

## **CONGLETON LINK ROAD AND EATON VILLAGE MITIGATION MEASURES 28<sup>th</sup> January 2020**

Residents will no doubt be aware that construction of the new Congleton Link Road is continuing at a pace, and recent reports received by Eaton Parish Council from Cheshire East Highways confirm that the project is on track for completion later this year.

Residents may be less aware however that behind the scenes Eaton Parish Council has been working hard in detailed discussions with Cheshire East to secure a range of mitigation measures and A536 upgrades through the village in preparation for the new Link Road opening.

When the Link Road scheme was first proposed back in 2012, Eaton Parish Council quickly raised concerns about the potential negative impacts that a forecast increase in traffic could have on the village unless a range of properly engineered mitigation measures were put in place on the A536 beforehand.

Again, following approval of the Link Road in 2016, Eaton Parish Council continued to lead efforts, together with David Rutley MP and Cllr Lesley Smetham to press Cheshire East at the most senior levels for A536 road improvement works to control safety, speed and noise through the village before the Link Road was opened to traffic.

Events have clearly moved on since 2016, and throughout Eaton Parish Council has continued to work hard to secure the best possible improvement measures for the village. Following a consultation meeting with Cheshire East Highways on 10<sup>th</sup> January and subsequent site inspections on 22<sup>nd</sup> & 23<sup>rd</sup> January 2020, we are pleased to report that a comprehensive suite of mitigation measures has now been agreed and that funding has been secured to carry out implementation during Summer 2020.

Implementation of the measures will involve temporary closure of the A536, so keep a look out for updates in the near future.

A summary of the key measures is included overleaf together with an Overall Plan layout drawing for your information.

If anyone has any final comments about the mitigation measures, please email them to Mrs Dorothy Waite on [eatonmacclerk@aol.com](mailto:eatonmacclerk@aol.com) by **Sunday 9<sup>th</sup> February 2020**.

## **MEASURES TO BE IMPLEMENTED AS PART OF THE SCHEME**

**Gateway Features:** Subject to space availability, gateway features will be installed at both ends of the village on the A536 to include new signs on yellow backgrounds, new road markings and decorative verge gates.

**Bus Stops:** These will be improved by the introduction of bus kerbing, flagged poles and hard standing where space allows and the 'bus box' markings refreshed.

**Road Surfacing:** Noise reducing Grip fibre surfacing will be included throughout the extents of the scheme on A536 following the necessary structural patching. Road markings will be updated and refreshed as necessary. This will give a visually improved finish to the area.

**Average Speed Cameras:** Cameras will be deployed at both ends of the village on the A536. These will be capable of detecting vehicles exceeding the speed limit in the dark and will be the first phase of a wider programme of Average Speed Cameras for the A536.

**Dropped Crossing Point:** An uncontrolled crossing point will be provided close to the southbound bus stop and village green.

**Sign Decluttering:** Extraneous and redundant signs will be removed and new signage as necessary will be included to provide clearer messaging for motorists.

**Edge of Carriageway:** Where there is no kerbing these will be 'sided out' to improve the definition of the road width. Edge of carriageway markings will be added where appropriate.

**Footpaths:** The footpath to the church adjacent to the southbound A536 carriageway will be sided out to improve perception of the available footpath width. Dropped kerbs will be added at the access point to this footpath to improve accessibility.

**De-vegetation:** Overhanging hedges, trees, etc. will be cut back as necessary.

Whilst we would like to have seen a reduction in the speed limited to 30mph, following a careful assessment it was concluded that the A536 through the village did not comply with the Council's adopted Speed Management Strategy for a 30mph road.

Similarly, we would like to have seen the A536 widened in some places, but this would require a major land acquisition exercise. For such an expense, the Council requires a compelling business case. But it was concluded that this was too difficult, especially since the pinch points themselves are beneficial in helping to reduce traffic speed.

Whilst it has not been possible to secure everything that we would have liked – it's always the case that more can be done – we are never the less pleased with the outcome. Taken together, we believe that the range of measures secured represents the best possible outcome for Eaton to control safety, speed and noise. We're looking forward to seeing the improvement measures being implemented in Summer 2020 before the new Link Road opens later this year.