South-East Manchester Multi-Modal (SEMMM) Strategy

Refresh to 2040

Cheshire East Transport Issues and Options Paper

November 2017

South-East Manchester Multi-Modal (SEMMM) Strategy Refresh – Issues and Options Paper

This issues and options paper has been prepared to support the refresh of the SEMMM Strategy. This paper is released as an early consultation on the SEMMM Strategy review, and is being made available for comment alongside consultation on Cheshire East's new Local Transport Plan. This paper presents information from the emerging refresh of the SEMMM Strategy, but with a focus on the geographic area which lies within Cheshire East (referred to as the 'Study Area' throughout). Appendix A illustrates the SEMMM Strategy area in the context of the Cheshire East boundary.

1. Background

The 2001 South-East Manchester Multi-Modal (SEMMM) Strategy outlined a 20 year transport plan for the South-East Manchester area. Cheshire East, Stockport Council and Transport for Greater Manchester (TfGM) along with partners and stakeholders are currently working to refresh and build on the original SEMMM Strategy looking forward to 2040. In parallel, Cheshire East Council are also currently developing a new Local Transport Plan (LTP). This issues and options paper is being made available for comment alongside consultation on the new Cheshire East LTP. The content of this paper focuses on the SEMMM Strategy area which falls within Cheshire East, close to the Greater Manchester boundary, as illustrated in Appendix A. This is referred to as the 'Study Area' throughout the rest of this paper. The first part of this paper outlines existing and future transport challenges (the issues). The second part presents emerging ideas aimed at improving transport provision within the Cheshire East area (the options).

The 2001 SEMMM Strategy identified a wide range of projects, many of which have been or are in the process of being delivered. Projects included the Alderley Edge Bypass (opened 2010) and works which improved safety and the pedestrian environment in Handforth Village Centre. Another major project was the A6 to Manchester Airport Relief Road (A6MARR) which is due to open in 2018.

There remain a number of projects from the original SEMMM Strategy Plan which are yet to be delivered. With a focus on transport issues for Cheshire East, these include;

- Poynton Relief Road (PRR) – a planning application was submitted in September 2016 and planning approval was subsequently awarded. Cheshire East Council is in the process of developing a business case to secure funding from the Department for Transport (DfT), with the expectation that the new road could be open by 2020;
- A6 to M60 Relief Road - Feasibility work and business case development for the scheme is being progressed by Stockport Council and TfGM. The road would provide improved access between the M60 (east) and the A6/A555; and
- Additional rail scheme proposals that remain under assessment; plans for an urban metro system are being progressed via Northern Hub, and alternative rail options are also being reviewed in light of High Speed 2 (HS2) and potential Northern Powerhouse Rail (NPR). TfGM are currently undertaking a series of rail corridor studies which include strategic plans for each rail route in the region. These will include a South East Manchester Network study (including the Stockport – Disley - Buxton line), and a South Manchester Network study (including lines from Manchester to Stoke-on-Trent via Macclesfield, and Manchester to Crewe via Manchester Airport).

As part of the SEMMM Strategy Refresh, outstanding projects are being reviewed alongside potential new projects to determine if they meet the current vision and objectives for potential inclusion in the emerging strategy.

2. Context within which the SEMMM Strategy Refresh is being undertaken

The SEMMM Strategy Refresh is being undertaken against a backdrop of emerging proposals for local, regional and national growth and development. The Northern Powerhouse initiative is aimed at driving up productivity and output across the north of England. The forward-looking update to the SEMMM Strategy needs to give due consideration to local planning policy, including evolving work on the Greater Manchester Spatial Framework (GMSF), as well as Local Plans for Cheshire East, Stockport, High Peak and Derbyshire. Each plan sets out growth proposals which will impact the South-East Manchester area and the wider region, with development growth inevitably impacting on the transport system. The SEMMM Strategy Refresh will need to be developed in this context, as well as addressing existing issues and opportunities including:

- Poor journey time reliability and congestion, particularly within the A34, A523, and A6 corridors;
- Challenges with rural connectivity and 'last mile' access to employment opportunities within the more rural parts of the SEMMM Strategy area;
- Existing overcrowding on rail services along with constraints and opportunities posed by the future arrival of HS2 / Northern Powerhouse Rail;
- Delivering modal shift to reduce the impact of travel demands and encourage healthy lifestyles;
- Increasing investment in cycling and walking;
- Potential expansion of the Metrolink network across Greater Manchester, including tram-train opportunities and potential future rapid transit proposals;
- Limited orbital public transport and highway connectivity and capacity, including linkages between the south-east Manchester authority areas; and
- Responding to changes and opportunities associated with new technologies and their impacts on transport service provision.

The diagram below illustrates how the SEMMM Strategy Refresh must interact and inform a number of ongoing initiatives, all of which have ambitions to boost economic growth and opportunities.

3. What would we like from you from this consultation?

This consultation is being undertaken to provide an early opportunity for people to be involved in the development of the SEMMMS refresh. We welcome any comments on how we have understood the existing situation, and the ideas we are putting forward on how the transport system should best evolve in the future to be fit for purpose.

A series of key questions are presented below to prompt thoughts as you read the rest of this paper.

- The SEMMMS Refresh will be looking at all aspects of transport provision in the area. What are the key issues for transport in this part of Cheshire East and what do you think should be done to improve things across all types of transport use?
- We believe that new developments should contribute towards extra infrastructure to make sure they are safe and sustainable. What are the priorities for your community?
- Do you have any other comments about transport and other types of infrastructure in this part of Cheshire East?

4. The Existing Situation

The SEMMMS Strategy area includes the northern part of Cheshire East, as indicated in Appendix A. The northern parts of the SEMMM Strategy area are within Greater Manchester, and generally benefit from the dense transport networks provided within the metropolitan area. In the south, the setting becomes increasingly more rural, with dispersed settlements and more limited connecting routes and services.

The highway network is focused on corridors linking the principal towns including the A523 (Macclesfield-Hazel Grove), the A538 (Prestbury-Wilmslow), and the A34 (Wilmslow-Handforth).

Bus links are principally focused on shorter-distance trips, either within or between existing settlements, and do not always provide a suitable alternative to car travel, particularly for commuting. In addition, against a backdrop of cuts in public sector funding, there is also greater pressure on budgets available to subsidise routes and services.

The area benefits from links to strategic transport networks via the M56 motorway, West Coast Main Line via rail services at Macclesfield and Wilmslow, along with domestic and international aviation via Manchester Airport. The area also benefits from a number of local rail stations, which offer connectivity northbound into Greater Manchester, and southbound towards Crewe and Stoke-on-Trent. Nevertheless, rail stations are more dispersed than in the more built-up Greater Manchester area, and connections to the local and regional rail networks are focussed on a more limited number of locations.

In the context of the existing transport system, we have identified a number of key issues which currently affect people's experiences of travelling and moving about the SEMMM Strategy area.

There are complex travel patterns – many different attractions and movements

The South-East Manchester area is broad and diverse, with a complex range of movements and travel demands. The role of transport is to help facilitate people getting where they want to go. In the northern part of the SEMMM Strategy area, the regional centre is a key attraction for people and access to Manchester city centre is important for employment, retail and leisure, as well as major employment areas such as Manchester Airport, Trafford Park, Stockport town centre and Salford Quays.

In Cheshire East, travel movements are also complex. Census travel to work data shows there are strong links between north Cheshire and Greater Manchester, with 26% of people working in the Study Area commuting outwards from Greater Manchester. Whilst Greater Manchester is a significant source of employment for north Cheshire residents, there are similar numbers of Cheshire East area residents who work in Macclesfield. Rural employment locations are also commonplace, with significant clusters of employment and associated travel demands within the Cheshire Science Corridor, including sites such as Alderley Park.

Over 46,000 people live in the Study Area and make a journey to a place of work (i.e. they do not work from home).

- 47% also work within the area
- 14% travel to other parts of Cheshire East
- 29% travel to Greater Manchester
- 1% travel to High Peak and Derbyshire Dales

45,800 people work in the Study Area.

- 48% also live within the area
- 13% travel from other parts of Cheshire East
- 26% travel from Greater Manchester
- 3% travel from High Peak and Derbyshire Dales

Note: These are people who make a journey, and so excludes people who identified as 'working from home'

People who travel to employment within the Study Area work in the following areas:

- Macclesfield – 50%
- Wilmslow – 19%
- Handforth– 12%

Source: Census 2011 Travel to Work Origin-Destination Movements

The movement of freight is also a key consideration, with sites in the Peak District and trans-Pennine trips generating freight movements through the SEMMM Strategy area. The A6 corridor in particular provides an important role in supporting these activities, and it carries a higher proportion of Other Goods Vehicle (OGV) than other routes.

Other Goods Vehicles Percentages

- 5% A523 near Hazel Grove
- 2% A34 Handforth Bypass
- 7% A6 in High Lane

Source: TfGM DSD Report 1919

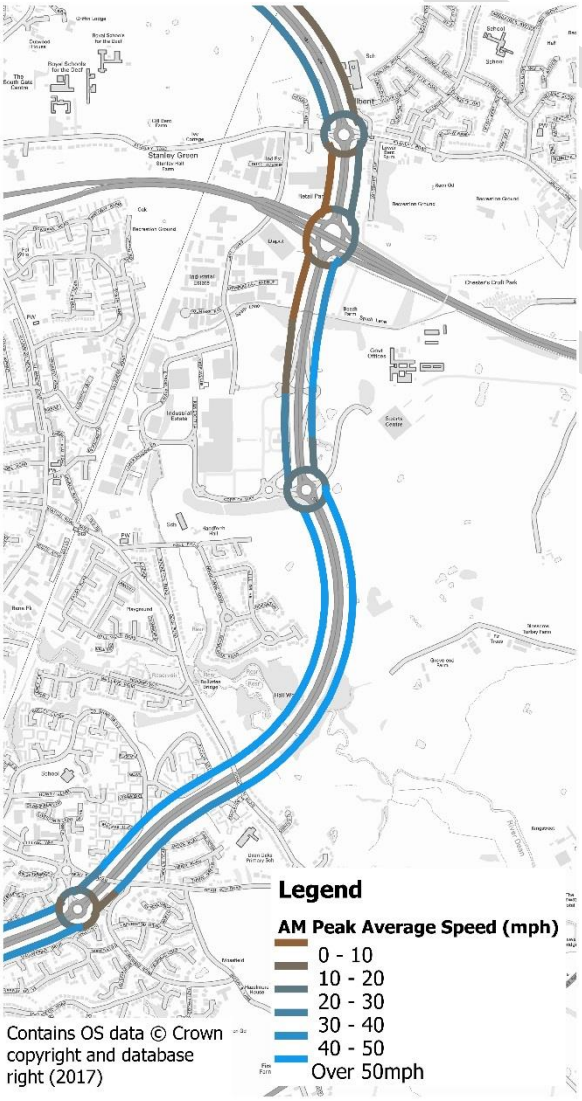
Travel arrangements for employment and shopping and the way people think about travel needs are also evolving. Changes in behaviour have been driven by the growth in home delivery services for online shopping, and working arrangements in some sectors offering more flexible ways of working with encouragement for home working.

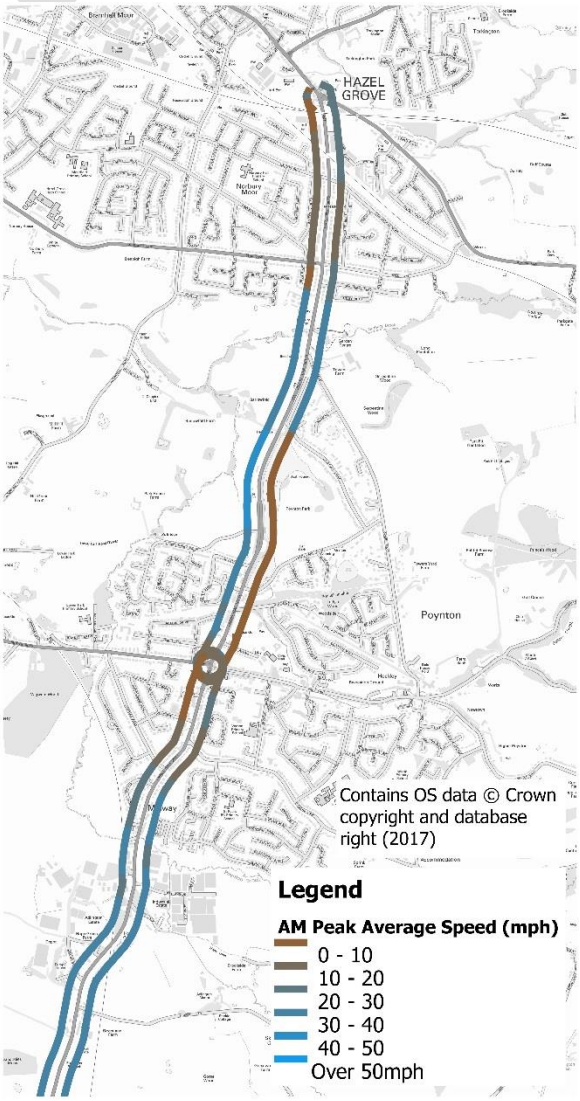
Complex travel patterns mean that the transport system needs to accommodate a variety of movements. A more efficient transport network which better connects people and goods with opportunities and markets, would improve accessibility.

There is increasing highway congestion - especially on the main strategic corridors.

Highway congestion and unreliable journey times are a key source of traveller frustration. Whether driving your car, sitting on a bus, or driving a lorry, delays have a severe impact and time wasted whilst queuing has a negative impact on the economy. Journey time reliability on roads and public transport is essential, and congestion adds a cost to business through delayed deliveries, or employees arriving late.

Within the SEMMM Strategy area, congestion is a key issue across the main corridors including the A34, A523 and A6. The images below show AM Peak speeds on two of these routes, and highlights some of the worst congestion pressures in the Study Area, around Handforth, Poynton and Hazel Grove.





Cross-boundary travel is a key consideration with movements between Cheshire East, Stockport and Manchester contributing to delays. The attraction of employment in Greater Manchester is a contributing factor to this. With the growth plans for both Cheshire East and Stockport adding development near to the authority boundary, it is recognised that the A34 corridor in particular will face additional pressure in the future. The motorway network is also under stress with regular congestion on the M56 and M60. This reduces the strategic accessibility of the area and has a wider economic cost to the region.

Corridor Average Speeds

A34 Northbound
(Alderley Edge Bypass to Eden Park Road)
AM Peak – 28 mph (60% of speed limit)
Inter Peak – 39 mph (64%)
PM Peak – 26 mph (55%)

A523 Southbound
(Hazel Grove to Macclesfield)
AM Peak – 19 mph (61%)
Inter Peak – 30 mph (69%)
PM Peak – 26 mph (65%)

Source: Trafficmaster data (Nov15 – Oct16)

There are localised congestion issues which affect the Cheshire East towns, with a Movement Strategy having been developed for Macclesfield to address both existing and predicted congestion in the face of future development growth. The original SEMMM Strategy identified a detailed roads plan which included the A6MARR, Poynton Relief Road and the A6-M60 link road. These schemes were identified as a means of improving strategic accessibility and easing some of the demands on strategic corridors. The A6MARR scheme should provide strategic and local route improvements following its opening in 2018, providing important network capacity and resilience.

Congestion also causes motorists to seek alternative routes, and vehicle flows are often high on more minor (and less appropriate) roads, such as local routes through residential areas. These routes are critical to the transport system, connecting important local destinations and rural communities.

It is also recognised that delays can result from unscheduled roadworks and network incidents, as well as a lack of capacity.

Congestion has an economic and environmental cost. Addressing this issue would create a more efficient and resilient highway network, which better serves the local community and protects local residents.

There are transport challenges in more rural areas - where public transport struggles to be competitive against the private car

Whilst not without its challenges associated with capacity and reliability, public transport is generally more accessible in the northern parts of the SEMMM Strategy area. In north Cheshire, access to services can be poorer with greater distances between rail stations, and fewer bus services away from the main highway corridors. This can create significant difficulties for people on the 'last mile' of their journeys, for example to an end destination from the closest rail station, or between the nearest bus stop and their home location. Journeys which require linking up travel on more than one service or mode (e.g. bus to a rail station) can be especially convoluted as timetables may necessitate long waiting times when interchanging. For many services, it is cost as well as availability which can deter use.

In the Study Area:

17% of households do not have a car, but 41% own 2 or more cars

72% of people travel to work by car

Just 6% of people travel to work by public transport

Over one third of people travel less than 5km to work (35%), but over one fifth (23%) travel more than 20km

Source: Census 2011

These gaps in rural connectivity, as well as the availability of car parking provided near many workplaces, make it tough for sustainable travel modes to compete. The relative prosperity of the north Cheshire area and high car ownership have contributed to a perceived reliance on privately owned motor cars. Whilst rail has an appeal for commuter and longer distance travel such as into Greater Manchester, the bus network in particular struggles to compete for shorter, local journeys.

Where public transport networks are less dense, connectivity gaps can build a reliance on private car. This increases highway congestion and adds to environmental issues across the network, as well as impacting on the viability of public transport services.

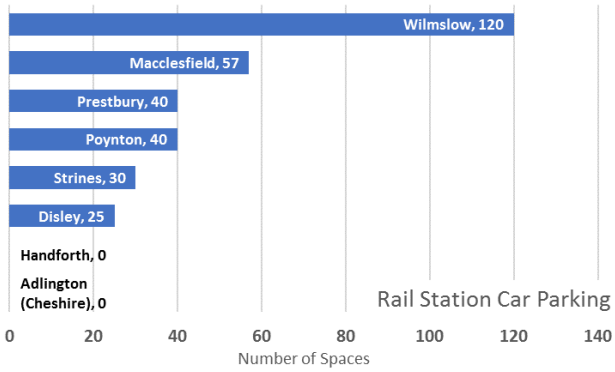
A lack of capacity on the railways – overcrowding can put people off

Over the past 10-15 years, there has been a significant upturn in the popularity of rail travel. For longer distance journeys, it can be competitive against car, especially during peak periods for commuters when congestion on the road network is at its worst. The growth of the Manchester regional centre has led to large increases in commuter flows who often favour rail as their preferred travel mode, but growth has also come from more local journeys. The popularity of services has also led to increased demand for park & ride, which has meant station car parks are often full where they are provided. Macclesfield and Wilmslow benefit from direct services to many major UK cities, whilst Manchester Airport also acts as a significant parkway station for south Manchester. Increases in demand have resulted in overcrowding on some peak period services, and a lack of capacity to accommodate more users.

Macclesfield – 1,614,000 passengers (+16%)
Wilmslow -1.400,000 passengers (+9%)
Handforth – 268,000 passengers (-1%)
Poynton – 219,000 passengers (+3%)
Disley – 187,000 passengers (+11%)

Office for Rail Regulation
Annual Boarding and Alighting Data 2015/16

Values in brackets denote change since 2013/14 dataset



Overcrowding has an economic cost and reduces the attractiveness of the public transport network. Addressing this issue would create a more efficient and attractive public transport network and would encourage more people to leave the car at home.

People should have options for travel – continual improvement is sought in challenging financial conditions

In the main urban area of Greater Manchester, the bus network is expansive, with many services connecting the major Greater Manchester towns, districts and employment centres. Whilst there are excellent services in some areas (such as the 192 route on the A6), other areas are reliant on services which are either infrequent, finish early, or don't run on weekends. In Cheshire East, the bus network generally provides links only connecting the main towns, and following the main road corridors. Some routes are run with shorter hours and/or lower frequencies. In more rural areas, public transport provisions can be fragmented.

Gaps in connectivity reduce people's ability to access jobs or services, and lead to greater dependence on cars for those people who have access to a vehicle.

Across the SEMMM Strategy area, the bus network is a mix of commercial and supported services (which are funded by TfGM or Cheshire East Council, and operated by bus companies on their behalf). Whilst it is recognised that buses are critical for many and the network should be positioned to best meet the needs of residents within the resources available, the financial support available to sustain the bus network is an ongoing challenge for local authorities given short-term budget constraints. Cheshire East Council recently completed public consultation on proposals to change supported bus services from Spring 2018 as a part of a review being carried out in response to funding cuts, whilst TfGM regularly review the services which are supported in Greater Manchester. These pressures will continue to impact on the available bus network. Reductions in service provision can be especially damaging in rural areas where there can be little alternative. The Council will be identifying options to minimise the negative impacts of any service withdrawals as a part of the supported bus services review. One option is more flexible, demand responsive services, or community travel programmes rather than traditional, timetabled bus routes.

It is also recognised that people with impaired mobility, or people travelling with pushchairs, face additional challenges on every journey they make, and the transport system must offer as few barriers to travel as possible, and be safe and secure. There have been significant improvements in step-free access to bus and rail services over the past decade; however, there remains further work to make sure stopping points are easily accessed, and vehicles (buses and trains) are suitable to accommodate all travellers.

Public transport provision varies across the region with some areas better served than others. Improved public transport accessibility would benefit communities, providing better access to jobs and services. For rural communities, bus connectivity can be especially critical in offering a real travel choice.

The transport system is getting safer – but more can be done

Safety is a key pillar of any transport system – to be appealing and attractive, users must feel safe and secure whilst making their journey. Analysis for the Study Area has focused on the main highway corridors. Of the accidents identified across a 59 month period:

- 8 accidents (1.1%) resulted in a fatality;
- 20% involved a cyclist; and
- 17% involved a pedestrian.

The numbers of incidents on the main highway corridors in the study area, the following overall numbers of accidents have been recorded.

Road	Length	All Accidents (per km)	Serious & Fatal (per km)
A34 – Alderley Edge bypass to A555	5.7km	40 (1.43)	4 (0.14)
A523 – Macclesfield to A6	13.6km	96 (1.44)	22 (0.33)
A538 – Macclesfield to Wilmslow	11.8km	39 (0.67)	6 (0.10)
Data covers September 2011 – July 2016			
All Great Britain A-Roads (Dft, 2015)	46,776km	64,280 (1.37)	9,771 (0.21)

It is noted that the A34 and A523 sections are slightly higher than a national equivalent average for A-roads, whilst the percentage involving somebody being killed or seriously injured is most significant on the A523.

With regards to particular accident clustering on these main corridors (5 or more during 59 months):

- A34 - junctions with the A538, Dean Row Road, the B5094, and Coppice Way.
- A523 - junctions with the A537 in Macclesfield, the B5090, the A5143, and Bonis Hall Lane. Accidents are also particularly prevalent through the centre of Poynton.
- A538 – near Tytherington School

Safety must be continually reviewed and issues addressed where a risk is identified, with a view to reducing the overall number of accidents and the number of incidents involving vulnerable users.

Safety throughout Cheshire East's road network is of paramount importance for all road users. Continuing to address this issue will create a safer and more attractive transport network for the benefit of all.

More can be done to encourage cycling – for shorter and longer journey

In the context of wanting to encourage less car travel and a healthier society, walking and cycling is a natural choice to promote. Active travel offers many benefits, including a reduced reliance on private cars, and Cheshire East Council are strongly promoting the benefits of more cycling through their Cycling Strategy. This includes a target to double the number of people cycling at least once per week between 2014-2025, and improve the public perception of cycling within the Borough. Data from the Census shows many people travel short distances to their jobs, and similar journeys are also made to local centres and shops. These are the types of journeys where behaviours can be altered. However, to encourage this to happen, it is understood that the facilities need to be in place to make it safe and attractive. More people will cycle if there is a good surface, segregated provision, and lighting (where appropriate) to make them feel less vulnerable.

Active People Survey 9 and 10 identify 52% of adults living in the Cheshire East district participate in sport or active recreation each month (ranked 78th of 326 local authorities)

Department of Health analysis indicates 67% of adults in the Cheshire East district are overweight or obese, the same as the North West average

Within the Study Area, there has been recent investment in cycle infrastructure, including routes which give better access between National Cycle Network (NCN) Route 55 and Macclesfield rail station. The roll out of Bikeability and Learn to Ride training across local schools has also given more young people confidence to cycle. However, more can be done to bring together existing links to create more continuous networks. In the context of busy, congested highway corridors, it is a natural ambition to ensure that parallel or segregated cycling routes are on offer, which can be faster than travelling along a congested road by car.

University of Glasgow research has indicated cycling to work lowers the risk of dying early by 40 per cent, and reduces the chance of developing cancer by 45 per cent

Increasing active travel for different journey purposes will improve health and quality of life in communities across the north Cheshire area

There are gaps in connectivity – movements which cannot be made directly

A key component of the original SEMMM Strategy was the A6MARR which will open in 2018 and provide a complete route (the A555) between Hazel Grove and Manchester Airport, offering congestion relief to local routes and District Centres. The A6MARR scheme is also intended to integrate with the proposed Poynton Relief Road. For public transport, north-south connectivity follows the main highway routes and rail lines, however east-west connectivity is more limited without any rail connections.

Within the study area, there are also local connections which are not well catered for. For example, there are limited connections between Disley and Poynton either by public transport or to cycle.

Manchester Airport's public transport connections with north Cheshire are limited, with most connectivity being focused to the north of the Airport including to the regional centre with rail and Metrolink routes. There are limited connections to most areas south of the M60. As a result, the Airport is only accessible by public transport within a 60 minute journey time for a small proportion of the study area which is almost exclusively along the Styal Line rail corridor. Car mode share for travel to the Airport (travellers and staff) is therefore understandably high. The refresh of the SEMMM Strategy needs to complement work Manchester Airport is undertaking to help deliver integrated transport solutions, enabling the Airport to accommodate its ambitious growth aspirations, and modal share targets, whilst improving access from the north Cheshire area.

Poor connectivity limits access to skills and existing/ future markets. Addressing this issue would allow people to take up jobs opportunities, employers to recruit the best workforce and businesses to deliver goods efficiently.

The need to recognise and target the adverse environmental impacts of transport

Local air pollution, carbon emissions and noise all cause significant harm to health and the environment, and transport is acknowledged as a major part of the environmental challenge facing the country. Poor air quality and concentrations of emissions make places less attractive and can impact on the health of local communities.

The following Cheshire East Air Quality Management Areas (AQMA) are located within the SEMMM Strategy area:

- A6 Market Street, Disley
- A523 London Road, Macclesfield
- Park Lane, Macclesfield
- Broken Cross, Macclesfield
- Hibel Road, Macclesfield

Transport can have an environmental and social impact. Addressing this issue will improve the health and quality of life in communities across Stockport and the wider area.

The balance between 'movement and place' functions must be right to support the town and district centres

As well as providing connectivity, transport also plays a supporting role in creating places which are appealing to live and work. Careful consideration is required of the balance between attractive places (and the built environment), and movement functions (including access and parking). A busy road through a local centre may be a sign of good access, but will

also impact on pedestrian movement and access. The shared space scheme in Poynton which was implemented in the study area is an example of how re-balancing priorities can transform the way an area is seen by drivers, cyclists and pedestrians, and deliver an economic boost to a local area. Lessons can be learnt from the implementation of that scheme, and benefits would be greatly enhanced by the Poynton Relief Road which would reduce flows in Poynton town centre, further reducing severance and making it feel safer for pedestrians and cyclists.

Traffic can have a detrimental impact on the quality of centres, streets and local communities. Providing a better balance between movement and place will enhance the quality of places and boost local communities.

5. How the situation is going to change in the future

Proposals for Growth

The refresh of the SEMMM Strategy is being progressed not only to tackle existing transport issues, but also to plan the major transport investment required to manage future growth in travel demand and traffic levels.

Cheshire East's Local Plan was adopted in June 2016. It includes the provision of at least 36,000 new homes and 939 acres of employment land across the borough. Whilst Crewe is a focal point for significant development growth, maximising the benefits of future HS2 provision, the Cheshire East Local Plan also includes strategic site allocations across the SEMMMS area. These will expand the existing settlements of Wilmslow, Macclesfield, Poynton and Handforth. The largest single development site is the North Cheshire Growth Village, located alongside the interchange of the A34 and A555.

The northern part of the SEMMM Strategy area extends into Greater Manchester, which is working to collectively define growth plans through the Greater Manchester Spatial Framework (GMSF). GMSF is a joint plan led by the Greater Manchester Combined Authority (GMCA) for the supply of land for jobs and new homes across the region. A draft GMSF was consulted on in late 2016-early 2017 but is now subject to review based on the consultation responses and the views of the Greater Manchester Metro Mayor appointed in summer 2017. A new version of the plan will be subject to further public consultation in June 2018.

Greater Manchester Development Overview – 2040 Strategy, page 4

Neighbouring authority areas are also developing and implementing plans for future development growth, with knock-on impacts for the SEMMM Strategy area. High Peak approved their new Local Plan in May 2016, whilst the Peak District National Park are currently in the process of developing a new plan.

Manchester Airport is also a major hub for future growth. The Airport was the third largest in the UK for passenger numbers in 2016 and is a key global gateway for the region as a whole. The Airport's expansion plans will see passenger numbers grow from 25 million to 55 million by 2050. The Airport

City Enterprise Zone is also an emerging major employment site, with plans for circa 5 million sqft of offices, hotels, advanced manufacturing, logistics facilities and retail space.

Future Major Transport Investment

There are a number of significant transport investments either planned or in the process of being delivered which will affect the future situation within the SEMMM Strategy area and links to the wider Cheshire East authority area:

- A6 Manchester Airport Relief Road (A6MARR) and Poynton Relief Road (PRR);
- HS2 – Phase 2b of HS2 will include a link to Manchester Piccadilly and a new station at Manchester Airport;
- Macclesfield Movement Strategy – a multi-modal package of interventions to improve access and reduce congestion issues compounded by future growth;
- Smart Motorways – The first Highways England Road Investment Strategy included Smart Motorway provision on the M56 between junctions 6 and 8 (along with provision on the M60 between J24-27 & J1-4); and
- Northern Hub / NPR – Major Rail investment across the North of England.

Future Technologies and Innovation

Whilst it is important to identify and plan appropriate measures to improve the transport system, it should be recognised that transport provision is changing, with technology directly influencing how people travel. Demand-responsive travel services, like Uber, and public transport timetable information accessed through smart phones are two examples of how technology is changing how people choose to travel.

In looking to the future, the network is likely to see the introduction of some form of connected and autonomous vehicles (CAV), as well as the possible introduction of a different type of transport model, such as Mobility as a Service (MaaS). MaaS is an emerging concept in transportation that could see a transition from personally owned modes of transportation to a service that can be purchased and integrates various forms of transport provision into a single mobility service that is accessible on demand.

New technology and innovation can have a significant role in improving 'last mile' access between rail stations and employment sites across the SEMMM Strategy, and especially within the Cheshire Science Corridor.

6. Vision and objectives

The refresh of the SEMMM Strategy is tasked with considering the transport issues of today, and the challenges which are likely to arise in the future. A coherent strategy is required to ensure people are able to move freely, giving them the ability to access the places where they want to work, or the places they want to do their shopping, etc.

To set a framework for the future, the work to refresh the SEMMM Strategy has defined a vision for the transport network as follows:

"A transport network that supports inclusive sustainable economic growth, improves quality of life and protects the environment."

To realise this vision, there are **3 primary objectives** which the new strategy is seeking to deliver. This vision and these objectives align closely with the visions of TfGM's 2040 Strategy and Cheshire East's LTP4.

To offer the best opportunity for the vision and objectives to be achieved, we must look at the problems being faced today and into the foreseeable future, and identify ways of overcoming the transport challenges which may hold us back. Based on the SEMMM Strategy evidence base, **10 enabling objectives** have been set which are principles which can guide the journey towards realising the outcomes from a transport and connectivity perspective.

i) Tackle congestion and improve journey time reliability, in particular on key corridors.

ii) Improve transport capacity and accessibility to jobs and services in the regional centre, key centres, town / local centres, key employment areas and at Manchester Airport.

iii) Promote an integrated public transport network that supports seamless travel.

iv) Improve connectivity to surrounding key towns and cities through new and enhanced transport links.

v) Improve safety, security, resilience and maintenance of the transport network.

vi) Enhance and create new safe walking and cycling connections and encourage active travel to support healthy communities.

vii) Enhance the quality of the built environment and contribute to creating successful streets, spaces, villages, towns and local centres.

viii) Increase the use of sustainable transport and support the creation of a low emission future.

ix) Exploit new technologies and innovative approaches where they can add value to the strategy.

x) Provide improved accessibility to local health, education, leisure and retail services, for all age groups

This vision and enabling objectives were developed as part of the preparation of the SEMMM Strategy Refresh evidence base, and agreed following discussion with Cheshire East Council, Stockport Council, and TfGM. The enabling objectives offer clarity to inform the measures and interventions which the Strategy should be looking to promote and deliver.

7. Potential options in the Study Area

To deliver a transport system which can align to the vision and objectives of the SEMMM Strategy Refresh, co-ordinated planning and investment will be required. The challenges are complex and there is not one single, big fix which can transform the area. The suggested approach is to consider the challenges in a collective way, and look towards multi-modal packages which deliver solutions

which complement each other, and create alliances in the transport system where cars, bus, trains, trams, cyclists and walkers integrate seamlessly together.

At present, a broad range of options have been looked at which can help to address some of the transport challenges. These are covered below, showing their alignment to the 10 enabling objectives.

The future priorities for the area could include:

1. Poynton Relief Road alongside identified mitigation and complimentary measures;
2. Solutions to improve 'last mile' access to destinations in more rural, and less well connected neighbourhoods;
3. Multi-modal improvements on the A34 corridor, acknowledging and accounting for cross-boundary travel patterns;
4. Implementation of the Macclesfield Movement Strategy;
5. Local capacity and safety improvements on the A523 corridor;
6. High Lane to Disley A6 Bypass;
7. Continued development of the strategic and local cycling and walking networks;
8. New bus rapid transit services catering for cross-boundary travel to/from the Greater Manchester conurbation; and
9. Sustaining and improving public transport opportunities.

Enabling Objective	What could this look like in relation to Cheshire East?
i) Tackle congestion and improve journey time reliability, in particular on key corridors.	• Poynton Relief Road alongside identified mitigation and complimentary measures • A523 Corridor improvements, to include junction improvements and widening. Potential longer term need for an offline bypass scheme south of Poynton Relief Road. • Junction improvements and widening on major highway corridors – A34 and A555 in particular to improve journey times. Potential integration of greater bus priority measures also. • Macclesfield Movement Strategy addressing selected hotspots across the town centre. • High Lane to Disley Bypass • Segregated bus priority on key corridors – e.g. A34 or A555 to improve bus options and journey times. May require road widening. • Further measures to encourage bus and rail travel, and cycling, with the aim to have fewer people driving – including more park and ride capacity

Enabling Objective	What could this look like in relation to Cheshire East?
ii) Improve transport capacity and accessibility to jobs and services in the regional centre, key centres, town / local centres, key employment areas and at Manchester Airport.	• Increased rail line speed between Macclesfield and Stockport • Local solutions to 'last mile' travel (with particular focus on the Science Corridor), improving connectivity between transport nodes and employment/leisure destinations • More capacity on transport connections to the regional centre • New public transport connectivity linking with new development and Manchester Airport, including new bus (potentially Bus Rapid Transit) services
iii) Promote an integrated public transport network that supports seamless travel.	• Better co-ordination of public transport timetables to facilitate interchange • More opportunities for park and ride to encourage more public transport use • Providing supported bus services taking account of the evidence derived for the Council's Supported Bus Service Review • More facilities which enable people to cycle before boarding a public transport service including improved cycle routes and better cycle parking • Wider provision of Real Time Information at bus stops • Supporting the roll out of Smart ticketing
iv) Improve connectivity to surrounding key towns and cities through new and enhanced transport links.	• Better public transport links between Greater Manchester and North Cheshire/Derbyshire • Additional strategic cycle routes and better interconnectivity between existing routes • More capacity on transport connections to the regional centre
v) Improve safety, security, resilience and maintenance of the transport network.	• Highway improvement schemes which target accident hotspots to improve safety, including on the A523 near Butley Town. • Sustained approach to network maintenance • Design enhanced resilience into new infrastructure
vi) Enhance and create new safe walking and cycling connections and encourage active travel to support healthy communities.	• More cycle links, especially segregated routes parallel to major movement corridors to create better connected and more continuous routes – including a new route linking Wilmslow to Manchester Airport, and upgrades to the Macclesfield Canal towpath • Enhanced footway provision, surfacing and lighting • Facilities which support interchange between bicycle and public transport modes • Travel choices initiatives including cycle hire schemes, and cycle training/maintenance support
vii) Enhance the quality of the built environment and contribute to creating successful streets, spaces, villages, towns and local centres.	• Town, district and local centre improvements including wider footways, better quality surfaces, new lighting and more public spaces • Infrastructure which encourages walking and cycling e.g. in town, district and local centres and close to public transport hubs and schools

Enabling Objective	What could this look like in relation to Cheshire East?
viii) Increase the use of sustainable transport and support the creation of a low emission future.	• Better bus connectivity, including more frequent services and better timetable coverage through the week • More capacity on rail services, and line speed improvements • Platform lengthening at stations between Stockport and Macclesfield. • Potential for new stations such as in High Lane or Adlington Business Park to give added connectivity. • Better facilities and an improved experience when using rail stations, through local improvements • Targeted investment to resolve the worst air quality hotspots • Travel choices initiatives including car clubs and cycle hire schemes, alongside targeted travel planning programmes (schools, businesses, etc).
ix) Exploit new technologies and innovative approaches where they can add value to the strategy	• Developing the infrastructure needed to support Electric Vehicles and Connected Autonomous Vehicles • A future-vision of Mobility as a Service (MaaS)
x) Provide improved accessibility to local health, education, leisure and retail services, for all age groups	• Public transport measures to protect and improve local connectivity to essential local services.

8. Funding

There are different sources of funding that will be drawn on to deliver the future interventions that will go into the refreshed SEMMM Strategy. Below is a summary of potential funding sources:

Central Government

There are a number of funding streams available through central government to deliver infrastructure improvements, such as DfT and DCLG grant funding. These include:

- National Productivity Investment Fund – originally valued at £1.1bn for local transport networks (upkeep and enhancement) and £220m for national roads to fund smaller projects that can quickly and directly tackle congestion and improve local productivity. This has been further extended through the 2017 Autumn Budget.
- Transforming Cities Fund – Greater Manchester was allocated £243m over four years to fund transport projects, take forward and support delivery of local strategies, and help to improve connectivity and reduce congestion in the region.
- DCLG Housing Infrastructure Fund -a £5 billion fund that will help to unlock new homes in areas of high demand, with local authorities across England able to bid for this fund to help get homes built faster.
- Transport Technology Research Innovation Grant (T-TRIG) competition - provides seed funding to early-stage science, engineering or technology innovations with potential to lead to the development of successful new transport products, processes or services, such as sensors to collect real-time data or solar powered charging solutions for more sustainable travel choices.

- Innovation Challenge Fund and RIS Innovation Fund - helps support the development of new technologies, methods or processes that help to meet DfT policy goals.

Local funding

Local funding sources include those available through the devolution deal and the use of Earn-back and private financial models, such as:

- Local Growth Fund - gives access to funding over and above what Greater Manchester and Cheshire East would normally receive from Government, as part of the devolution deal, to support major and minor works transport schemes that deliver the priorities of the LEP, and to supplement investment in walking and cycling (e.g. Cycle City Ambition Grant, Local Sustainable Transport Fund, Access Fund).
- City Deal - includes the principle of an Earn-back model with Government, which builds on the approach of increasing self-sufficiency in delivering infrastructure investment in Greater Manchester.
- Private finance models such as public private partnership (PPP) - can be used to fund projects, where they demonstrate they can provide the best value for money, and are consistent with other policy objectives, affordable and commercially viable.

Developer contributions

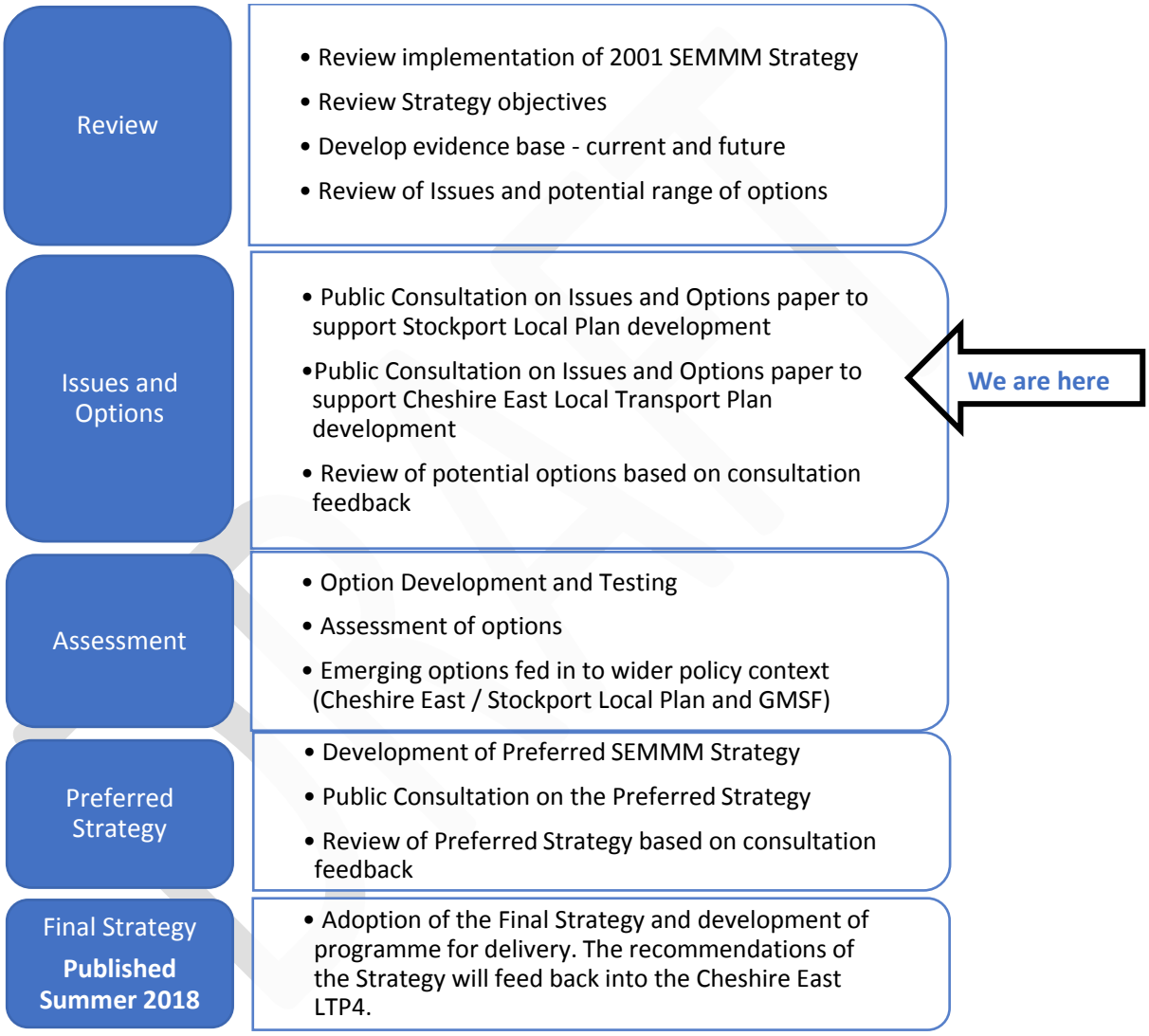
If the private sector stands to financially benefit from transport schemes, scheme promoters will look for them to provide a direct contribution to the capital cost of infrastructure provision. Attracting such funding can enable projects to go ahead or be expedited, and potentially allows them to be delivered to a higher quality and achieve better value for money. Local authorities can also levy charges on development to pay for infrastructure needs. These include:

- Section 106 agreements between the local authority and developers attached to a planning permission, if the infrastructure is required to make a site acceptable in planning terms.
- The Community Infrastructure Levy (CIL) that ensures developers contribute to the cumulative impact on local areas.
- Business Rate Supplement, where local authorities can add a supplement to business rates for infrastructure (subject to a local business referendum).

9. Next Steps

The SEMMM Strategy Refresh process is shown in the figure below. Having reviewed the 2001 SEMMM Strategy and agreed the strategy objectives, baseline evidence has been gathered and the potential range of future impacts identified. The study is now at the stage of defining the issues and identifying a broad range of options. This public consultation in Cheshire East seeks feedback to the identified issues and opportunities. Views are sought on the issues affecting the North Cheshire area and the nature of options to tackle these issues. A similar consultation has recently been completed in Stockport, to complement their work developing a new Local Plan.

SEMMM Strategy Refresh Process Key Stages



Based on the outcome of this public consultation the next steps will be to;

- Develop and test detailed options targeted at addressing the issues;
- Assess the performance of the options against the 10 enabling objectives;
- Draw together the options and interventions which best address the strategy objectives to comprise the Preferred Strategy;
- Preferred strategy public consultation to inform and receive feedback; and
- Identify the funding mechanisms and establish the programme for the delivery of the SEMMM Strategy interventions.

Appendix A: Location Context Plan

The part of Cheshire East which falls within the SEMMM Strategy is referred to the 'Study Area' throughout this paper.