Reclaiming the Road

Public Realm Improvement Proposals for Over Peover in Cheshire

Revision 3 May 2019

The Parish of Over Peover

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Cover: Photograph of the War Memorial, Over Peover

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1 Overview

1.1 Background

In April 2018, Over Peover Neighbourhood Planning Committee ('OPNPC') approached Arca to explore the proposals for traffic management in the village. The approach followed the publication of a 2017 report by Arca into the improvement of the road through Bollington Cheshire.

Through collaboration with Civic Engineers in Manchester and the Manchester School of Architecture Small Settlements Research Group, Arca has been able to explore creative solutions to the pressing needs of residents in small villages such as Over Peover.

The practice is currently working in Alsager and Plumley, Toft & Bexton Neighbourhood Planning Groups. Principal John Lee is also a Senior Lecturer at Manchester School of Architecture, leading a Masters Studio Group that, as well as working in European settings, has developed contextual, creative proposals for settlements as diverse as Colwyn Bay, Grange-over-Sands, Bakewell, Cartmel and Clitheroe.

The research and conclusions of this study are founded on principles of current engineering and urban design best practice, and extensive academic research.

1.2 The Brief

Mr Ian Hayes of the Over Peover Neighbourhood Planning Committee contacted Arca on behalf of the group to conduct consultancy work on behalf of the village. The need arose from consultations on the Neighbourhood Plan that identified a pressing need to control traffic passing through the village. The scope of work was summarised as focused design proposals for four areas:

1 mitigation of the volume and speed of traffic at certain times of day;
2 defining car parking zones along the main road;
3 improving pedestrian routes through the village;
4 opportunities to improve the visual identity of the settlement.

Some of the key nodes for improvement and intervention were apparent from the outset: the east entrance near The Dog Inn; the west entrance at either the A50, or the Village Hall; the Parkgate Inn area; the War Memorial and School junction.

1.3 The Team

Arca agreed to conduct the study for a fixed price lump sum fee. The scope of work was considerably less, and the problems less complex than Bollington, so Civic Engineers (Director Stephen O'Malley) were retained as informal advisers for the early strategic stage discussions only. Civic have national reputation for specialising in public realm design, notably

the reorganisation of traffic and pedestrian surfaces in nearby Poynton.

1.4 Process

Arca agreed the need for a short report setting out the residents' concerns over traffic, collating research, and presenting possible solutions to 'reclaiming the road' for the village.

The study was begun in November 2018, with a view to reporting at the end of 2018. In the event, the report was reviewed by the OPNPC in February 2019.

1.5 Summary of findings

The conclusion of this report is that the design of the public realm can be substantially improved by the application of current best practice to transform the urban environment, rendering the road space safer, more visually coherent, and with manageable impact on the existing parking and traffic flow capacity.

Capital cost, statutory processes and funding opportunities are not addressed at this stage.

Representative iews of the road through the village, moving from the NW (A50) end.

PEOVER SUPERIOR
Whitehouse Farm
Mainwaring Arms (P.H.)
Lodge
Newhall Farm
Stocks Lane
Colshaw Hall
Sewage Tank
Merrydale Farm
Merrydale Cottage
Heath Cottage
Greenlane Cottages
Old Gravel Pit
Turnpikeside Farm
Ambrose Acre
Vicarage
Fourlane-ends
Smithy
Eccleage Covert
School
Peover Cottage
Parkgate
School Farm
Moss Cottage
Daisy Bank
Old Vicarage
Peover Heath Mission Church
Pine Cottage
Peover Heath
New Inn (B.H.)
Mount Pleasant
Birch Farm
Boathouse
Whitefield Covert
Home Farm
Old Gravel Pit
St. Laurence's Church
Peover Hall
Dairy Farm
Moat
Long Belt
Grotto Farm
Hungerhill Farm
Cinder Lane
Ribblebridge Wood
Ribble Cottage
Ribble Bridge
Grotto Wood
Grotto House

2 Context

2.1 Physical Context

Over Peover Parish lies predominantly to the east of the A50 Holmes Chapel Road as it runs south from Knutsford. The settlement is connected to this trunk road by Stocks Lane, which changes to Well Bank Lane after about 2km at the junction with Chelford Lane. It is this road that is the focus of this study.

The character of this section of road is generally low density residential development, with a 'depth' of a single detached house and its associated gardens. Agricultural land lies beyond these properties to the north and south, and this use is manifest at the west end of the road in the form of greenhouses for intensive farm production.

The Barclays Technology Centre at Radbroke Hall is at the A50/Stocks Lane junction. It has had a very significant impact on the village due to the use of cars to go to and from work.

2.2 Historic Development

Three main eras of development are evident: the early to mid-Victorian, the period either side of WW2, and the modern era. Parkgate Inn and the properties immediately to the east of this are typical of the first era; the houses lying on Parkgate Avenue would be typical of the second era (1950s); the new social housing and nursery development on Grotto Lane would be typical of modern era.

Due to the dispersed and sporadic nature of built form, defining the edges and 'centre' of the village is a challenge.

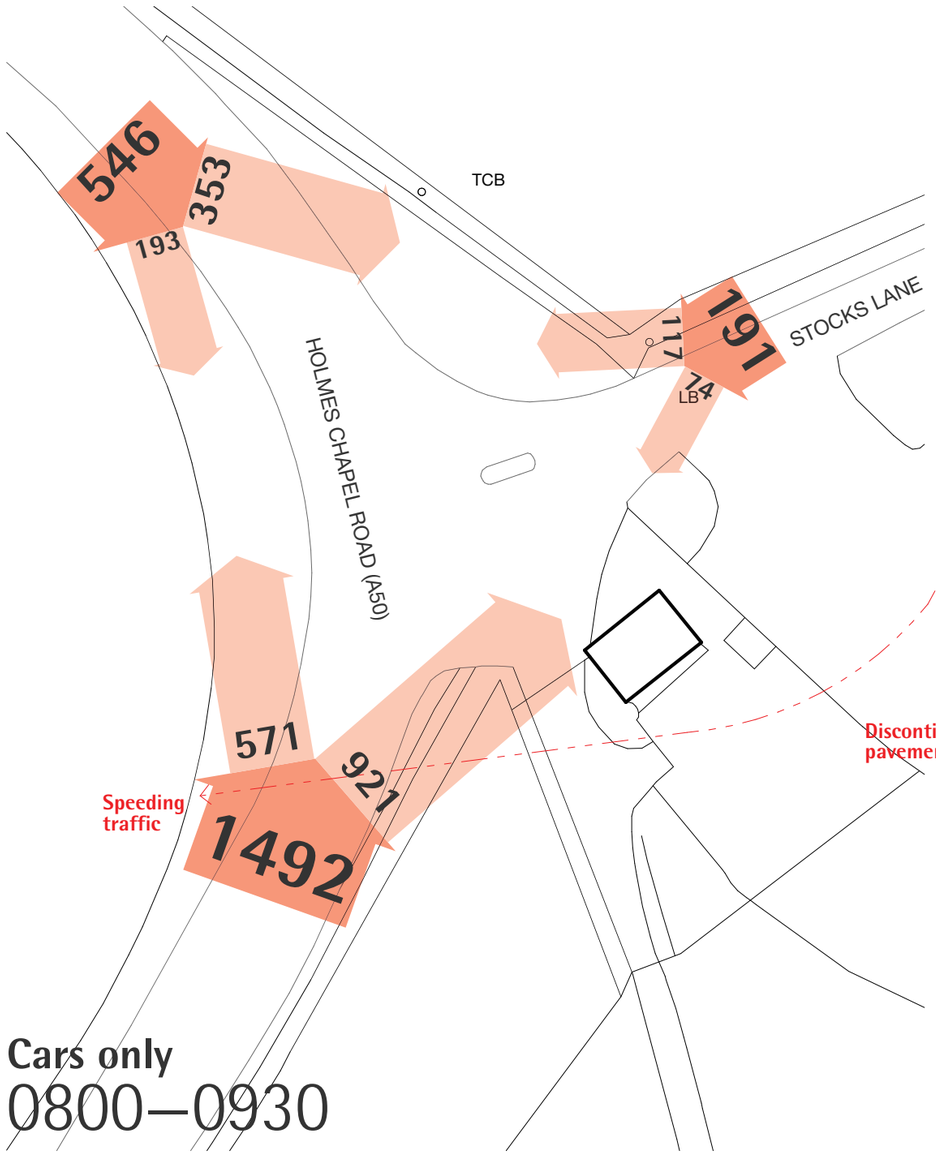
The OPNPC have suggested the western edge of the village proper lying somewhere east of the Fourlanes junction, with the eastern edge placed just north of The Dog Inn on Well Bank Lane.

The Village Hall, Parkgate Inn and Primary School all represent significant markers of village identity, the latter offering the most coherent 'centre' given the location of the War Memorial, Cricket Club and Public Playing Fields on the same junction (Chelford Lane).

The predominant material of the village is red brick, with slate roofing. The school has red terracotta detailing, while the War Memorial is a traditional sandstone. The Village Hall (a WW1 legacy) is timber frame. Throughout its length the road surface is tarmac (varying 4-9m wide), with intermittent pavements.

Aside from the buildings, the village is notable for its greenery: grass verges, mature hedgerows and dense mature tree cover. There is no village pond.

Left: Ordnance Survey 1:2500 Country Series (2nd Revision, 1909)



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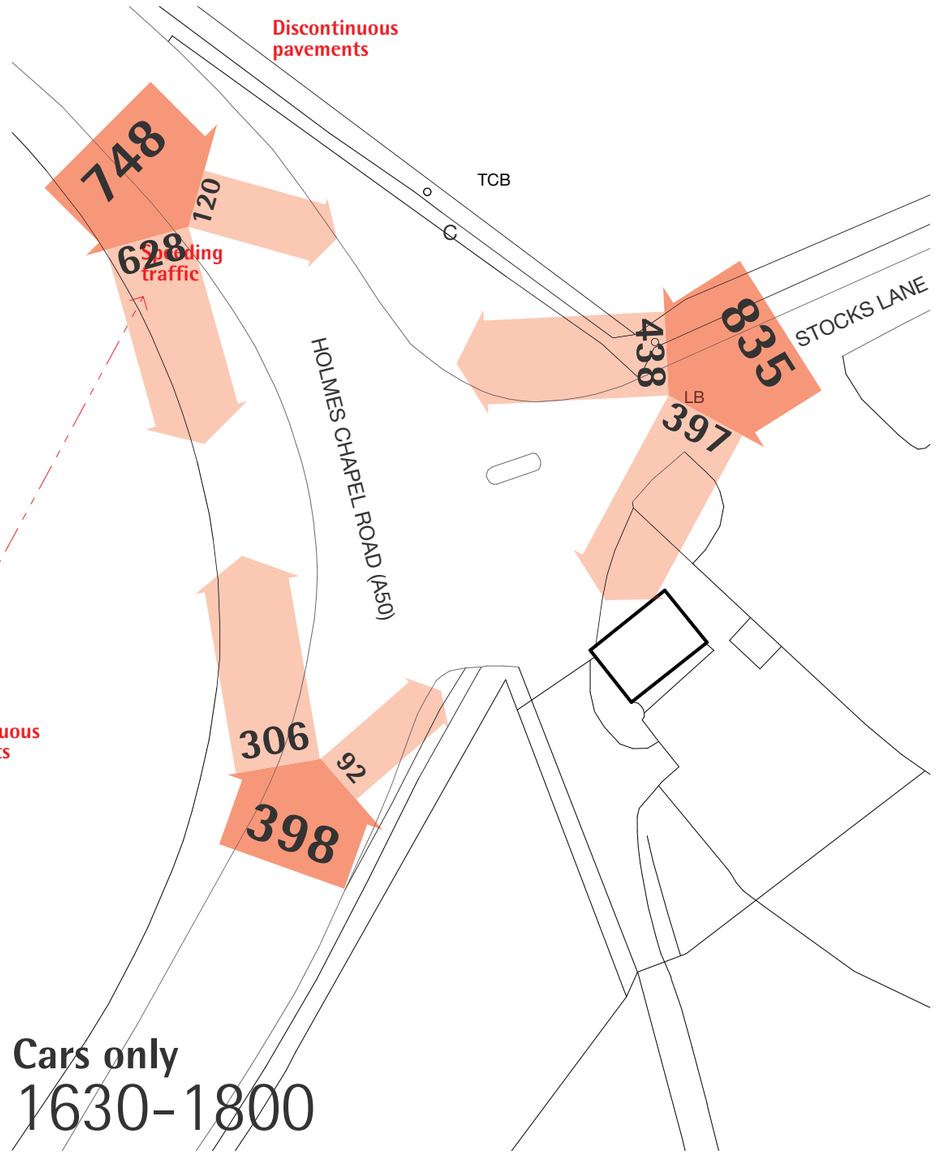
0800–0930



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1630-1800

The village has a strong and vibrant community active in promoting the settlement's qualities. The pubs, school, village hall and cricket club are all focal points for social events.

2.3 Traffic Survey

In November 2018, the OPNPC conducted a traffic survey of various junctions along Stocks Lane, as a companion to this report.

The findings of the junctions surveyed are summarised opposite and the following pages. For simplicity, the diagrams only show car movements, though the complete data is available on the spreadsheets. The work undertaken by the Committee demonstrates the peak flows through the village at the key junctions, and especially the high vehicle movements during rush hour, coming to and from the Barclays facility at Radbroke Hall (see 2.4.2 below).

2.4 The Challenges Defined

Whilst an asset for traffic and transportation, the Stocks Lane/Well Bank Lane artery presents significant challenges for the pedestrian residents of the village, and the for its aesthetic appeal. Amplifying the presenting issues contained in the brief there are a number of categories of defect in the public realm at present.

2.4.1 No Centre

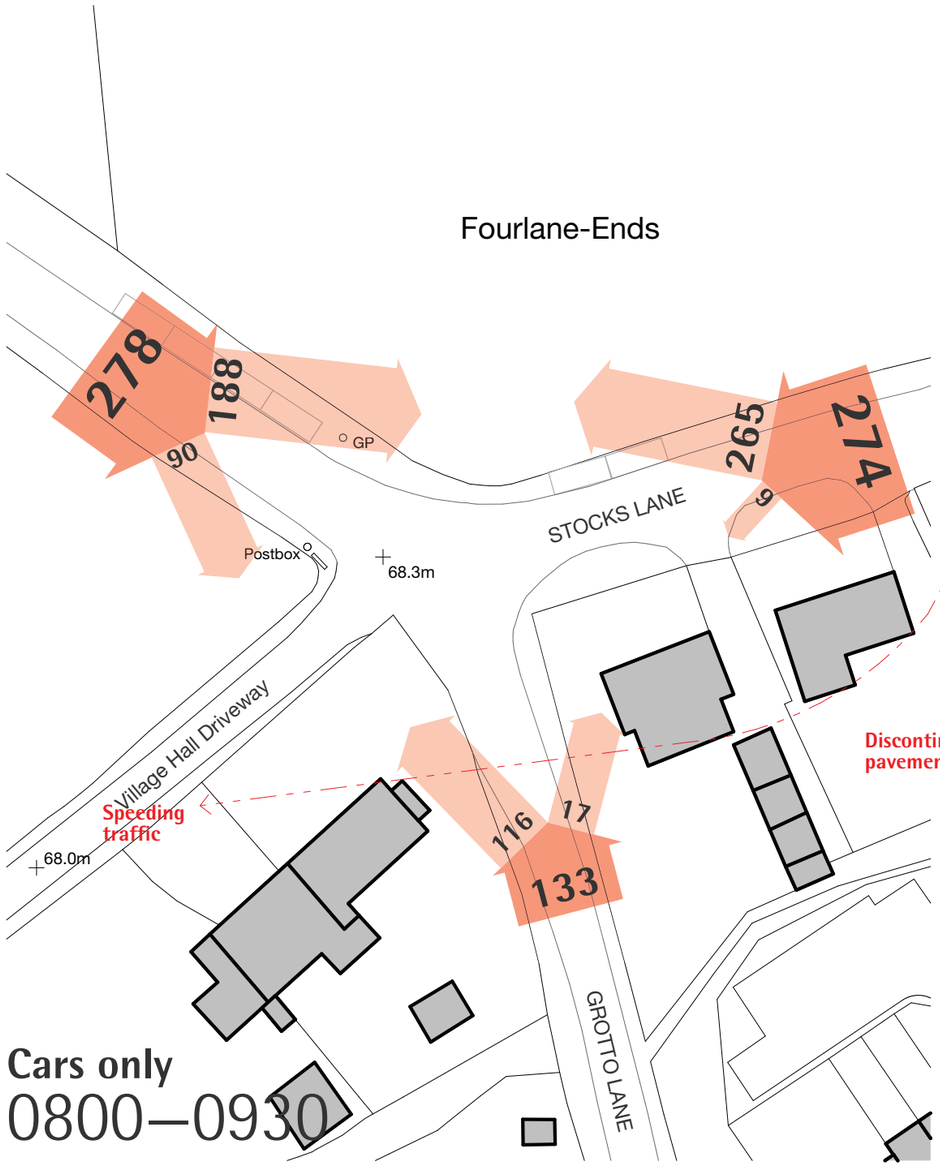
The functions of the village are dispersed along its length, impeding the sense of a 'centre' that is the focus for the community. This in turn leads to behaviours by traffic through the village that reflect a perception of the road as principally a convenience for vehicles rather than functioning as the public space of the village for the benefit of its residents. The unfortunate effect of a historic Local Authority's deciding highways matters separate from Planning Regulation is that the status of the road lies beyond the scope of Neighbourhood Planning, and beyond the influence of the village residents.

Closely linked to the lack of a defined centre to the settlement is the absence of markers on entry to the village at its east and west ends.

2.4.2 No Control

The volume and speed of traffic through the village. Recent traffic surveys demonstrate that the highest volumes occur at the beginning and end of weekdays, when workers travel by car to or from the Barclays Technology Centre at Radbroke Hall. To put the challenge in perspective, Barclays describe the facility as follows:

> *"The Barclays Technology Campus is a vital strategic centre, our transatlantic tech command centre and one of the largest*


Fourlane-Ends
278
188
90
GP
265
274
6
STOCKS LANE
Postbox
68.3m
Village Hall Driveway
68.0m
Speeding traffic
116
17
133
Discontinuous pavements
GROTTO LANE
Cars only
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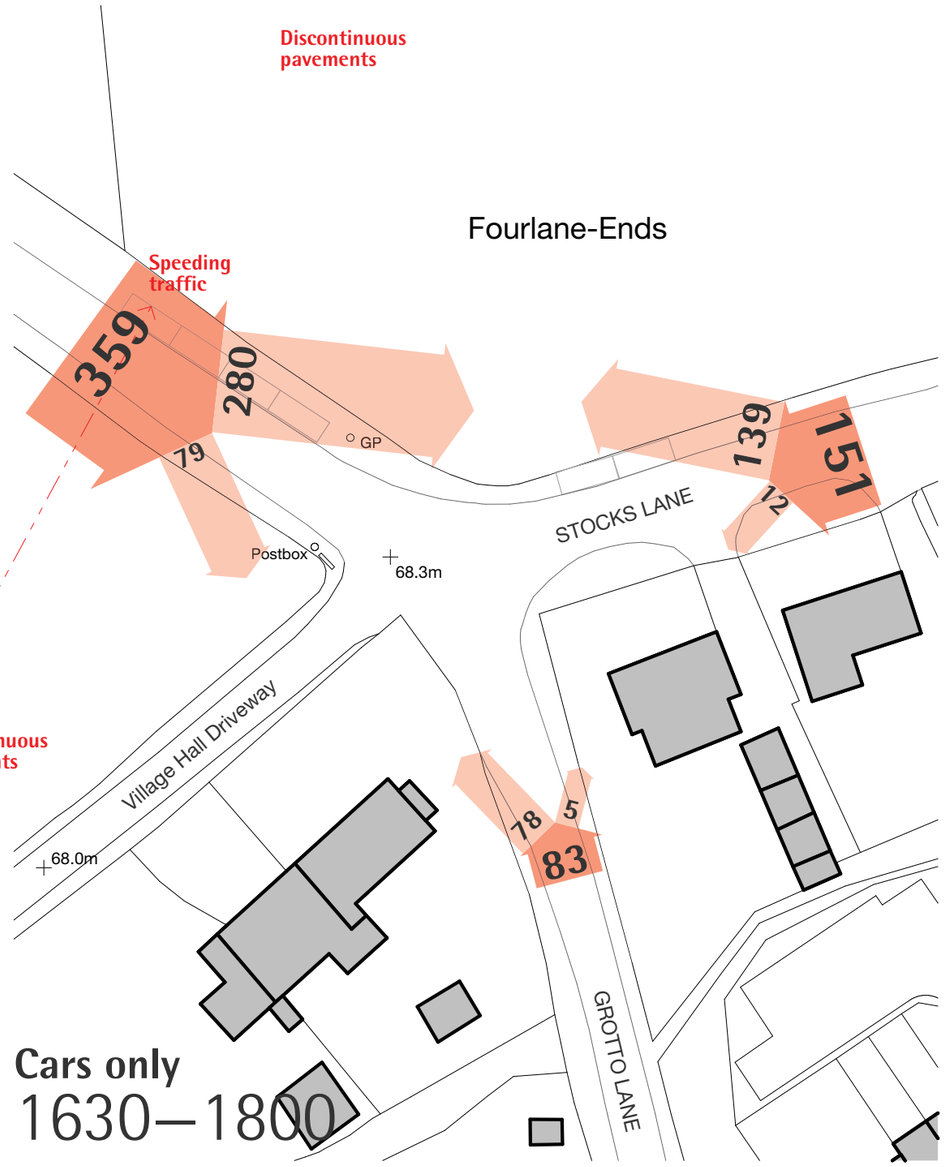
Discontinuous pavements
Fourlane-Ends
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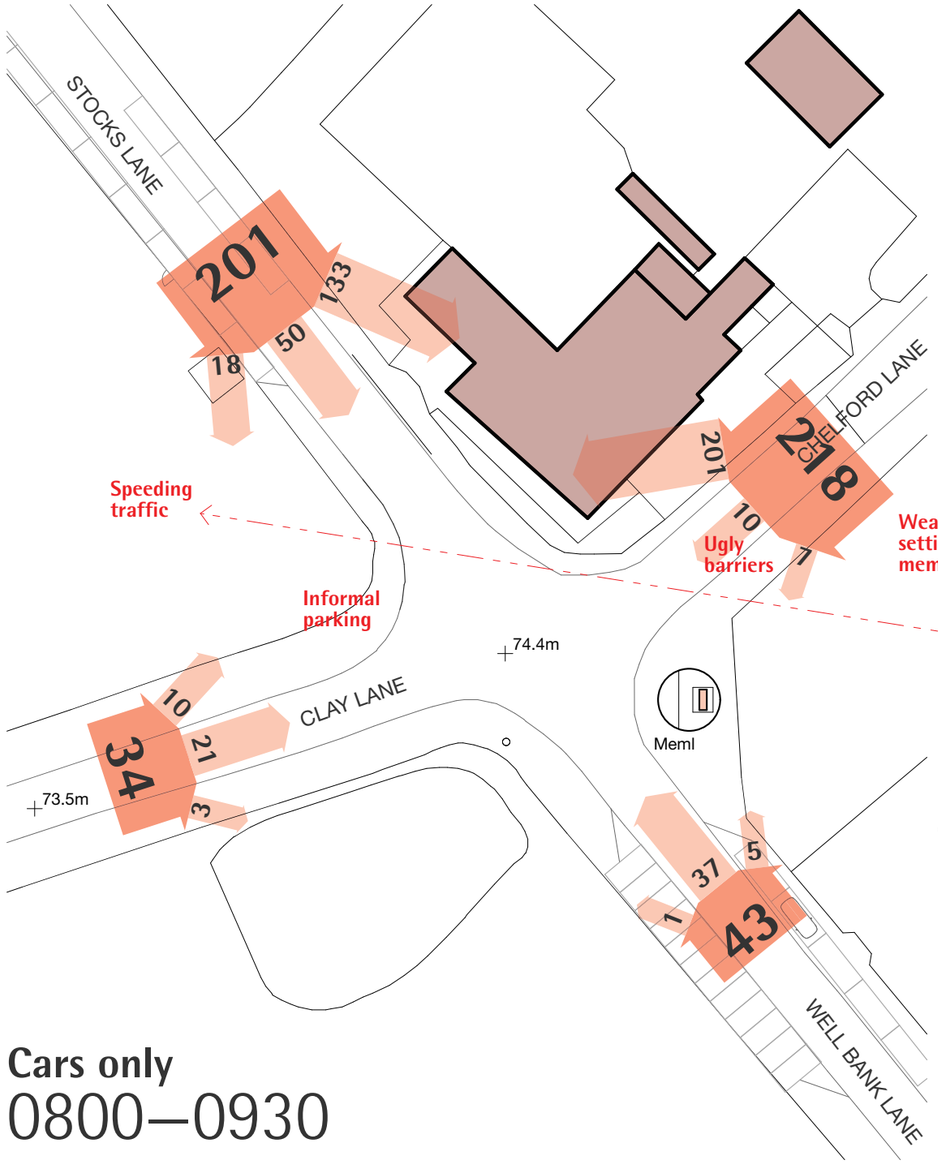
1630–1800



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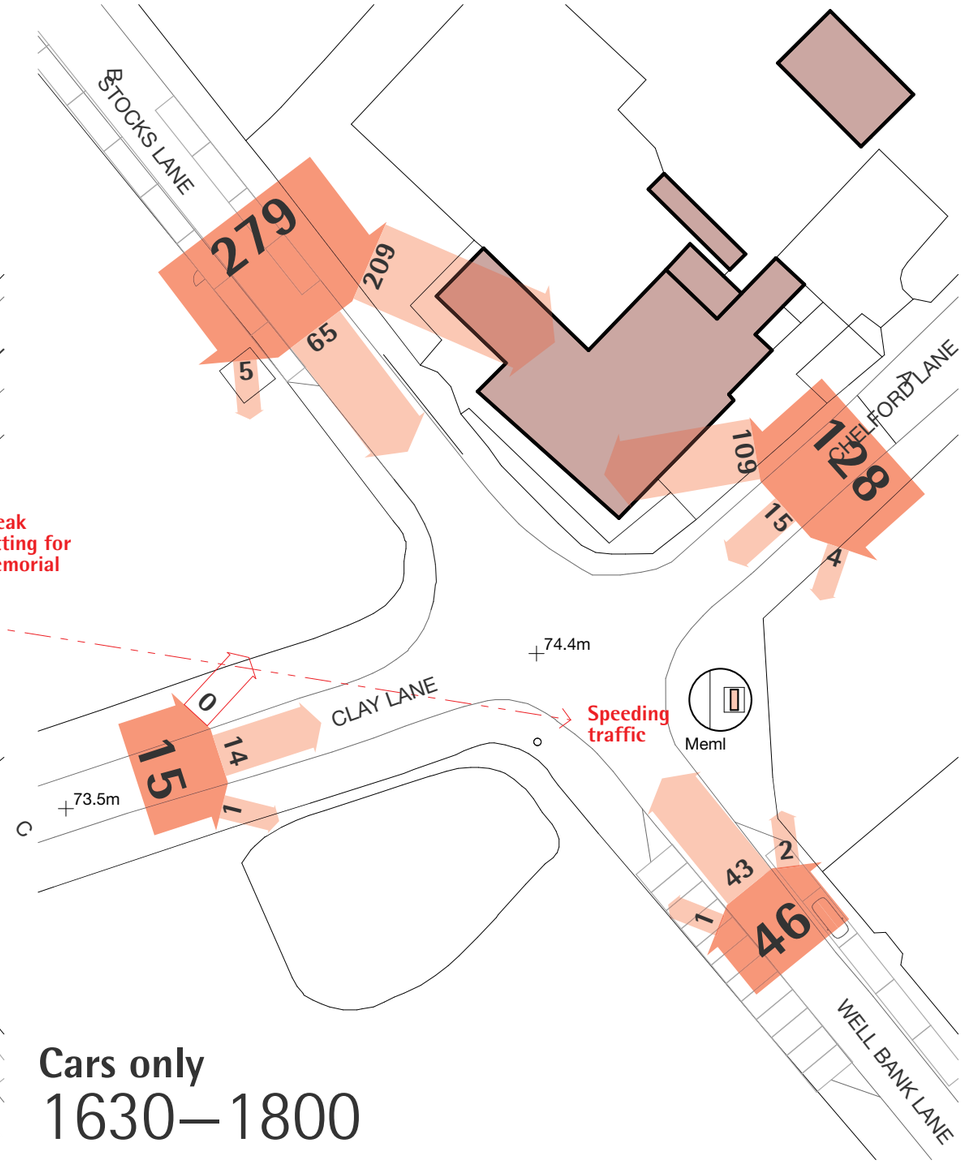


Cars only
1630—1800

centres for information security in the UK. Here, in the North of England at Radbroke, over 3500 technical experts are redefining the future of finance. Our Command Centre is open 24 hours a day, seven days a week, monitoring our critical systems to make sure all our customers can access their banking services.

Radbroke is unique: its 64-acre Campus environment encourages innovation, agile working and collaboration across all the technology teams based here. It also has extensive grounds with sports facilities. We are one of the largest technology employers in the North West of the UK and a major creative power in the Northern Powerhouse. We're not just involved in our local community, we're building its future. We're redefining the future of finance."[1]

Despite representations at every democratic opportunity (eg Planning Consultations over Radbroke Hall developments) the demands of having thousands of workers commuting through the village and parking during the day has never been addressed to the satisfaction of residents. The village receives little or no commercial benefit from Barclay's presence.

Pedestrian movement along the road is dangerous in places where the road narrows and/or the pavement is absent. Pedestrians likewise feel threatened by large agricultural vehicles in such settings. These pedestrians can be children and parents walking to and from school, or people crossing the road between amenities.

2.4.3 No Parking

Sections of car parking exist along the length of the village. These are primarily associated with the main functions happening in the village - the village hall, pubs, school and cricket club. Nevertheless, there is informal parking, sometimes occupying pavements, or in locations that reduce pedestrian safety and visibility.

2.4.4 No Flood Control

Though flooding has not historically been a major risk to property or movement, there is a need to manage water run-off and its attenuation in key locations.

2.5 Summary

The design proposals respond to these shortcomings, seeking to 'Reclaim the Road' for the Over Peover residents.

1 https://home.barclays/careers/find-a-job/technology/

3 Legislation and Design Guidance

3.1 Overview

Various pieces of primary and secondary legislation exist informing the designer about the proper relationship between pedestrians and vehicles in the context of a safe and legible street layouts. Although effectively setting "rules," many areas of legislation are very flexible and allow conforming solutions to look and work in different ways. This is reflected in the Road Safety Audit Guidelines.[1]

It is important to note that Cheshire East published their 'Speed Management Strategy'[2] in September 2016 identifying its key objectives as:

- Reduce the number and severity of road traffic collisions and casualties;
- Create a safer highway environment by reducing incidents of excessive and inappropriate speed;
- Create environments that are more sympathetic to vulnerable road users;
- Empower local communities to play a proactive role in reducing incidents of excessive and inappropriate speed;
- Enhance respect for speed limits and improve compliance;
- Support a local transport system that promotes economic growth.

The emerging proposals for Over Peover are aligned with these objectives, through creative strategies evolved over a number of years by the team. on each project, innovative proposals are being developed that instead of crude regulation, lining, signing and enforcement deploy more positive, passive techniques. In developing these ideas, the team build on the work contained in 'Manual for Streets 1' (2007) and 'Manual for Streets 2' (2010)[3].

The current range of legislation applicable to Over Peover is set out below.

3.1.1 Highways Act 1980

This gives legal status to the provision of footways, footpaths, etc., and deals with highway authority powers to undertake improvement works or to install features on the highway network. It also sets out the duties for maintaining networks.

3.1.2 The Highways (Road Humps) Regulations 1999

This governs the form, layout, signing lighting, and consultation processes associated with the provision of road humps. Speed tables or raised entry treatments are also covered here.

3.1.3 Manual for Streets 2007

1 http://www.ciht.org.uk/en/knowledge/publications/index.cfm/-road-safety-audit-2008-
2 https://moderngov.cheshireeast.gov.uk/documents/s49895/Speed%20Management%20Strategy%20-%20appendix.pdf
3 https://www.gov.uk/government/publications/manual-for-streets

This guidance contains design information for practitioners involved in the design, planning and approval of new residential streets, or engaged in modifications to existing ones.

3.1.4 Manual for Streets 2010

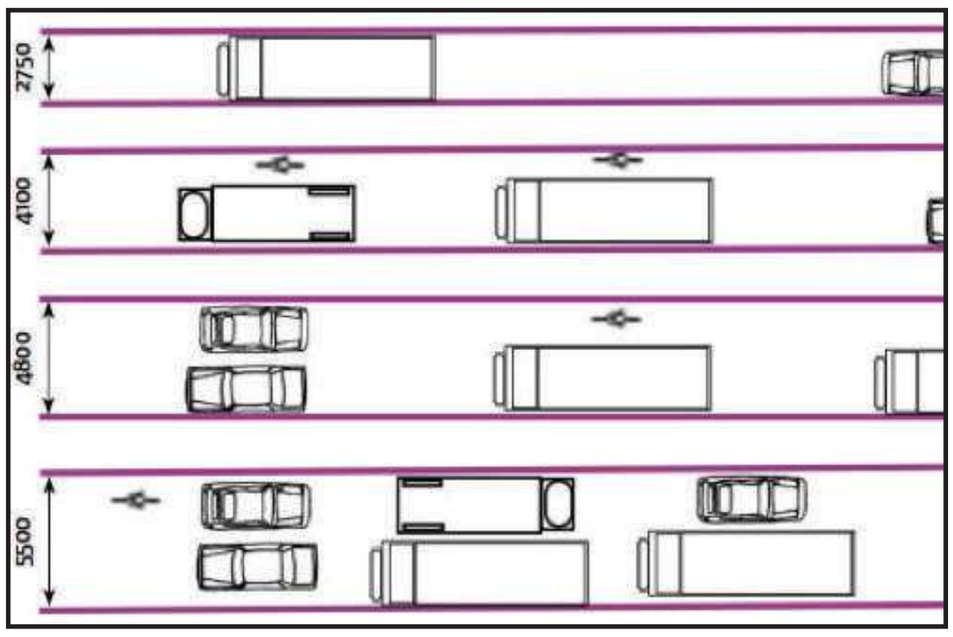
Known as 'Manual for Streets 2 - Wider Application of the Principles' ('MfS2'), this is a companion guide to 'Manual for Streets', and was published by the Chartered Institution of Highways and Transportation in September 2010. The document is endorsed by the Department for Transport, the Homes and Community Agency, the Welsh Assembly Government Commission for Architecture and the Built Environment, the Association of Directors of Environment, Economy, Planning and Transport and English Heritage. MfS2 has been specifically created to fill a recognised gap in design guidance between 'Manual For Streets' (which focuses on residential streets) and the 'Design Manual for Roads and Bridges' (which is concerned with roads generally outside of the residential environment such as trunk roads and motorways).

Whilst the 'Design Manual for Roads and Bridges' is the design standard for trunk roads and motorways in Great Britain, its application to non-trunk routes is rarely appropriate for highway design in built up areas, regardless of the level of traffic volumes. 'Manual For Streets 2' provides additional clarification on issues relating to Highway Design, Risk and Liability. It also contains further detailed design guidance on geometric and other parameters for new and improved highways. Although numerical values are given, designers are encouraged to take a flexible approach to their interpretation and application, thinking through for themselves the likely outcome of any course of action based on experience and local circumstances.

In preparing schemes MfS 2 recommends that designers should consider the layout in totality, including the relationship of the highway to its surroundings, both in urban and rural areas. The highway should not be seen in Isolation or simply as a piece of infrastructure. The best highway designs respect their surroundings – the buildings, open space and pedestrian/cycle routes that pass through them.

3.1.5 CIRIA - The SuDS Manual (C753)

In the light of man-made climate change and the increased prevalence of high rainfall incidents, Sustainable Drainage Schemes (SuDS) are increasingly used in the management and attenuation of water in settlements. The SuDS manual (C697), published in 2015, is a highly regarded publication, considered one of CIRIA's most influential areas of work. In recognition of the interdisciplinary nature of SuDS as well as better knowledge and research, the SuDS Manual has been updated to incorporate the latest technical advice and adaptable processes to assist



Top: Transport Minister Ernest Marples at the opening of the M1.

Right: Road width capacities
[Source: Manual For Streets 2007]

in the planning, design, construction, management and maintenance of good SuDS.

The updated SuDS Manual incorporates the very latest research, industry practice and guidance. In delivering SuDS there is a requirement to meet the framework set out by the Government's 'non statutory technical standards' and the revised SuDS Manual complements these but goes further to support the cost-effective delivery of multiple benefits.

3.1.6 The Traffic Signs Regulations and General Directions 2015

This governs the form, layout, and use of signs and road markings. The regulations also set out how pedestrian crossings must be laid out and signed.

The Highways (Traffic Calming) Regulations 1999

This governs works that are classed as traffic calming and sets out features that may be included in traffic calming works. Further, it covers how consultation on their introduction should take place, and which traffic signs should be considered for use in conjunction with the various features. There are also details on the relaxation that signs are not required within 20mph zones.

3.1.7 Equality Act 2010

This Act of Parliament consolidated various pieces of legislation (including the Disability Discrimination Act or 'DDA'), with the main impact on designing for walking that those providing access to goods, services, and facilities are required to ensure people with "protected characteristics" are not discriminated against.

The protected characteristics most likely to be affected are those held by disabled or elderly people, described in terms of physical access to, and use of the street environment. There is also a Public Sector Equality Duty, which requires public bodies to consider how different people will be affected by their activities - including the delivery of policies and

services - and how they meet the needs of different people.

3.2 Summary

Taken together, the physical and statutory contexts present significant challenges for a team developing a creative and bespoke response for a village with the distinctive qualities of Over Peover. However, a willingness to embrace new solutions to the problems of our settlements has been increasingly evident in recent years, and we will take the opportunity to survey current precedents and emerging principles in the following chapter.

4 Principles & Precedents

4.1 Considering Over Peover

It is the team's conviction that the village of Over Peover can be given a stronger identity, safer streets, and better community cohesion through the application of creative design solutions for its highway zones.

The touchstone for the project is the idea of 'Reclaiming the Road'. All too frequently in the guise of 'essential' national and regional infrastructure planning, local government bodies have designated village roads as principal thoroughfares with little regard for local residents' needs. This division of Highways from Planning has resulted in a democratic deficit. Residents may feel able to influence development in their settlements through the Planning System, and latterly the Neighbourhood Planning System arising from the Localism Act 2010.

However, a key part of the environment is beyond the residents' influence - the roads and pavements. The evidence of Public Consultation is that these are extremely important to the character and functioning of social and cultural life in any settlement. Frustration with this systemic problem has led to the reports such as this one being commissioned by Neighbourhood Planning Committees - reports that seek to bridge the gap, and remove the democratic deficit in shaping the places people love and live for.

4.2 An empirical approach

Our developed settlements, as the heart of community life, must actively enable access by all in society. Furthermore, they must also support efficient access by delivery, service and emergency vehicles. But we also expect them to be attractive places to shop, eat, drink, work, play, do business, meet, study, hang around and look at.

The approach to streetscape and public realm engineering for Over Peover is driven by behavioural and empirical factors.

Our team's approach is evidence based, rather than relying on over-complex, often unrealistic theoretical models and unquestioning acceptance of regulation.

4.3 What is Civic Engineering?

A key part of our approach is to draw on a knowledge of what we term 'Civic Engineering'. The skills required to engineer healthy and attractive neighbourhoods are broad – civil, transport, highways, flood risk, drainage, ground remediation engineering, and more. Civic Engineering is the fusion of these engineering skills creating a broad, creative approach.

The work presented in this report is conceptual and broad in scope. Should the project move into a detailed design phase, Arca's collaborators Civic Engineers would provide the skills required to engineer high quality

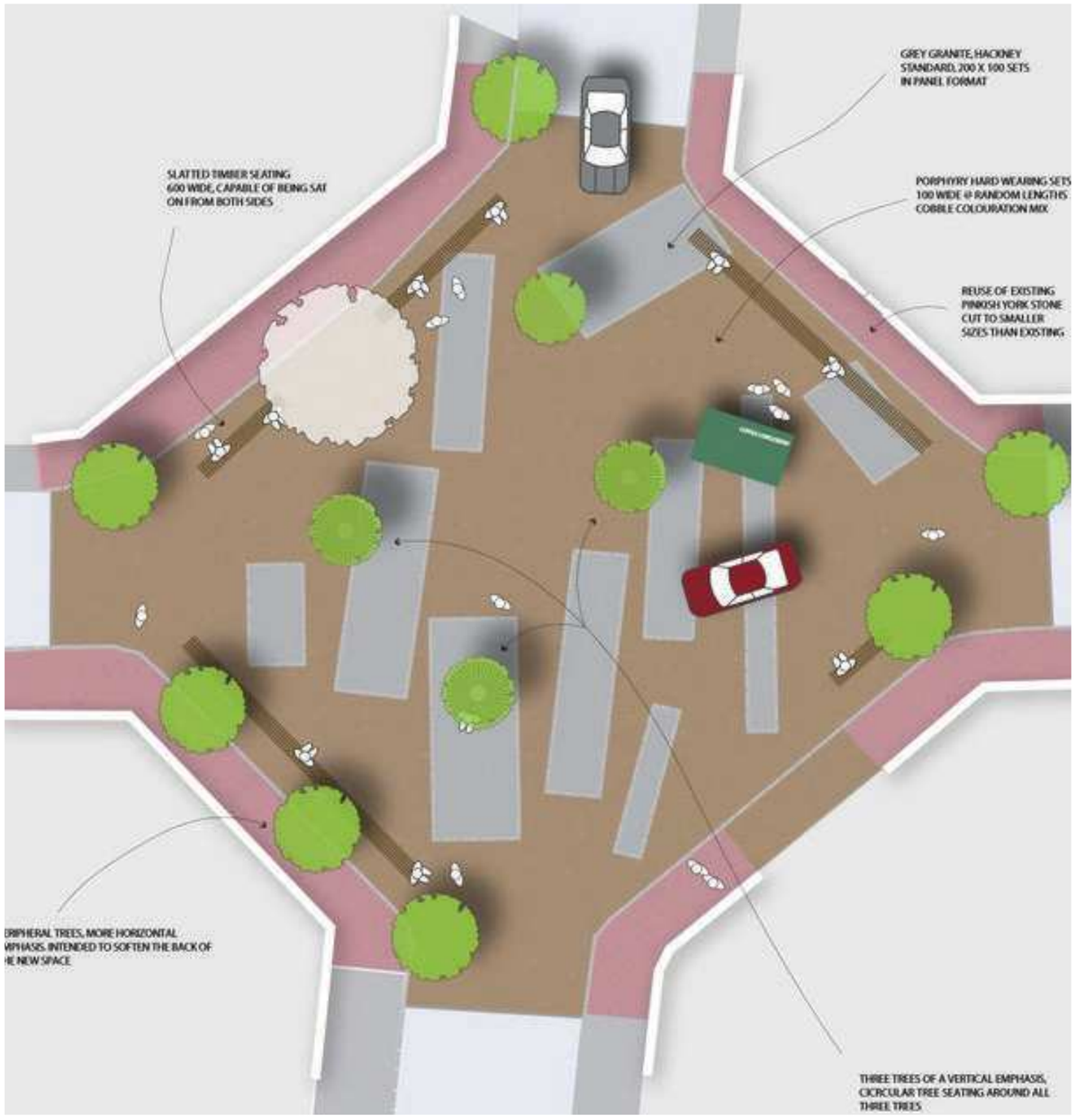
infrastructure, eliminating the need for Clients to appoint a series of specialists on projects, and facilitating a compact design team. This approach has developed over the last fifteen years and the case studies that follow illustrate the team's approach to design, and some principles for Over Peover.

4.3.1 Case Study 1: Leonards Circus Shoreditch

Leonards Circus in London began as an urban environment with a familiar suite of ugly, intrusive highway elements - protective kerbs, deterrent paving, cheap finishes, galvanised steel barriers and little or no planting.

The proposals for the square sought to reclaim the space from vehicles in a manner that a wide range of social and cultural activities could take place freely and safely.

Tactically, the key elements introduced were combinations of benches, planting, and hard finishes. Signs and lines were deliberately suppressed in preference to psychological methods for modifying drivers' behaviour. The highway surface featured large planar stone panels combined with setts and street furniture to increase 'processing time' for vehicles entering the space. The effect is to rebalance the dynamic between pedestrians and vehicles, and ensure that the parties negotiate use



Opposite (below): plan of square, showing the surface finishes, planting and benches

Above: View of Leonard Circus from above

Right: View of completed square

of the space through relationship and not merely through the crude interpretation of laws and signs.

4.3.2 Case Study 2: Heart of Hackbridge, Sutton

The ambition of Hackbridge was to build on the collaboration of businesses and the wider community to promote a vibrant revitalised neighbourhood centre. The team identified obstacles to this aim lying in large part in the negative perceptions of the public realm - lack of greenery, traffic speeds, no sense of place, and an inability to 'stop and shop' in the centre.

Though modest in cost, the scheme has delivered substantial benefits to the community. Traffic speeds have been considerably reduced, and parking more effectively managed. New surface finishes, bespoke signage and heritage treatments gave Hackbridge a stronger sense of identity, with practical measures such as seating, bike parking and rain gardens improving functionality.

Post-implementation surveys have established quantitative and qualitative gains - increased levels of footfall in the area, and improved overall perceptions of the new environment.

4.3.3 Case Study 3: Poynton

Poynton will be familiar to the residents of Over Peover as a small town in Cheshire, 8km south-east of Stockport. Cheshire East Council commissioned Civic Engineers to develop the concept scheme from Stage 3 design through to construction for the regeneration of the town centre. This scheme is noteworthy for many reasons, not least of which is the fact that the reordered junctions continue to facilitate circa 26,000 vehicles per day while the landscape has been transformed in favour of place with extensive repaving works to Park Lane; removal of formal crossings; introduction of courtesy crossings; lowering kerbs; and surrendering this additional space to pedestrians.

The £4m scheme has now been in operation for over four years and positive impacts of the works has seen significantly higher levels of footfall, cycling, improved shopping performance, better road safety and security as well as a general uplift in village vitality.

It is also worth noting that Poynton is the most prominent UK-based precedent referenced in the GLA's 'Roads Task Force' vision for London and won the 2013 Highways Magazine Annual Awards for congestion reduction, was runner-up in the 2013 CIHT 'Streets' awards (Highly Commended), and was one of three finalists in the Academy of Urbanism "Great Streets" awards 2014. The project sponsor within Cheshire East

was councillor Howard Murray.

We recognise that the misgivings about the Poynton approach, with anecdotal evidence of vehicle users experiencing journey delays. This evidence serves to illustrate the not inconsiderable effects of rebalancing the pedestrian-vehicle dynamic in urban space, and we believe should not unduly prejudice discussions about Over Peover at this early stage.

Opposite (below): plan of Poynton Centre

Above: View at the new intersection

Right: View showing variety of finishes in use

5 A Strategy for Over Peover

5.1 A golden opportunity

Stocks Lane and Well Bank Lane have a range of structural issues associated with misallocation of space over time. It is space-hungry when it doesn't need to be, and frustratingly narrow when required to accommodate parking, passing and placemaking. The emerging strategy for 'Reclaiming the Road in Over Peover is to incorporate the space limitations along its route, build them in to new interventions, and in places, celebrate them.

Where traffic is currently narrowed to one way 'shuttling' by virtue of street parking, the aim is to hard-wire this into the landscape by design, and reclaim these spaces for amenity, biodiversity or negotiated traffic control. There are a wide range of devices or techniques that can be employed to achieve these objectives and they need to be carefully selected and tailored to suit the specific conditions of each part of Over Peover, so that in places it changes from a thoroughfare car conduit to become a sequence of local spaces.

These then can be adapted to provide distinct identities and needs that properly serve the village. These new approaches build on the distinctive assets and advantages of the 'markers' on the road going beyond merely removing bottle necks, easing congestion or arbitrarily segregating users in the name of pedestrian safety.

This concept study represents the first significant opportunity to create for Over Peover a coherent landscape that seamlessly integrates water sensitive urban design, rebalancing of the realms of cars and people in harmony with the physical, cultural and social geography of the village.

5.2 The Street Scene

Simpler than its complex urban counterpart, nevertheless there are a wide range of agents and elements that make up the street scene. What at first sight seems simple, has many facets, which include:

- The scale, order and orientation of the surrounding buildings;
- The historic significance, form, materials and textures of structures;
- The relationship of buildings with the developed landscape as they meet the ground;
- The topography;
- The movement, access and servicing over, around and through the ground plane;
- The various buried utilities and statutory services;
- On the surface - all modes of movement, pedestrians, bikes and all vehicles;
- The aesthetic and technical qualities of the surface materials;
- The position, nature and technical qualities of all surface features,

CCTV camera posts, lighting columns, bins, benches, bike stands and barriers; their depth and constituent materials, what they convey and their role in the providers network;

- The adjacent or underground structures, basements and foundations to buildings or strategic tunnels, viaducts or culverts;
- The horticultural, geotechnical and geochemical characteristics of the underlying soils and the biodiversity they support.

Together, these features of the visual field constitute a complex landscape and street scene that currently struggles to reconcile the competing needs of movement and place. This complex environment involves many parties to balance function, aesthetics and practical management.

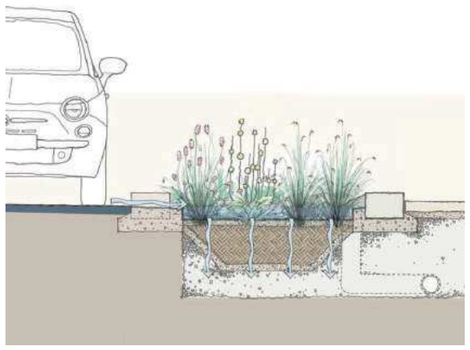
5.3 The Over Peover Principles in detail

The infrastructure principles on which the emerging Over Peover improvements to the roads and their associated spaces will stand are as follows:

5.3.1 Intuitive landscapes

These are streets and spaces where your behaviour is determined by the way you respond to the conditions you encounter. Whether you are on foot, cycling or in a vehicle, you will take responsibility for your speed, your direction and how you interact with the people you meet. If you are in a vehicle you will feel subordinate and self conscious at certain points along the Stocks/Well Bank Lane where the environment changes.

In these spaces motorists will feel less confident about speeding through the village. They will have to pay attention to their surroundings and need to negotiate their way through with other users. Following the lessons of Leonards Circus, introducing a degree of uncertainty dramatically increases the decisions that need to be made, requiring more thinking time, and therefore more slower speeds for motorists on the route.



5.3.2 Self policing landscapes

The spaces will not have lining, lighting and signing instructing drivers how to behave, rather drivers will be confronted with shortened sight horizons, narrow routes and various textures to guide them through the spaces. This combination of factors underpinned by the confident occupation of the street by cyclists and pedestrians, structured with trees, SuDS and distinctive detailing with reinforce their sense of discomfort, tempering their confidence and their speed.

5.3.3 Versatile landscapes

The routes will be tested to ensure they can accommodate slow moving refuse collection vehicles and buses, particularly in high concentration pedestrian spaces, all existing route choices will remain available to motorists, however sections of these routes will be limited to single lane widths for short sections, with strategically located passing points, making clear that drivers face the prospect of encountering a vehicle coming the opposite direction and tempering their behaviour and speed in the face of that possibility.

5.3.4 Durable landscapes

As with Hackbridge, the roads and spaces will use conventional materials in unusual ways, rolled materials (resin gravel aggregate), asphalts and regular paving units, however these will be detailed to provide distinctiveness and interest, interspersed with integrated SuDS and trees in the form of bioswales, rain gardens, permeable paving or beautiful showcased feature trees.

5.3.5 Safe landscapes

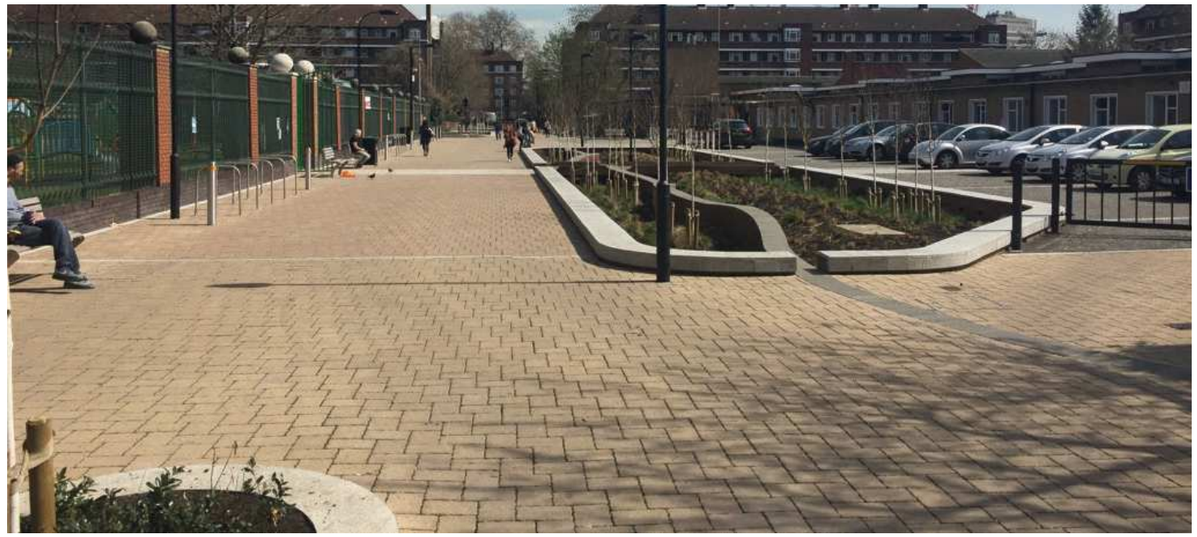
The routes will provide integrated wayfinding using coordinated tree species, or in-plane ground features ('causeways') to mark crossing points on Stocks Lane, where vulnerable pedestrians, such as children or the visually impaired, will have protected areas of the street to help them navigate. This will be seen in the selection of contrasting paving textures in key locations, street features, lighting, trees, benches and so on, offering shelter and effective protection.

5.3.6 Integrated landscapes

The buildings, streets and spaces will be considered as complete compositions. Scale, orientation and uses of buildings will directly inform the composition of the streets that serve them. The streets and spaces will be designed in three dimensions, with vertical elements, canopies, trees, lighting amongst others combining to create a complete street experience, not just a ground plane arrangement.

5.4 Other principles

As the brief requires, the project will retain the current level of car



parking at a convenient position in relation to amenities. Where possible additional car spaces are provided. Furthermore, the scheme aims to reduce traffic speeds through the village. Using lower, more consistent speeds will help achieve this goal.

5.5 Summary

On the pages that follow, we put these principles into practice. We feel there are significant opportunities to bring legibility, clarity and identity to the existing village spaces. In conjunction with the Over Peover Neighbourhood Plan Committee and the design team, five study areas have been identified along the length of the Stocks/Well Bank Lane. Proposals are now presented for each of the areas in turn.

6 The Proposals

6.1 Applying the Principles

The proposals for Over Peover draw on the principles and precedents and seek to apply them in a manner that meets the requirements of the village's functional brief. This is intended to deal with all of the shortcomings identified in Section 1 of this document. However, where possible it is also an attempt to adopt a sympathetic approach to the history, heritage and people of the settlement. At this stage this can only be indicative, but we see the role of any designer taking forward the detail to ensure that the local distinctives of the 'place' are preserved and enhanced.

6.2 The Five Study Areas

The Design and Client Team have identified five principal points along the length of Stocks Lane/Well Bank Lane where there are particular needs and opportunities to be developed. These are shown on the overview drawing overleaf.

A Fourlane Ends

B Colshaw Hall

C Parkgate Inn

D War Memorial/School

E Cinder Lane

Supplement: East & West Gateways

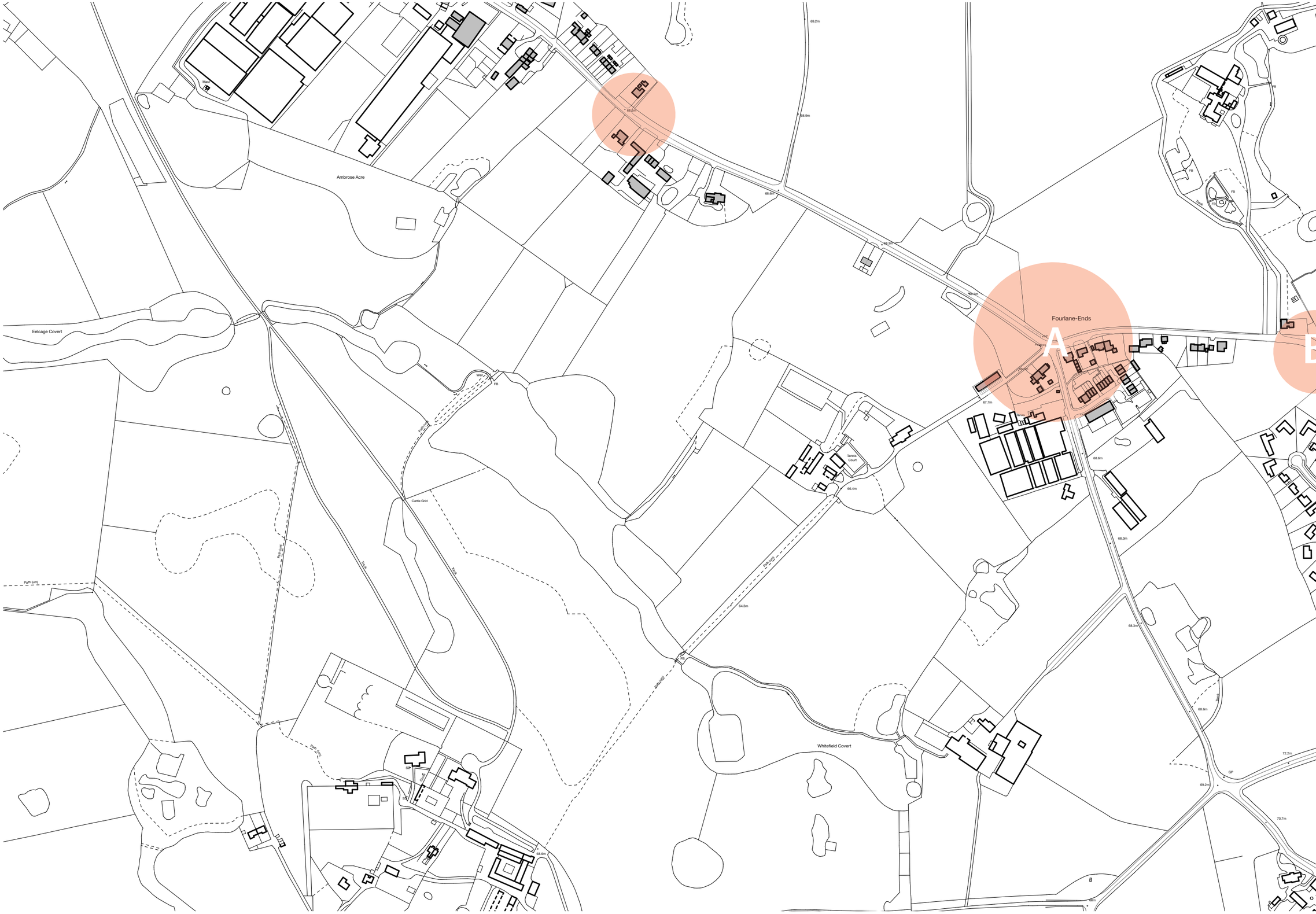
In addition to these five nodes, the team have agreed that the entrances to the village would benefit from being better signalled, in order to further alert drivers to the change in character of the road.

These proposals are still in the early stages of development, and represent a first response to the brief provided. The implementation of a scheme like this would require a great deal more detailed design work, consultations with Cheshire East and residents, and discussions with road users. Nevertheless, we believe that a scheme illustrated could be feasible technically, and would transform the living and working environment for the people of Over Peover.

Each of the Five Study Areas is introduced with a photograph, and a short summary of observations particular to that location. The first drawing is an existing drawing, annotated (in red) with the elements of the existing condition removed or altered by the proposals. The propsals themselves are illustrated and annotated on a separate drawing.

6.3 Stocks Lane/A50 Junction

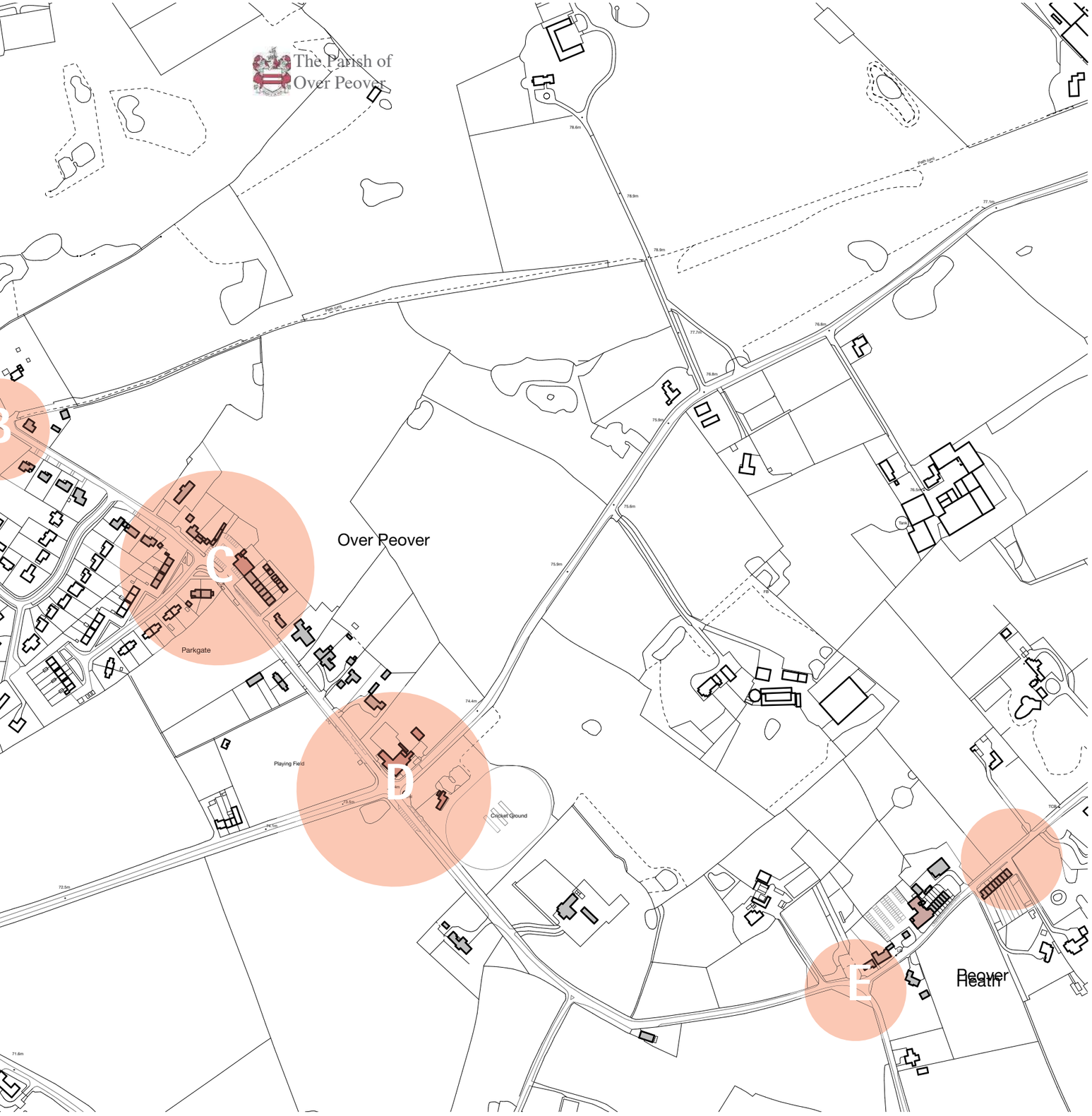
Though beyond the scope this study, the team are of the view that negotiation of the Stocks Lane junction with the A50 is sufficiently difficult (due to visibility splays and traffic speeds) that improvements need to be brought forward. From the observations we have made a roundabout appears to be the most appropriate solution.



arca CIVIC ENGINEERS

Key

The Five Study Areas




Stocks Ln

Study Area A: Fourlane Ends

After turning east off the A50, the first point contact with some semblance of village life is the Fourlane Ends junction. At this point Stocks Lane sweeps round in a fairly sharp curve to a north-easterly orientation. White lining indicates the rights of vehicles as they meet, with Grotto Lane (ahead) and the entrance to the Village Hall (right) indicated.

However, the nature of the junction as existing does not adequately represent the important social position of the Hall in the life of the village. Furthermore, there is little to deter or moderate traffic speed around the bend. Parking is informal and damaging to the grass verges. Finally, the pavements are inadequate and uneven in width, resulting in hazard or threat to pedestrians.

In response, we have identified the following design principles.

Design Principles

1 Slow traffic at junction by tightening and narrowing bend

2 Create a sense of a unified space from fence to fence, using cost-effective new finish contrasting with tarmac (eg resin aggregate)

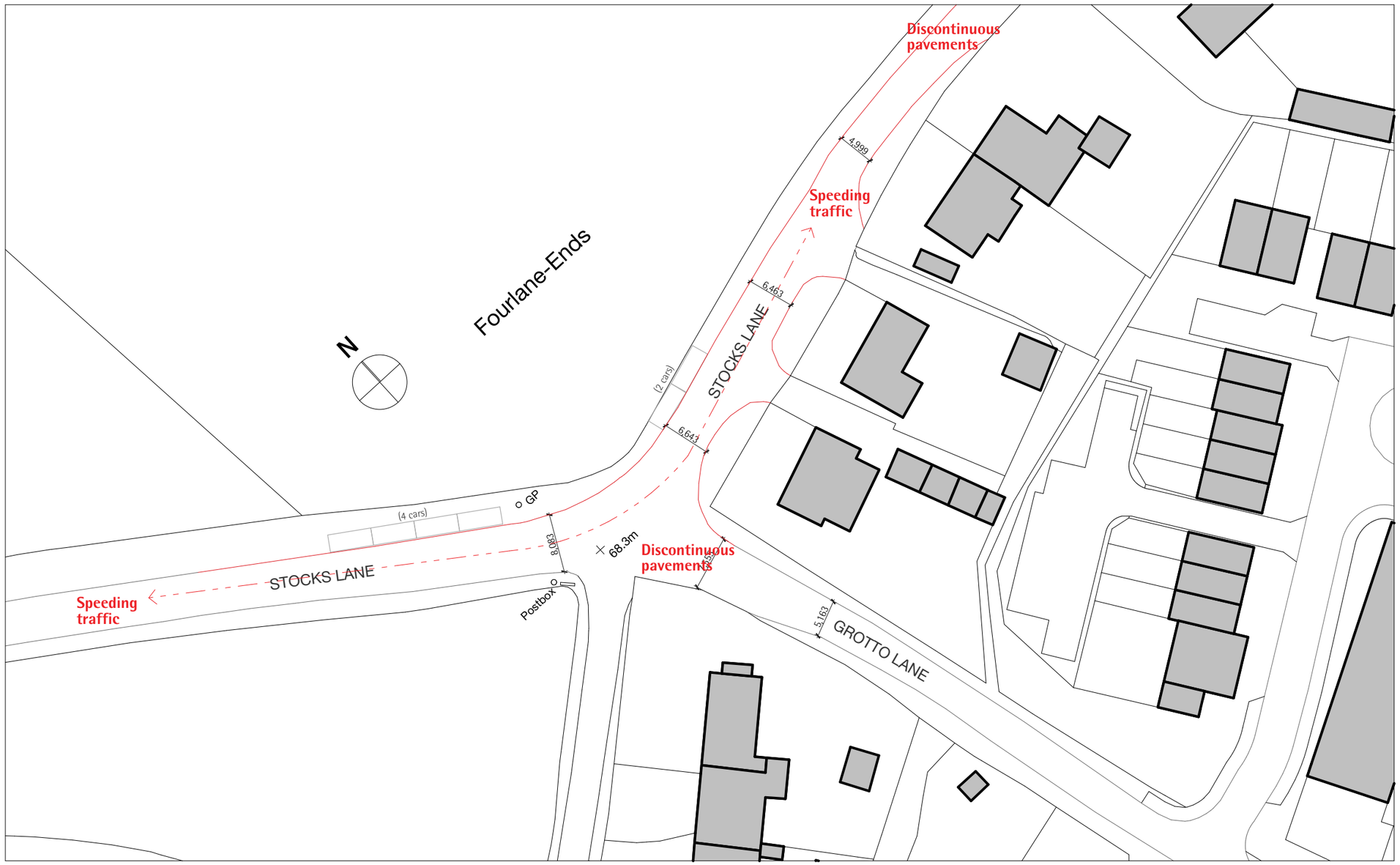
3 Realign pavements to improve widths and definition for safer pedestrian use (eg families walking from Grotto Lane to school, and back)

4 Introduce planting (including 'rain garden' sustainable soakaway) to manage surface water

5 Consider possibility of special 'Four-Lane Ends' signpost/sculpture, and/or lighting of junction at night

6 Formalise on-road car parking for the Village Hall

7 Ensure Village Noticeboard is retained and safely accessible



Existing plan, with comments on and alterations to the existing features shown in red.

Design Principles

1 Slow traffic at junction by tightening and narrowing bend

2 Create a sense of a unified space from fence to fence, using cost-effective new finish contrasting with tarmac (eg resin aggregate)

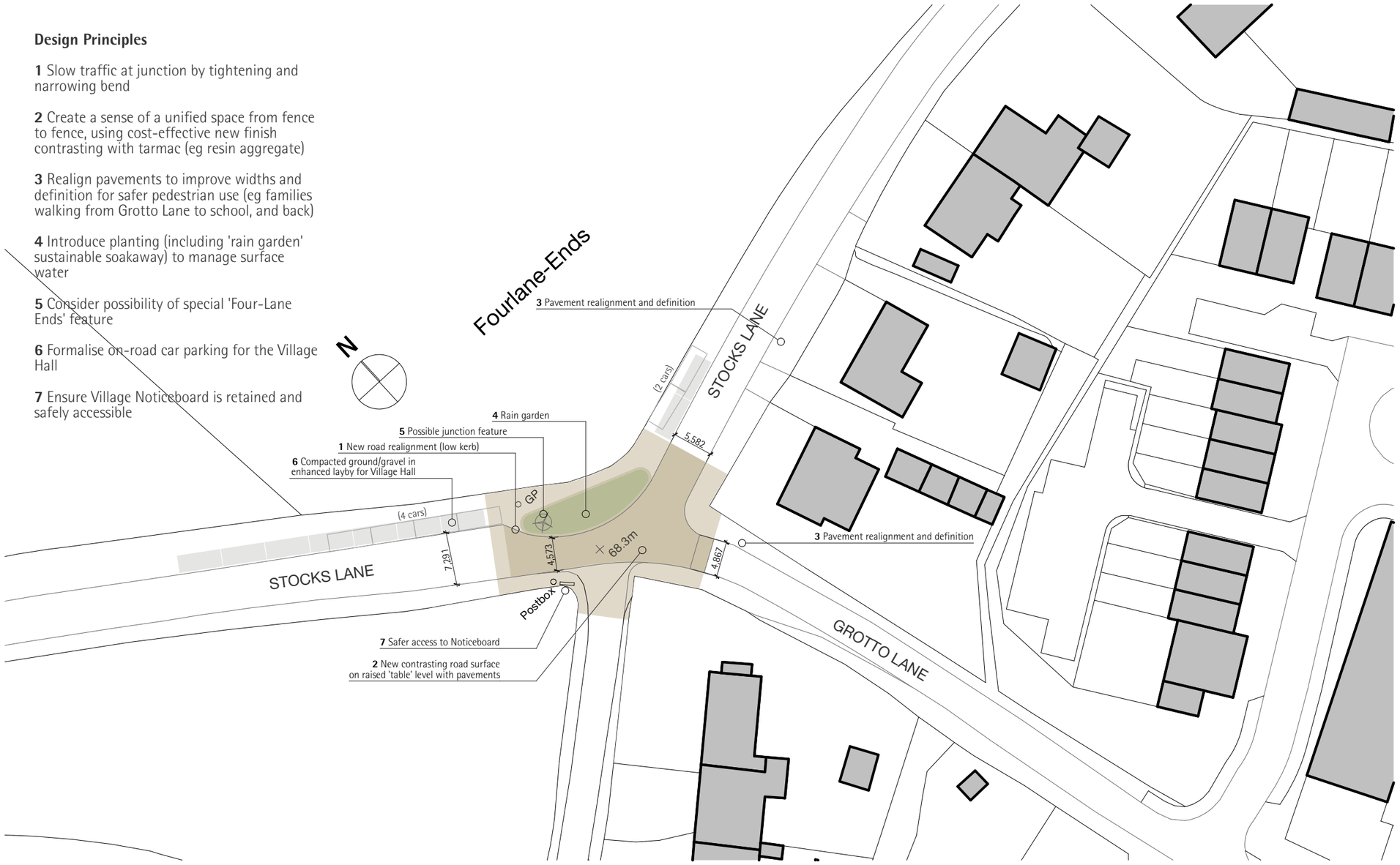
3 Realign pavements to improve widths and definition for safer pedestrian use (eg families walking from Grotto Lane to school, and back)

4 Introduce planting (including 'rain garden' sustainable soakaway) to manage surface water

5 Consider possibility of special 'Four-Lane Ends' feature

6 Formalise on-road car parking for the Village Hall

7 Ensure Village Noticeboard is retained and safely accessible




30
30
Stocks Ln

Study Area B: Colshaw

Moving north-east from Fourlane Ends, there is little to deter traffic from again picking up speed, There are few houses, no pavements, and no indication of a built-up area until the speed limit change at the easterly bend in the road. As with Fourlane Ends, the curve is smooth and not particularly tight, so this does not help to slow traffic.

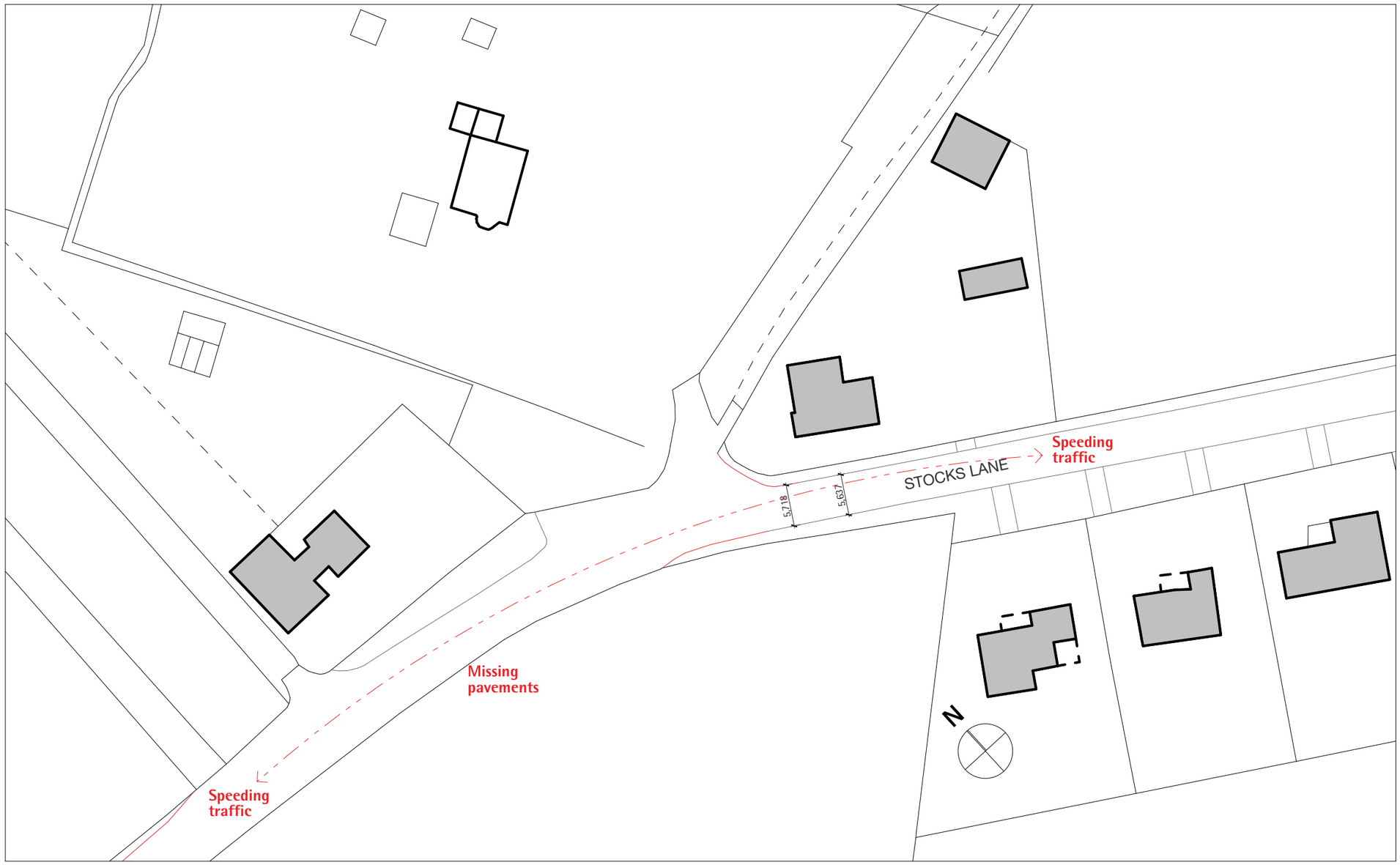
The benefits of not relying on 'lines and signs' to moderate driver behaviour have been set out previously. Whilst not on the original list of potential interventions in Over Peover, we take the view that improvements can be made

In response, we have identified the following design principles.

Design Principles

1 Create safer pedestrian routes to/from school

2 Slow traffic by road and pavement realignment



Existing plan, with comments on and alterations to the existing features shown in red.

Design Principles

1 Introduce road narrowing on apex of bend to slow traffic

2 Create additional pedestrian crossing to ensure pavements are utilised


Stocks Ln

Study Area C: Park Gate Inn

The Park Gate Inn junction offers opportunities simultaneously to manage traffic flows, and to mark the heart of the village in a more effective manner. The suggestions here involve introducing a distinctive road realignment and devoting more space to a small village green. Over Peover might consider how a simple public monument or specimen tree could mark this location. With the agreement and partnership of adjacent landowners there may be the possibility of creating a multi-purpose open space in the forecourt of the pub for community events. Even without these enhancements, traffic will be slowed throught his important space, enhancing safety and comfort for pedestrians.

Design Principles

1 Create a sense of a unified village green/ square (the 'heart' of Over Peover), using cost- effective new finish contrasting with tarmac (eg resin aggregate)

2 Increase size of 'green' and realign Parkgate Avenue to form enhanced public space

3 Slow traffic by road and pavement realignment

4 Create safer pedestrian routes to/from school

5 Possible new clock and trees for the green

In response, we have identified the following design principles.

Existing plan, with comments on and alterations to the existing features shown in red.

Design Principles

1 Create a sense of a unified village green/ square (the 'heart' of Over Peover), using cost-effective new finish contrasting with tarmac (eg resin aggregate)

2 Increase size of 'green' and realign Parkgate Avenue to form enhanced public space

3 Slow traffic by road and pavement realignment

4 Create safer pedestrian routes to/from school

5 Possible trees for the green


Stocks Ln

Study Area D: War Memorial

The junction of Stocks Lane with Chelford Road is perhaps the most important in the settlement. It is occupied by the Village School on the north-west corner, and the War Memorial on the north-east corner. Finally on the south-west corner is the Playing Field - common ground for the use of the villagers.

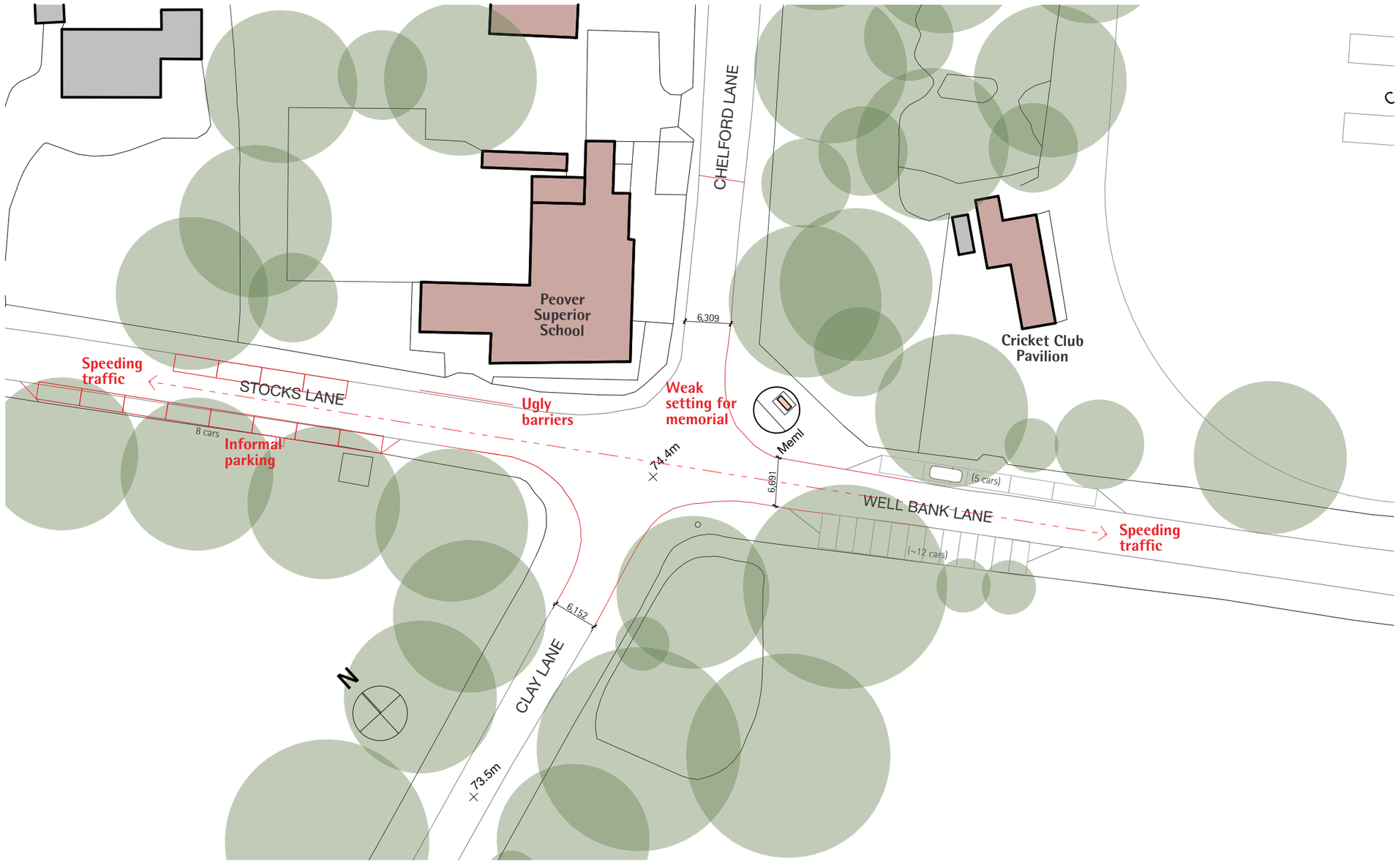
Belying their importance and 'group value', these civic features are separated by a large expanse of tarmac across the crossroads, and ugly functional galvanised steel barriers. In practical terms this presents pedestrians with an intimidating distance to traverse when traffic is heavy and moving quickly.

To the east is the Cricket Club, which with the school shares a requirement for flexible parking at certain times of the day or week.

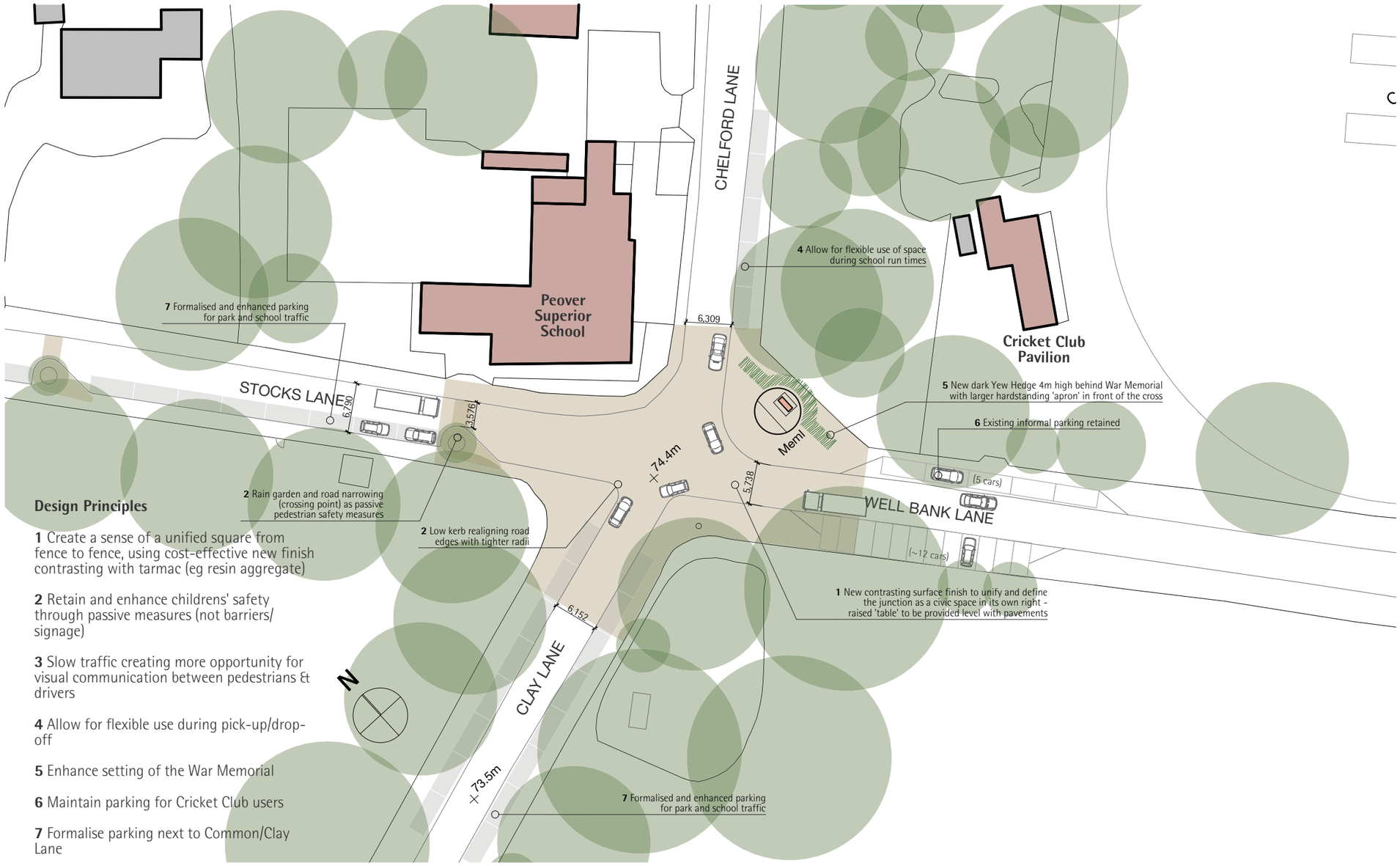
The proposals are for the formation of a raised surface across the whole junction, giving pedestrians priority in this realm. This initiative will also create a better 'apron' for the War Memorial, whose setting might further be enhanced by the introduction of a dense green backdrop to the memorial cross. Pinchpoints in the road widths reduce the crossing distances for pedestrians and schoolchildren, and pause traffic as they reach the junction.

Design Principles

1 Create a sense of a unified square from fence to fence, using cost-effective new finish contrasting with tarmac (eg resin aggregate)
2 Retain and enhance childrens' safety through passive measures (not barriers/ signage)
3 Slow traffic creating more opportunity for visual communication between pedestrians & drivers
4 Allow for flexible use during pick-up/drop- off
5 Enhance setting of the War Memorial
6 Maintain parking for Cricket Club users
7 Formalise parking next to Common



Existing plan, with comments on and alterations to the existing features shown in red.



Design Principles

1 Create a sense of a unified square from fence to fence, using cost-effective new finish contrasting with tarmac (eg resin aggregate)

2 Retain and enhance childrens' safety through passive measures (not barriers/ signage)

3 Slow traffic creating more opportunity for visual communication between pedestrians & drivers

4 Allow for flexible use during pick-up/drop-off

5 Enhance setting of the War Memorial

6 Maintain parking for Cricket Club users

7 Formalise parking next to Common/Clay Lane

Option: possible formalised car parking adjacent to the Common


THE DOG
Well Bank Ln

Study Area E: Cinder Lane & The Dog

The easternmost end of the settlement of Over Peover is the road section between Cinder Lane running past The Dog Inn. The road has sudden and unexpected changes in width, junctions, and relatively large movements of traffic into and out of the pub.

In the proposals shown here, two pinchpoints are introduced to slow traffic as it enters the Village at the east end, and pause traffic just west of the pub car park exit. Finally, a minor realignment at the Cinder Lane junction would serve to prepare traffic for the change in road width at a safe point to do so.

There is an opportunity here (as at the west end of the settlement) to introduce a 'totem' sign/sculpture appropriate to the character of the village, to signal to those the edge of Over Peover.

Design Principles

1 Place 'gateway' and road narrowing to slow/pause traffic at village entrance (NE)

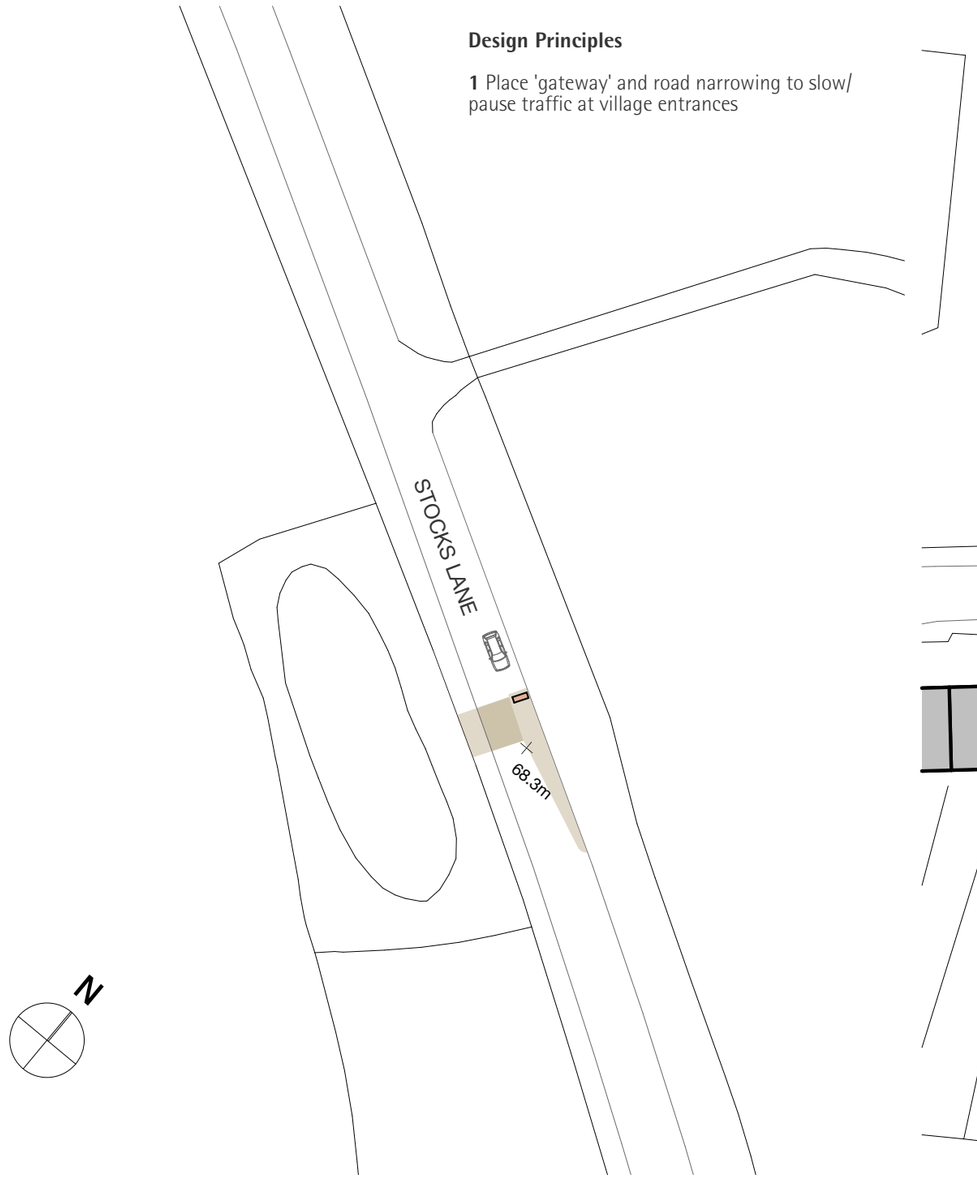
2 Introduce passive measures to control traffic speed at busy pub junction

Existing plan, with comments on and alterations to the existing features shown in red.

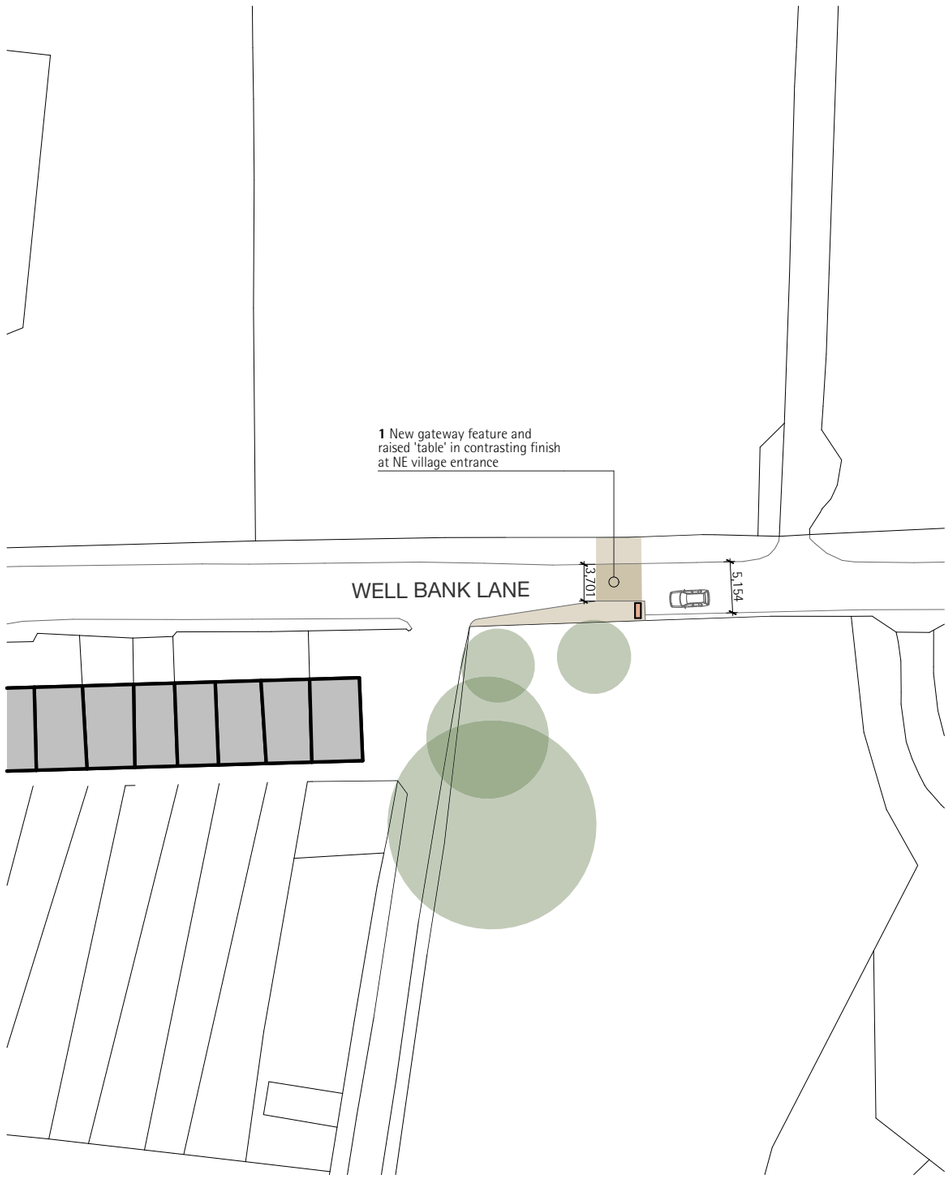

(60 cars)
The Dog Inn
WELL BANK LANE
CINDER LANE
4.234
4.963
4.824
LB
7.068
3.682
3.446
4.472
1 Narrow and tighten bend to slow traffic and prepare for narrowed section ahead (east)
2 Narrow to pause/slow traffic by pub junction
3 Parking bays formalised
N

Design Principles

1 Place 'gateway' and road narrowing to slow/ pause traffic at village entrances



1 New gateway feature and raised 'table' in contrasting finish at NE village entrance



Proposals for the Gateways

There is an opportunity at the east and west ends of the settlement to introduce a 'totem' sign/sculpture appropriate to the character of the village, to signal to those the edge of Over Peover.

The final locations and details remain to be developed.

Design Principles

1 Place 'gateway' and road narrowing to slow/pause traffic at village entrance (NE)

2 Introduce passive measures to control traffic speed at busy pub junction

7 Conclusion

7.1 Next steps

7.1.1 The aim of the study has been to gather, collate and present the indepth knowledge of the existing community of Over Peover. The impact of traffic movements through the village has been felt for many years, and has been noticeably intensified in recent years.

7.1.2 The ambition of the study is that it forms an objective basis for discussions about the village's problem, and potential solutions that might be taken forward in future.

7.1.3 A full exploration of the implications of the design proposals here is beyond the scope of the study, and we would expect the following requirements to be investigated at the next stage:

- Liaison with the local authority Cheshire East Council through their Neighbourhood Planning Liaison, Planning & Highways Departments;
- Ongoing formal and infomal monitoring of traffic flows through the settlement, with a view to identifying any significant changes as they become apparent;
- Survey and review of possible funding sources for the capital cost;
- Further consultation with residents as detailed work is progressed.

7.1.4 In conjunction with this, engineering and urban design expertise will need to be obtained,, through the next design workstages. Arca and Civic Engineers are ready to assist where we can, to improve the quality of the public realm environment for Over Peover - and finally 'Reclaim the Road' from the car, back to the people.