, it will also slow traffic;
- Several that the proposals will make it easier and safer for children to cycle to school / nursery, and will connect the wider cycling network;
- Better to have a separate junction away from cars;
- It is questioned why these are options instead of both;
- General responses to reiterate support.

5.26. Comments **against** to the proposals include:

- The proposals lack connection to / correlation with wider routes;
- Traffic lights cause congestion;
- The crossing may make things more difficult for both cyclists and motorists as cyclists may be tempted to continue south on Wilmslow Road and turn right into Broadway rather than stopping at the lights and using the crossing;
- The crossing is on a blind bend;
- The proposals are unnecessary as there is already an island to cross;
- You have to make a right turn into Brookfield Crescent off Broadway, with no proper protection;
- Brookfield Crescent is a narrow, use the junction of Broadway instead;
- Make use of existing arrangements instead of knocking a hole in the wall;
- The proposals will not introduce many new cyclists and walkers, there are already many cycle lanes in place in the Borough;
- The scheme is not good use of money;
- Disruption of wildlife and green belt, no need to destroy grassed areas when there is a route through Brookfields Park.

5.27. Some comments **suggested further / alternative measures**, these include:

- The Cyclops style junction looks good but should look at the wider picture to remodel Wilmslow & Cheadle Road to encourage more people to cycle to school and work;
- Introduce safe cycling facilities from the north west entrance of Brookfields Park, along Wilmslow Rd to the east end of Warren Avenue;

- Install a better crossing of Wilmslow Road into Shires Drive and thus Brookfields Park;
- Resurfacing of the current path as this already links up to the path through Brookfields Park;
- Additional traffic calming on Schools Hill and the section of Wilmslow Road;
- Extend the improvements to also cover Wilmslow Road / Cheadle Road at the junction with Schools Hill. The traffic turning right from Wilmslow Road into Schools Hill makes this junction dangerous for vehicles turning right from Schools Hill on to Cheadle Road, suggestion to install traffic lights;
- Speed cameras and more speed limit signage;
- Lighting in the park;
- Improved bus stops (shelters);
- Brookfields Park is a flood plain, so it would be more useful to spend money on clearing the river of debris to ensure that it can flow freely;
- Tunnel under the road to ensure that cars and cycles are kept completely apart.

5.28. **Other, general comments** include:

- The road is wide enough for segregated paths;
- The junction of Broadway is a problem due to parking on Wilmslow Road and vehicles leaving Broadway having to pull out into the current cycle path to see down the road;
- Between the cycle path and the road there is a section for pedestrians, this should be on the inside and then give cyclists the option to continue along the road or turn left into the park;
- It is questioned what provisions will be made to ensure the safety of pedestrians, cyclists and car drivers with regards to the new layout;
- The existing bus stop on the approach side of the new crossing is very close to it;
- Need to ensure that any options will fit well with current cycle infrastructure on Wilmslow Road as this is a highly used route for cyclists;
- 30mph is too fast on this area of Wilmslow Road and could be dangerous as at visibility is poor at the Broadway junction;
- Stagger the works as if more than two schemes are constructed at once this will cause congestion;
- The proposals are not related to the A34.

5.29. The **Trans Pennine Trail Partnership** commented on Option 2 (Traffic Signal Control at Broadway / Wilmslow Road) the scheme does not indicate a safe crossing point at the southern end.

5.30. **WalkRide Cheadle** provided the following comments:

- Option 1 (Pedestrian and Cyclist Crossing) – making a right turn into Brookfield Crescent off Broadway, there is no proper protection;
- Option 2 (Traffic Signal Control at Broadway / Wilmslow Road) – the proposed infrastructure along Broadway is inadequate. A cyclops type junction should connect high quality segregated cycle lanes.

5.31. Cycle UK agrred with the proposals but suggested that the existing cycle lanes on Wilmslow Road are useless. There is room to put segregated lanes leading in to Cheadle Village. Also turning into Bruntwood Park from Wilmslow Road is currently dangerous and lots of blind spots.

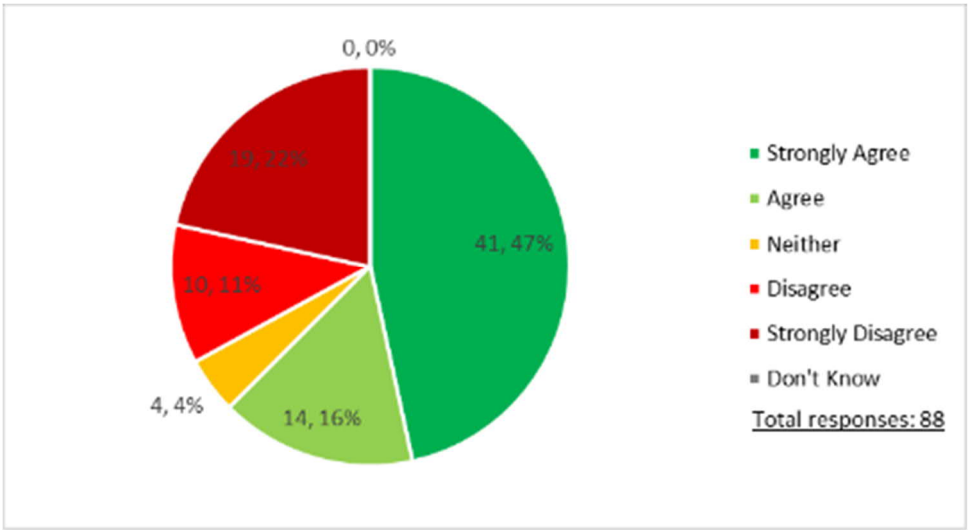
5.32. **Sustrans** preferred route would be option 2 as it offers continuity for cyclists. Sustrans advise that Option 2 should check the swept path to ensure that all cycle types are able to comfortably make turns on all arms of the Cyclops junction. Sustrans would also advise that controlled zebra crossings across the arms of Cyclops would aid visually impaired users.

3. Broadway

Traffic Calming

5.33. As shown by **Figure 5.11** below, based on the response forms the majority of respondents agreed 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.

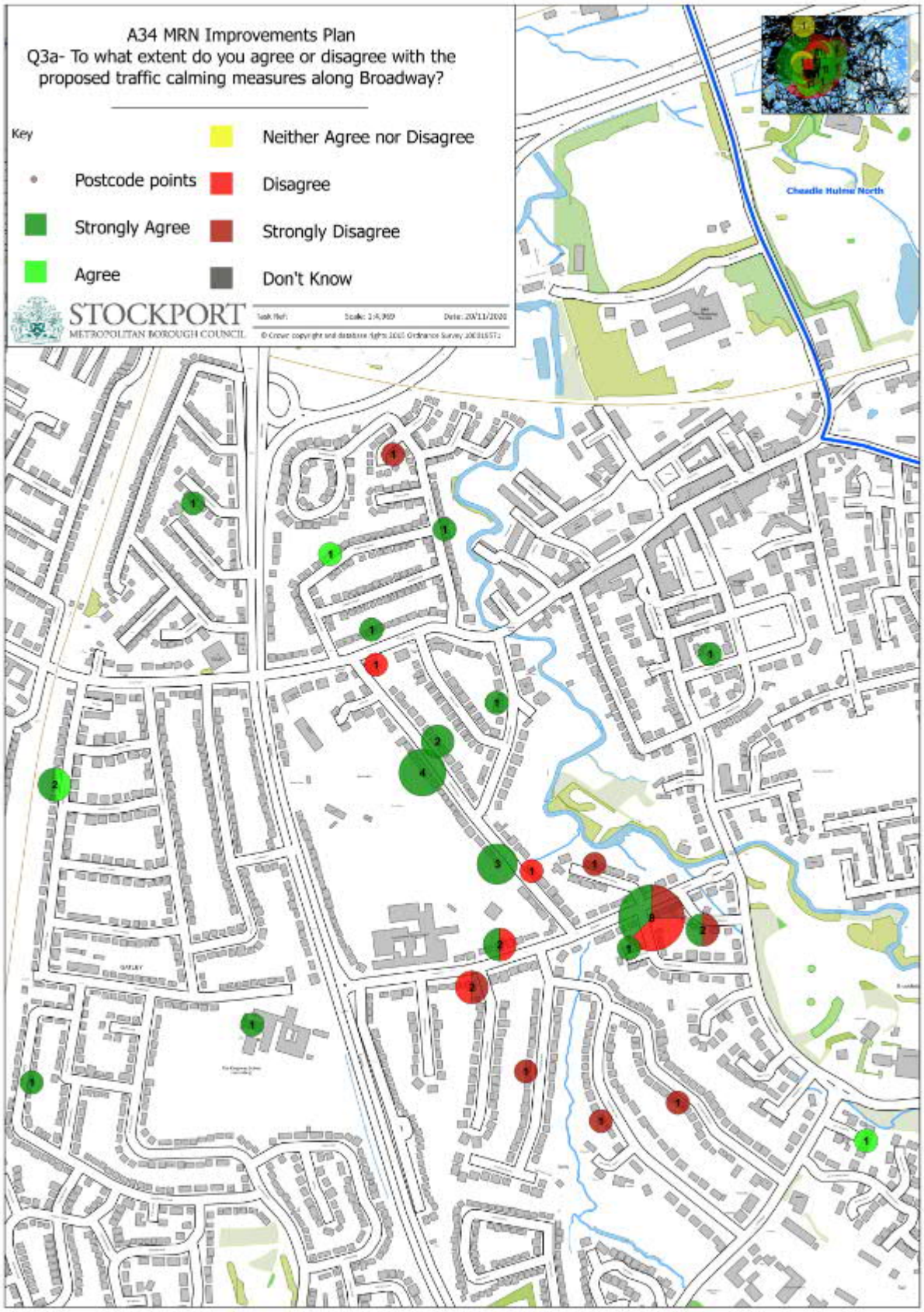
Figure 5.11 – Traffic Calming



5.34. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 5.12** presents the response in relation to respondents' home post code when it was provided in full.

5.35. As shown by **Figure 5.12**, a high proportion of respondents who live along Broadway and local roads to the south disagree with the proposals. Most respondents who live on High Grove Road to the north of Broadway agree with the proposals.

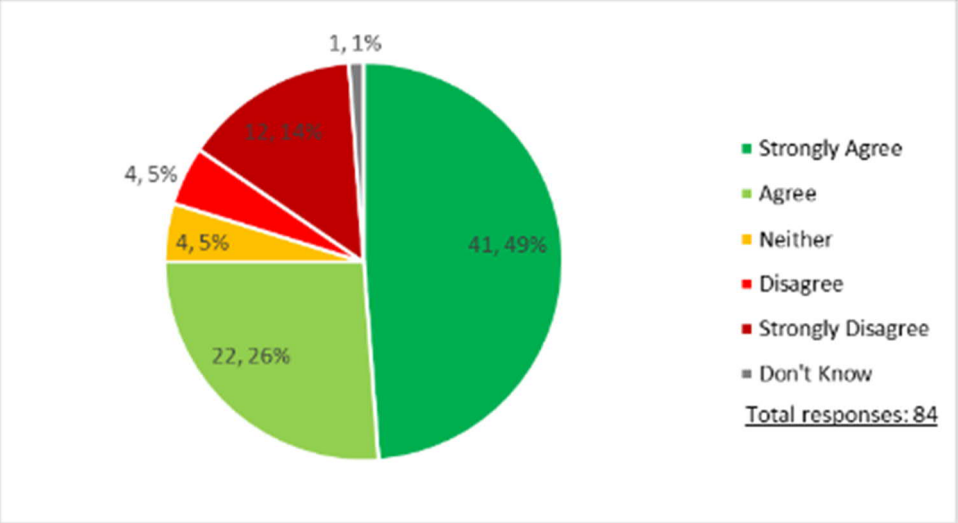
Figure 5.12 – Traffic Calming, response by local post codes



Crossing Upgrade

5.36. As shown by **Figure 5.13** below, based on the response forms the majority of respondents agreed 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.

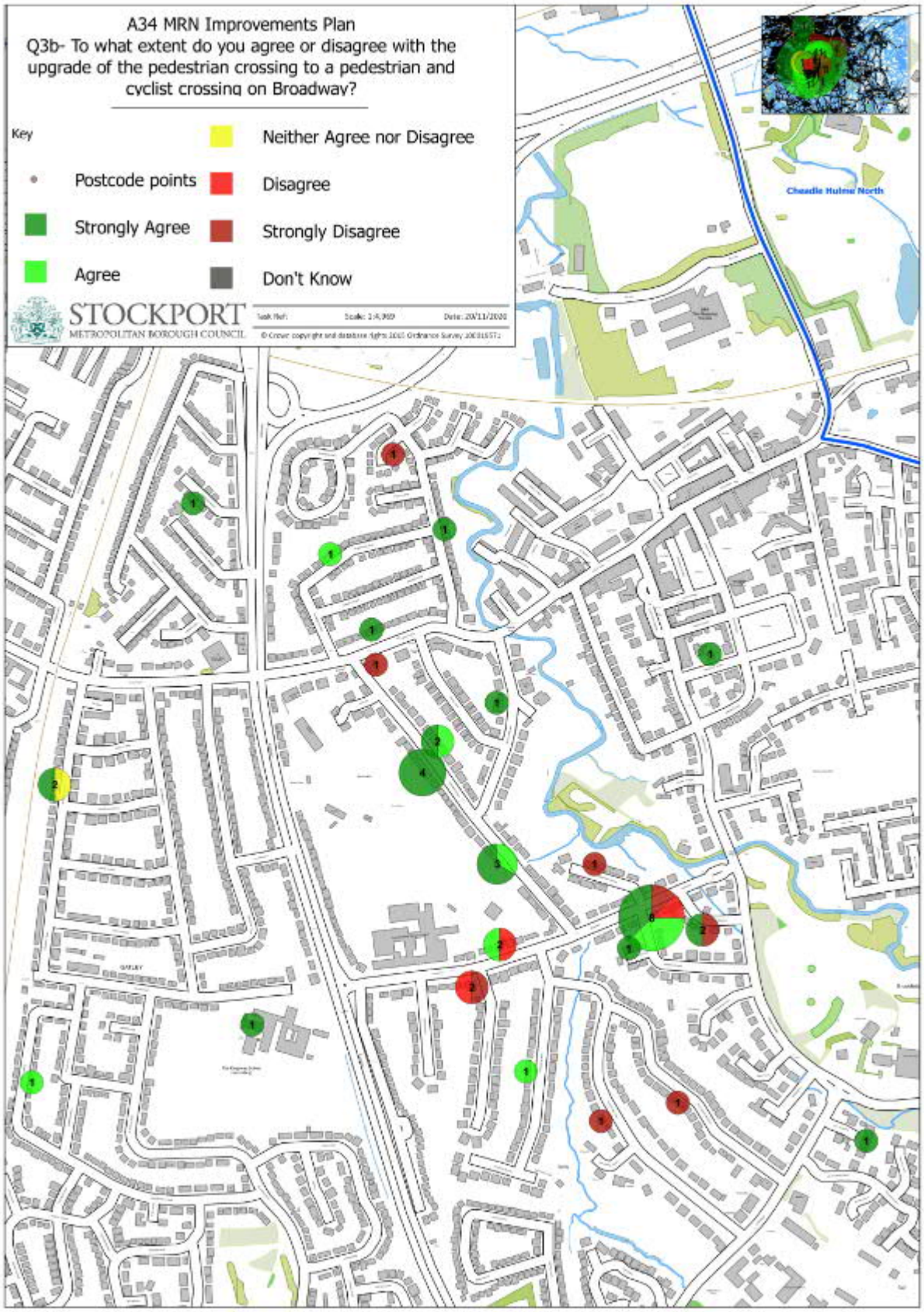
Figure 5.13 – Crossing Upgrade



5.37. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 5.14** presents the response in relation to respondents' home post code when it was provided in full.

5.38. As shown by **Figure 5.14**, only few Broadway residents very local to this proposal responded to the consultation. Most of those that did (3/4) disagree with the proposals, however, a high proportion of respondents who live in the area agree with the proposals.

Figure 5.14 – Crossing Upgrade, response by local post codes



Comments

5.39. Comments received **in support** of the Broadway scheme include:

- Several that the proposals will make it easier and safer for children to cycle to school / nursery, and will connect the wider cycling network;
- Several that speeding is currently an issue and proposals to reduce this would help greatly;
- General responses to reiterate support.

5.40. Comments **against** to the proposals include:

- The proposals lack connection to / correlation with wider routes such as Manchester via A34 / TPT via Parrs Wood;
- Concerns about just having painted cycle symbols on this road as they have little impact;
- The footpath between Marchbank Drive is too narrow for shared use;
- A segregated cycleway would be preferred;
- Several objections to vertical calming features as they are not needed, do not work, will cause congestion and can hinder emergency services;
- The proposals are damaging to Broadway residents;
- The tree planting will damage footpaths and there will be extra maintenance requirements, and will make it more difficult to exit driveways;
- Introducing bollards and street furniture makes Broadway lose its character and makes the street feel much more cluttered;
- The proposals are not needed, there is enough room for cyclists and it is not clear who the intended users are;
- The proposals will not introduce many new cyclists and walkers, there are already many cycle lanes in place in the Borough;
- The scheme is not good use of money;
- Disruption of wildlife and green belt.

5.41. Some comments **suggested further / alternative measures**, these include:

- Broadway should be part of a filtered neighbourhood to reduce rat running from Wilmslow Road to the A34;
- This is an access route off the A34, it should be disconnected at the western end (using a planter) and traffic forced down the A34 to the roundabout to the south. If access from the A34 can't be stopped, then protected cycles should be put in the length of the road;
- Parking restrictions, or the use of floated parking bays to improve cycle safety;
- Build-out traffic calming or speed cameras instead of vertical features;

- Extension of traffic calming measures to High Grove Road;
- Extension of the subway to into the school grounds as the crossing over Broadway is dangerous;
- Changes are needed at the A34 / Gatley Road junction.

5.42. **Other, general comments** include:

- Speeding occurs on Broadway because it is too wide;
- Several that cycle facilities should be segregated as much as possible;
- Against the removal of parking on Broadway;
- The proposals are not related to the A34.

5.43. The **Trans Pennine Trail Partnership** commented that segregated would be a preferred option.

5.44. **WalkRide Cheadle** provided the following comments:

- The proposal for trees along Broadway is supported;
- Putting cyclists on the carriageway should only be done with low traffic speeds – further reviews need to be done from a safety perspective.

5.45. **Cycle UK** agree this is a vital route however suggests these should be segregated lanes

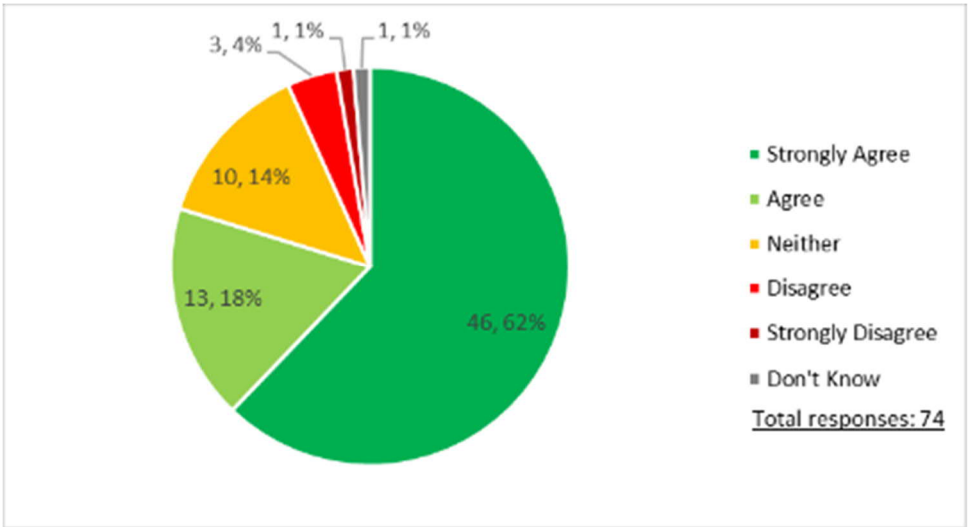
5.46. **Sustrans** would advocate that Broadway should be part of a filtered neighbourhood to reduce rat running from Wilmslow Road to the A34.Sustrans would recommend looking into parking restrictions, or the use of floated parking bays to improve cycle safety on Broadway.

4. The Kingsway School Subway

Subway

5.47. As shown by **Figure 5.15** below, based on the response forms the majority of respondents agreed 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.

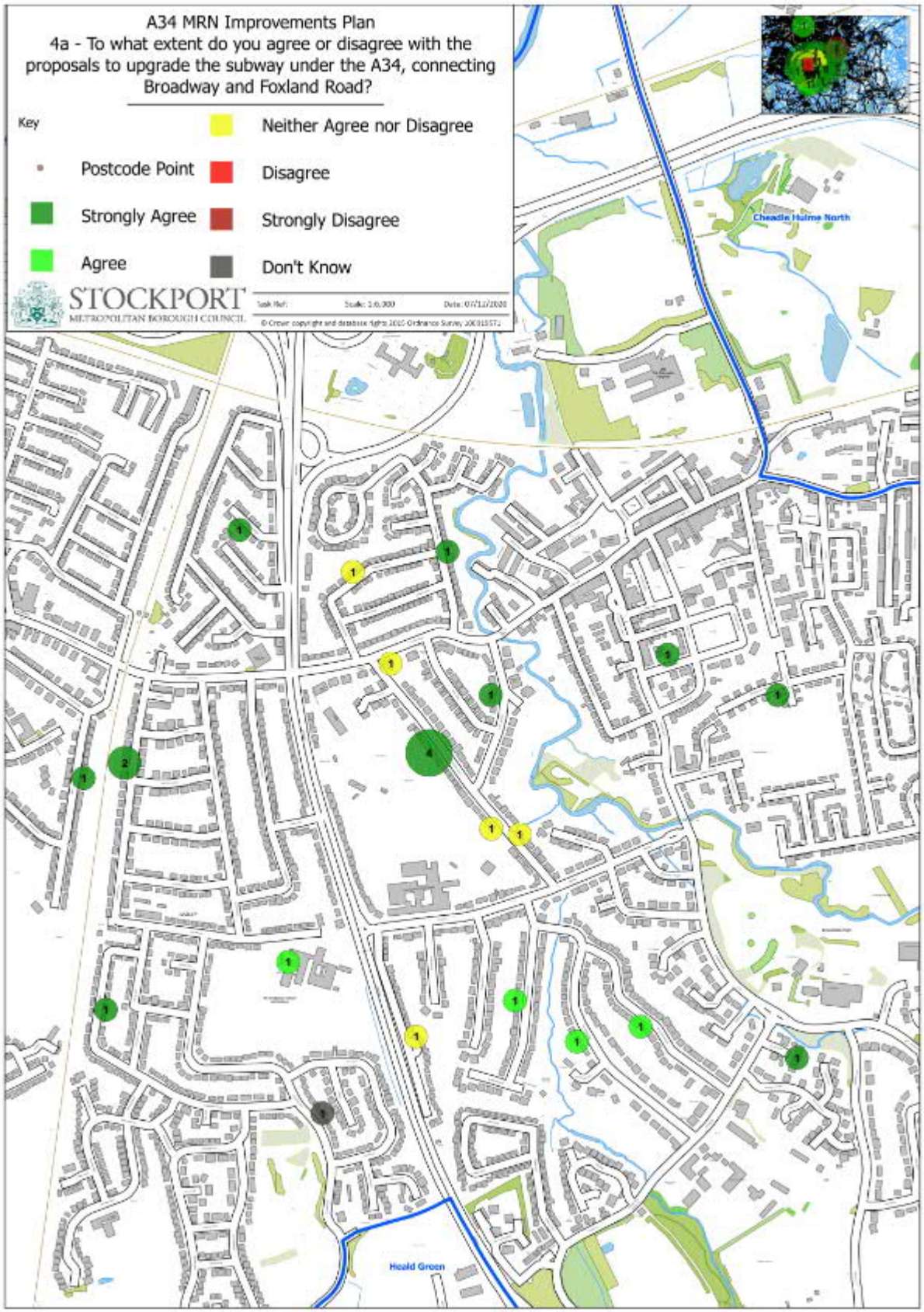
Figure 5.15 – Subway



5.48. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 5.16** presents the response in relation to respondents' home post code when it was provided in full.

5.49. As shown by **Figure 5.16**, respondents who live local to the subway generally agree with the proposals.

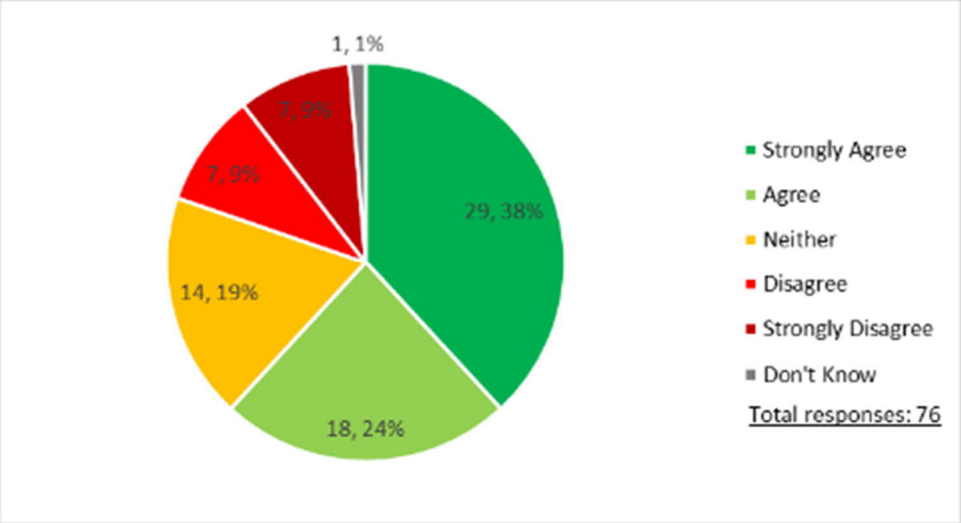
Figure 5.16 – Subway, response by local post codes



Foxland Road and Delamere Road Traffic Calming

5.50. As shown by **Figure 5.17** below, based on the response forms the majority of respondents agreed 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.

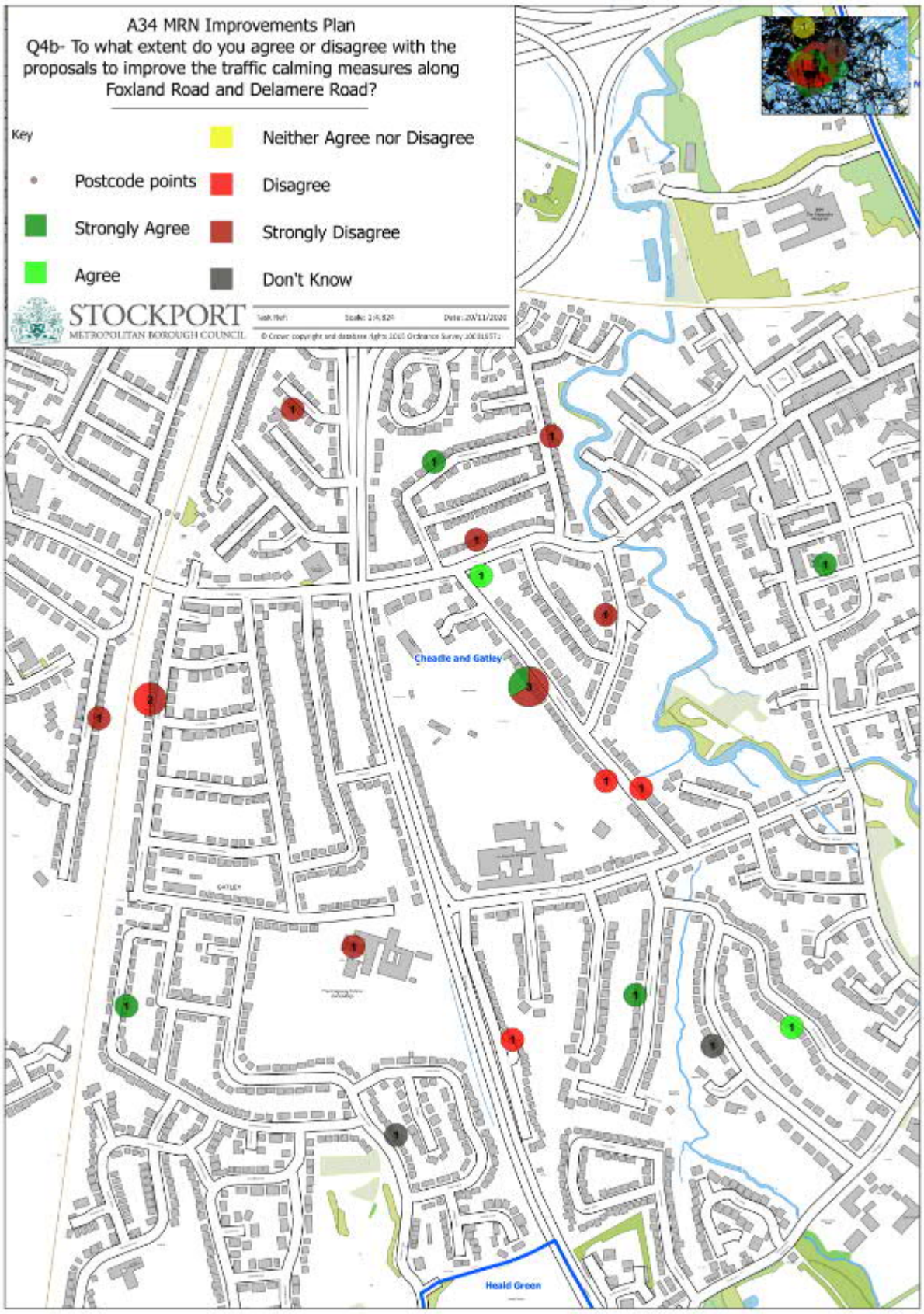
Figure 5.17 – Foxland Road and Delamere Road Traffic Calming



5.51. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 5.18** presents the response in relation to respondents' home post code when it was provided in full.

5.52. As shown by **Figure 5.18**, very few respondents live local to the proposed Foxland Road and Delamere Road traffic calming. Those that do disagree with the proposals.

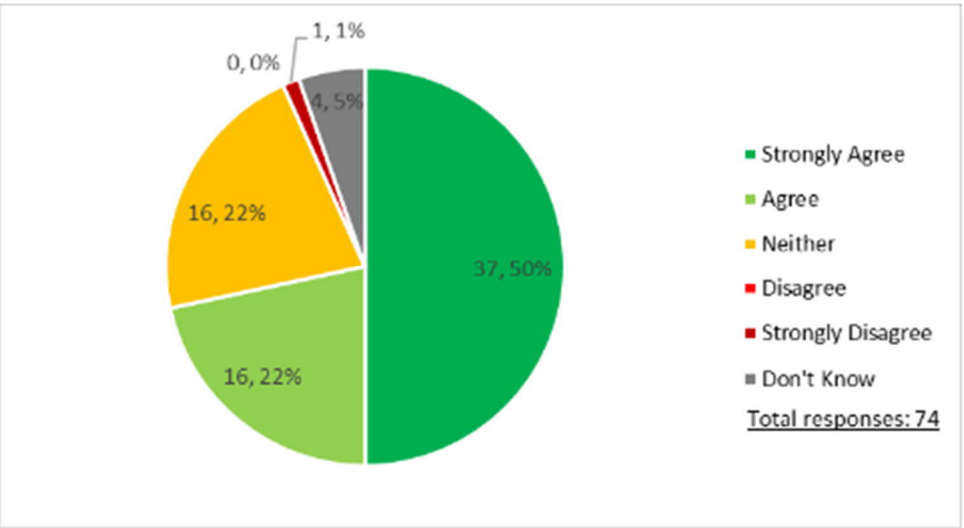
Figure 5.18 – Foxland Road and Delamere Road Traffic Calming, response by local post codes



Foxland Road School Keep Clear and No Waiting

5.53. As shown by **Figure 5.19** below, based on the response forms the majority of respondents agreed 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.

Figure 5.19 – Foxland Road School Keep Clear and No Waiting



5.54. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 5.20** presents the response in relation to respondents' home post code when it was provided in full.

5.55. As shown by **Figure 5.20**, very few respondents live local to the proposed School Keep Clear and No Waiting on Foxland Road. Those that do disagree with the proposals.

Figure 5.20 – Foxland Road School Keep Clear and No Waiting, response by local post codes



Comments

5.56. Comments received **in support** of the subway scheme include:

- Several that the proposals will make it easier and safer for children to cycle to school / nursery, especially not having to cross the A34;
- Several that the old subway is dark and secluded, improvements are welcomed;
- No waiting at the end of Foxland Road is a great idea as it can be very dangerous during school hours;
- General responses to reiterate support.

5.57. Comments **against** to the proposals include:

- It is questioned what the alternative is for parents collecting their children by car (waiting on Foxland Road);
- The speed bumps are unsightly and a nuisance for motor bikes, also sinusoidal ramps are only a bit better than conventional speed humps for cyclists so surely there are better measures;
- Further objection to vertical calming features as they can hinder emergency services, and it is hard enough to drive with the existing;
- Unsure the traffic calming is required;
- Concern the subway will result in tree/hedge screening being removed from end of Kingsway service road;
- The proposals lack connection to / correlation with wider routes and it is not clear who the intended users are;
- The proposals will not introduce many new cyclists and walkers, there are already many cycle lanes in place in the Borough. A 5m wide path is not required and is not good use of money;
- Disruption of wildlife and green belt.

5.58. Some comments **suggested further / alternative measures**, these include:

- Extension of the subway to into the school grounds, or a pedestrian bridge at the Broadway side;
- Segregation of the subway between school and other users;
- Build-out traffic calming instead of vertical features;
- The left turn from Lynton Road onto the A34 could be made much safer, if the 3 lanes were marked some distance before Lynton Road ensuring traffic is in a clearly defined lane prior to Lynton Road;
- Changes are needed at the A34 / Gatley Road junction.

5.59. **Other, general comments** include:

- Unsure if it is planned to have two subways;

- Without a survey (including existing utilities) and construction details of the subway and road above, a decision can't be taken on the viability on this;
- Signage regarding cyclists is often ignored;
- It is questioned what the parking limitations will have on the residents of Foxland Road;
- It is questioned what level of lighting and CCTV will be provided in the subway, and if it will be vandal proofed and maintained;
- It is questioned how steep the new ramps are on the subway, and suggested this needs to be less than existing;
- It is questioned what the radii of the bends are on the approach ramps, in consideration of high volume of students and disabled and trailer cycles;
- It is questioned what temporary facilities will be provided during construction, and suggested that a viable traffic management plan be in place during construction with minimal diversions and a practical route across the A34 for the school children;
- There is an issue with parents dropping kids off on corners of roads;
- The proposals are not related to the A34.

5.60. Liaison is ongoing with **The Kingsway School** regarding land and green space, also linking up technology in terms of connectivity between sites and CCTV. The school would like to work with the project team regarding subway aesthetics for consistency. The school have also enquired about Keep Clear markings and enforcement.

5.61. The **Trans Pennine Trail Partnership** questioned if there were proposals to reduce the speed limit to 20mph.

5.62. **WalkRide Cheadle** provided the following comments:

- The proposal to upgrade the subway is strongly supported;
- It is questioned if a swept path analysis has been done to ensure that adapted cycles or people with trailers/tag-alongs can get around the turn on the ramp down to the underpass;
- It is questioned how pedestrian / cyclist movements over the A34 will be maintained while the subway is being constructed;
- Foxland Road should be a 'School Street'.

5.63. **Heald Green Ratepayers Association** suggested that a new subway would not be cost effective but an upgrade of the current subway would be a good thing for student safety

5.64. **Cycle UK** strongly agree with proposals however Sinusoidal ramps are better than conventional speed humps but scheme could of come up with better proposal to reduce speeding

5.65. **Substans** state that as per LTN 1/20 guidance, the shared use path to connect the National Cycle Network Route 558 from Kingsway to Broadway via the

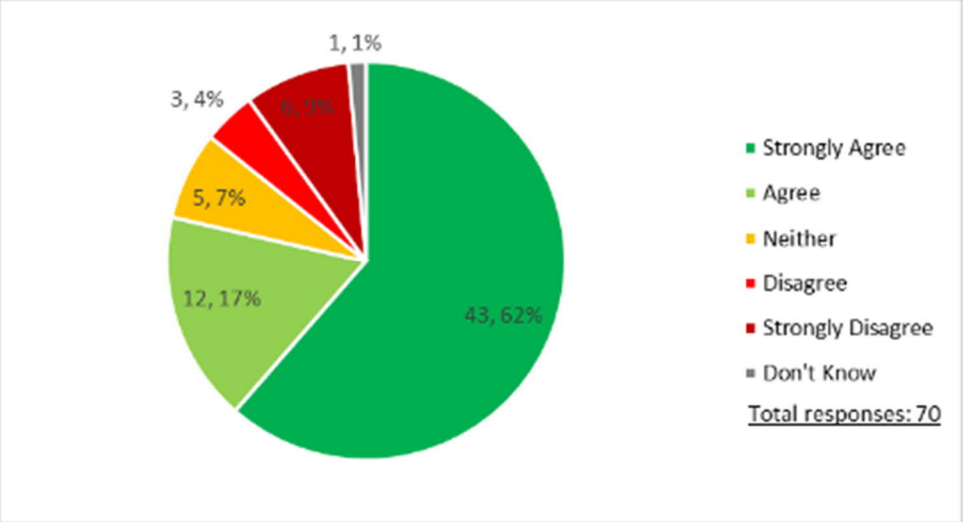
subway should aim to achieve 4.5m width to accommodate an increase in future use; also if access controls are required, they must be fully accessible for a range of cycles, adaptive cycles and pushchairs.

5. A34 Kingsway from Broadway to Cheadle Royal

West side of A34

5.66. As shown by **Figure 5.21** below, based on the response forms the majority of respondents agreed 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.

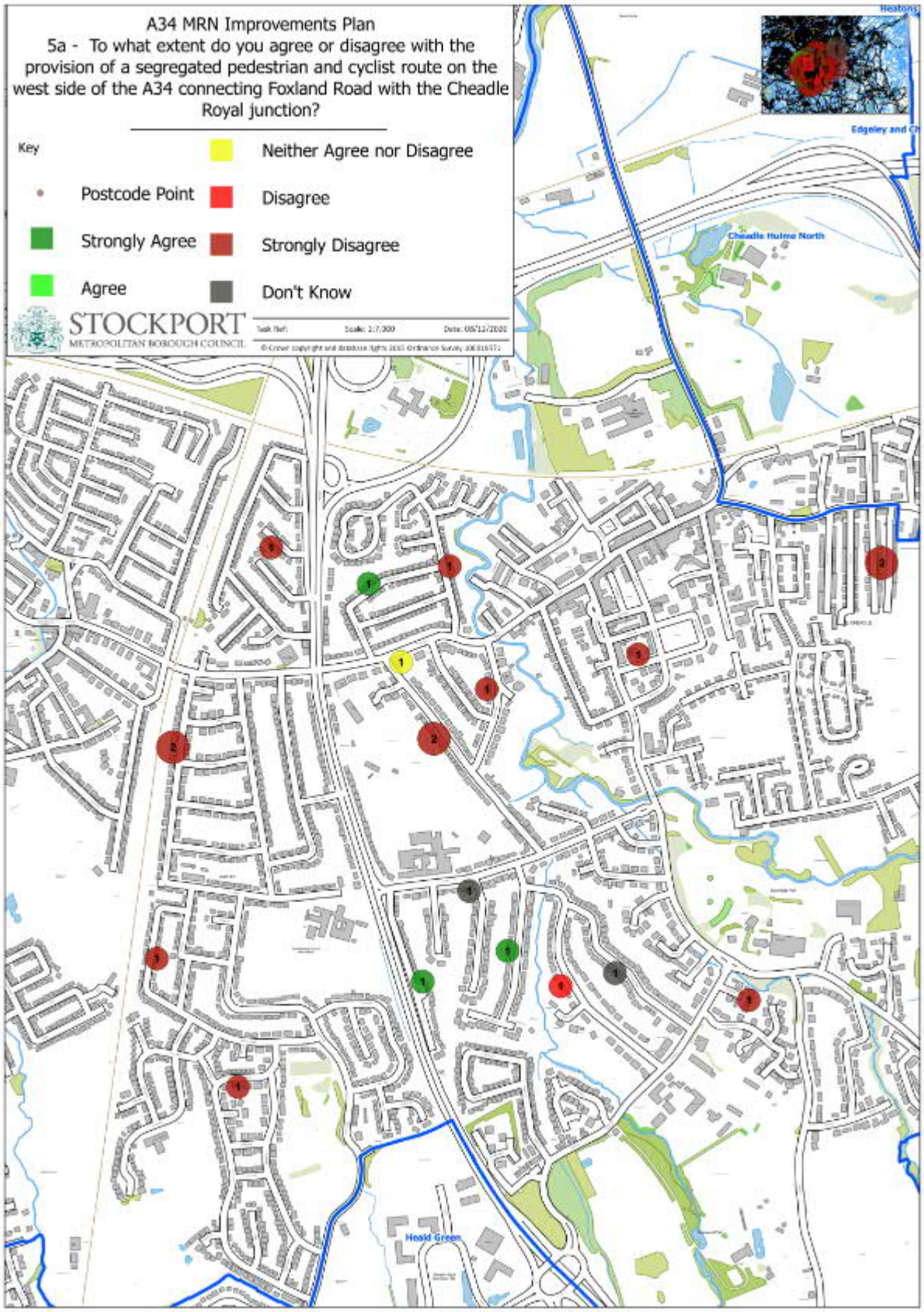
Figure 5.21 – West side of A34



5.67. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 5.22** presents the response in relation to respondents' home post code when it was provided in full.

5.68. As shown by **Figure 5.22**, only one respondent lives on the A34 between Foxland Road and the Cheadle Royal junction. They agree with the proposals. Other respondents who live in the immediate area generally disagree with the proposals.

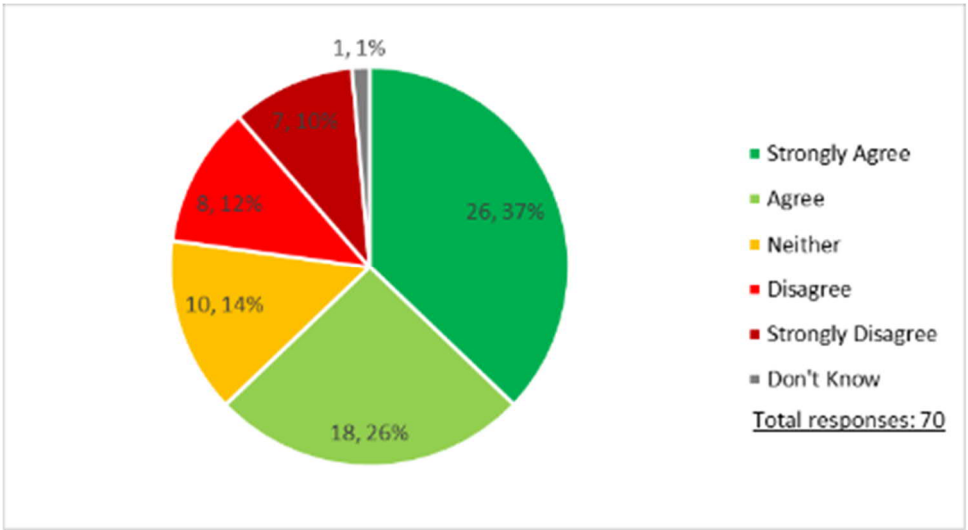
Figure 5.22 – West side of A34, response by local post codes



East side of A34: Option 1 – Shared Use on A34

5.69. As shown by **Figure 5.23** below, based on the response forms the majority of respondents agreed with the Option 1 proposal for 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.

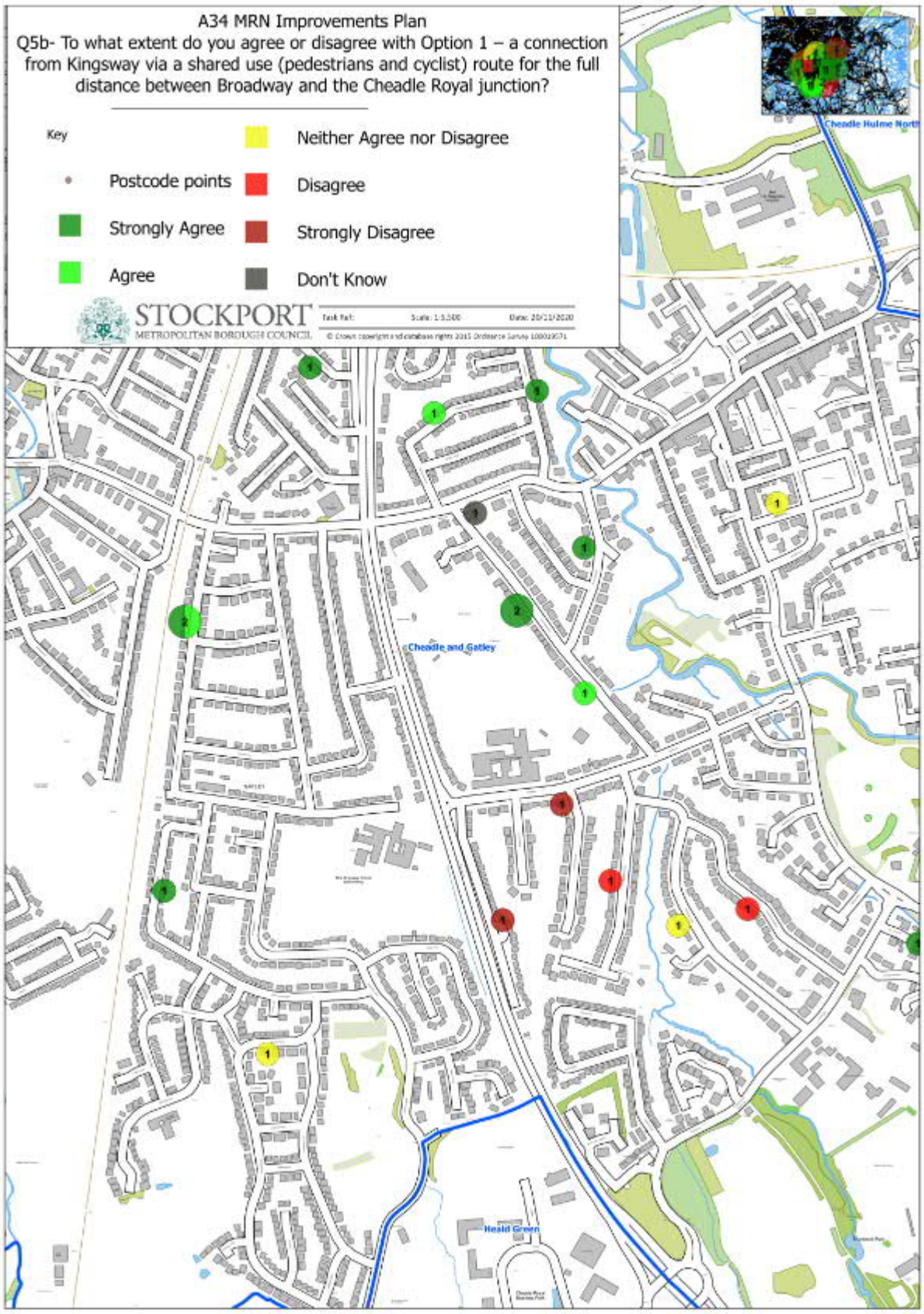
Figure 5.23 – East side of A34: Option 1 (Shared Use on A34)



5.70. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 5.24** presents the response in relation to respondents' home post code when it was provided in full.

5.71. As shown by **Figure 5.24**, only one respondent lives on the A34 between Foxland Road and the Cheadle Royal junction. They disagree with the proposals. Other respondents who live in the immediate area are mixed in their level of support.

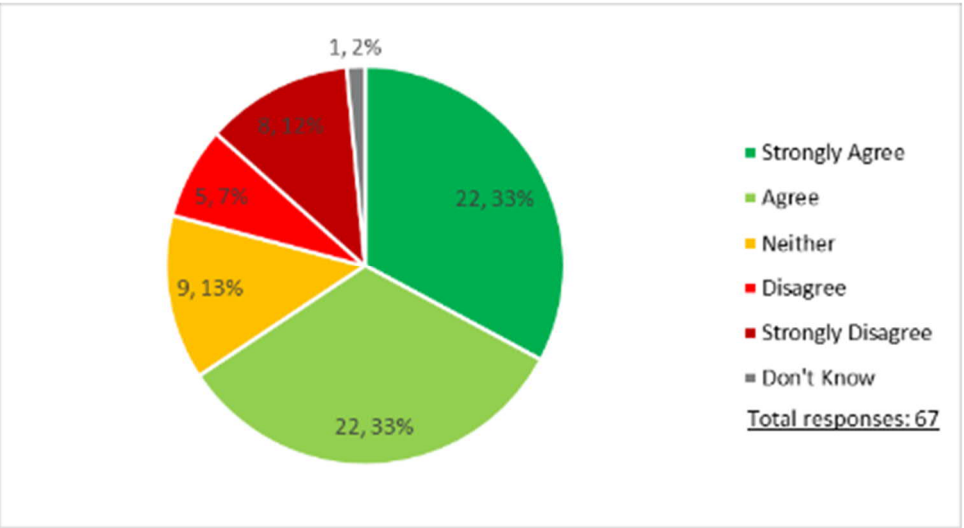
Figure 5.24 – East side of A34: Option 1 (Shared Use on A34), response by local post codes



East side of A34: Option 2 – Kingsway Service Road and Shared Route on A34

5.72. As shown by **Figure 5.25** below, based on the response forms the majority of respondents agreed with the Option 2 proposal for 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.

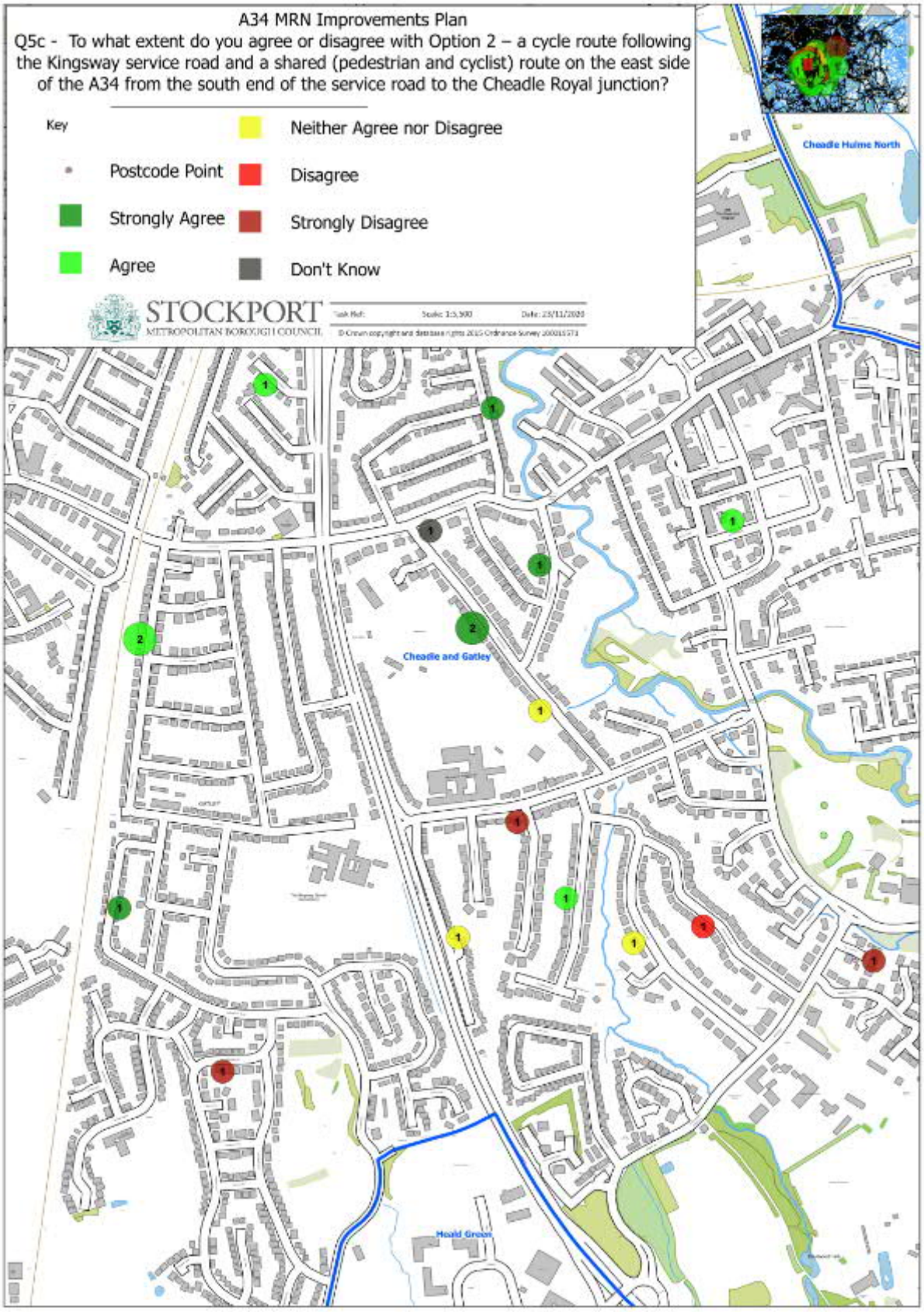
Figure 5.25 – East side of A34: Option 2 (Kingsway Service Road and Shared Route on A34)



5.73. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 5.26** presents the response in relation to respondents' home post code when it was provided in full.

5.74. As shown by **Figure 5.26**, only one respondent lives on the A34 between Foxland Road and the Cheadle Royal junction. They neither agree nor disagree with the proposals. Other respondents who live in the immediate area are mixed in their level of support.

Figure 5.26 – East side of A34: Option 2 (Kingsway Service Road and Shared Route on A34), response by local post codes



Comments

5.75. Comments received **in support** of the A34 Kingsway from Broadway to Cheadle Royal scheme include:

- Several that the proposals will make it easier and safer for children to cycle to school / nursery;
- Several in favour of using the service road, giving cyclists the option to avoid using the subway to get on to the A34 from Broadway with less traffic;
- Anything to keep cyclists safe is a welcomed improvement;
- General responses to reiterate support.

5.76. Comments **against** to the proposals include:

- Concern the provision of a cycle route on the east side of the A34 will result in the existing tree/hedge screening being removed & the embankment width reduced;
- The pavements are already very wide so there is no need to take part of the carriageway;
- This will worsen traffic and the exit from Broadway;
- A cycle path is only needed along one side of the A34, cyclists will still use the road;
- There is no context for overall cycling routes that this development would make possible in the area, there would be very little benefit and it is not clear who the intended users are;
- There is already a route along the A34 and the proposals will not introduce many new cyclists and walkers, there are already many cycle lanes in place in the Borough. This is not good use of money;
- Dealing with the noise, exhaust fumes & traffic speed from vehicles travelling along the A34 should be a priority not a cycleway
- As you are doing no works north of the A34 but widening and mitigating to the south this is going to cause more congestion;
- Disruption of wildlife and green belt.

5.77. Some comments **suggested further / alternative measures**, these include:

- Install railings at the ends of the footway on the east side of the A34 to deter cyclists from using what will be a narrow footway;
- A fence between the footway and the road would be useful at this point as the last defence against an out-of-control cyclist flying onto the A34;
- Re-use the existing Right of Way between the southern end of Cherington Road and the A34 near the Cheadle Royal junction. If cleared this could be a good shared use route for much of the distance between Broadway and Cheadle Royal;

- On the east side it would be better to have a provision for cyclists the entire way along, unshared, to ensure there are no barriers to active travel.

5.78. **Other, general comments** include:

- Several that cycle facilities should be segregated as much as possible;
- If Option 2 was chosen it would require careful design of the junction where the cycle lane joins the main path alongside the A34 to ensure good visibility;
- The traffic speeds along the A34 adjacent to Kingsway Service Road between Broadway & Cheadle Business Park roundabout often exceed the 50mph speed limit due to there being no speed control measures;
- Ongoing vegetation maintenance is needed as can reduce cycle path width;
- Hard to understand proposals, supportive as long as traffic is not affected;
- The proposals are not related to the A34.

5.79. The **Trans Pennine Trail Partnership** commented that Option 1 (Shared Use on A34) provides a simpler, continuous sustainable transport route.

5.80. **WalkRide Cheadle** stated they are fully supportive of these proposals and provided the following comments:

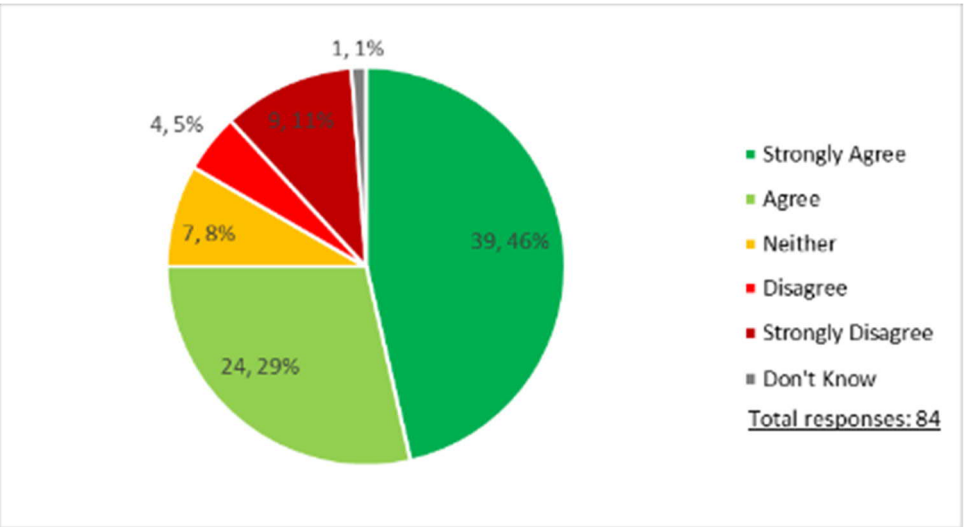
- Vegetation needs to be cut back with ongoing maintenance during the summer months;
- It might be better if the footway and cycleway were swapped over, so the cycleway is next to the A34, with the footway next to the hedge.

5.81. **Heald Green Ratepayers Association** commented that moving the lights does not seem like a cost effective measure.

6. Cheadle Royal Junction

5.82. As shown by **Figure 5.27** below, based on the response forms the majority of respondents agreed 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.

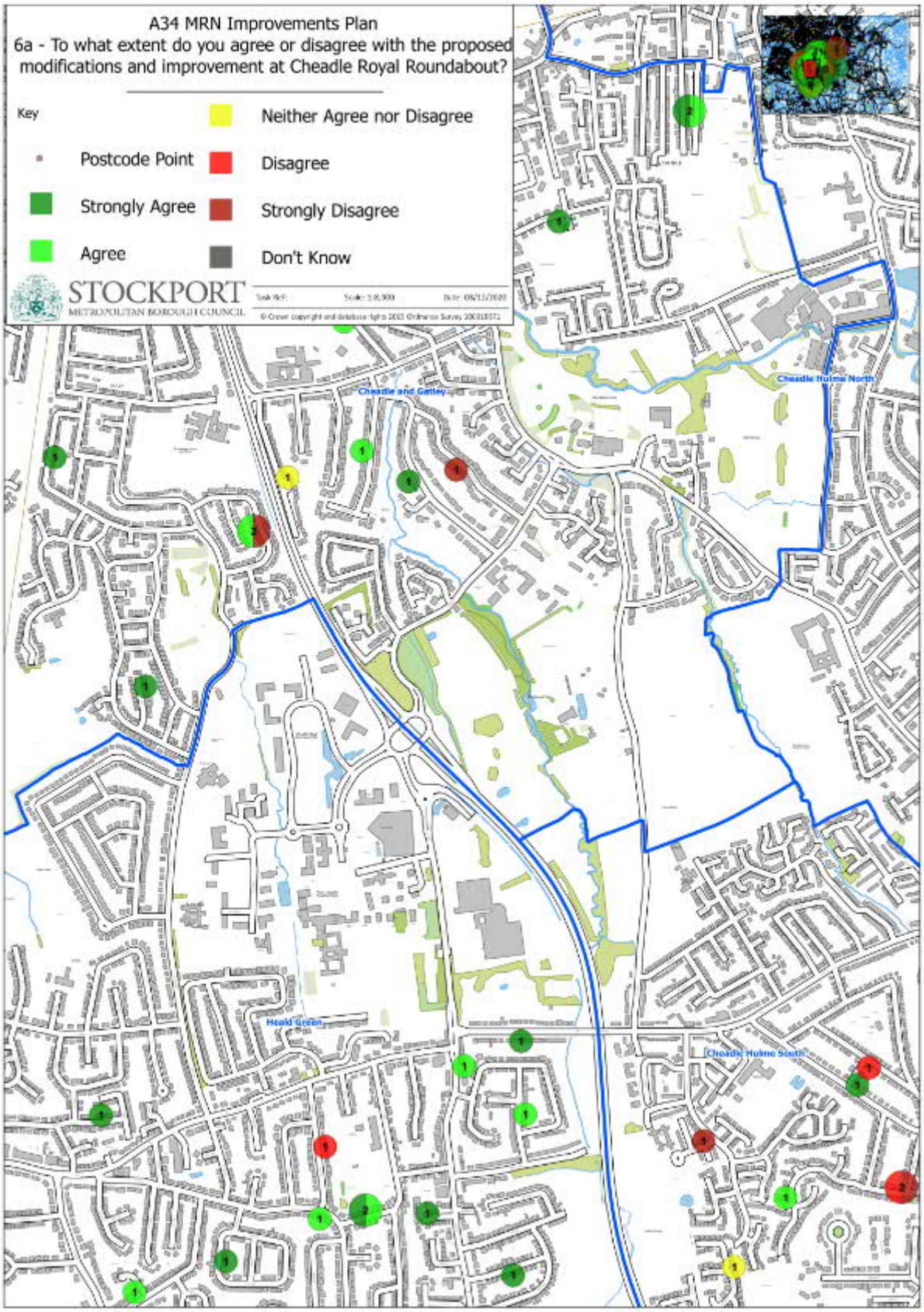
Figure 5.27 – Cheadle Royal Junction



5.83. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 5.28** presents the response in relation to respondents' home post code when it was provided in full.

5.84. As shown by **Figure 5.28**, respondents who live local to the junction generally agree with the proposals.

Figure 5.28 – Cheadle Royal Junction, response by local post codes



Comments

5.85. Comments received **in support** of the Cheadle Royal junction scheme include:

- Several that the proposals will make it easier and safer for children to cycle to school / nursery and people commuting to work;
- Several that making this roundabout more cycle friendly is crucial for safety purposes, and encouraging people to cycle;
- Queuing is an issue at this junction at peak times;
- General responses to reiterate support.

5.86. Comments **against** to the proposals include:

- Using a parallel crossing is dangerous because if one lane stops in traffic while the other lane is empty, someone will cross and could get hit by a driver who hasn't seen the crossing;
- Putting two lanes on the slip road will cause more queues and block up the roundabout;
- Traffic lights on a roundabout slows traffic down;
- The proposals will not introduce many new cyclists and walkers, there are already many cycle lanes in place in the Borough. This is not good use of money;
- More focus should be on public transport and active measures;
- Disruption from construction;
- Disruption of wildlife and green belt.

5.87. Some comments **suggested further / alternative measures**, these include:

- The zebra crossing on the slip road to the business park is in the wrong position and should be moved to align with the current cycle path, and upgraded to a Toucan;
- Add a crossing at Schools Hill;
- Lights needed at the Wilmslow Road (northbound) entry, standing traffic during peak times causes difficulties joining the roundabout;
- Lights are needed on the A34 before the slip road allow traffic to get onto the A34 from Sainsbury's roundabout;
- Lights are needed to control the exit of vehicles from the business park with a box junction before the northbound slip road;
- Left lane only should be retained for local traffic/businesses in Cheadle Royal;
- Given the speed cars travel on the slip road as they head south for the A34 and the crossings shown, additional road markings are needed;

- Simplify / clarify the signage and markings, including an issue with those thinking John Lewis and Sainsbury's are Cheadle Royal and don't follow the Heald Green lane, so then attempt to merge on the corner;
- The straight on arrow coming out from Sainsbury's should be 'right' to reinforce the left lane is to go left;
- Only have the traffic lights on the slip road operational during peak times;
- More detail to make the underpass more attractive for cyclists;
- Consider a Dutch-style roundabout where cyclists have priority;
- CCTV to discourage anti-social behaviour;
- Add a subway at the top of School hill for cyclists coming up the east side of the A34 from Broadway;
- Landscaping / planting between the roundabout;
- Consult with Lady Barn House school and ban parents from turning into the car park as there is plenty of parking available locally, or park and stride from Bruntwood;
- The A34 towards Gatley, where two lanes become three, the A34 needs to be widened to three lanes back up to beyond Kingsway School towards Sainsbury's to accommodate the traffic merging from Sainsbury's roundabout;
- Changes are needed at the A34 / Gatley Road junction;
- The A34 left lane should be predominantly marked for A560 Gatley, middle lane marked for M60 West and Right lane for M60 East/ahead for A34 Manchester;
- After the Gatley Road traffic lights, there should be solid white lines between the lanes to discourage traffic changing at the last moment for the motorway and disrupting the flow;
- Make Gatley Road an underpass with slips up to join a raised a34;
- Extra signage on the Heald Green exit lamp posts as well as on the road;
- Additional traffic lights at the Wilmslow Road / Finney Lane junction or a yellow box;
- The proposals are not related to the A34.

5.88. **Other, general comments** include:

- The two-lane exit leading to Schools Hill isn't needed, the volume of traffic in this area doesn't require the additional lane;
- Queuing is an issue at this junction at peak times;
- It is questioned whether improvements to the business park are required when, due to Covid-19, a lot of business will be working from home and will shift to a new way of working including shopping and buying habits;

- Several that cycle facilities should be segregated as much as possible;
- The signage is incorrect at the roundabout, when exiting the a34, which causes difficulties getting in to the right lane;
- A major problem at this junction is the obstruction of Schools Hill by parents dropping their children at Lady Barn House School. This backs up onto the A34 blocking the slip road coming from Gatley;
- The underpass closest to John Lewis can be prone to flooding;
- Paths need additional cutting to vegetation and ongoing maintenance, including gritting;
- The cycle path on Finney Lane needs repairing;
- Make sure construction works finish in a timely manner;
- It is questioned how effective the proposals will be without changes to the A34 / Gatley Road junction.

5.89. The **Trans Pennine Trail Partnership** commented that it is unclear what measures are in place for those walkers and cyclists wanting to cross the roads to the southeast of the roundabout.

5.90. **WalkRide Cheadle** provided the following comments:

- It is questioned if new surfacing will be provided;
- It is questioned if vegetation will be maintained;
- Needs to be more segregated;
- At School Hill there needs to be a safe crossing point for users of the shared use route to get across the road.

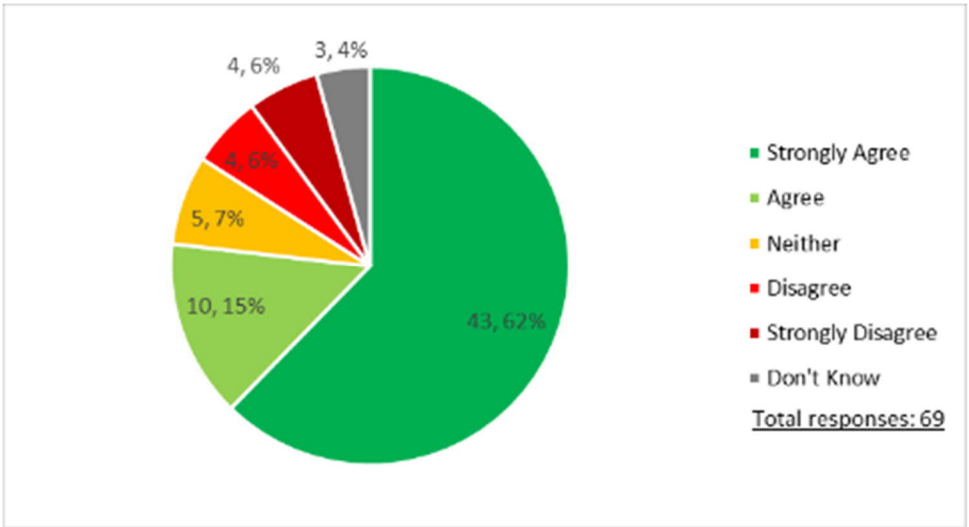
5.91. **Cycle UK** suggested if it was possible to continue the segregated cycle path on the west side of the A34 through the roundabout?

7. A34 from Cheadle Royal to Stanley Road

Cheadle Royal to Etchells Road

5.92. As shown by **Figure 5.29** below, based on the response forms the majority of respondents agreed 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.

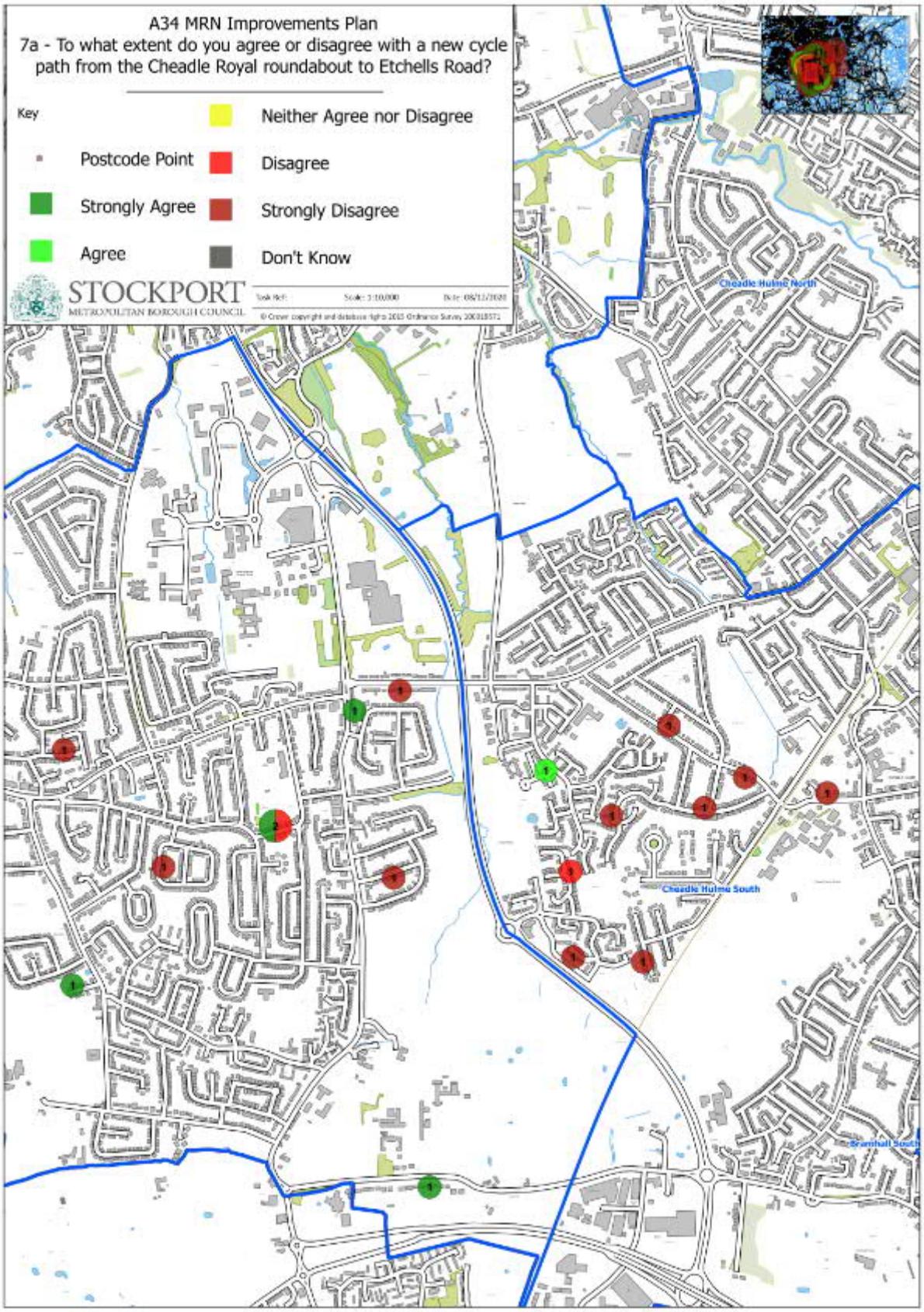
Figure 5.29 – Cheadle Royal to Etchells Road



5.93. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 5.30** presents the response in relation to respondents' home post code when it was provided in full.

5.94. As shown by **Figure 5.30**, there is disagreement from respondents who live in the area local to the proposals.

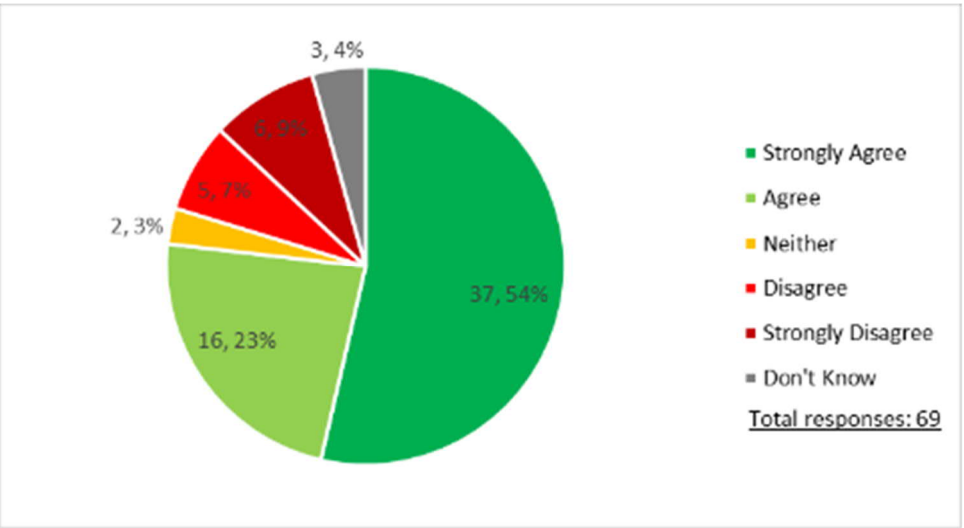
Figure 5.30 – Cheadle Royal to Etchells Road, response by local post codes



Etchells Road Crossing

5.95. As shown by **Figure 5.31** below, based on the response forms the majority of respondents agreed 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.

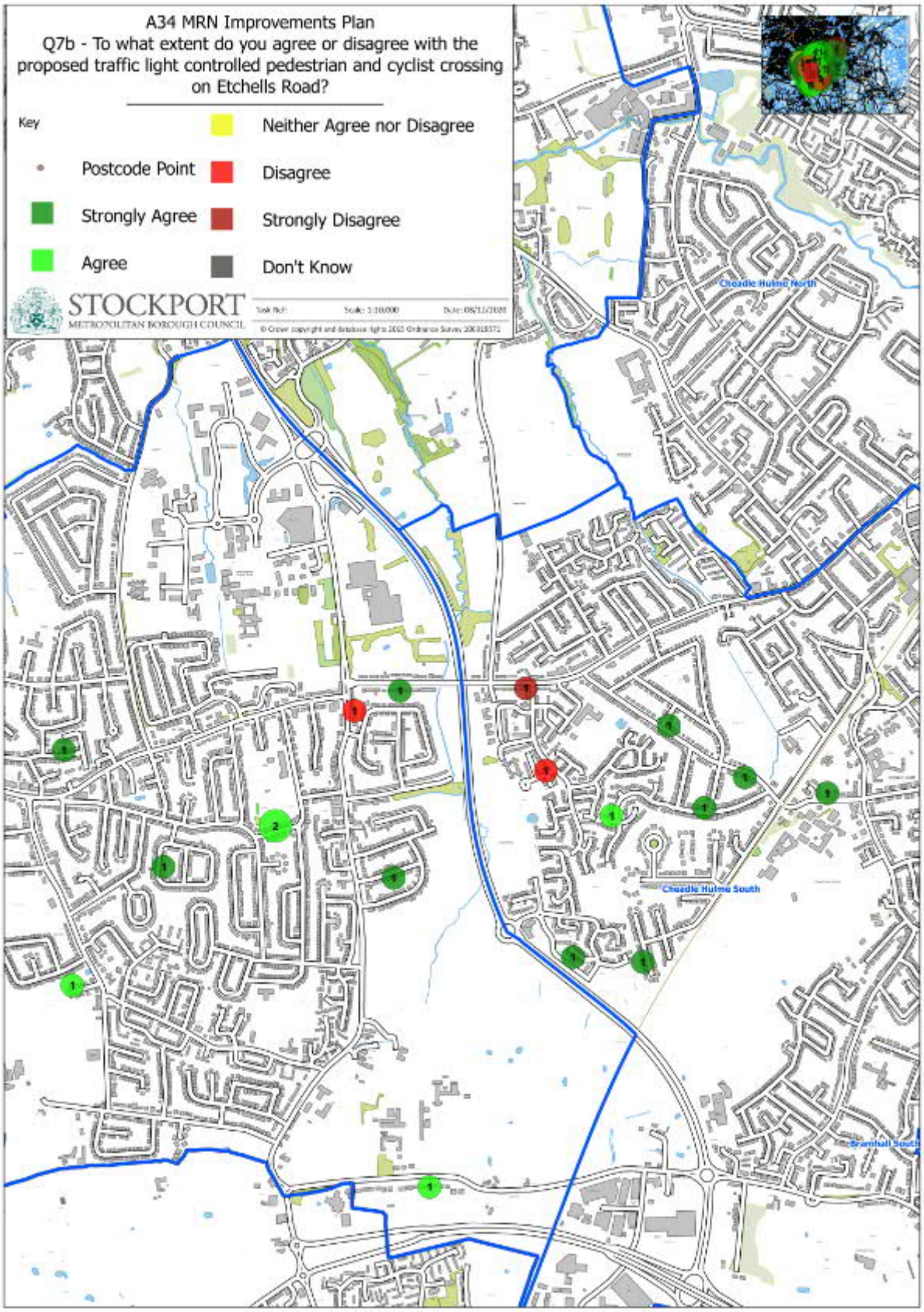
Figure 5.31 – Etchells Road Crossing



5.96. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 5.32** presents the response in relation to respondents' home post code when it was provided in full.

5.97. As shown by **Figure 5.32**, only one respondent lives on Etchells Road, they agree with the proposals. One respondent lives on Turves Road, they disagree with the proposals. Other respondents who live in the area generally agree with the proposals.

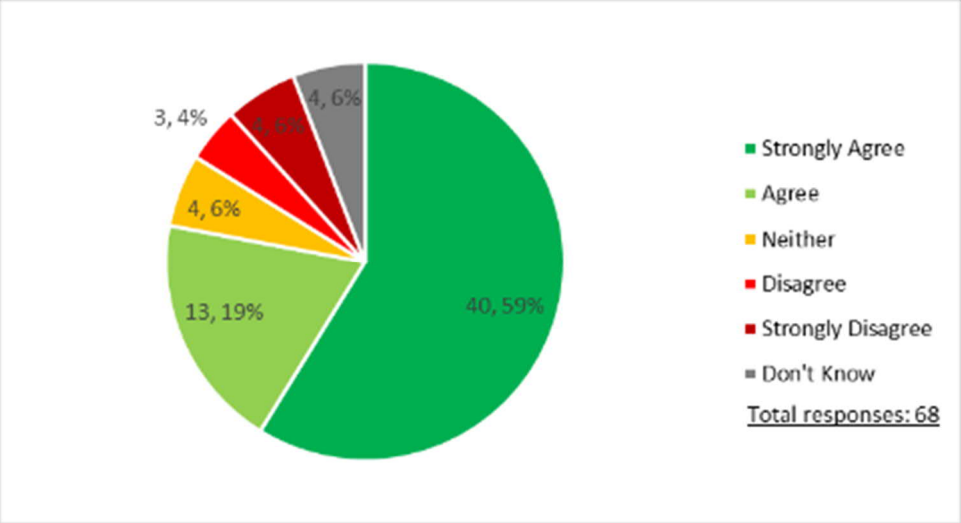
Figure 5.32 – Etchells Road Crossing, response by local post codes



Etchells Road to Eden Park Roundabout

5.98. As shown by **Figure 5.33** below, based on the response forms the majority of respondents agreed 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.

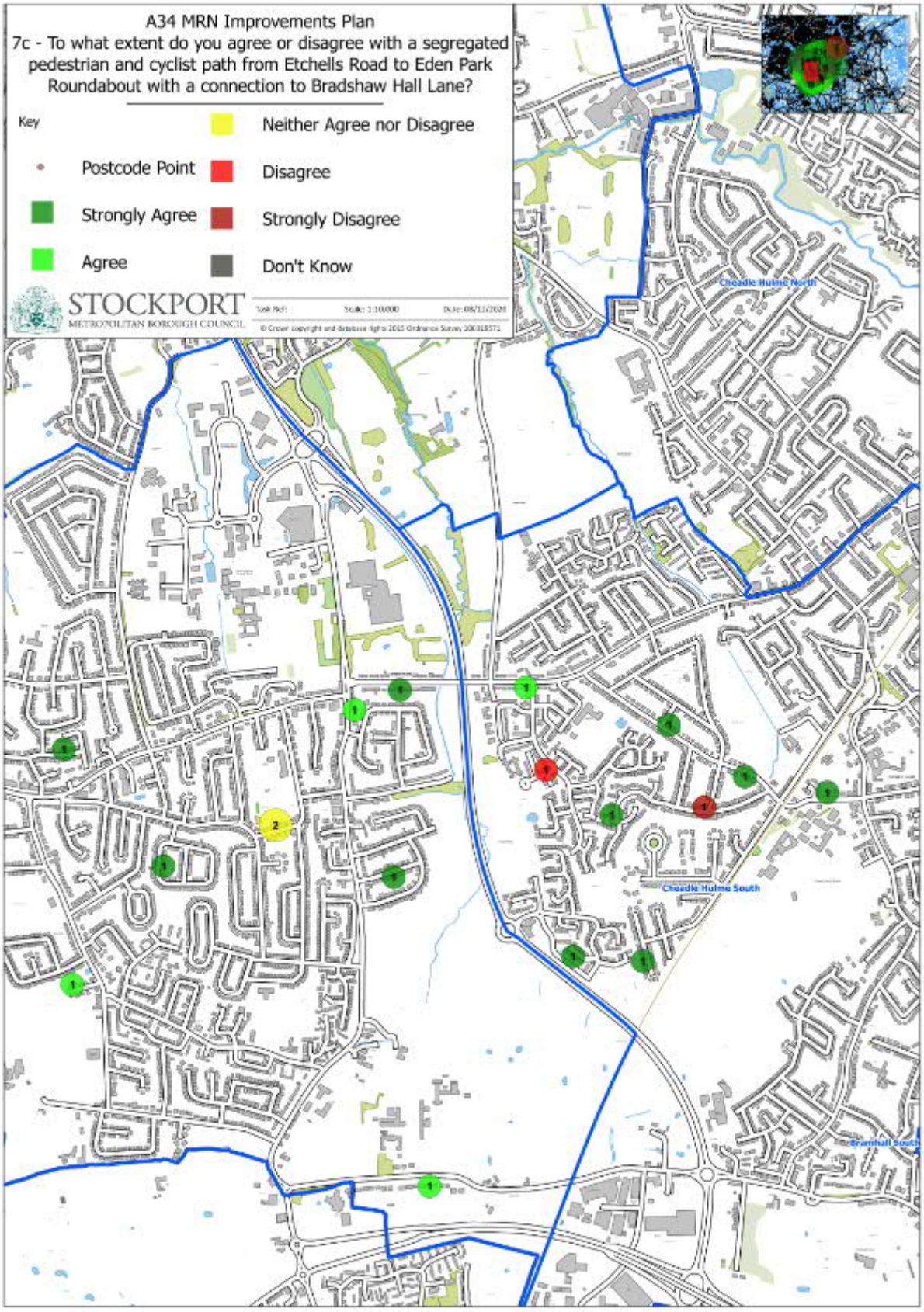
Figure 5.33 – Etchells Road to Eden Park Roundabout



5.99. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 5.34** presents the response in relation to respondents' home post code when it was provided in full.

5.100. As shown by **Figure 5.34**, there is strong agreement from respondents who live in the area local to the proposals.

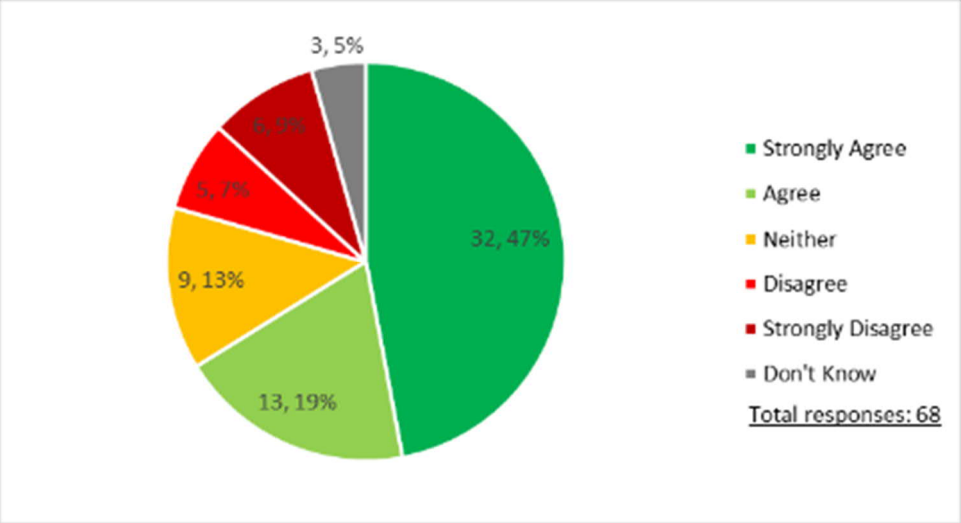
Figure 5.34 – Etchells Road to Eden Park Roundabout, response by local post codes



Eden Park Roundabout to Stanley Green Roundabout

5.101. As shown by **Figure 5.35** below, based on the response forms the majority of respondents agreed 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.

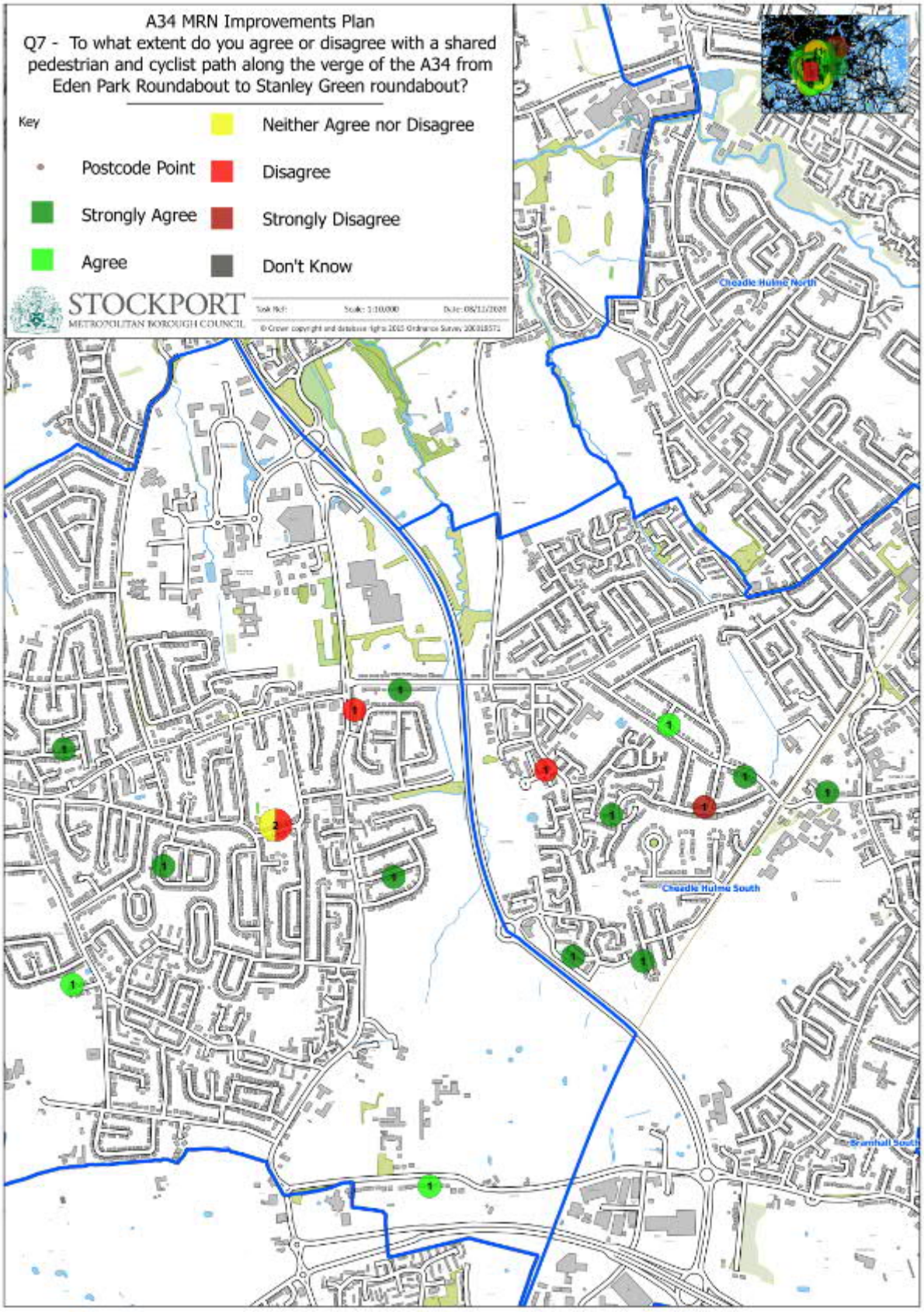
Figure 5.35 – Eden Park Roundabout to Stanley Green Roundabout



5.102. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 5.36** presents the response in relation to respondents' home post code when it was provided in full.

5.103. As shown by **Figure 5.36**, there is generally agreement from respondents who live in the area local to the proposals.

Figure 5.36 – Eden Park Roundabout to Stanley Green Roundabout, response by local post codes



Comments

5.104. Comments received **in support** of the A34 from Cheadle Royal to Stanley Road scheme include:

- Several that the proposals will make it easier and safer for children to cycle to school / nursery and people commuting to work, away from the A34;
- Crossing Etchells Road at this location can be difficult;
- General responses to reiterate support.

5.105. Comments **against** to the proposals include:

- The proposals will not introduce many new cyclists and walkers, there are already many cycle lanes in place in the Borough. The proposals lack correlation with wider routes, it is not clear who the intended users are;
- There is already a cycle route here but it is not maintained and signage is blocking the route;
- It is not safe to walk or cycle due to the high level of crime and lack of policing;
- A cycle path along the A34 is not going to be pleasant, and it seems dangerous cycling next to high speed road. The quieter route straight along the track past Emmanuel church and on the other side of the football fields is more pleasant;
- A lot more congestion would be caused, rather than reduce it, as the area is very busy at peak times;
- The scheme is not good use of money;
- Disruption of wildlife and green belt.

5.106. Some comments **suggested further / alternative measures**, these include:

- Have a toucan rather than a Cyclops on Etchells Road;
- It would be better putting the cycle route off the verge and cutting thought St James Estate;
- It may be better to tie in with the existing Bridleway that uses the underpass just above the railway line, crosses the railway line further south and emerges at Stanley Green;
- Current speed cameras don't work should use average cameras instead.

5.107. **Other, general comments** include:

- the route from Handforth to the A34 / Gatley Road junction is a difficult journey currently involving a shared path route past Eden Point and through Bruntwood Park - that works and it is the section from the top of Schools Hill to the Gatley Road jucntion which is the most difficult to negotiate in a direct way;
- Several that cycle facilities should be segregated as much as possible;

- The new traffic signal on Turves Road, near Emmanuel Church is near to a bus stop. This may cause further congestion on an already busy road, the existing bus stop near the shops may be sufficient;
- Speeding motorists needs to be addressed;
- The present surface of Gill Lane is uneven and a lot of pot holes for cyclists;
- It is questioned if the scheme is future proofed for electric scooters;
- Lighting and ongoing maintenance of vegetation needs to be considered;
- It is questioned if the plans for a new station near Stanley Road are likely to be completed before houses are built;
- This proposal doesn't help increase in traffic from Handforth development or the Woodford aerodrome site;
- Keep traffic management to a minimum with few delays.

5.108. **WalkRide Cheadle** provided the following comments:

- The shared space shown south of the Eden Park roundabout should be segregated;
- Concerns about surveillance along some of this route – will people feel safe to use it?

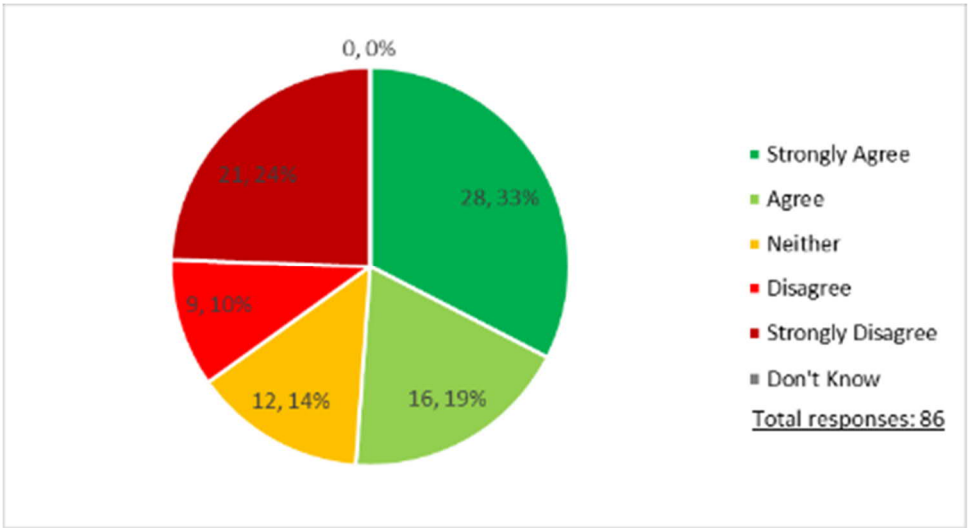
5.109. **Cycle Wilmslow** Agree that this route should be an addition to the high quality route from Stanley Road to Bruntwood Park

5.110. **Cycle UK** would like the last section to be segregated too

8. Eden Park Roundabout

5.111. As shown by **Figure 5.37** below, based on the response forms the majority of respondents agreed 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.

Figure 5.37 – Eden Park Roundabout



5.112. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 5.38** presents the response in relation to respondents' home post code when it was provided in full.

5.113. As shown by **Figure 5.38**, a high proportion of respondents who live in the Eden Park Road residential area disagree with the proposals.

Figure 5.38 – Eden Park Roundabout, response by local post codes



Comments

5.114. Comments received **in support** of the Eden Park Roundabout scheme include:

- The proposals will improve traffic flow;
- The proposals will make it easier and safer for children to cycle to school / nursery and people commuting to work;
- General responses to reiterate support.

5.115. Comments **against** to the proposals include:

- The proposed roundabout is unnecessarily big;
- Not noticed bad congestion here;
- The roundabout and cycleway are in close proximity to residential properties, this lowers security for residents and could increase crime;
- The A34 south of Eden Point needs to be 3 lanes;
- More focus should be on public transport and active measures;
- The proposals will not introduce many new cyclists and walkers, there are already many cycle lanes in place in the Borough. This is not good use of money;
- Several comments that the works will cause noise, sound and dust pollution for nearby residents, and works have only just finished here.

5.116. Some comments **suggested further / alternative measures**, these include:

- Put a crossing point on Eden Park Road;
- Consider a Dutch roundabout where cyclists have priority;
- Make signage and road markings clearer;
- Build a subway underneath so cyclists don’t have to stop and start and general traffic keeps flowing;
- Traffic lights on the Eden Park roundabout cause congestion with the majority of traffic travelling north to south;
- If cyclists are to be encouraged on the A34 then there needs to be appropriate lanes;
- Better if the cycle path didn't just stop on Eden park Road and force cyclists to merge back onto a busy road;
- Changes are needed at the A34 / Gatley Road junction.

5.117. **Other, general comments** include:

- It was thought the roundabout is there to reduce speeds;
- It is questioned if the traffic lights need to be on overnight;
- It is questioned if a cycle path across the middle of the junction is the safest solution;

- Not clear how this helps cyclists;
- Need to make sure this remains a bridleway for horses and not be tarmac;
- Need more focus on improving public transport to relieve congestion;
- Compensation needed for residents that will be closely affected;
- During construction, consider free flowing car access in and out of the Eden park estate at rush hour times. Suggestion to open the Cheadle Drive cut through during the road works;
- Should not be building on the little bit of green belt we have left;
- The housing development should not be allowed and will cause more congestion to the A34, the plans to support this will cause more noise and disruption to residents. A link should not be allowed, it should connect from Wilmslow Road;
- Linking to the Wilmslow Road could make this a rat run;
- The developer should be paying for the junction;
- The new road off the roundabout for future housing needs to be secure to stop dogs being walked off leads and having access to the busy road.

5.118. The **Trans Pennine Trail Partnership** commented that it is unclear as to the safe crossing facilities on Eden Park Road and on the new link road which will link to a housing development.

5.119. **WalkRide Cheadle** provided the following comments:

- The cycleway going south from Eden Park needs to be segregated;
- Cycleways around the roundabout should be two-way.

5.120. The adjacent **housing developer** responded they are keen the scale and nature of this junction remains in keeping with the surrounding land.

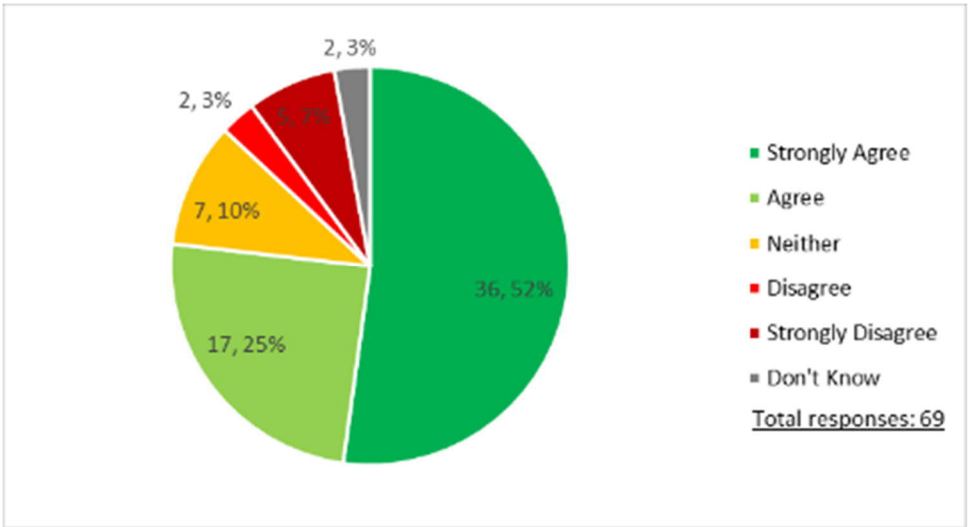
5.121. **Heald Green Ratepayers Association** are concerned that the new housing estate is likely to cause more congestion to the A34

9. The Stanley Road / Earl Road Junction

Junction Improvements

5.122. As shown by **Figure 5.39** below, based on the response forms the majority of respondents agreed 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.

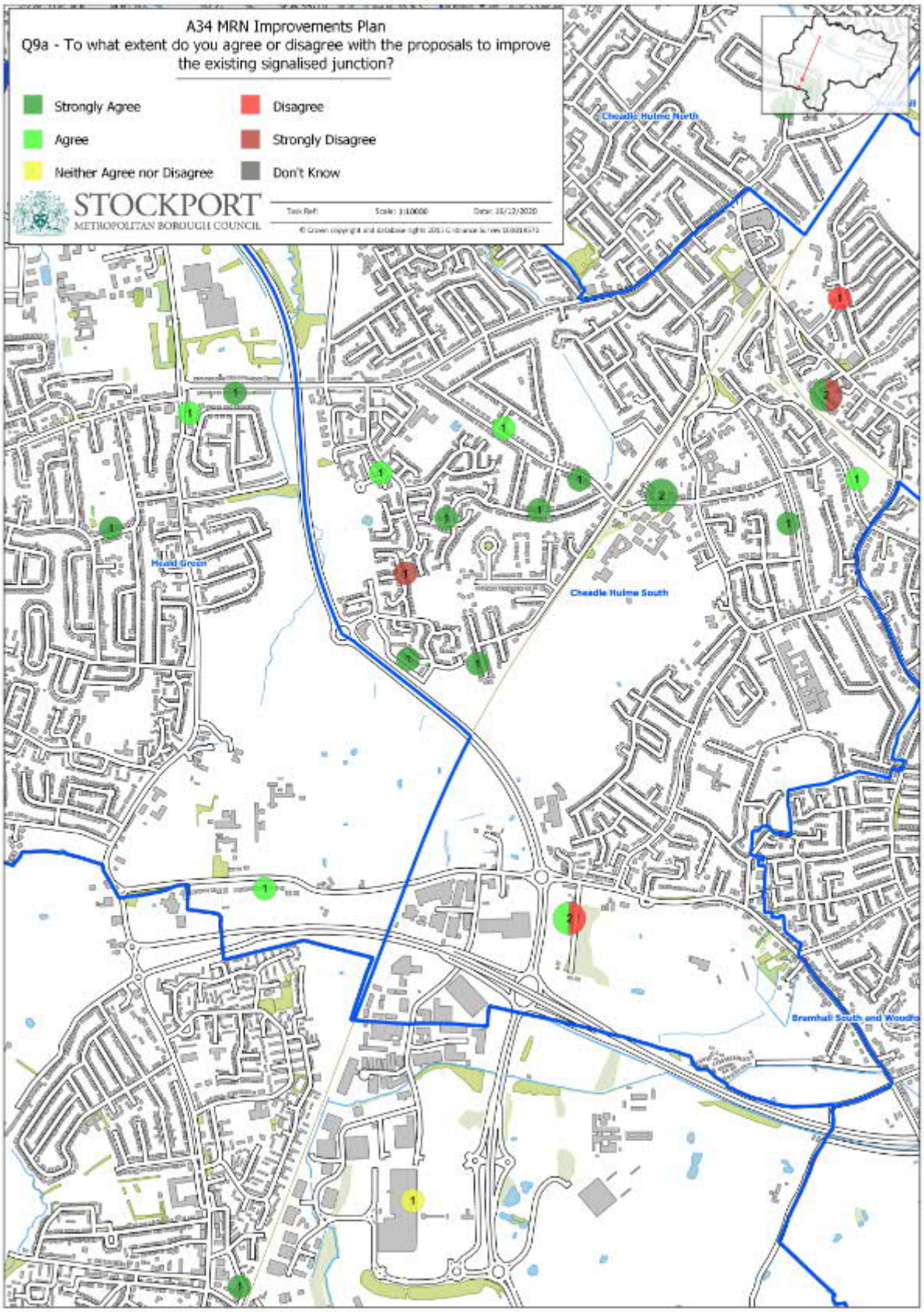
Figure 5.39 – Junction Improvements



5.123. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 5.40** presents the response in relation to respondents' home post code when it was provided in full.

5.124. As shown by **Figure 5.40**, respondents in the local area generally agree with the proposals.

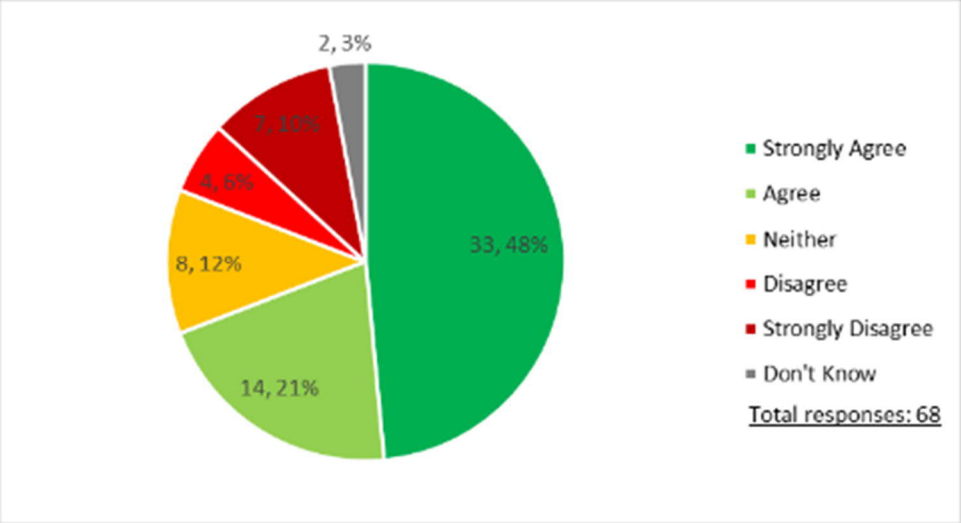
Figure 5.40 – Junction Improvements, response by local post codes



Shared Route on Earl Road

5.125. As shown by **Figure 5.41** below, based on the response forms the majority of respondents agreed 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.

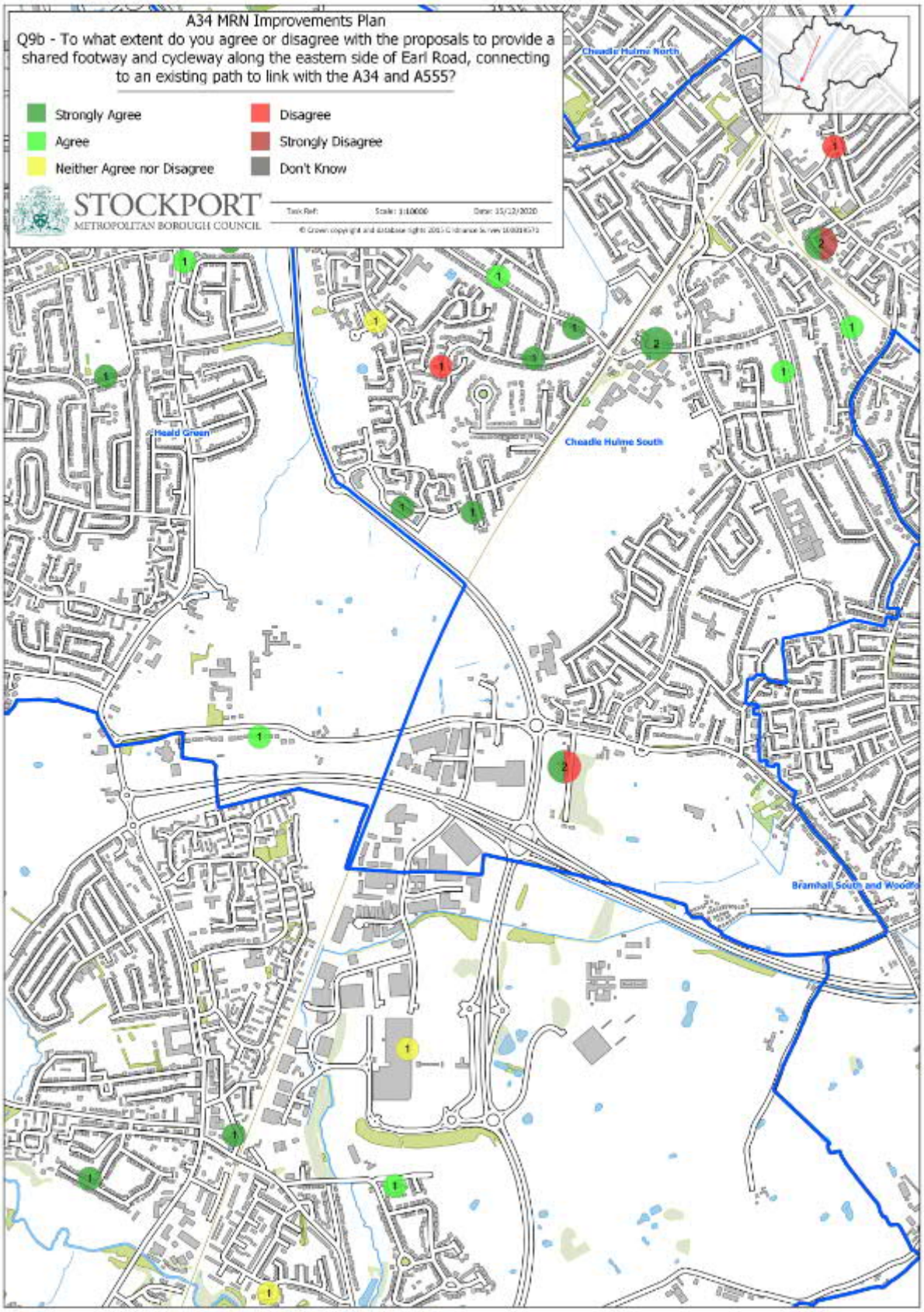
Figure 5.41 – Shared Route on Earl Road



5.126. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 5.42** presents the response in relation to respondents' home post code when it was provided in full.

5.127. As shown by **Figure 5.42**, respondents in the local area generally agree with the proposals.

Figure 5.42 – Shared Route on Earl Road, response by local post codes



Comments

5.128. Comments received **in support** of the Stanley Road / Earl Road scheme include:

- Several that the proposals will make it easier and safer for children to cycle to school / nursery and people commuting to work;
- Several that a crossing here would be a great benefit;
- Earl Road needs a bike path;
- There are often long queues to access Stanley Rd from Earl Road.

5.129. Comments **against** to the proposals include:

- This is not improving the traffic flow cyclist will still continue to use narrow roads;
- The proposals will not introduce many new cyclists and walkers, there are already many cycle lanes in place in the Borough. This is not good use of money or resources;
- There is no context for overall cycling routes that this development would make possible in the area, it is not clear who the intended users are. It is questioned who is going to cycle to the industrial estate;
- There is a nearby side road that cyclists could use;
- Disruption of wildlife and green belt.

5.130. Some comments **suggested further / alternative measures**, these include:

- The existing signalised junction should be upgraded to Cyclops junction;
- Install a roundabout instead of the traffic lights;
- The shared footway/cycleway on the east side should have priority over any side roads, including the retail park to make it more appealing for cyclists;
- Upgrade the nearby side road and improve the signage;
- Cycle lanes needed, a lot of traffic turns left onto Earl Road from the A34 direction, often without signalling;
- There needs to be commitment with Cheshire East to develop a connecting route into Handforth Dean Retail Park, as there is currently no cycling infrastructure beyond this point;
- Changes are needed at the A34 / Gatley Road junction.

5.131. **Other, general comments** include:

- Several that facilities should be segregated as much as possible;
- Stanley road is too narrow, cars turning right to the A34 still turn into only one lane;
- It is questioned if more construction works should be done when works have only just finished in the area;
- The proposals are not related to the A34.

5.132. The **Trans Pennine Trail Partnership** questioned how cyclists on the new shared cycleway get access to Stanley Green Industrial Estate, noting there appears to be no safe crossing point.

5.133. **WalkRide Cheadle** provided the following comments:

- The shared use route along Stanley Road is poor, this scheme needs to be segregated;
- Discussions need to take place with Cheshire East to ensure there is a good quality cycling / walking link between Stockport and Handforth Dean, either on Earl Road or along the A34, to link with the business park.

5.134. Liaison is ongoing with representatives of **Jewson** regarding land and design / modelling.

5.135. **Heald Green Ratepayers Association** believe that a crossing here would be a great benefit and much safer than trying to turn right at the roundabout

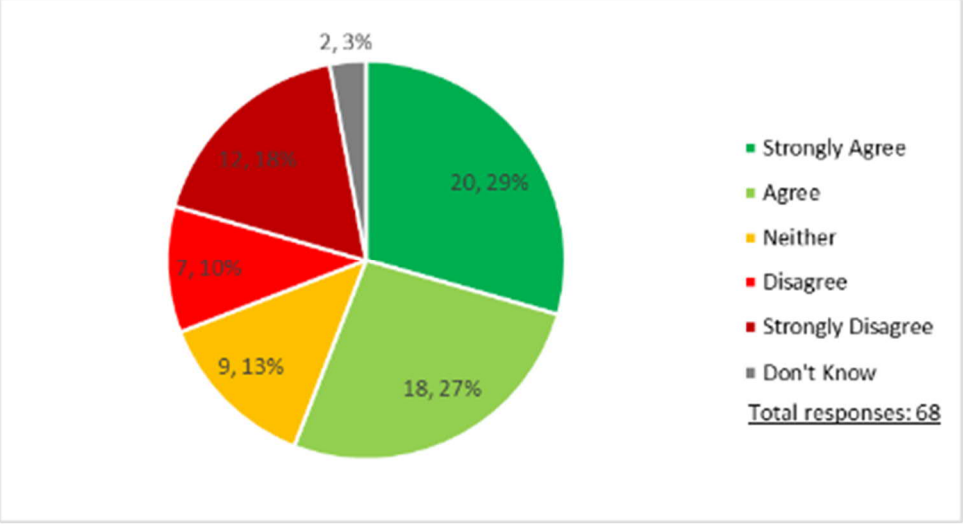
5.136. **Cycle Wilmslow** agreed that this junction needs improving and should link up with the Eden Park route.

5.137. **Cycle UK** would prefer segregated path, suggested if this could be on just one side of the road so there is enough space and suggested the path along Earl road is likely to be poor quality due to the amount of retail traffic

10. The A34 / B5094 Stanley Road Roundabout

5.138. As shown by **Figure 5.43** below, based on the response forms the majority of respondents agreed 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.

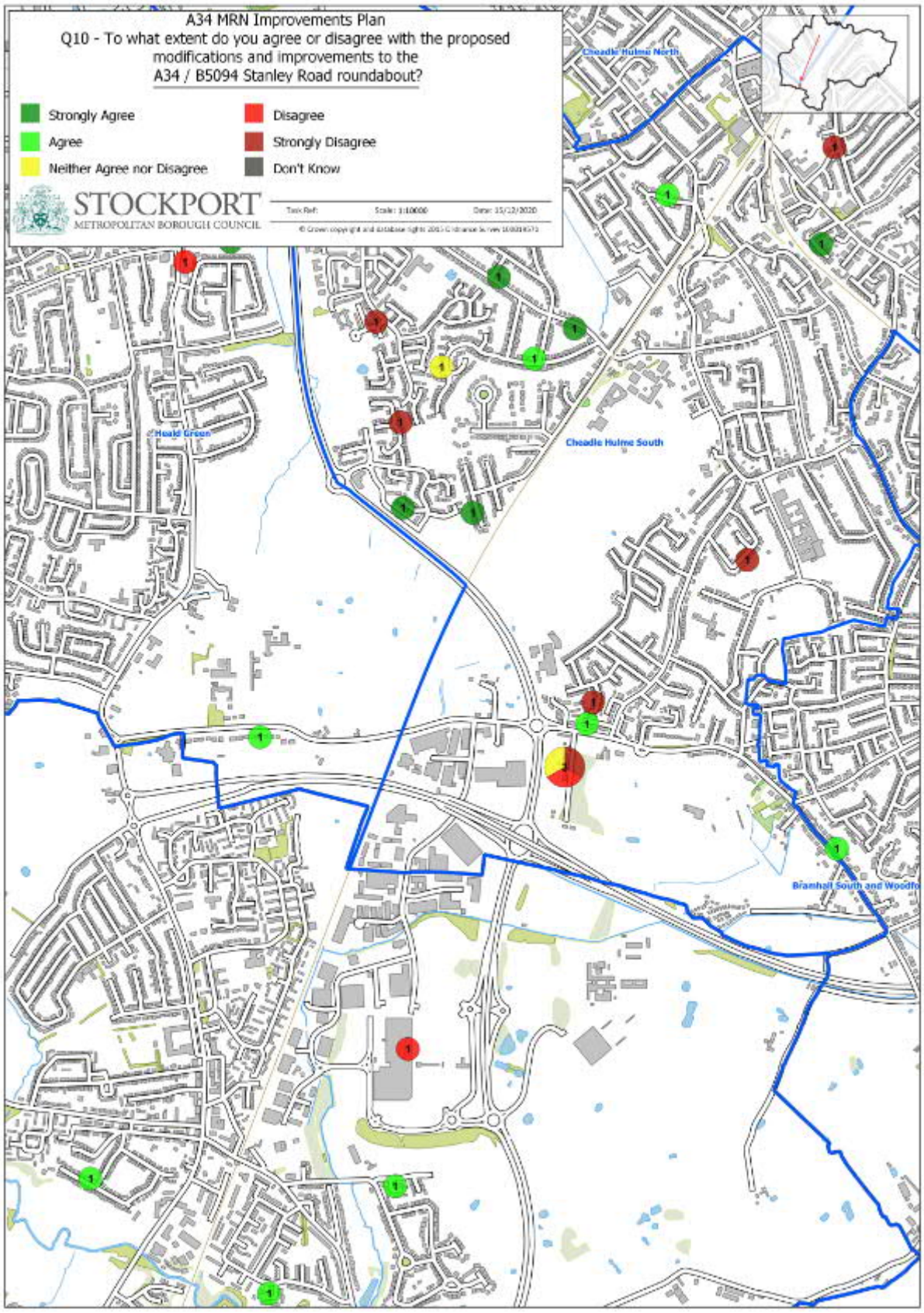
Figure 5.43 – A34 / B5094 Stanley Road Roundabout



5.139. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 5.44** presents the response in relation to respondents' home post code when it was provided in full.

5.140. As shown by **Figure 5.44**, respondents who live in the immediate area of the junction are mixed in their level of support.

Figure 5.44 – A34 / B5094 Stanley Road Roundabout, response by local post codes



Comments

5.141. Comments received **in support** of the A34 / B5094 Stanley Road roundabout scheme include:

- This will help to improve traffic flow, especially with the new housing planned in Handforth;
- General responses to reiterate support.

5.142. Comments **against** to the proposals include:

- This junction is difficult to cross, these proposals don't seem to alleviate that. More focus should be on active travel routes;
- This is not good use of money or resources;
- The layout is already confusing, extra clutter will only cause more accidents;
- The reservoir on the northern part of the circulatory carriageway is very short and this will create a safety hazard;
- Widening the A34 will encourage dangerous speeding on the approaches, which is already a problem;
- The roundabout works as it is;
- Remove excessive gantry signage;
- Increasing the width of the cycle path/pavement between Stanley Green roundabout and the A555 roundabout is unnecessary – it is already quite wide and has very little foot/cycle traffic currently. Don't do this if it is going to destroy verges and/or uprooting of trees;
- Disruption of wildlife and green belt;
- The other roads could be improved further if most of the A34 vehicle traffic was sent into an underpass;
- Disruption from construction when works have only just finished – complete failure of strategy and planning if this roundabout was not modified sufficiently;
- The biggest issue with the A34 is congestion and air pollution at the Gatley Road junction, this does not address the issue when more capacity for cars increases car usage and therefore congestion and air pollution.

5.143. Some comments **suggested further / alternative measures**, these include:

- The timings of the traffic signals need altering as they don't let enough cars through from Stanley Road (both directions);
- It would make more sense to change the middle lane of Stanley Road westbound to a straight on and right turn lane to allow movements to the A34 northbound from this lane, not just the outside lane;

- Alter the lane markings on the Heald Green approach to make the left lane left and straight on, and the right lane right turn only. Or make clear the left lane is for left turn only at the start of the lane;
- It is questioned if the slip to the Retail Park, where traffic can't go anywhere, is still required or could be removed. The slip either needs to be completed or the road properly disconnected from the roundabout by barriers, the use of cones is ineffective and causes confusion when the cones are blown / knocked out of position;
- Remove excessive gantry signage;
- Remove the traffic lights from the junction altogether;
- Make the crossings into horse crossings so can safely cross from the end of the A555 Bridleway to Eden Park;
- Introduce a Cyclops junction;
- A cycle lane on roundabout to go straight on Stanley Road both ways;
- More planting and landscaping for air quality and aesthetics;
- Traffic has increased down Longsight Lane, this needs surface, drainage and lighting improvements;
- Link St James' Way to Rushside Road via a short section of bike path;
- The roundabout needs an underpass to keep traffic flowing. Remove the roundabout with Stanley Road over / under and on/off slips only.

5.144. **Other, general comments** include:

- The present layout is confusing for people who don't know which lane to get it when wanting to go straight across the roundabout from west to east on Stanley Road;
- Driving east on Stanley Road, drivers assume the left-hand lane goes straight on;
- Approaching along Stanley road westbound, only the outside of the three lanes is for turning right to go north on the A34, this quickly blocks up and queuing traffic prevents access to the other lanes;
- Make sure construction work is not done during peak hours, single lane running does not work;
- It is questioned how effective the proposals will be without changes to the A34 / Gatley Road junction, where changes are needed.

5.145. **WalkRide Cheadle** provided the following comments:

- It is questioned whether it would be better to provide a segregated route alongside the A34, rather than a shared use one;
- Alternative suggestion to link from Stanley Road along Longsight Lane with adequate lighting.

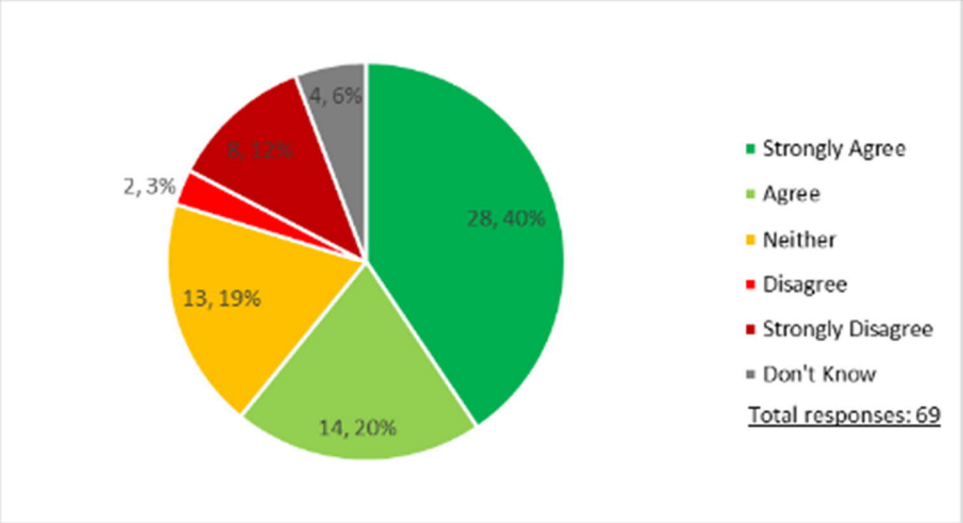
5.146. **Heald Green Ratepayers Association suggested** that eastbound traffic from Stanley Road entering roundabout to go right or straight ahead, only three cars can be accommodated in the box in the middle of the roundabout – this needs to be enlarged

5.147. **Cycle UK** suggested that the shared cycle/footway east of the A34 should be demarcated to separate lanes for cyclists and pedestrians. Provide a segregated route along the A34 or link along Longsight Lane.

11. The A34 / A555 Junction

5.148. As shown by **Figure 5.45** below, based on the response forms the majority of respondents agreed 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.

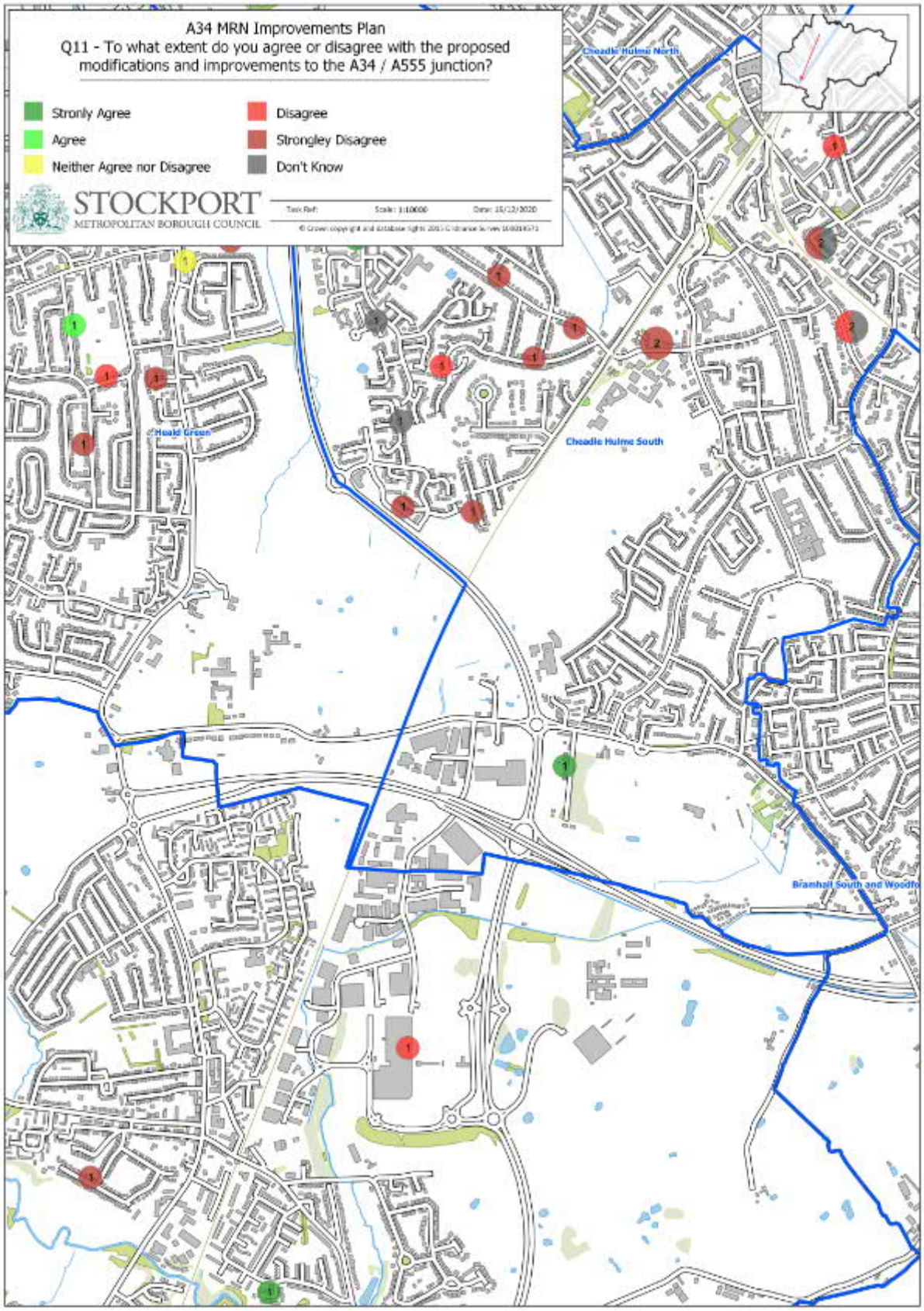
Figure 5.45 – A34 / A555 Junction



5.149. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 5.46** presents the response in relation to respondents' home post code when it was provided in full.

5.150. As shown by **Figure 5.46**, only one respondent lives very local to the junction, they agree with the proposals. Other respondents who live in the area are generally in disagreement.

Figure 5.46 – A34 / A555 Junction, response by local post codes



Comments

5.151. Comments received **in support** of the A34 / A555 Junction scheme include:

- The proposals will make it easier and safer for children to cycle to school / nursery and people commuting to work;
- General responses to reiterate support.

5.152. Comments **against** to the proposals include:

- Waste of money for cycle infrastructure that will not be used;
- Making the A34 able to carry more vehicle traffic is unlikely to create any major benefit for traffic going north towards Manchester, since there will still be major problems at the Gatley Road junction;
- Questioned where the demand for so many lanes is coming from; given the climate crisis and the need to have less cars on the road;
- The proposed path is too circuitous if cycling north-south, it needs to be more direct;
- The junction works fine as it is;
- More focus should be on public transport and active measures;
- Disruption from construction when works have only just finished;
- Disruption of wildlife and green belt.

5.153. Some comments **suggested further / alternative measures**, these include:

- Simplify the signage and road markings as a lot of drivers struggle now the bypass is open, also signage for non-motorised vehicles;
- There needs to be an additional crossing point from the central triangular island on the north side of the roundabout to connect to the cycle path on the inner area;
- To save money it would be better to promote the footpath and underpass on the A34 to the south which avoids the roundabout;
- Build a good cycle path on Spath Lane (A34 to Earl Road) with lighting, this would create a good connection between the A555 path, Stanley Green and Handforth Dean.
- Install a cycle path on the west side between the roundabouts;
- The crossings need sequencing to avoid the usual end-to-end delays for cycles and pedestrians that risk cross-on-red behaviours;
- The A34 should be an underpass with two lanes in each direction;

5.154. **Other, general comments** include:

- A lot of stop starts, if money allowed it would be great to dig out some subway tunnels to allow bikes to keep moving along swiftly. This allows segregated cycle lanes to be used;

- There needs to be better education on active travel and improved public transport, and the new housing developments need public transport and active travel options;
- It is questioned how the extra traffic from the Handforth Garden Village will be accommodated on the A34;
- Funding from the Handforth Green developer should be used to mitigate the traffic impact at this junction;
- It is questioned if increasing road capacity is a never ending task;
- It is questioned if, now there is much more working from home, this is needed;
- Traffic management needs to be avoided over peak times including the run up to Christmas, no single lane running, and access maintained to the retail park;
- It is questioned how effective the proposals will be without changes to the A34 / Gatley Road junction.

5.155. The **Trans Pennine Trail Partnership** questioned whether there are no proposals for a footway / cycleway on the south-west section of the roundabout.

5.156. **WalkRide Cheadle** provided the following suggestion:

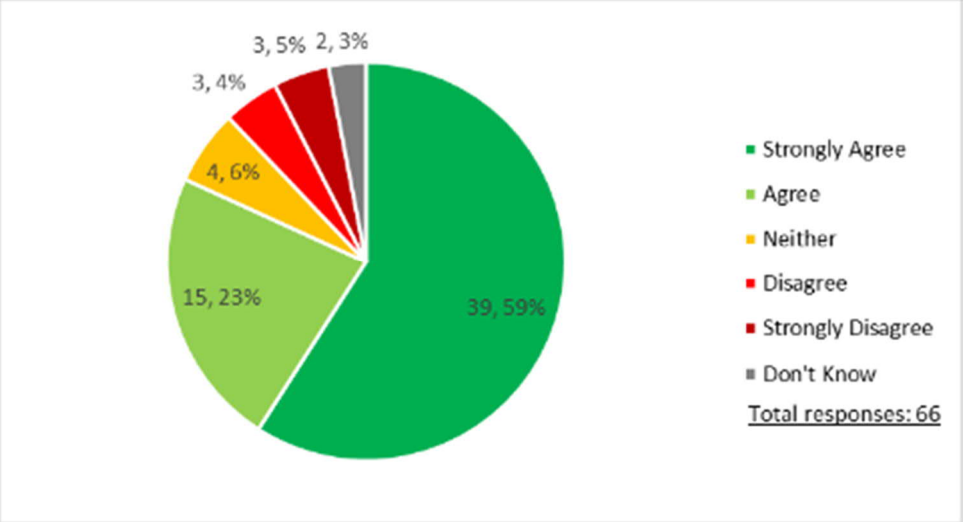
- Additional crossing on the north boundary to allow cyclists / pedestrians to cross the island over the central reserve of the roundabout.

12. The Eden Park Cycle Route

Stanley Road to Three Acres Lane

5.157. As shown by **Figure 5.47** below, based on the response forms the majority of respondents agreed 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.

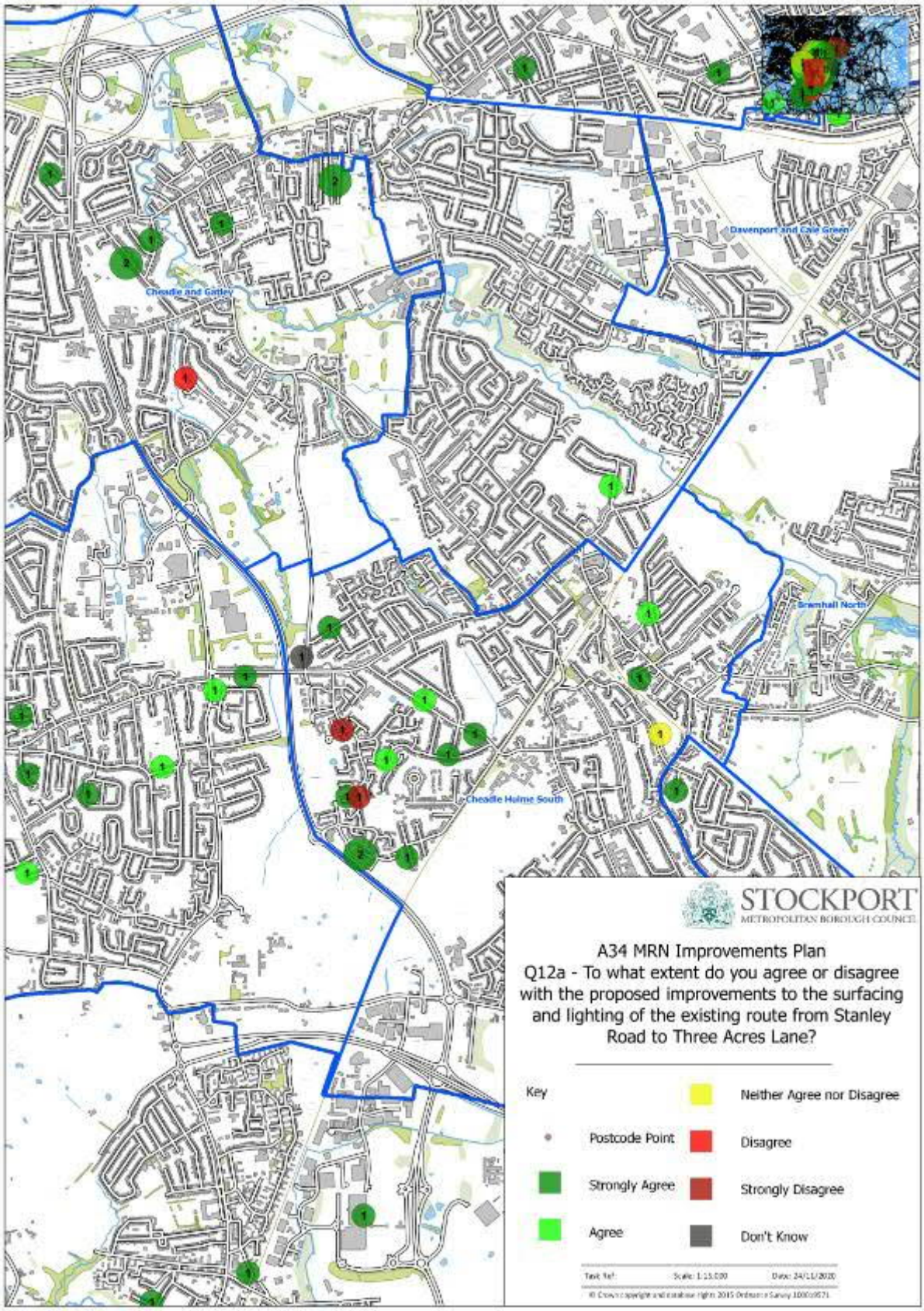
Figure 5.47 – Stanley Road to Three Acres Lane



5.158. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 5.48** presents the response in relation to respondents' home post code when it was provided in full.

5.159. As shown by **Figure 5.48**, there is strong agreement from respondents who live in the area local to the proposals.

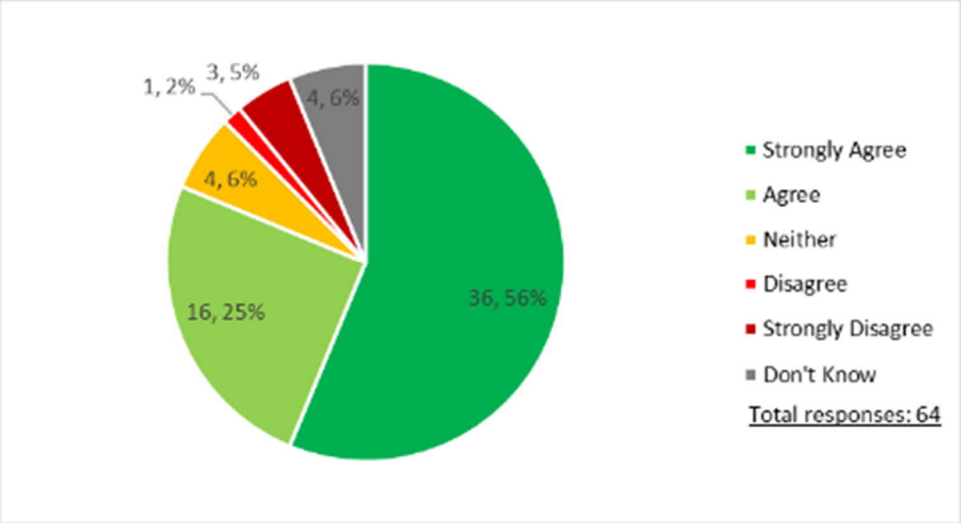
Figure 5.48 – Stanley Road to Three Acres Lane, response by local post codes



Three Acres Lane and Eden Park Road Route and Crossings

5.160. As shown by **Figure 5.49** below, based on the response forms the majority of respondents agreed 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.

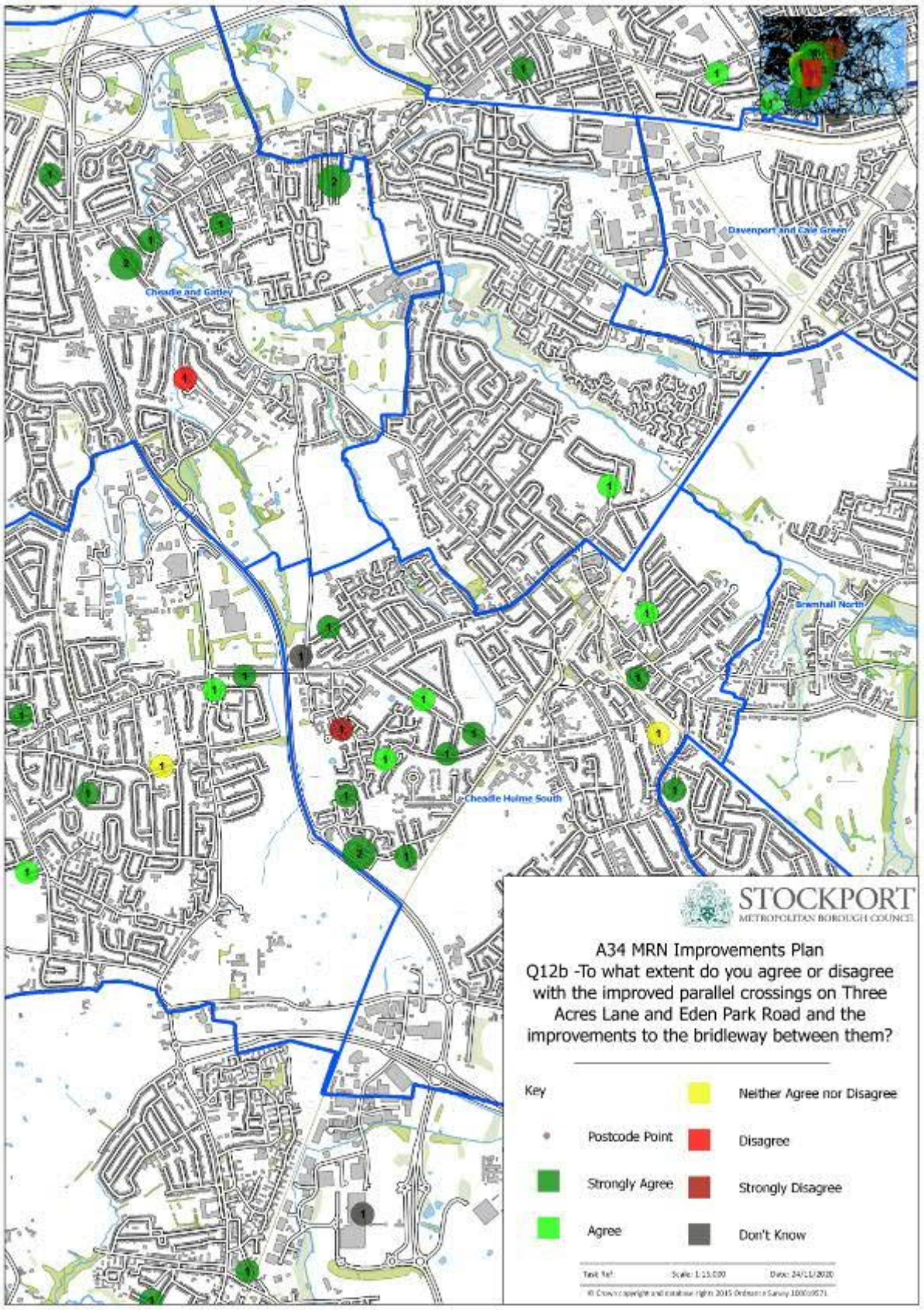
Figure 5.49 – Three Acres Lane and Eden Park Road Route and Crossings



5.161. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 5.50** presents the response in relation to respondents' home post code when it was provided in full.

5.162. As shown by **Figure 5.50**, there is strong agreement from respondents who live in the area local to the proposals.

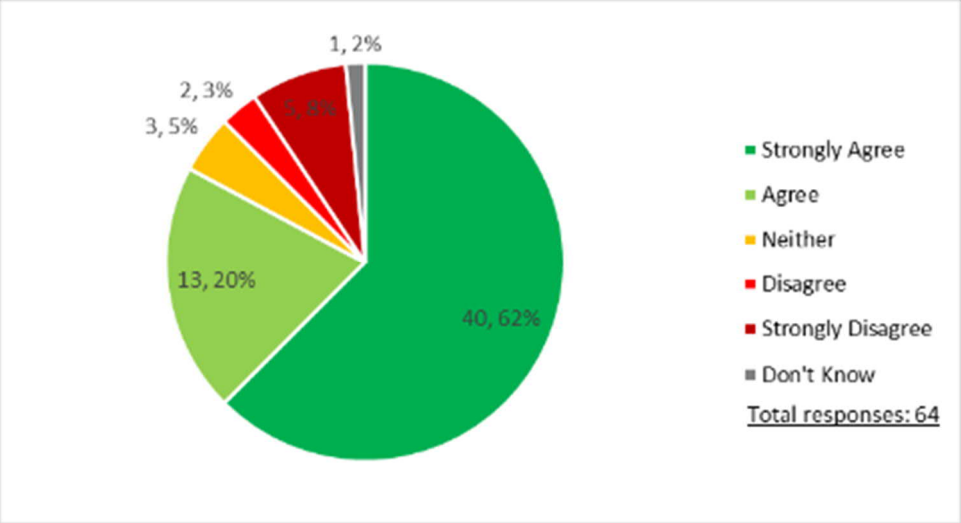
Figure 5.50 – Three Acres Lane and Eden Park Road Route and Crossings, response by local post codes



Bruntwood Lane (Bradshaw Hall Lane to Turves Road)

5.163. As shown by **Figure 5.51** below, based on the response forms the majority of respondents agreed 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.

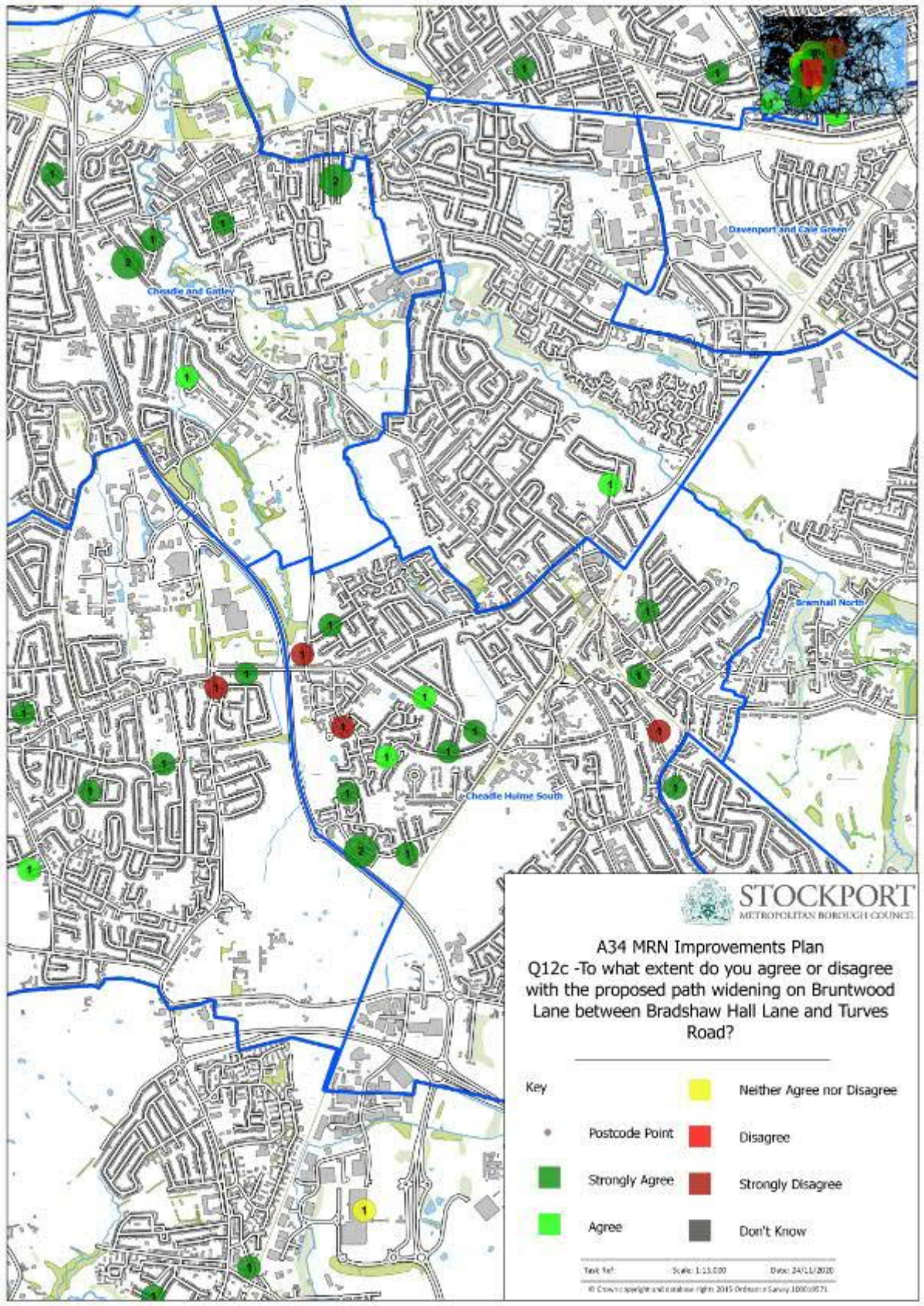
Figure 5.51 – Bruntwood Lane (Bradshaw Hall Lane to Turves Road)



5.164. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 5.52** presents the response in relation to respondents' home post code when it was provided in full.

5.165. As shown by **Figure 5.52**, there is strong agreement from respondents who live in the area local to the proposals.

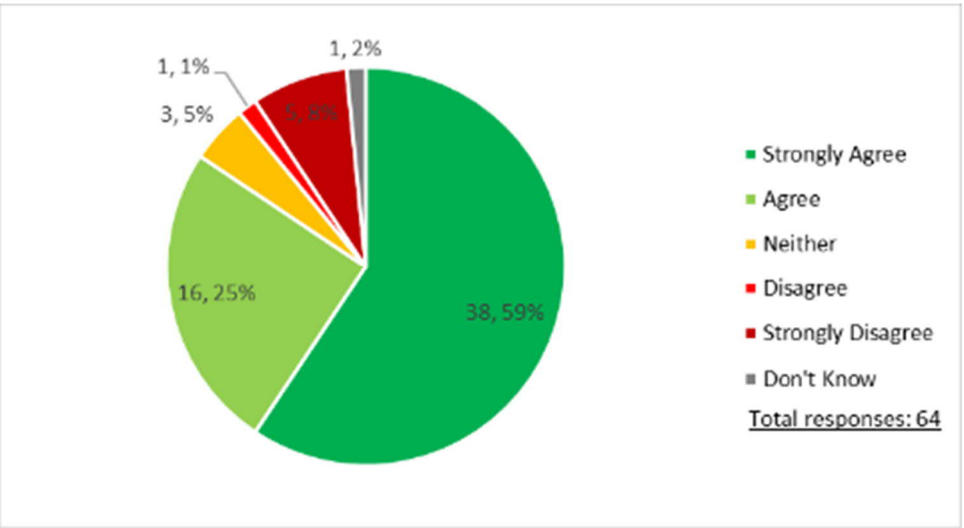
Figure 5.52 – Bruntwood Lane (Bradshaw Hall Lane to Turves Road), response by local post codes



Turves Road Crossing

5.166. As shown by **Figure 5.53** below, based on the response forms the majority of respondents agreed 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.

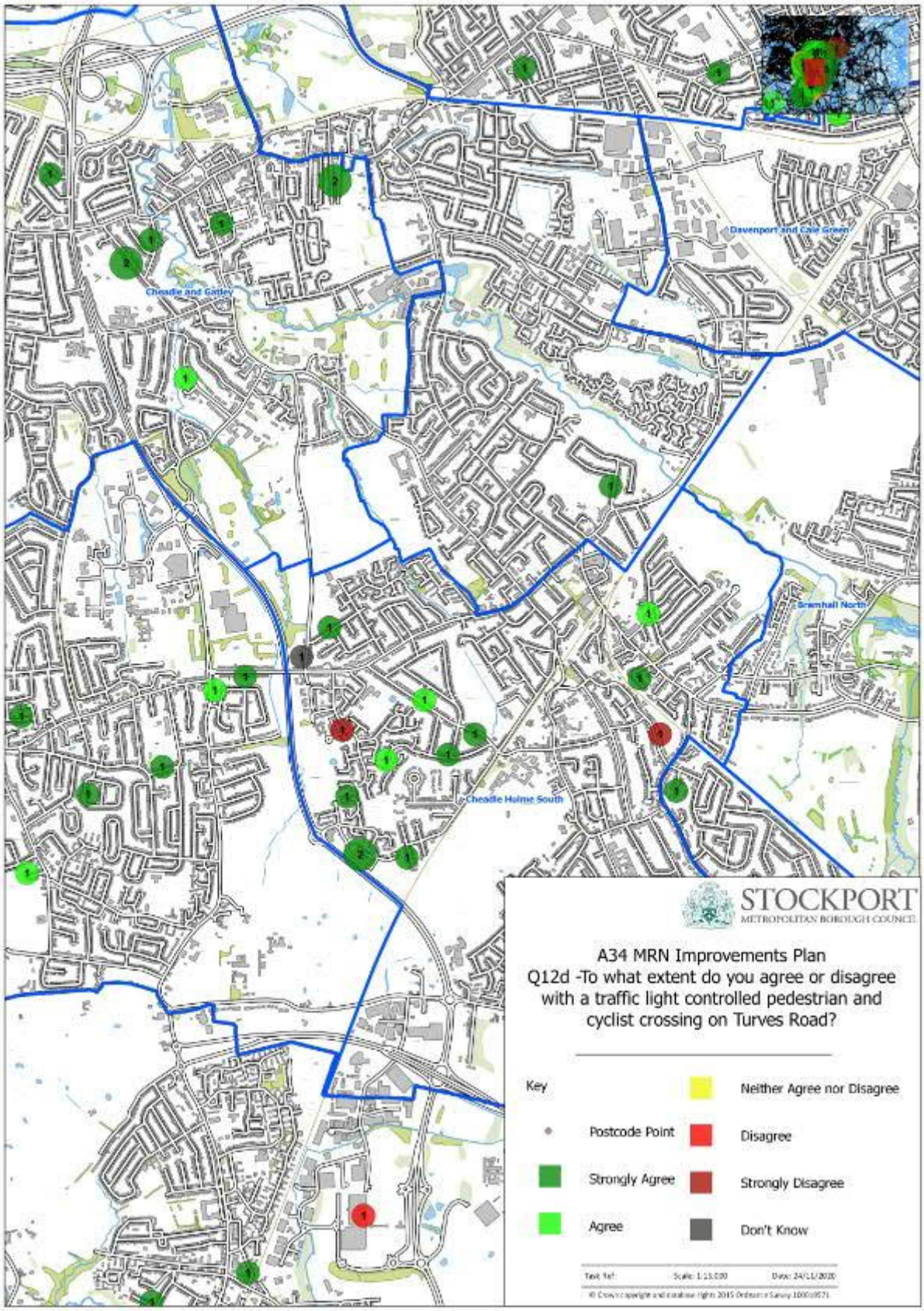
Figure 5.53 – Turves Road Crossing



5.167. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 5.54** presents the response in relation to respondents' home post code when it was provided in full.

5.168. As shown by **Figure 5.54**, there is strong agreement from respondents who live in the area local to the proposals.

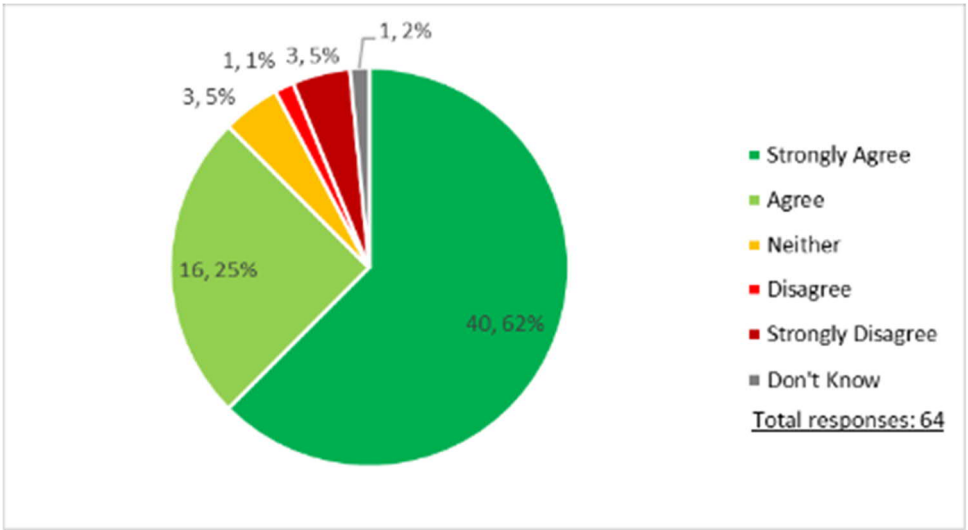
Figure 5.54 – Turves Road Crossing, response by local post codes



Bruntwood Lane (Bruntwood Park)

5.169. As shown by **Figure 5.55** below, based on the response forms the majority of respondents agreed 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.

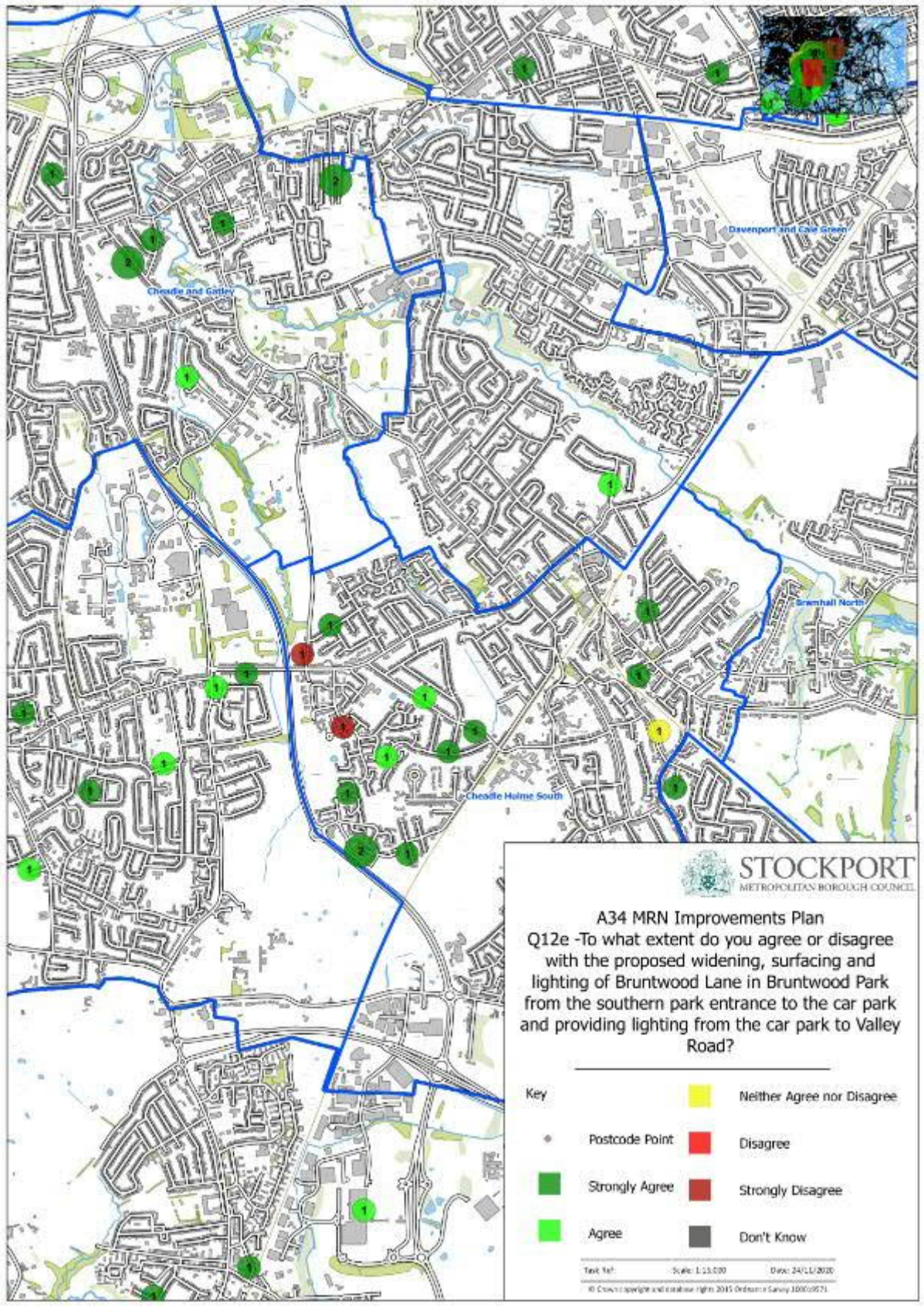
Figure 5.55 – Bruntwood Lane (Bruntwood Park)



5.170. The above responses have been further analysed to determine respondents' opinion in relation to where they live; **Figure 5.56** presents the response in relation to respondents' home post code when it was provided in full.

5.171. As shown by **Figure 5.56**, there is strong agreement from respondents who live in the area local to the proposals.

Figure 5.56 – Bruntwood Lane (Bruntwood Park), response by local post codes



Comments

5.172. Comments received **in support** of the Eden Park Cycle Route scheme include:

- Several that the proposals will make it easier and safer for children to cycle to school / nursery and people commuting to work;
- The link to the new bike path from Bradshaw Hall Lane would offer a safe cycling route to the shops at Cheadle Royal from Cheadle Hulme;
- This route should be completed over all the other proposals, and should be rolled out across Stockport – especially around schools;
- General responses to reiterate support.

5.173. Comments **against** to the proposals include:

- Would prefer route not to be properly surfaced, needs to remain a track (not tarmac) for horses;
- There is no context for overall cycling routes that this development would make possible in the area, it is not clear who the intended users are;
- Waste of money for cycle infrastructure that will not be used;
- Concerns about the safety regarding the conflict between dog walkers and speeding cyclists on the same path;
- Taking away the grass verges, many of the houses will lose the parking spots;
- Disruption from construction when works have only just finished;
- Disruption of wildlife and green belt.

5.174. Some comments **suggested further / alternative measures**, these include:

- Several that better lighting would make the park more accessible, and the lighting could be better on the entrance from Valley Road to the car park;
- Improve signage;
- Install Pegasus crossings;
- Link to the new Laurus school;
- Install a Toucan crossing at the junction to Bruntwood Lane from Wilmslow Road;
- Ensure the southern entrance to Bruntwood Park, where it meets Bruntwood Lane, is improved – this entrance is occasionally blocked;
- An additional link is required to Heathbank Road;
- Would like to see this as part of a wider scheme providing a safer cycling route into Handforth / Wilmslow / Alderley Edge (in Cheshire East) and Parrs Wood / Stockport town centre;
- Thought is needed to place some bridges / tunnels to avoid cyclists and walkers coming into contact with main roads;

5.175. **Other, general comments** include:

- Make segregated where possible;
- Don't use LED lighting as these are too bright so close to residential area;
- Any lighting must be within requirements for protection of species including bats, and be appropriately restricted;
- The oak trees along the route must be protected;
- Vegetation needs clearing, make sure these cycle paths are kept maintained;
- Do not remove any of the natural habitat for wildlife in the park;
- It is questioned why the crossing at Turves Road is offset rather than straight across from the junction;
- During construction, consider free flowing car access in and out of the Eden Park at rush hour times;
- The proposals are not related to the A34.

5.176. **WalkRide Cheadle** provided the following comments:

- Additional crossing suggested at Bruntwood Lane from Wilmslow Road;
- Vegetation must be regularly maintained especially during summer months;
- The route south Stanley Road needs to be segregated.

5.177. The **Cycle Wilmslow** have been campaigning for this route and welcome this initiative

5.178. **Cycling UK** queried why the crossing on Turves Road was off set rather than straight across from the junction, which would be more convenient.

General Comments

5.179. Further, general comments made by email in response to the consultation include:

- Web page and consultation suggestions / queries;
- Too many crossings for cyclists – commuters want to stop as little as possible, introduce more subways or bridges to allow a free-flowing cycle route and remove obstructions such as speed humps;
- More focus is needed on public transport and active travel, cyclists need priority at junctions and facilities should be segregated;
- The A34 north needs to be looked at additionally, it is not very user-friendly cycling to Didsbury;
- Speed cameras should be placed along the A34 to reduce motorist speeding;
- Construction has only just finished in the area, also questioned how long the works would take. Mitigate traffic disruption, in particular during peak (trading) hours;

- It is questioned if the ongoing maintenance of this scheme mean Council tax increasing;
- It is questioned how the impact of noise and air pollution produced by the acceleration of vehicles on a regular basis is mitigated;
- The issue is at the A34 / Gatley Road junction which this scheme does not address.

5.180. The **Stockport Green Party** responded to the consultation with the following comments:

- The use of active travel routes and improved business connectivity is supported;
- Facilities should be segregated where possible, with priority of junctions and adequate lighting;
- The scheme does not address the real congestion problem at the A34 / Gatley Road junction;
- It would be useful to understand the number of car journeys that are expected to be displaced by this new infrastructure to make sure this contributes towards the reductions required for Stockport to meet its carbon reduction targets as part of its Climate Action plan;
- It is unfortunate the existing cycling infrastructure that the scheme connects to is inadequate, for example north on the A34 towards and into Manchester.

5.181. The **Trans Pennine Trail Partnership** noted the proposals will not impact their network and provided several comments, as referred above. They also suggested all cycle ways be segregated to comply with LTN 1/20.

5.182. **Natural England** responded that they have no comments to make.

5.183. The adjacent **housing developer** responded with their support of the principles of the consultation, noting the aim of supporting new housing growth while reducing the impact on the surrounding area.

5.184. The **Royal National Institute of Blind People (RNIB)** provided a number of position statements for sharing with Highways Officers, including advice on changes to walking and cycling.

6. Summary

6.1. A full and inclusive consultation has been undertaken with the specific purpose of informing stakeholders, the public, local businesses and interest groups of Stockport Council's A34 MRN proposals and capturing their comments.

6.2. There is a majority support for all elements of the proposals. Schemes 4 (The Kingsway School Subway) and 12 The Eden Park Cycle Route are most supported within in excess of 80% of respondents in agreement.

6.3. Given the level of detail of some of the comments received, this report presents an overview of the feedback. A comprehensive comments log is used by the project team to enable consideration of the greater detail contained therein, including the small amount of local objection received to each scheme.

Appendix A – Consultation Leaflet











A34 MRN Corridor Improvement Plan





Stockport Council is consulting on proposed improvements along the A34 corridor between the A560 and A555 to alleviate congestion, unlock development potential in the surrounding area and enhance accessibility by sustainable modes.

Consultation ends November 13th 2020

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A34 MRN Corridor Improvement Plan

In 2018, the Government designated the A34 as part of a Major Road Network (MRN) of routes, which they are seeking to improve. In February 2020, the Government awarded a grant to Stockport Council to develop proposals for part of the A34 in the Borough.



The improvements are designed to:

- Support sustainable travel with a 5.6km pedestrian and cycle route along the A34 corridor. This includes a segregated cycle track and controlled crossings with connections to the wider Greater Manchester Cycle Bee network and local public rights of way;

- Support businesses with works to improve access to the Cheadle Royal Business Park and the Stanley Green Industrial area by improving key junctions and providing better walking and cycling access;

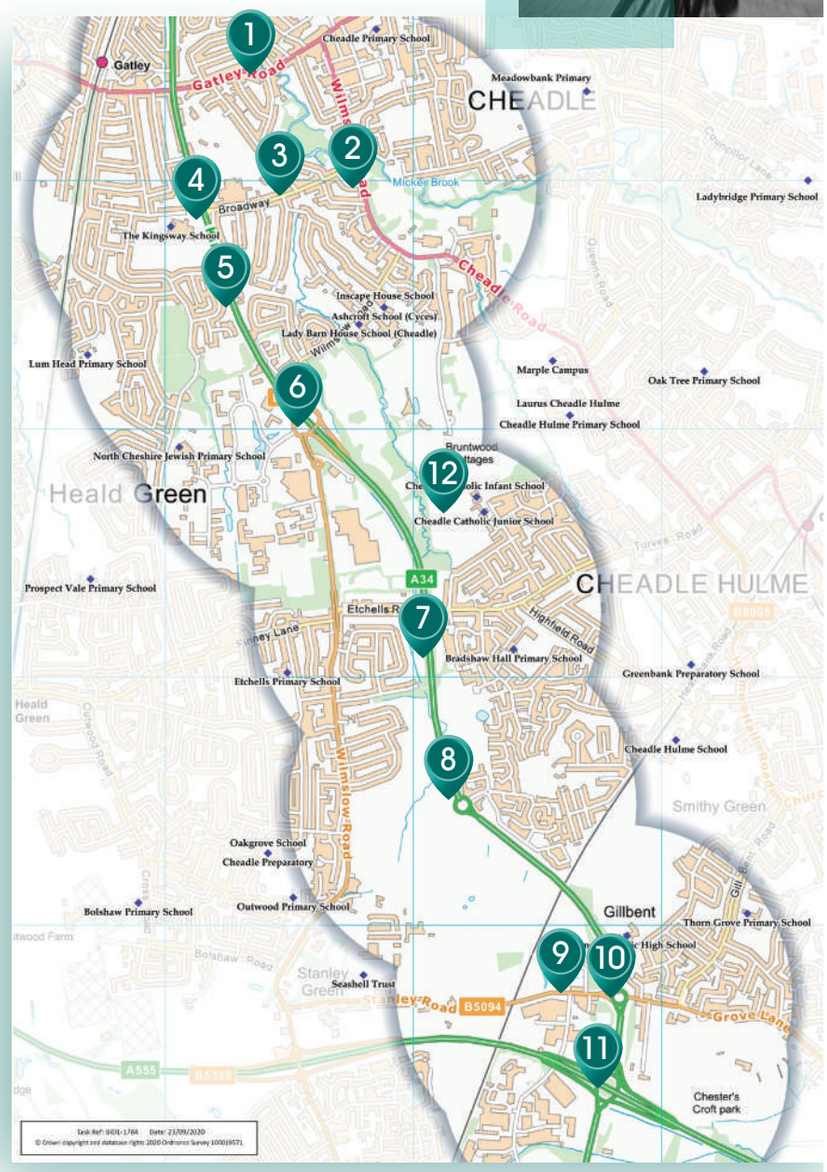
- Support new homes and development with improvements to junctions to provide access to and mitigate the impact of any proposed new housing development on the local road network;

- Support education with replacement of an existing subway beneath the A34 at Kingsway School to provide a better link for the split school site and allow for a key east-west cycle route;

- Support motorists with improved junction layouts to reduce congestion, improve safety and provide enhanced driver information on new variable message signs.

This consultation, beginning on October 5, will ask for residents' views on the following proposals outlined within this leaflet. If funding is awarded by the Department for Transport, the council anticipates construction to take place in a phased approach between mid-2022 and 2025.

Overview Plan







A summary of the proposals is provided below, more details (including drawings) are online at:

www.stockport.gov.uk/consultations

1 Gatley Road

The proposal at Gatley Road is for a traffic light controlled crossing for pedestrians and cyclists on the A560 (Gatley Road), providing a link between Milton Crescent and Wensley Road. It includes the provision of segregated pedestrian and cycle facilities on Gatley Road close to the crossing. A 20mph speed limit with traffic calming measures is proposed on the Wensley Road estate, and traffic calming on Milton Crescent and High Grove Road.

2 Wilmslow Road

The proposal is for a traffic light controlled crossing for pedestrians and cyclists on Wilmslow Road, connecting Broadway and Brookfields Park; This will take the form of either

Option 1:
A Toucan (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;

Or Option 2:
Broadway / Wilmslow Road upgraded to traffic light control with controlled crossings and a new cycle track connecting to the entrance of Brookfields Park.

3 Broadway

A traffic calmed route along Broadway is proposed with raised speed tables located at each junction to slow traffic and facilitate cycling on the carriageway. Toucan (pedestrian and cyclist) crossing is proposed at the western end of Broadway

4 The Kingsway School Subway

Construction of a new subway under the A34 at Kingsway School, linking the two parts of the school site and providing high quality, safe, step free walking and cycling route between Broadway and Foxland Road. This is proposed to be supplemented by improved traffic calming on Foxland Road.

5 A34 Kingsway from Broadway to Cheadle Royal

The proposal is to provide cycle facilities on both sides of the A34 between the Kingsway School Subway and Cheadle Royal roundabout. This will include a high quality segregated pedestrian and cycle route on the west side of the A34 connecting Foxland Road with the Cheadle Royal junction; and either

Option 1:
A shared pedestrian and cycle route on the east side of the A34 for the full distance between Broadway and the Cheadle Royal junction.

Or Option 2:
A cycle route following the service road for 261-321 Kingsway and a shared pedestrian and cycle route on the east side of the A34 from the south end of the service road to the Cheadle Royal junction.

6 Cheadle Royal Junction

Modifications are proposed at the Cheadle Royal roundabout to improve traffic operation. This includes an extended slip road for northbound traffic, local widening and remarking and signal control of the A34 southbound off slip and Cheadle Royal Business Park exit. New traffic light controlled crossings and routes for pedestrians and cyclists will be provided throughout the junction. New bus stops will be provided on Wilmslow Road and landscaping will be improved.

7 A34 from Cheadle Royal to Stanley Road

A new cycle route is proposed along the west side of the A34 from the Cheadle Royal junction to Stanley Road. This will include the following sections:

- A cycle path from the Cheadle Royal roundabout to the south end of the Cheadle Royal Retail Park car park;
- An upgraded segregated pedestrian and cycle path from the Cheadle Royal Retail Park to Etchells Road and a new traffic light controlled pedestrian and cycle crossing on Etchells Road.
- A segregated pedestrian and cycle path from Etchells Road to Eden Park Roundabout with a connection to Bradshaw Hall Lane;
- A shared pedestrian and cycle path along the verge of the A34 from Eden Park Roundabout to Stanley Green roundabout.

8 Eden Park Roundabout

Remodelling of the junction is proposed to create a roundabout with through lanes for ahead traffic, a fourth arm to the west, widening the A34 to three-lanes through the junction and new controlled crossings for pedestrians and cyclists on all arms.

9 The Stanley Road / Earl Road signal junction

It is proposed to widen the approaches to the junction to two lanes on the southern (Earl Road) arm and western (Stanley Road) arm to increase junction traffic capacity. Traffic light controlled crossings will be provided for pedestrians and cyclists on all arms. Connecting shared footway and cycleways will join the junction to the A34 and the proposed path to the Eden Park Roundabout, and will continue on Earl Road as far as the A555. Improvements will be made to the path from Earl Road leading to the A34 so users can connect with the A555 cycle route.

10 The A34 / B5094 Stanley Road Roundabout

It is proposed to widen the A34 at the junction to four lanes in both directions to increase traffic capacity and mitigate traffic impact from the proposed Garden Village at Handforth. This work will include carriageway widening and the provision of gantry mounted signals. Please note that the introduction of a controlled crossing for pedestrians and cyclists on Stanley Road on the east side of the junction is an already approved 'Bee Network' scheme.

11 The A34 / A555 Junction

Proposal to widen the A555 westbound off slip and roundabout on the south side of the A34 roundabout to increase capacity and mitigate traffic impact from the proposed Garden Village in Handforth. Works will involve carriageway widening and the provision of gantry mounted signals.

12 The Eden Park Cycle Route

An off carriageway cycle and pedestrian route is proposed linking Stanley Road to Bruntwood Park via the Eden Park estate. This includes:

- Improvements to surfacing and lighting from Stanley Road to Eden Park Road;
- Path widening on Bruntwood Lane between Bradshaw Hall Lane and Turves Road;
- A traffic light controlled pedestrian and cycle crossing on Turves Road;
- Widening and lighting of Bruntwood Lane in Bruntwood Park from the southern park entrance to the car park;
- Lighting Bruntwood Lane from the car park to Valley Road.



A34 MRN Corridor Improvement Plan

Have your say

Stockport Council is running a six-week consultation on the proposals, ending 13th November 2020 and we would like to hear your views. All comments will be collected and analysed to help inform the development of this scheme.

Online
www.stockport.gov.uk/consultation

By Email
a34improvements@stockport.gov.uk

By Post
A34 Consultation, Services to Place,
Stopford House, Stockport, SK1 3XE

By Phone
Voicemailbox only, 0161 474 3434. If residents leave a message with their telephone number, a member of the team will return their call.

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Appendix B – Stakeholder Matrix

Appendix B: A34MRN - Stakeholder Engagement Matrix

Organisation / Audience	Priority Monitor Keep Informed Keep Satisfied Manage Closely	Known Interests / Influene / What is Important?	Engagement Strategy (See 'Methods of Communication' for General methods which apply to all)
General - Governance			
Local Councillors	Manage Closely	Support the improvement of road infrastructure, safer routes to school and promotion of sustainable modes of transport.	Emails and briefings
Cabinet Members for Economy & Regeneration and Sustainable Stockport	Manage Closely	Support development of the scheme	Emails and briefings
Mary Robinson MP (Cheadle)	Keep Satisfied	Supports development of the scheme	Emails and briefings
General - Statutory Bodies			
Transport for Greater Manchester	Keep Satisfied	Effective operation of network	Emails, briefings / meetings as required
Transport for North	Keep Satisfied		Emails, briefings / meetings as required
Department for Transport	Keep Satisfied		Emails, briefings / meetings as required
Highways England	Keep Satisfied	Effective operation of flows to and from M56. Letter of support received, in favour of the scheme proposal to relieve congestion on this busy part of the network.	Emails, briefings / meetings as required
Natural England	Keep Satisfied		Emails
Historic England	Keep Satisfied		Emails
Network Rail	Keep Satisfied		Emails, briefings / meetings as required
Environment Agency	Keep Satisfied		Emails
Emergency Services	Keep Satisfied		Emails
General - Stockport Council			
Public Rights of Way	Keep Satisfied		Emails, briefings / meetings as required
Greenspace and Neighbourhoods	Keep Satisfied		
Planning	Keep Satisfied		
Regen	Keep Satisfied		
Asset managers	Keep Satisfied		
General - Interest Groups and Forums			
Stockport Transport Interest Groups: - WalkRide Groups - Stockport Walking & Cycling Forum - Stockport Local Access Forum - Stockport PRoW Forum - Stockport Disability Forum	Keep Informed	W&C Forum - Safe, direct and connected cycle network for all abilities. Support development of the scheme.	Emails, briefings as required
- Living Streets	Keep Informed		
- Supportability	Keep Informed		
- Stockport Community Cycling Club	Keep Informed		
- Cycle Stockport	Keep Informed		
- GM Love Your Bike	Keep Informed		
- Sustrans	Keep Informed		
- Trans Pennine Trail	Keep Informed		
- Friends of the Earth	Keep Informed		
- RSPB	Keep Informed		
- Wildlife Trust	Keep Informed		
- Woodland Trust	Keep Informed		
- Stockport Heritage Trust	Keep Informed		
- Stockport Historical Society	Keep Informed		
- Stockport Greenspace Forum	Keep Informed		
- Parks, users and Friends of Parks groups	Keep Informed		
- Disability Stockport	Keep Informed	Safety, convenience and equality for all abilities	
General - Business Groups			
Various	Keep Informed		General only
General - Delivery Partners			
Utilities	Keep Informed		Emails, briefings / meetings as required
UTC	Keep Informed		
Framework Contractors	Keep Informed		
General - Transport Groups			
SODA	Keep Informed		Emails, briefings / meetings as required
Freight Transport Association	Keep Informed		
Road Haulage Association	Keep Informed		
The AA	Keep Informed		
The RAC	Keep Informed		
Motorcycle Action Group	Keep Informed		
Bus Operators	Keep Informed		
General - Public, Businesses and Housing			
Social Housing providers	Keep Informed		Emails
Stockport residents	Keep Informed		General only
Stockport visitors / employees	Keep Informed		General only
I love Cheadle Hulme	Keep Informed	Potential to influence the community	Emails
I love Bramhall	Keep Informed	Potential to influence the community	Emails
Gatley Village Partnership	Keep Informed	Potential to influence the community	Emails
Heald Green Community Facebook Group	Keep Informed	Potential to influence the community	Emails
Highway network users	Keep Informed		General only
General - Media			
Local	Keep Informed		Various as required
Regional	Monitor		
National	Monitor		
Scheme 1 - Gatley Road Cycle Proposals			
Greenspace	Keep Informed	As above	
Cheadle Kingsway Sports Club	Keep Informed		General only
The Kingsway School	Manage Closely	LAND OWNER. Safety and connectivity for pupils. Support development of the scheme.	Emails, briefings / meetings as required. Opportunity to reach wider community through school comms
Cheadle Village Partnership	Keep Informed	Potential to influence the community	Emails
St Mary's Parish Church	Keep Informed		Emails
Trinity Church	Keep Informed		Emails
Yeshurun Hebrew Congregation Synagogue	Keep Informed		Emails
Stockport Nature Watch	Keep Informed		Emails
Meadowbank Primary School	Keep Informed		Emails. Opportunity to reach wider community through school comms

Organisation / Audience	Priority Monitor Keep Informed Keep Satisfied Manage Closely	Known Interests / Influene / What is Important?	Engagement Strategy (See 'Methods of Communication' for General methods which apply to all)
Gatley Primary School	Keep Informed		Emails. Opportunity to reach wider community through school comms
Scheme 2 - Broadway Cycle Proposals (Cheadle Road)			
Brookfields Park	Keep informed		Emails
Village Hotel / Village Gym Cheadle	Keep informed		Emails
Cheadle Village Partnership	Keep Informed	As above	
Grange Park Road Playing Fields	Keep informed		Emails
The Kingsway School	Keep informed	As above	
Cheadle Kingsway Sports Club	Keep informed		Emails
Cheadle Golf Club	Keep informed		Emails
Muslim Community Centre	Keep informed		Emails
Cheadle Town Football Club	Keep informed		Emails
Meadowbank Primary School	Keep informed	Emails	
Scheme 3 - Broadway Cycle Proposals (Broadway)			
Brookfields Park	Keep informed		Emails
Village Hotel / Village Gym Cheadle	Keep informed	As above	
Cheadle Village Partnership	Keep Informed	As above	
Grange Park Road Playing Fields	Keep informed	As above	
The Kingsway School	Keep informed	As above	
Cheadle Kingsway Sports Club	Keep informed	As above	
Cheadle Golf Club	Keep informed	As above	
Muslim Community Centre	Keep informed	As above	
Cheadle Town Football Club	Keep informed	As above	
Meadowbank Primary School	Keep informed	As above	
Scholes Park	Keep Informed		Emails
Scheme 4 - Kingsway School Subway			
Scholes Park	Keep Informed	As above	
The Kingsway School	Keep Informed	As above	
Cheadle Kingsway Sports Club	Keep Informed	As above	
Muslim Community Centre	Keep Informed	As above	
Scheme 5 - A34 Cycle Path (Broadway to Cheadle Royal)			
The Kingsway School	Keep Informed	As above	
Lum Head Primary School	Keep Informed		Emails. Opportunity to reach wider community through school comms
Ladybarn House School	Keep Informed		Emails. Opportunity to reach wider community through school comms
Inscape House School	Keep Informed	via Together Trust	
Ashcroft School	Keep Informed	via Together Trust	
North Cheshire Jewish Primary School	Keep Informed		Emails. Opportunity to reach wider community through school comms
Cheadle Royal Business Park and Shopping Centre	Manage Closely	LAND OWNER. Interests of local businesses, access to employment and retail	Emails, briefings / meetings to management as required
Handforth Dean Businesses	Keep Informed	Access to employment / retail	Emails, briefings / meetings to management as required
Village Hotel / Village Gym Cheadle	Keep Informed	As above	
Muslim Community Centre	Keep Informed	As above	
Cheadle Golf Course	Keep Informed	As above	
Gatley Golf Course	Keep Informed		Emails
Bruntwood Park	Keep Informed		Emails
Scholes Park	Keep Informed	As above	
Oddfellows Hotel - Bruntwood Park	Keep Informed		Emails
Scheme 6 - Cheadle Royal Junction			
Ladybarn House School	Keep Informed	As above	
Inscape House School	Keep Informed	As above	
Ashcroft School	Keep Informed	As above	
North Cheshire Jewish Primary School	Keep Informed	As above	
Cheadle Royal Business Park	Keep Informed	As above	
Cheadle Royal Shopping Centre	Keep Informed	As above	
Bruntwood Park	Keep Informed	As above	
Oddfellows Hotel - Bruntwood Park	Keep Informed	As above	
Sainsburys	Manage Closely	LAND OWNER	Emails, briefings / meetings as required
Kids Allowed	Manage Closely	LAND OWNER	Emails, briefings / meetings as required
John Lewis	Manage Closely	LAND OWNER	Emails, briefings / meetings as required
Scheme 7 - A34 Cycle Path (Cheadle Royal to Stanley Road)			
Ladybarn House School	Keep Informed	As above	
Inscape House School	Keep Informed	As above	
North Cheshire Jewish Primary School	Keep Informed	As above	
Etchells Primary School	Keep Informed		Emails. Opportunity to reach wider community through school comms
Cheadle Roman Catholic Infant School	Keep Informed		Emails. Opportunity to reach wider community through school comms
Cheadle Catholic Junior School	Keep Informed		Emails. Opportunity to reach wider community through school comms
Bradshaw Hall Primary School	Keep Informed		Emails. Opportunity to reach wider community through school comms
St James Catholic High School	Keep Informed		Emails, briefings / meetings as required. Opportunity to reach wider community through school comms
Ashcroft School	Keep Informed	As above	
Emmanuel C of E Church	Keep Informed		Emails, briefings / meetings as required
Cheadle Hulme Primary School	Keep Informed		Emails. Opportunity to reach wider community through school comms
Laurus Cheadle Hulme	Keep Informed		Emails. Opportunity to reach wider community through school comms
Cheadle College	Keep Informed		Emails. Opportunity to reach wider community through school comms
Lum Head Primary School	Keep Informed	As above	
Greenbank Preparatory School and Day Nursery	Keep Informed		Emails. Opportunity to reach wider community through school comms
Cheadle Hulme School	Keep Informed		Emails. Opportunity to reach wider community through school comms

Organisation / Audience	Priority Monitor Keep Informed Keep Satisfied Manage Closely	Known Interests / Influene / What is Important?	Engagement Strategy (See 'Methods of Communication' for General methods which apply to all)
Cheadle Hulme High School	Keep Informed		Emails. Opportunity to reach wider community through school comms
Outwood Primary School	Keep Informed		Emails. Opportunity to reach wider community through school comms
Oak Grove School	Keep Informed		Emails. Opportunity to reach wider community through school comms
Thorn Grove Primary School	Keep Informed		Emails. Opportunity to reach wider community through school comms
Bolshaw Primary School	Keep Informed		Emails. Opportunity to reach wider community through school comms
Bruntwood Park	Keep Informed	As above	
Cheadle Royal Business Park	Keep Informed	As above	
Cheadle Royal Shopping Centre	Keep Informed	As above	
Stanley Green Retail Park	Keep Informed		Emails
Stanley Green Trading Estate	Keep Informed		Emails
Stanley Green Business Park	Keep Informed	Interests of local businesses and access to employment	Emails
Oak Green Business Park	Keep Informed		Emails
Handforth Dean Businesses	Keep Informed	As above	
Jewsons	Manage Closely	LAND OWNER	Emails, briefings / meetings as required
Howdens	Keep Informed		Emails
St Andrew's Church	Keep Informed	As above	
Sainburys	Keep Informed	As above	
John Lewis	Keep Informed	As above	
Manchester Airport Stanley Hotel	Keep Informed		Emails
Scheme 8 - Eden Park Roundabout			
Housing Developer	Keep Informed		Emails, briefings / meetings as required
Etchells Primary School	Keep Informed	As above	
Bradshaw Hall Primary School	Keep Informed	As above	
St James Catholic High School	Keep Informed	As above	
Action 365 Limited	Keep Informed		Emails
Bradshaw Hall Playing Fields	Keep Informed		Emails
Seashell Trust	Keep Informed		Emails
Scheme 9 - Stanley Road / Earl Road Junction			
St James Catholic High School	Keep Informed	As above	
Outwood Primary School	Keep Informed	As above	
Thorn Grove Primary School	Keep Informed	As above	
Stanley Green Retail Park	Keep Informed	As above	
Stanley Green Trading Estate	Keep Informed	As above	
Stanley Green Business Park	Keep Informed	As above	
Jewsons		As above	
Howdens		As above	
Oak Green Business Park	Keep Informed	As above	
Manchester Airport Stanley Hotel	Keep Informed	As above	
Handforth Dean businesses	Keep Informed	As above	
Manchester Rugby Club	Keep Informed		Emails
Grove Lane Baptist Church	Keep Informed		Emails
Seashell Trust	Keep Informed	As above	
Scheme 10 - Stanley Road Roundabout			
St James Catholic High School	Keep Informed	As above	
Outwood Primary School	Keep Informed	As above	
Thorn Grove Primary School	Keep Informed	As above	
Hursthead Infant School	Keep Informed		Emails. Opportunity to reach wider community through school comms
Valley Special School	Keep Informed		Emails. Opportunity to reach wider community through school comms
Cheadle Hulme Music Academy	Keep Informed		Emails. Opportunity to reach wider community through school comms
Stanley Green Retail Park	Keep Informed	As above	
Stanley Green Trading Estate	Keep Informed	As above	
Stanley Green Business Park	Keep Informed	As above	
Oak Green Business Park	Keep Informed	As above	
Manchester Airport Stanley Hotel	Keep Informed	As above	
Handforth Dean businesses	Keep Informed	As above	
Manchester Rugby Club	Keep Informed	As above	
Grove Lane Baptist Church	Keep Informed	As above	
Total Fitness Wilmslow	Keep Informed		Emails
Scheme 11 - A34 / A555 Roundabout			
St James Catholic High School	Keep Informed	As above	
Outwood Primary School	Keep Informed	As above	
Thorn Grove Primary School	Keep Informed	As above	
Hursthead Infant School	Keep Informed	As above	
Valley Special School	Keep Informed	As above	
Cheadle Hulme Music Academy	Keep Informed	As above	
Stanley Green Retail Park	Keep Informed	As above	
Stanley Green Trading Estate	Keep Informed	As above	
Stanley Green Business Park	Keep Informed	As above	
Oak Green Business Park	Keep Informed	As above	
Manchester Airport Stanley Hotel	Keep Informed	As above	
Handforth Dean businesses	Keep Informed	As above	
Total Fitness Wilmslow	Keep Informed	As above	
Manchester Rugby Club	Keep Informed	As above	
Grove Lane Baptist Church	Keep Informed	As above	
Scheme 12 - Bradshaw Hall Lane and Bruntwood Lane			
Lady Barn House School	Keep Informed	As above	
Inscape House School	Keep Informed	As above	
Ashcroft School	Keep Informed	As above	
The Cheadle College	Keep Informed	As above	
Cheadle Catholic Junior School	Keep Informed	As above	

Organisation / Audience	Priority Monitor Keep Informed Keep Satisfied Manage Closely	Known Interests / Influene / What is Important?	Engagement Strategy (See 'Methods of Communication' for General methods which apply to all)
Cheadle Roman Catholic Infant School	Keep Informed	As above	
Bradshaw Hall Primary School	Keep Informed	As above	
Cheadle Hulme Primary School	Keep Informed	As above	
Laurus Cheadle Hulme	Keep Informed	As above	
St James Catholic High School	Keep Informed	As above	
Bruntwood Park	Keep Informed	As above	
The Together Trust	Keep Informed		Emails
Village Hotel / Gym	Keep Informed	As above	
Cheadle Golf Club	Keep Informed	As above	
Greenspace / Grange Park Road Playing Fields	Keep Informed	As above	
Cheadle and Gatley Conservative Club	Keep Informed		Emails
Cheadle Village Partnership	Keep Informed	As above	
Emmanuel C of E Church	Keep Informed	As above	
Action 365 Limited	Keep Informed	As above	
St Andrew's Church	Keep Informed	As above	