Local Cycling and Walking Infrastructure Plan: Congleton, Macclesfield and Wilmslow

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Cheshire East Council

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Cheshire East Council

Cheshire East Local Cycling and Walking Infrastructure Plan

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Contents

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1. Introduction

1.1 Our Ambition

Our ambition is to achieve a step change in levels of walking and cycling across Cheshire East which will benefit the environment, health and wellbeing, the local economy and communities. Cheshire East Council has committed to delivering local action to tackle the climate change emergency and walking and cycling will play crucial a part in this.

Our new Local Transport Plan 4 puts walking and cycling at the heart of the planning and design of the Borough's streets, communities and green spaces. A key supporting document of the of LTP4 is the Council's Cycling Strategy which aims to 'enable more people to cycle safely, more often and with confidence for everyday and leisure journeys'. A key objective within the Cycling Strategy is to create networks and infrastructure that is safe, attractive, cohesive and direct. We aim to double the number of people cycling in Cheshire East by 2027.

This Local Cycling and Walking Infrastructure Plan (LCWIP) sets out our ambitious plans for a high-quality walking and cycling network for Congleton, Macclesfield and Wilmslow. This LCWIP will set the standard for how walking and cycling infrastructure should be planned and delivered in our Borough, with schemes aiming for high quality infrastructure in line with Local Transport Note 01/20. We also intend to build on this LCWIP to plan further infrastructure improvements across the Borough through our LTP4 over the coming years.

1.2 Background

Following the publication of the Cycling and Walking Investment Strategy (CWIS) by the Department for Transport (DfT) in 2017, Local Authorities (LAs) have been encouraged to develop Local Cycling and Walking Infrastructure Plans (LCWIP) to provide a strategic approach to identify walking and cycling improvements which are required at a local level. The strategy states that whilst "the preparation of LCWIPs is non-mandatory, local authorities who have plans will be well placed to make the case for future investment".

LCWIPs are unique compared to previous active travel strategies since they attach equal importance to both walking and cycling. A 40-page guidance document was produced to guide LAs through the process of producing LCWIPs, to ensure plans are evidence based and consider input from local communities and key stakeholders. As such, LCWIPs aim to create a long-term approach to increasing the number of cycling and walking trips, through the identification of preferred routes and to subsequently create a prioritised programme of infrastructure improvements for future investment.

Congleton, Macclesfield and Wilmslow were selected for the development of this LCWIP based upon an evidence-based review which identified these areas as having the highest potential to increase walking and cycling excepting Crewe and Nantwich for which previous plans have already been developed.

1.3 Report Structure

The following sections of the report are reflective of the structure recommended within the LCWIP guidance, and comprise of:

- Section 1 **Determining Scope**: establishes the geographical extent of the LCWIP;

- Section 2 **Gathering Information**: identifies existing patterns of walking and cycling through a review of existing conditions and identifies barriers to cycling and walking;

- Section 3 **Network Planning for Cycling**: identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the types of interventions required;

- Section 4 **Network Planning for Walking**: identify key trip generators, core walking zones and routes, audit existing provision and determine the types of interventions required;

- Section 5 **Prioritising Improvements**: prioritise improvements to develop a phased programme for future investment; and

- Section 6 **Integration and Application**: integrate outputs into local planning and transport policies, strategies and delivery plans.

2. Policy Review

In developing an LCWIP, it is important that a strong evidence base is created by initially undertaking a thorough review of the existing local policy background. As such, an initial review of relevant planning documents was undertaken to gather an understanding of the baseline conditions and existing walking and cycling infrastructure within the LCWIP study area. The review covers the key strategies and policies which are of relevance to the LCWIP and how this coincides with a wide range of overlapping policies, including public health, environmental sustainability and improving access to life opportunities.

2.1 Cheshire East Council Local Transport Plan 4

The Cheshire East Council Local Transport Plan 4 (2019-2024) outlines the key ambitions for the Borough with the following objectives:

- Supporting growth and economic strength through connectivity;
- Ensuring accessibility to services;
- Protecting and improving our environment;
- Promoting health, wellbeing and physical activity;
- Maintaining and managing our network assets; and
- Improving organisational efficiency and effectiveness.

The LTP gives specific support to walking and cycling through the following Actions:

- Action 5.15 – We will seek opportunities to reallocate road space to pedestrians and cycling
- Action 7.4 – We will work to improve the quality of our footpaths and pavements, including through targeted investment as part of our asset led approach to highway maintenance;
- Action 7.5 – We will connect existing parts of the pedestrian network, close gaps and address safety concerns at identified hotspots;
- Action 7.6 - We will continue to maintain and improve the existing cycling infrastructure and develop a network of strategic high-quality cycle routes connecting the Borough;
- Action 7.7 – We will support the development of Town Cycling Plans and their integration in the Neighbourhood Plans for all towns and key service centres in the Borough;
- Action 7.8 – We will support the delivery of improved walking and cycling infrastructure as part of the delivery of other major transport schemes;
- Action 7.9 – We will seek to ensure that developments are planned in a sustainable way through the inclusion of active travel facilities and linkages;

- Action 7.12 - We will continue to reduce barriers for multimodal active travel and improve the accessibility to and facilities at rail and bus stations for pedestrians and cyclists;

- Action 7.13 - We will facilitate the use of walking and cycling to access leisure destinations and for leisure trips;

- Action 7.14 – We will seek external funding from all sources to support active and sustainable travel interventions.

Upon publication, it is intended that the LCWIP will be a supporting daughter document of the LTP.

2.2 Cheshire East Council Local Plan

The CEC Local Plan was adopted in July 2017 and sets out the Council's plan for sustainable economic growth up to 2030.

In order to deliver this vision for Cheshire East as a whole, the Council has set four strategic priorities:

- Promote economic prosperity by creating conditions for business growth;

- Create sustainable communities where all members are able to contribute and where all the infrastructure required to support the community is provided;

- Protect and enhance environmental quality of the built and natural environment; and

- Reduce the need to travel, manage car use and promote more sustainable modes of transport and improving the road network.

Within the Local Plan, the following policies apply to the transport aspects of a development:

- Policy CO1: Sustainable Travel and Transport; within the Local Plan specifically refers to improving public transport and active travel (walking and cycling) provision.

Section 3.5 provides further detail on specific Local Plan sites within the three LCWIP towns.

2.3 Cheshire and Warrington LEP Transport Strategy

The Cheshire and Warrington Local Enterprise Partnership (LEP) published their Draft Sub-Regional Transport Strategy on the 6th April 2018. The Plan outlines the ways in which transport will contribute to achieving the priorities of the Strategic Economic Plan up until 2040.

The Strategy outlines a number of aims which are of relevance to cycling and walking improvements, with a selection of such aims including:

- Increasing the proportion of trips undertaken by walking and cycling to accommodate demand without contributing to congestion levels;

- Improve facilities and the local environment to support the establishment of healthy and sustainable communities; and

- Actively promoting sustainable travel to work and thereby minimising single occupancy car travel.

As part of the LEP's Local Growth Fund Sustainable Travel Package, CEC are improving walking and cycling routes in Wilmslow including key links to employment and the train station.

2.4 Public Health Joint Strategic Needs Assessment

A Joint Strategic Needs Assessment identifies health and social care needs for an area and monitors progress and opportunities associated with this to inform decision-making. The Assessment is produced in collaboration with stakeholders, with the aim of this creating a holistic approach.

The Cheshire East Assessment covers various elements including; mental health and employment, air quality, and drug and alcohol misuse. Cycling and walking can have a significant impact on these elements. It has been proven that active travel positively impacts upon public health. Therefore, improving local walking and cycling infrastructure can improve the outputs of the assessment.

2.5 Cheshire East Local Air Quality Strategy

Cheshire East published their Draft Local Air Quality Strategy in July 2018 which aims to provide a strategic framework to deliver local air quality improvements within Cheshire East. Air quality across Cheshire East is generally good. There are a number of AQMAs across the borough, which have all been declared for levels of nitrogen dioxide which relates directly to traffic levels and congestion.

As all of the air quality problems relate to traffic volumes and congestion, it is vital that the Air Quality Strategy is integrated within the LTP as this will assist many of the action plan measures being implemented.

The Air Quality Strategy refers to promoting opportunities for active travel (i.e. walking and cycling) in order to have a positive impact on air quality across the Borough.

2.6 Sustainable Modes of Travel to School Strategy

The Cheshire East Sustainable Modes of Travel to School Strategy (SMOTS) was formally adopted by Cabinet in July 2018 and intends to achieve the following targets:

- Increase the number of schools participating in promotional campaigns (e.g. Walk Once a Week – WOW) to 30 per year; and

- Increase the number of schools/colleges with Bronze level accreditation with Modeshift STARS to 20.

If the above targets are achieved, this would contribute to reducing vehicle emissions and thereby improve air quality, improve road safety, and increase the health/wellbeing of staff, students, and parents/carers.

SMOTS is supported by the Safer Routes to School Programme which has an annual budget of £150,000. This can be assigned to schemes which improve safe and

sustainable routes to school. Schools with up-to-date School Travel Plans are invited to submit requests for capital funding for walking and cycling infrastructure schemes. Such schemes further encourage active travel to schools.

2.7 Draft Congleton Neighbourhood Plan (since withdrawn)

Neighbourhood Plans aim to empower local communities to use the planning system to promote suitable and sustainable development in their area.

The draft Congleton Neighbourhood Plan (since withdrawn) outlines a series of policies which, once made, are intended to guide development and the preparation of planning applications. The Plan aims to deliver the Vision for Congleton to 2030, to reflect issues raised by the local community. The Plan outlined a vision for Congleton alongside a series of objectives, with reference to improving the provision and quality of walking and cycling links across the town.

The Congleton town cycling group produced a Cycling Masterplan for Congleton in 2016 which outlines a range of interventions which would improve the quality, cohesion and attractiveness of the cycle network in Congleton. The Plan highlights potential links between the existing cycle network and future development sites to ensure that new housing and employment is accessible through cycling.

2.8 Wilmslow Neighbourhood Plan

The Wilmslow Neighbourhood Plan was made in November 2019, and Policy TA5 specifically refers to cycling in Wilmslow. The Plan states that future cycling schemes should be designed to avoid a 'hard' edge of cycling provision at the edge of Wilmslow Parish boundary and ensure that they effectively integrate with other infrastructure. The Plan aims to improve the quality of routes, such as ensuring clear designation and marking of cycle lanes in addition to encouraging different groups of people to use the network for more of their everyday journeys.

3. Gathering Information

3.1 Introduction

A review of baseline data across the LCWIP towns using 2011 Census outputs has been undertaken to understand the existing conditions within the LCWIP study area. It is to be noted that since the data is from 2011, this does not account for any changes to the demographics within the LCWIP towns from 2011 to date. Nonetheless this provides a useful baseline to understand travel demand within the three specified towns.

The results of the review are displayed visually below followed by a general analysis of the data. The data is reported based upon Census Lower Super Output Areas (LSOAs).

3.2 Sustrans National Cycle Network

The National Cycle Network (NCN) comprises a range of traffic-free paths and on-road cycling routes throughout the UK.

Macclesfield benefits from access to National Route 55 via the centre of the town. Congleton also benefits from access to National Route 55 to the east and south of the town. No national or regional routes run directly through the centre of Wilmslow; however Regional Route 85 is located to the north-west of the town alongside Quarry Bank Mill.

Sustrans are currently undertaking a review of their national and regional route networks to assess their suitability as high quality, accessible routes. CEC are working in partnership with Sustrans as part of producing the LCWIP to ensure route improvements are coordinated. The quality of the national and regional routes within the LCWIP area are of a varying nature with opportunities for improvements to be made to enhance accessibility and cycling uptake.

Sustrans are focusing on improving their National Cycle Network (NCN) with NCN Route 55 extending through both Congleton and Macclesfield a focus for improvement.

3.3 Travel to Work Data

Travel to work data for journeys in Cheshire East, North West England and England are displayed in Table 3-1 below.

Table 3-1 Travel to work data

Travel to work	Wilmslow	Macclesfield	Congleton	Cheshire East	North West	England
Work from Home	11%	8%	9%	11%	9%	8%
Train	3%	2%	1%	2%	2%	2%
Bus, minibus or coach	2%	3%	2%	2%	9%	9%
Taxi	1%	1%	0%	0.3%	1%	1%
Motorcycle, scooter or moped	0%	1%	1%	1%	1%	1%
Driving or passenger in a car or van	66%	62%	67%	71%	58%	66%
Bicycle	2%	2%	2%	3%	2%	2%
On foot	6%	14%	11%	9%	10%	10%
Other method of travel to work	1%	0%	0%	0.4%	0.5%	0.5%

Table 3-1 shows that travel to work via bicycle in Cheshire East is 1% higher than the north west England and national average, however commuting journeys via car in Cheshire East are 13% higher than the north west England average and 5% higher than the national average.

Journeys to work on foot are above the national average in Congleton (1% above) and Macclesfield (4% above), whilst travel to work on foot in Wilmslow is below the national average by 4%.

Journeys to work via bicycle in Wilmslow, Congleton and Macclesfield are in line with the national average, and commuter journeys via car are highest in Congleton and lowest in Macclesfield, however the number of journeys to work completed by car in all three LCWIP towns broadly align with the national average.

3.4 Distance to work

The LCWIP guidance states that a realistic walking distance is approximately 2.5 km and a realistic cycling distance is 5km. The potential to increase cycling and walking levels in the LCWIP study areas based upon outputs from the PCT and Census 2011, are outlined in Table 3-2 below.

Table 3-2 Summary Statistics

Criteria	Macclesfield	Congleton	Wilmslow	ALL AREAS
Resident Population	52,500	26,482	24,497	103,479
Cycling journeys to work (2011 Census)	547	192	145	884
PCT Government Scenario Cycling	1,199	415	402	2,016
PCT estimated increase in cycling (Government Scenario)	119%	116%	177%	128%
Walking journeys to work (2011 Census)	4,119	1,303	775	6,197
Number / % trips under 2km	7,778	2,898	1,877	12,553
Number / % trips under 7km	14,720	4,572	5,225	24,517

The outputs show that there is potential to increase the number of journeys to work undertaken by bicycle by 119% in Macclesfield, 116% in Congleton, and 177% in Wilmslow, when comparing the outputs from the 2011 Census and the PCT Government scenario. Such a shift would create a significant uptake in cycling across the LCWIP study area. Further, there is potential to increase the number of journeys to work on foot which are under 2km by 3,659 in Macclesfield, 1,595 in Congleton, and 1,102 in Wilmslow.

Census 2011 Travel to Work data was also analysed to identify the number of journeys which could be undertaken on foot or by bicycle, which is displayed in Table 3-3 below.

Table 3-3 Distance travelled to work (Census 2011)

	Less than 10km	10km-less than 30km	30km+	Work mainly at or from home
Wilmslow	40%	29%	8%	16%
Macclesfield	55%	22%	22%	10%
Congleton	36%	36%	9%	11%

Table 3-3 shows that the greatest number of journeys under 10km are undertaken in Macclesfield (55%) and Wilmslow (40%). This suggests potential for journeys which are currently completed via car to be undertaken partly or fully on foot or by bicycle.

2.5 Safety

A review of road traffic collisions within the LCWIP study area was undertaken through analysis of STATS19 data source. Collisions are divided based on severity into; slight, serious, and fatal, and are visually displayed below.

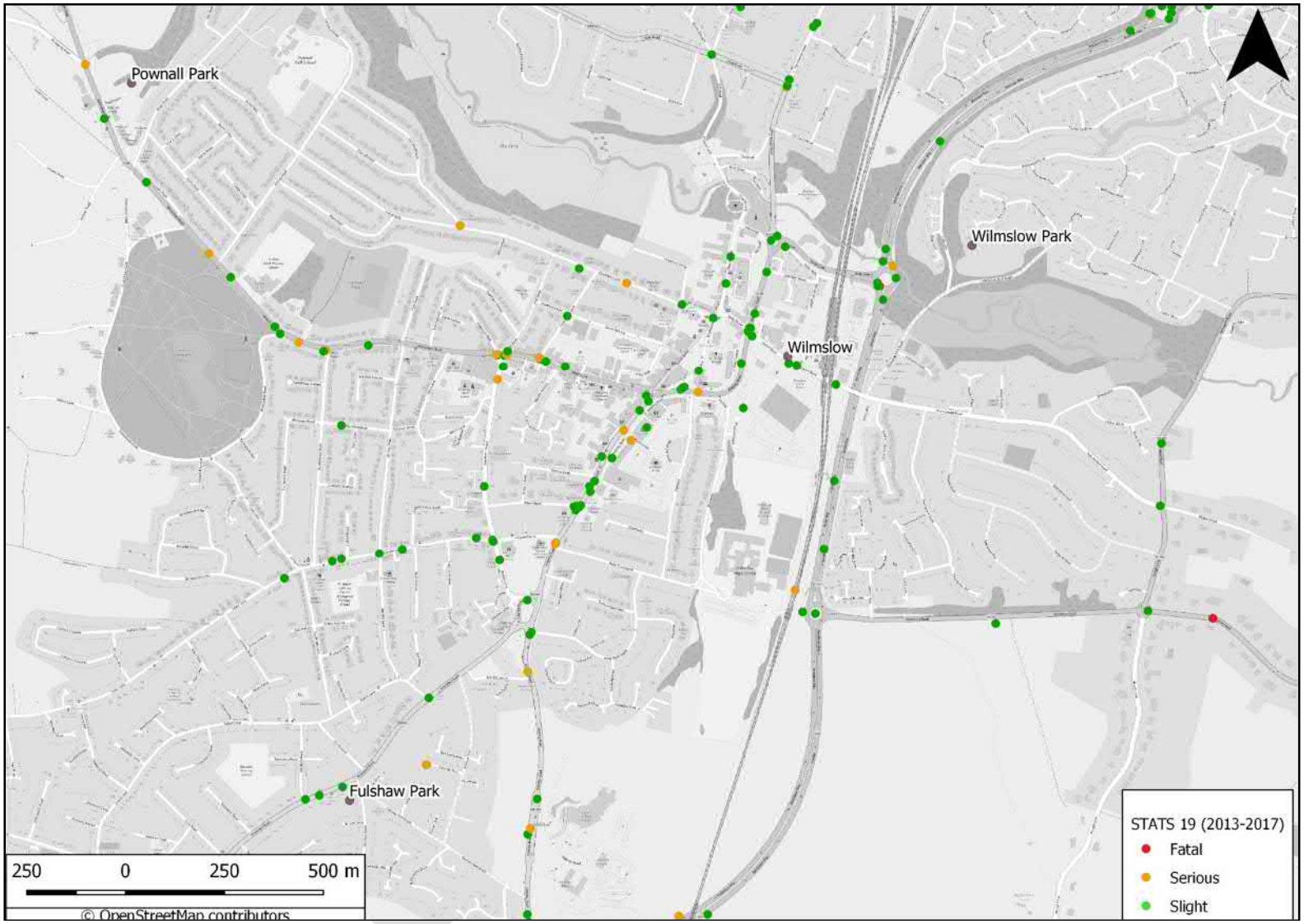


Figure 3-1 Wilmslow STATS19

Figure 3-1 shows that the majority of collisions recorded in the Wilmslow LCWIP study area are of a “slight” severity, with the greatest concentration of collisions focused on the B5086 Alderley Road, and the north of the A538 Alderley Road. The majority of collisions occur on the main arterial routes within Wilmslow.

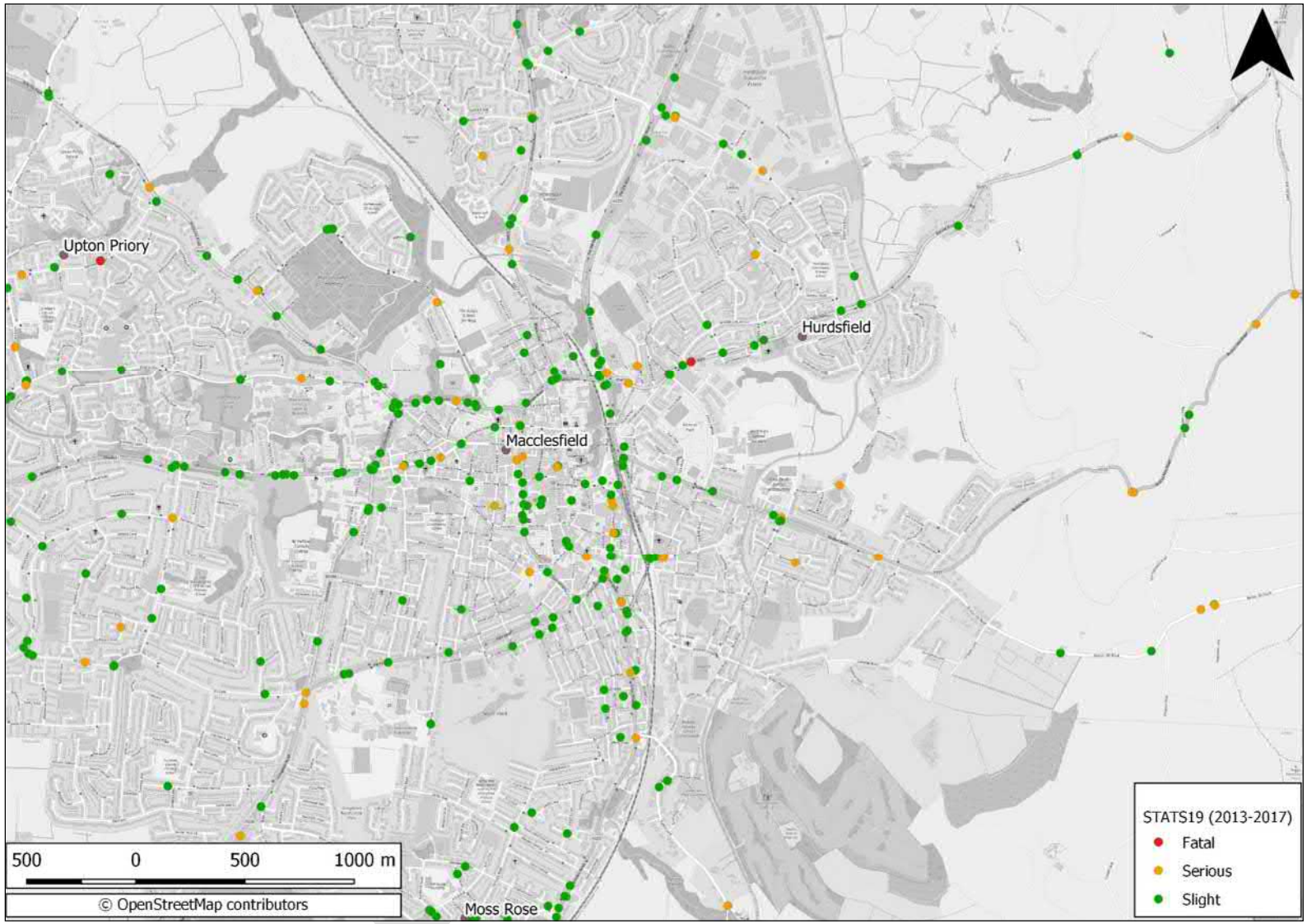


Figure 3-2 Macclesfield STATS19

Figure 3-2 shows that the majority of collisions recorded in the Macclesfield LCWIP study area are of a “slight” severity and are focused on the arterial routes of Victoria Road, A537 Chester Road, and Churchill Way. One fatal accident was recorded on B5470 Hurdsfield Road.

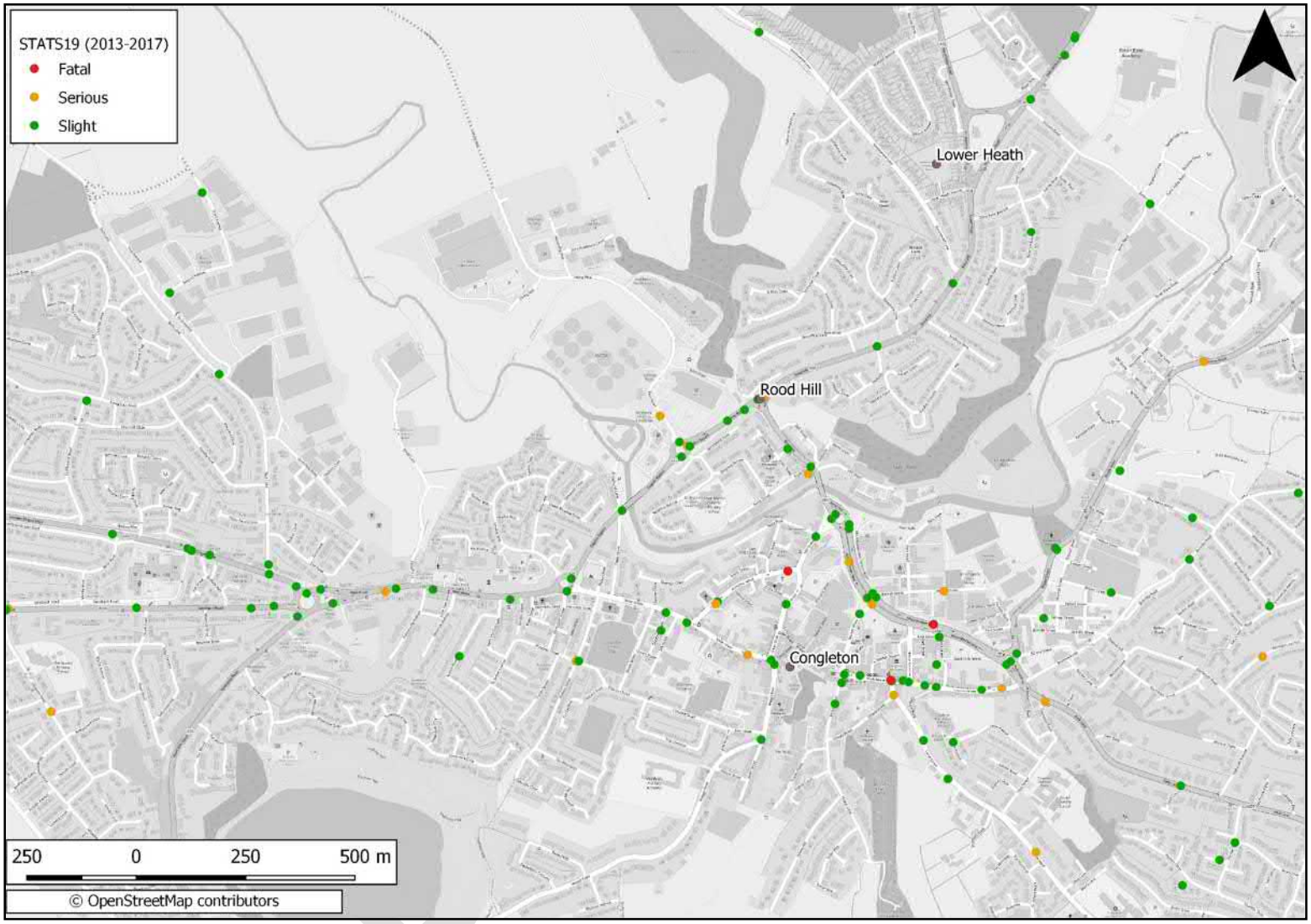


Figure 3-3 Congleton STATS19

Figure 3-3 shows that the majority of collisions recorded in the Congleton LCWIP study area are of a “slight” severity and are mainly focused in the town centre along West Street and Lawton Street, with one fatal accident recorded on Lawton Street. A further fatal accident was recorded on A54 Mountbatten Way, and a fatal accident was recorded on Mill Street. The fatal accident on Mountbatten Way involved a pedestrian.

CEC’s road safety team have reviewed Road Traffic Collisions (RTCs) involving pedestrian and cyclist casualties and the collision record does not evidence any particular road safety for the users’ issues in the LCWIP study area. It is however noted that cycling with motorised traffic is perceived as a key barrier by a large proportion of individuals and this LCWIP seeks to address this issue.

3.6 Significant Trip Generators

3.6.1 Local Plan Sites

Cheshire East adopted their Local Plan in July 2017 which covers the period up to 2030. The areas identified for housing, employment and mixed-use developments; alongside safeguarded land is displayed in the figures below for each town within the LCWIP study area.

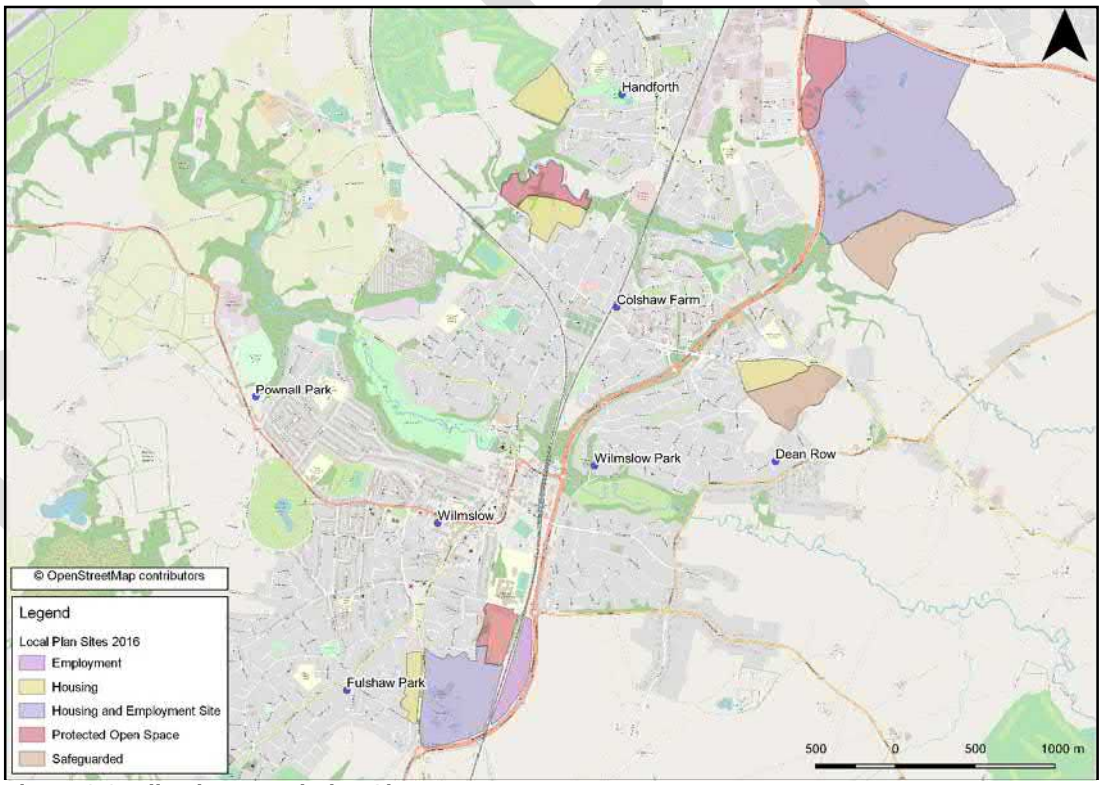


Figure 3-2 Wilmslow Local Plan Sites

Figure 3-2 shows that the Local Plan identifies housing and employment development land to the north and south of Wilmslow town centre. This comprises:

- Employment site at Wilmslow Business Park;
- Housing sites for the provision of 600 dwellings; and
- Housing and employment sites at Royal London, and the North Cheshire Growth Village.

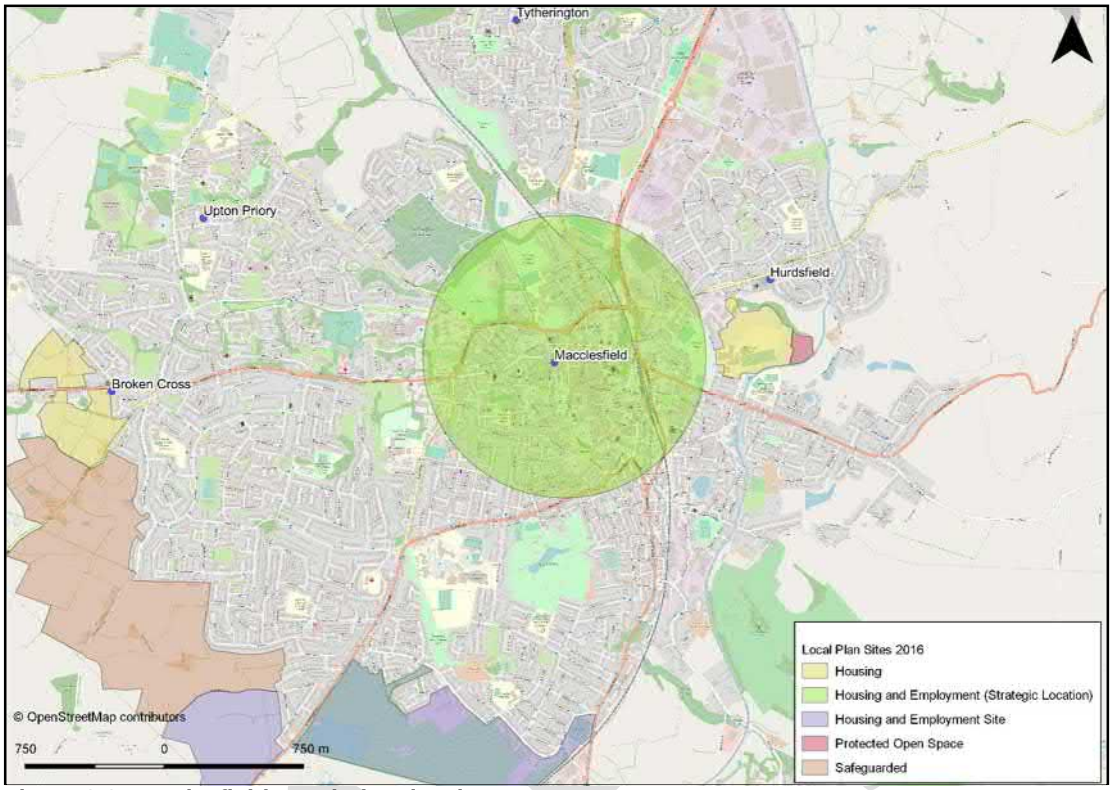


Figure 3-3 Macclesfield Local Plan developments

Figure 3-3 shows that the Local Plan identifies housing and employment development land at the centre, to the east, and to the south-west of Macclesfield town centre. This comprises:

- Strategic housing and employment sites in Central Macclesfield, including 500 dwellings;
- Housing and employment site at the South Macclesfield Development Area, and at Congleton Road, including 1350 dwellings; and
- Housing sites for the provision of 600 dwellings.

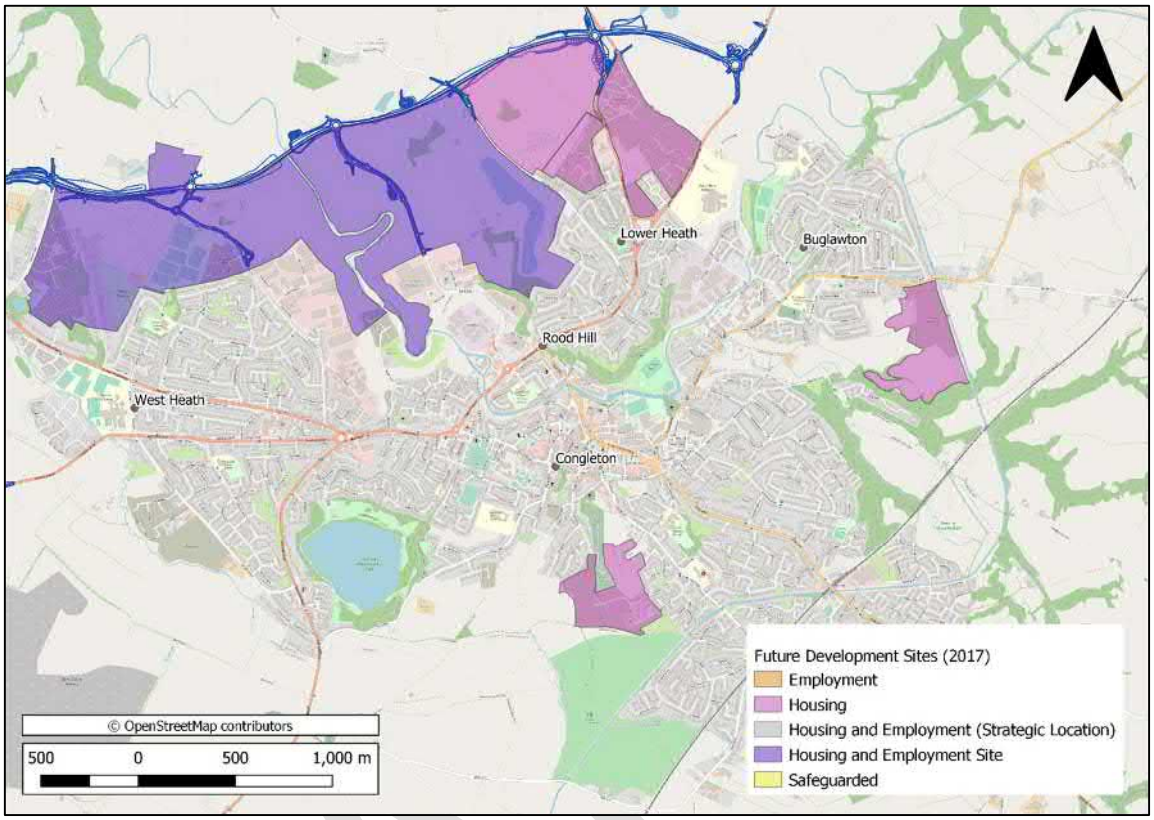


Figure 3-4 Congleton Local Plan Developments

Figure 3-4 shows that the Local Plan identifies housing and employment development at the north east, south, and north west of Congleton town centre. This comprises:

- Back Lane/Radnor Park: proximate to the new Congleton Link Road (CLR), providing up to 750 new homes, and up to 7 hectares of employment land;
- Congleton Business Park Extension: proximate to the new CLR, delivering around 625 new homes, 10ha of employment land;
- Giantswood Lane to Manchester Road: delivering around 500 new homes;
- Manchester Road to Macclesfield Road: delivery of around 450 new homes;
- Tall Ash Farm: delivery of around 225 new homes; and
- North of Lamberts Lane: delivery of around 225 new homes.

3.7 Stakeholder Engagement

Stakeholder views were gathered through liaising with local interest groups and the general public with attendance at the LTP consultation events throughout May and June 2018. Local interest groups were invited to events to gather views on local walking and cycling issues; general transport issues in Congleton, Wilmslow and Macclesfield, and across the Cheshire East borough as a whole.

The stakeholder feedback was subsequently consolidated and displayed on separate maps for the three towns, as displayed in **Appendix A**.

The main outputs from the stakeholder engagement within each town is as follows:

- Wilmslow
    - Improvements to cycling provision required between Wilmslow and Handforth, particularly via Manchester Road;
    - Improvements to cycling and walking provision from Wilmslow town centre to Waters employment area and towards Manchester Airport;
    - Wayfinding improvements and street lighting improvements required in proximity to Waters employment area;
    - Improvements to walking and cycling routes linking to Wilmslow rail station.
- Macclesfield
    - Improve cycling provision on routes to residential estates surrounding the town centre;
    - Improvements required for access to Macclesfield rail station;
    - Wayfinding and crossing provision improvements required to Macclesfield District General Hospital.
- Congleton
    - Ambition for a circular route around Congleton which broadly follows the alignment of existing footpath provision;
    - Improvements to West Road/Holmes Chapel Road/Sandbach Road;
    - Upgrade required to roundabout junction and associated approaches at Clayton Bypass.

3.8 Mapping Trip Origin and Destination Points

Origin and destination points were identified across the LCWIP geographical area.

A *trip origin* typically refers to an area which is likely to be the starting point for frequent trips, such as residential areas.

A *trip destination* typically refers to those areas which are likely to be the end point of a journey, such as employment, schools or retail areas and transport interchanges.

Employment sites, educational establishments and future development sites were therefore mapped and trip generators in close proximity to each other were clustered to simplify the analysis.

The outcomes of the origin and destination mapping exercises are displayed in Figure 3-5 to Figure 3-7 below.

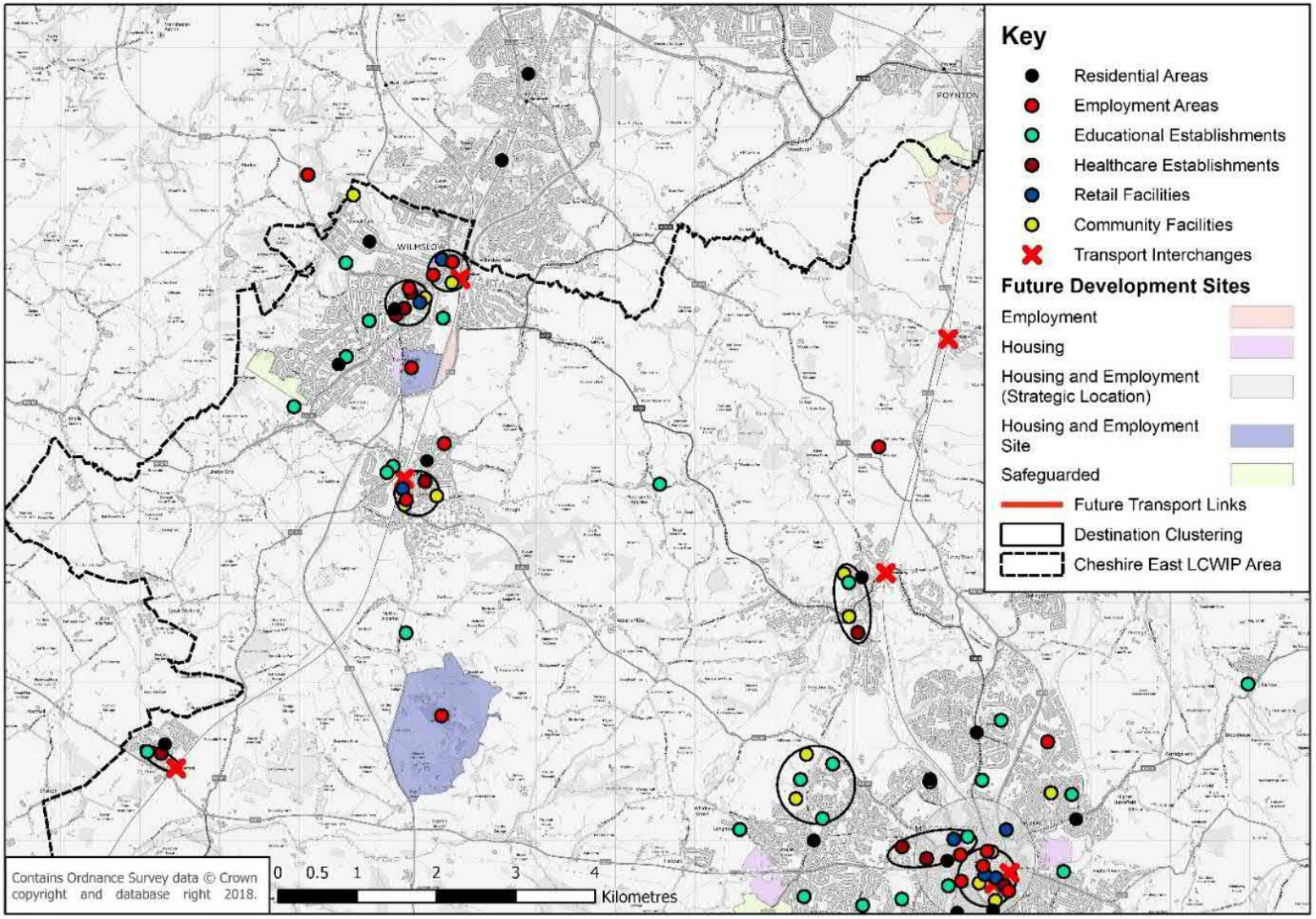


Figure 3-5 Wilmslow trip origins and destinations

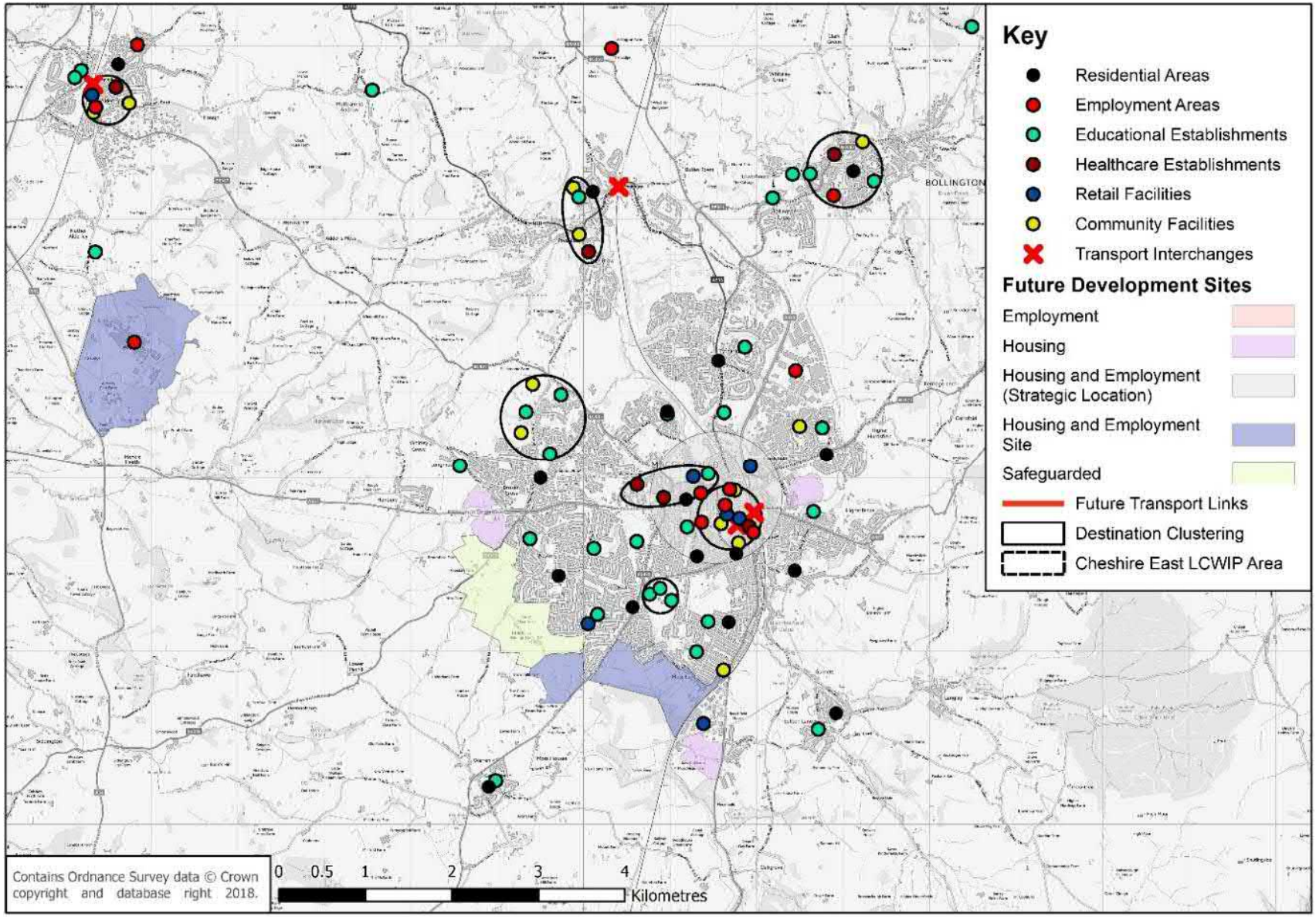


Figure 3-6 Macclesfield trip origins and destinations

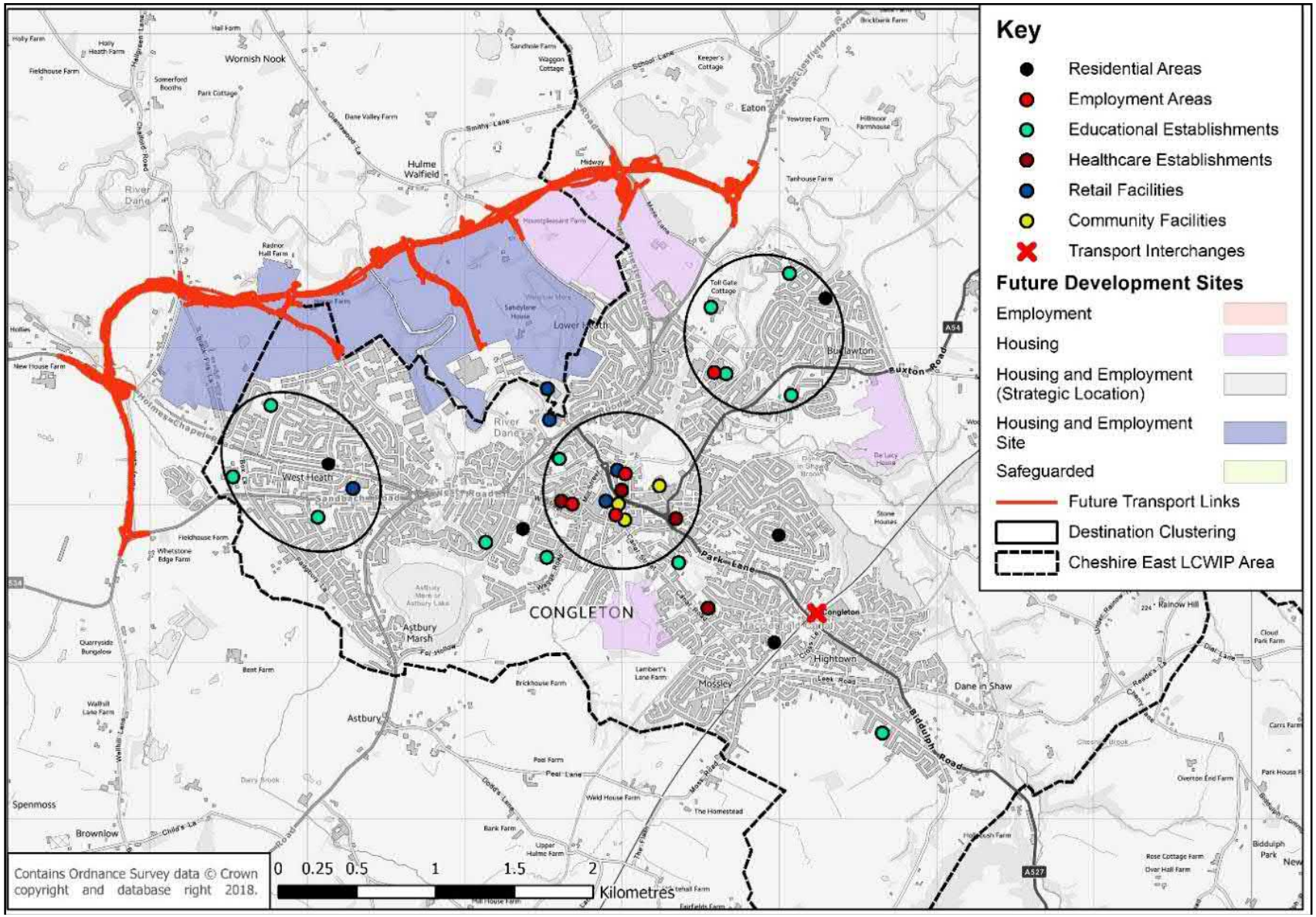


Figure 3-7 Congleton trip origins and destinations

3.9 Identification and Classification of Desire Lines

Following the identification of trip origin and destinations, desire lines were identified to reflect the most popular origin/destination trips.

The Propensity to Cycle Tool (PCT[1]) was used to assist the identification of key cycle desire lines within the LCWIP area. The following three PCT scenarios were used to reflect the different levels of cycle activity in the LCWIP area:

- Baseline (2011 Census);
- Government Target scenario; and
- Go Dutch scenario (cycling levels in England are to reflect those in the Netherlands, taking account for English hilliness and trip distances).

Further detail on the PCT software and the three scenarios is included in Appendix B.

The priority desire lines which were identified are displayed in Figure 3-8 to Figure 3-10 below.

[1] Propensity to Cycle Tool found at http://pct.bike/.

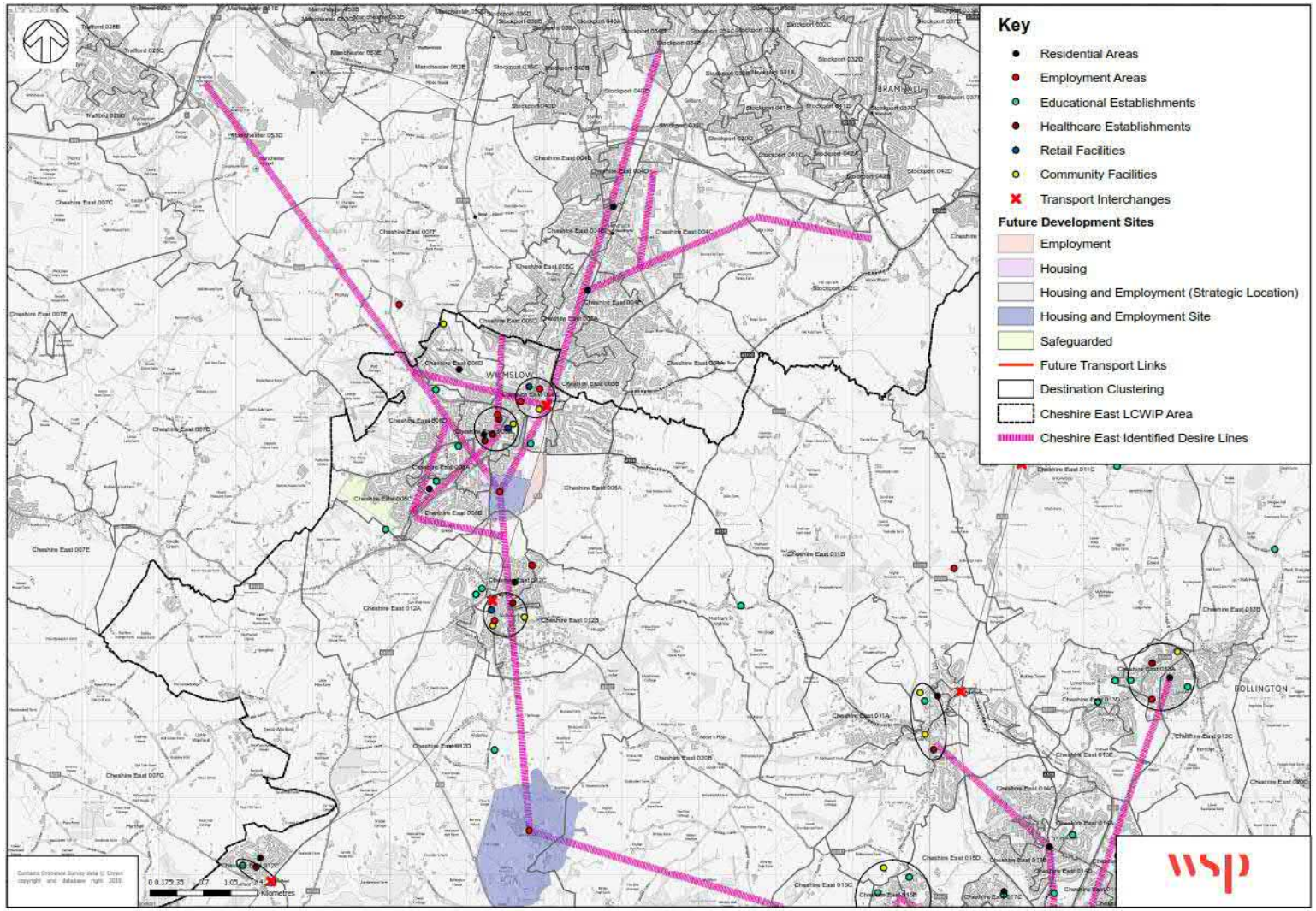


Figure 3-8 Wilmslow desire lines

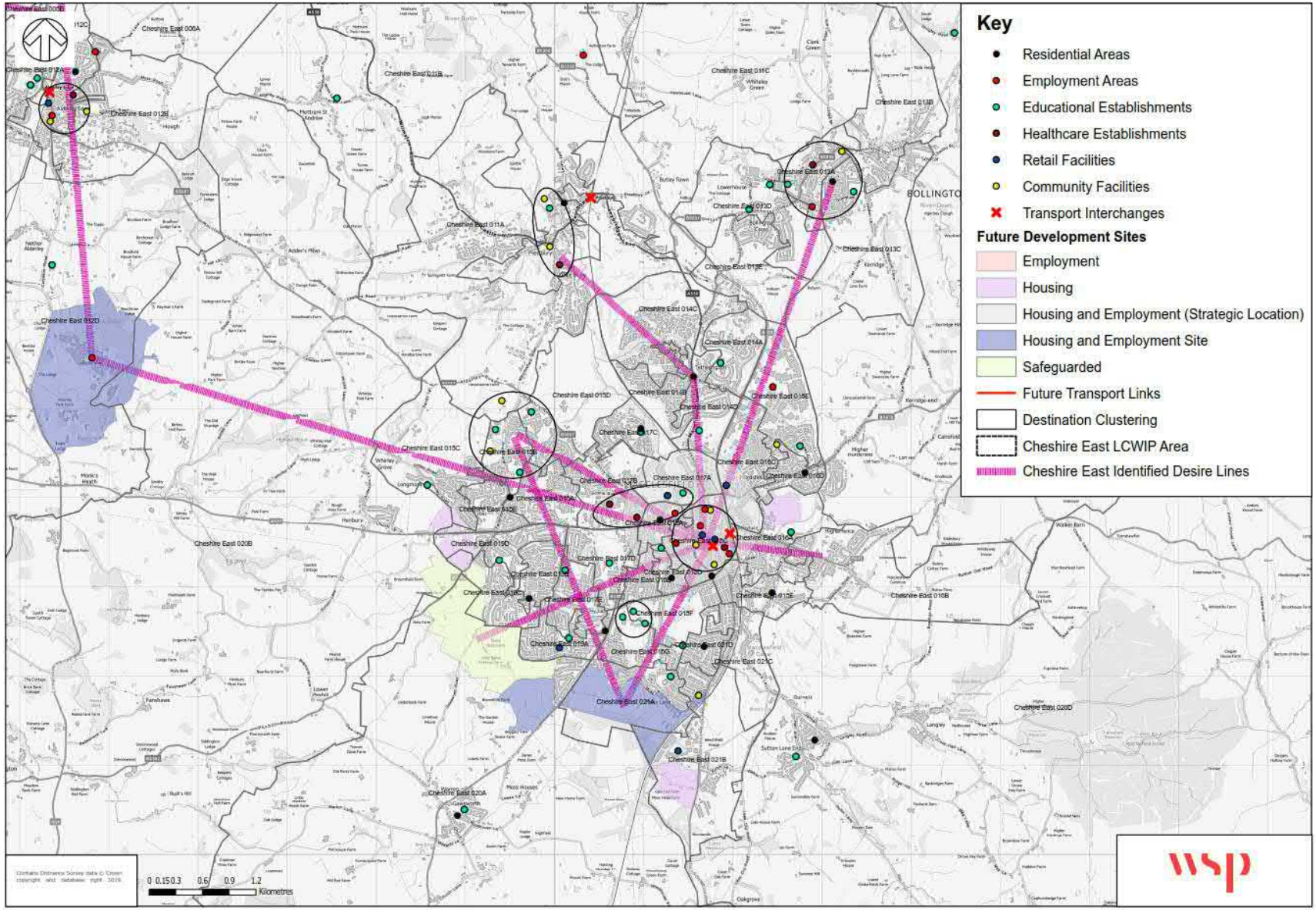


Figure 3-9 Macclesfield desire lines

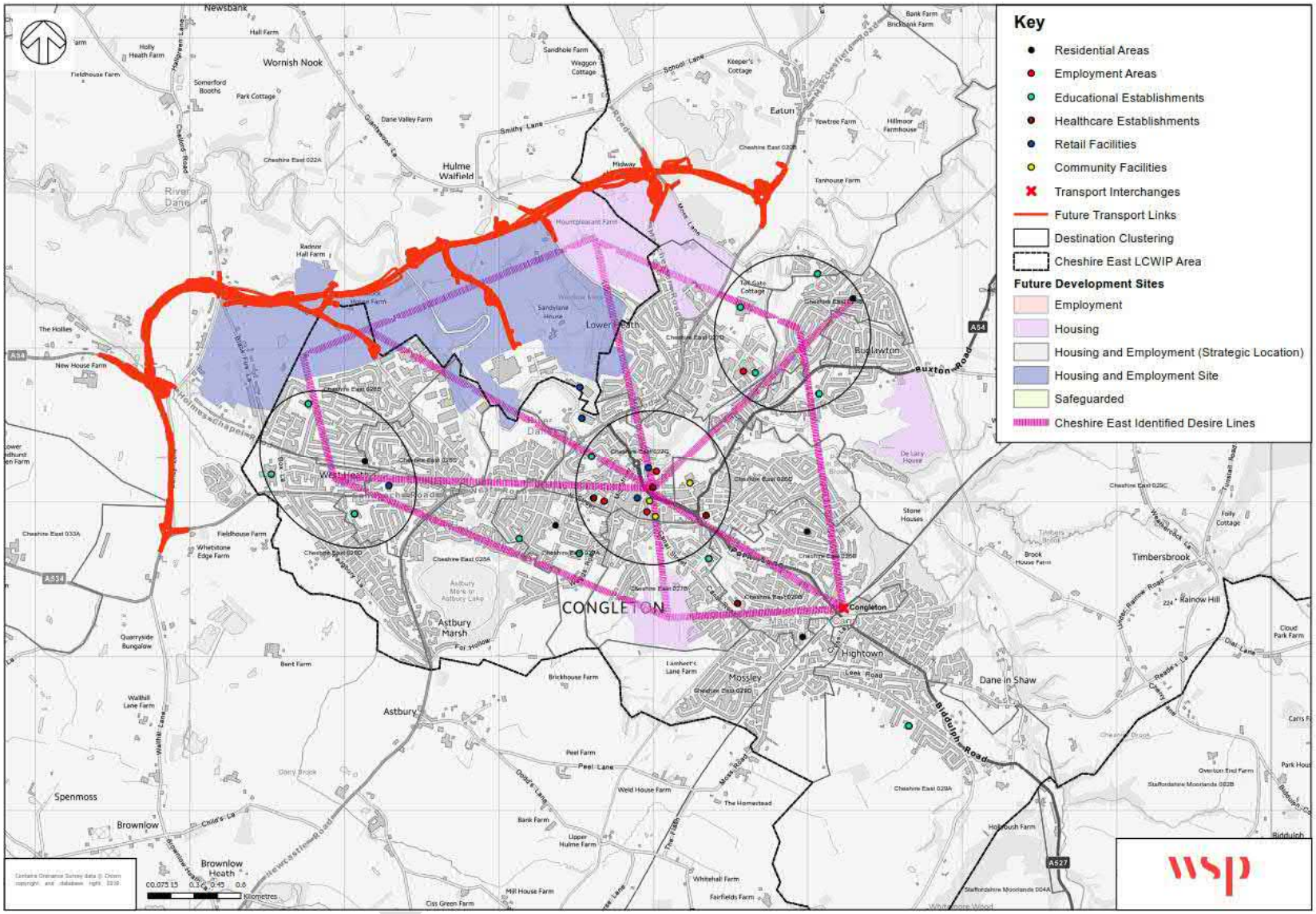


Figure 3-10 Congleton desire lines

3.10 Summary

A review of baseline data from Wilmslow, Congleton and Macclesfield has demonstrated that:

- Travel to work via cycling across the LCWIP study area broadly aligns with the national average (3%), with the greatest number of residents travelling to work via car is highest in Congleton (67%), however commuter journeys via car broadly align with the national average;

- There is potential for more than 100% increase in the number of journeys to work via bicycle within all LCWIP towns, and potential to double the number of journeys to work (under 2km) undertaken on foot, with a particular concentration of potential journeys Wilmslow;

- The Cheshire East Local Plan (2017) outlines future development sites including housing and employment which will require sustainable connections through walking and cycling routes, particularly: southern Macclesfield, close to the new Congleton Link Road, and the south of Wilmslow town centre;

- Origin and destination mappings, development site plans, and desire lines generated through analysis of the PCT have been identified and have provided an evidence base to inform the identification of future routes and desire lines to connect key trip origins and destinations such as schools, hospitals and transport hubs;

- Local interest groups have contributed to the identification of required walking and cycling improvements. Suggested improvements have been used to inform the development of the LCWIP.

4. Network Planning for Walking

4.1 Introduction

The analysis of baseline data through a review of local policy documents and background data forms a solid evidence base to support the next step of beginning to create a network plan for walkers with the aim of forming a coherent and well-established network.

The future walking network plan has been derived through identifying links between those areas which are identified as trip origins and trip destinations. As part of this process, funnel routes have been identified, incorporating the route which most pedestrians will follow to access a particular destination. Severance associated with the landform or layout of a settlement often create funnel routes with high pedestrian flows. Given the diverse nature of pedestrian movements, the routes do not extend into residential areas. Through creating a network plan of funnel routes, this LCWIP identifies the core routes which require improvement.

4.2 LCWIP Corridors

Following the identification of desire lines, the desire lines were appraised to identify those which should be taken forward for consideration as part of this LCWIP. This process was undertaken for the towns across the LCWIP study area. The desire lines were scored against a set of LTP objectives and deliverability criteria.

The walking desire line appraisal for Congleton is displayed in Table 4-1 below.

Table 4-1 Congleton Walking Desire Line Appraisal

Funnel Route	Objectives Appraisal	
	TOTAL (max score 20)	RANK
Congleton Town Centre to West Heath	18	1
A54 to Congleton Link Road via Giantswood Lane	17	2
Congleton Link Road towards Town Centre via A54 Holmes Chapel Road	17	2
Rood Hill to Congleton Link Road via A536 Macclesfield Road	17	2
Congleton Core Walking Zone	16	3
Congleton town centre to Congleton Link Road via Radnor Park	16	3
Congleton town centre to Congleton rail station	16	3
Congleton town centre towards LPS 31 Tall Ash Farm development area	14	4
Congleton town centre towards LPS 32 North of Lamberts Lane development area	14	4
Congleton town centre towards Astbury Mere	13	5
Congleton rail station to Buglawton	13	5

Table 4-1 shows the highest scoring walking routes in Congleton are:

- Congleton town centre to Congleton rail station;
- Town centre towards Congleton Link Road via Radnor Park/A54 Holmes Chapel Road;
- Congleton town centre to West Heath;
- Congleton town centre to Lower Heath (links to Congleton Link Road via Giantswood Lane);
- Congleton Core Walking Zone;

The walking desire line appraisal for Macclesfield is displayed in Table 4-2 below.

Table 4-2 Macclesfield Walking Desire Line Appraisal

Funnel route	Objectives Appraisal	
	TOTAL (max score 20)	RANK
Macclesfield town centre towards Macclesfield College via A536 Congleton Road	19	1
Macclesfield town centre to Middlewood Way	17	2
Macclesfield town centre towards South Macclesfield Development Area (SMDA) via A523 London Road	17	2
Macclesfield Core Walking Zone	16	3
Macclesfield town centre to A537 Cumberland Street towards Broken Cross residential estate	15	4
Macclesfield College towards Macclesfield District General Hospital	15	4
Macclesfield town centre towards new Kings School site via Westminster Road	12	5
Macclesfield town centre towards LPS14 Land east of Fence Avenue development	10	6

Table 4-2 shows the highest scoring walking routes in Macclesfield are:

- Macclesfield town centre towards Macclesfield College;
- Macclesfield town centre to Middlewood Way;
- Macclesfield town centre to SMDA;
- Macclesfield Core Walking Zone.

The walking desire line appraisal for Wilmslow is displayed in Table 4-3 below.

Table 4-3 Wilmslow Walking Desire Line Appraisal

Funnel route	Objectives Appraisal	
	TOTAL (max score 20)	RANK
Wilmslow town centre towards Waters Employment Area	17	1
Wilmslow Core Walking Zone	16	2
Wilmslow town centre to Manchester Road	14	3
Wilmslow town centre towards Dean Row	13	3
Wilmslow town centre towards Royal London via Alderley Road	13	3
Wilmslow town centre towards Wilmslow Park	12	4
Wilmslow town centre towards Knutsford Road residential area	11	5

Table 4-3 shows the highest scoring walking routes in Wilmslow are:

- Wilmslow Town Centre to Waters employment area;
- Wilmslow Core Walking Zone;
- Wilmslow Town Centre to Manchester Road.

4.2.1 Network Plans

Core Walking Zones (CWZs) have been identified across the LCWIP study area. CWZs typically comprise of a number of walking trip generators that are located within close proximity to one another, such as a town centre. The intention of a CWZ is to create a zone in which there are no specific routes but rather an area which creates an attractive walking environment. Such an environment could include separation between pedestrians and motorists, public realm improvements, or wide footways/footpaths.

Within the LCWIP area, the CWZs were identified as the town centres of Congleton, Macclesfield and Wilmslow since these aligned with the most significant number of origin and destination points, as well as the identified clusters of points.

The walking network plans for each town within the LCWIP study area are displayed below. The “future” routes refer to those routes where a desire line has been identified and are considered as a future aspirational route.

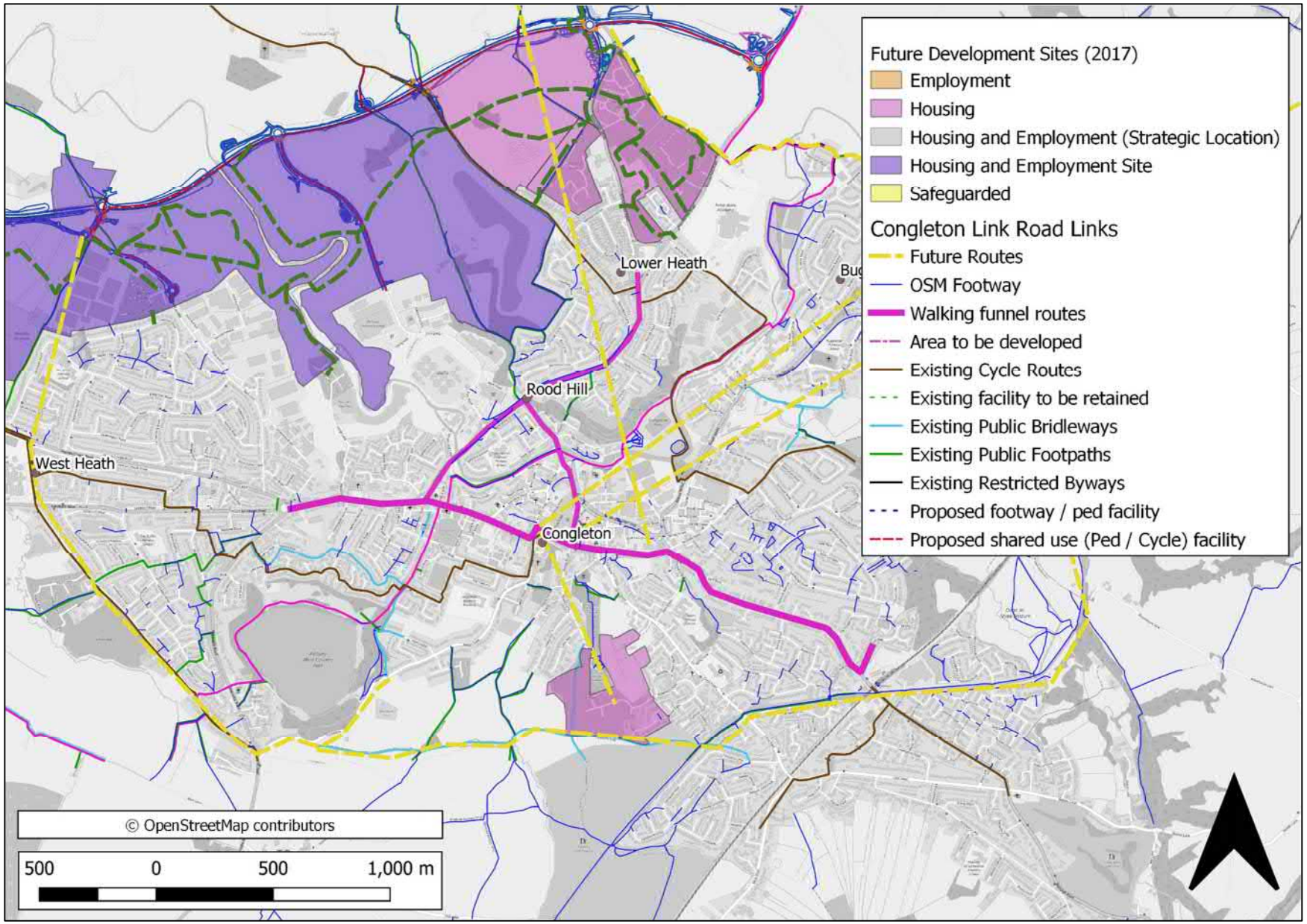


Figure 4-1 Congleton Walking Network Plan

Figure 4-1 shows that the proposed funnel routes follow the main arterial routes to:

- Lower Heath (route 1);
- Congleton rail station (route 2); and
- West Heath (route 3).

Future routes include:

- A link from Congleton to Buglawton;
- A link to the future development site to the south of Congleton town centre; and
- A circular leisure route around the edge of Congleton which broadly follows existing footpath provision.

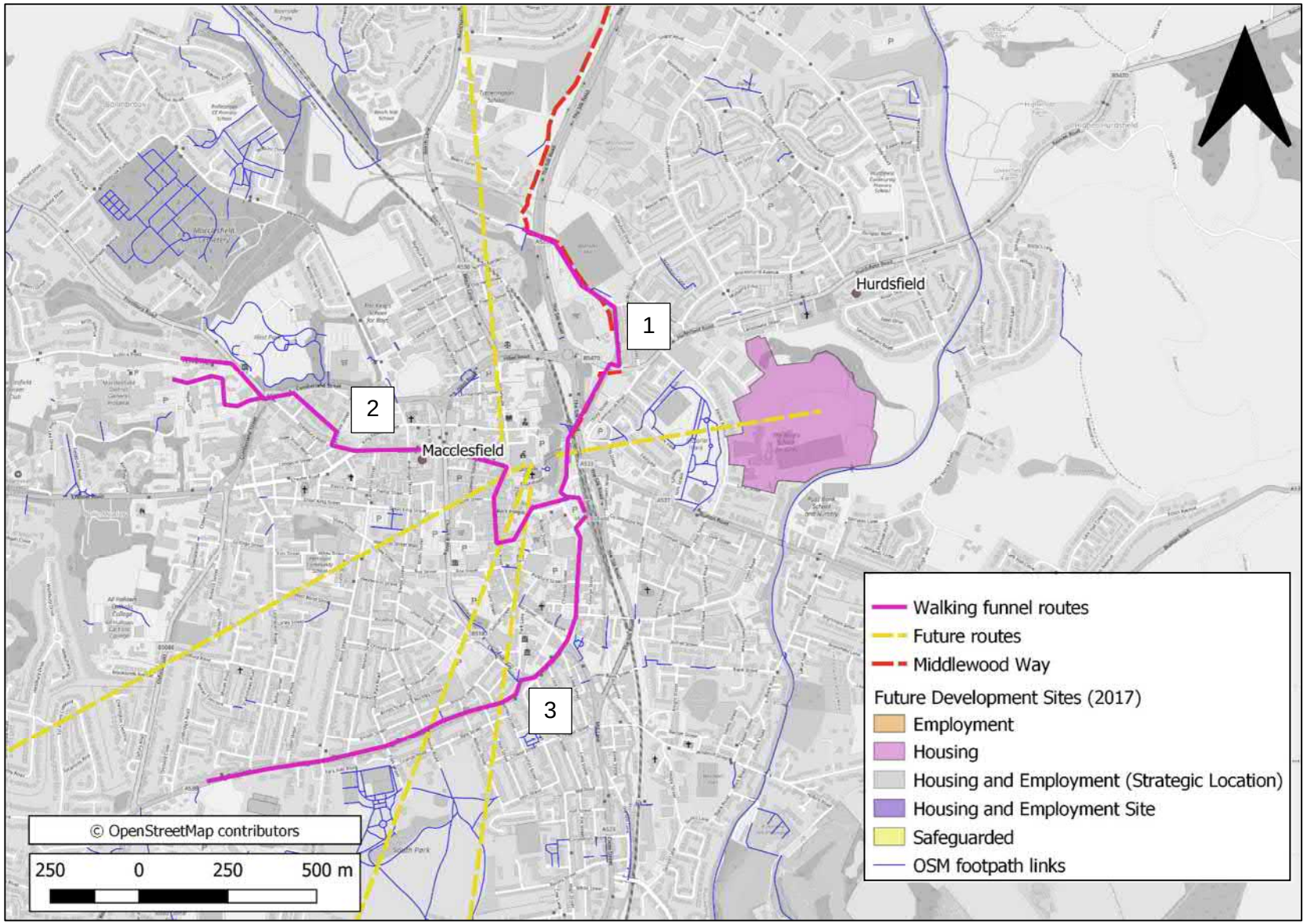


Figure 4-2 Macclesfield Walking Network Plan

Figure 4-2 shows that the proposed funnel routes provide a connection to:

- Middlewood Way to the north of Macclesfield town centre;
- Macclesfield College; and
- Macclesfield District General Hospital.

Future routes provide a connection from Macclesfield town centre to:

- The future housing development to the east of Macclesfield town centre;
- Future developments to the south of Macclesfield town centre; and
- A link to Bollington.

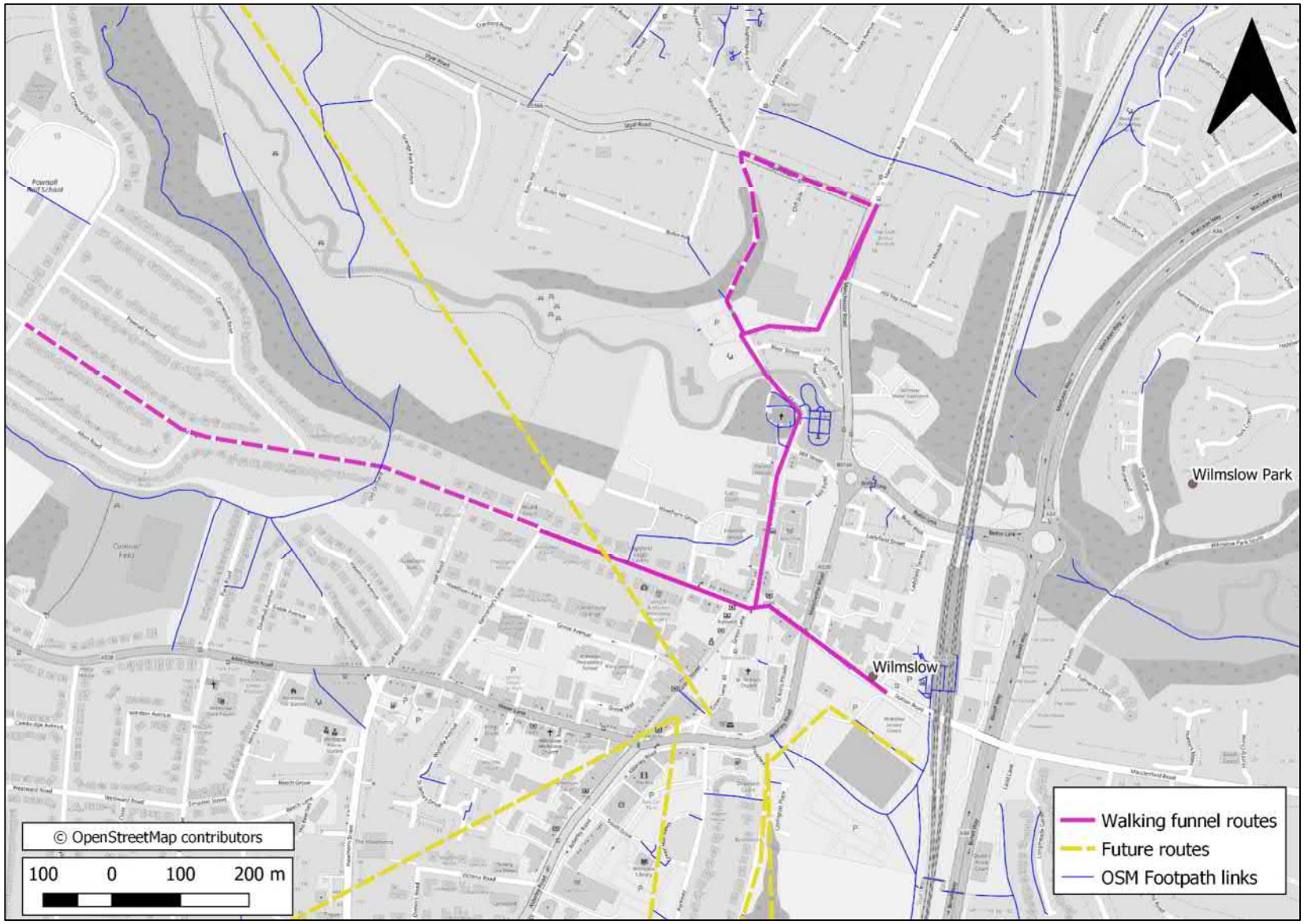


Figure 4-3 Wilmslow Walking Network Plan

Figure 4-3 shows that the proposed funnel routes provide a connection towards:

- Pownall Park and surrounding residential areas continuing towards Waters employment area; and
- A route to the north of Wilmslow town centre towards Handforth.

The future routes include links to:

- Alderley Edge; and
- Future housing and employment sites to the south of Wilmslow town centre.

4.3 Key Areas for Improvement

To identify the areas where improvements to walking infrastructure are required, and the types of interventions which are most suitable, the CWZ and key walking routes were audited utilising the Walking Route Audit Tool (WRAT). Audits were completed during site visits on neutral days in October and November 2018. A neutral day is one which represents typical traffic conditions on a usual working day.

The WRAT was developed as part of the Welsh Active Travel Design Guidance[2] to assist local authorities with the auditing of walking routes. The WRAT comprises of an auditing methodology which is focused around the five core design outcomes for pedestrian infrastructure. These design outcomes are similar to those required for cycling. The core design outcomes are:

1. Attractiveness (maintenance, fear of crime, traffic noise and pollution);
2. Comfort (condition, footway width, crossing width, footway parking, gradient);
3. Directness (footway provision, quality of crossing provision);
4. Safety (traffic volume, traffic speed, visibility);
5. Coherence (dropped kerbs and tactile paving).

The assessment considers the needs of vulnerable pedestrians who may be older; visually impaired; mobility impaired; hearing impaired; with learning difficulties; buggy users, or children.

The core design outcomes are scored on a 0 - 2 scale, with 0 as the lowest score and 2 as the highest score. The WRAT was completed as part of the walking audits and the routes were scored accordingly. Following the scoring, these areas were identified as requiring the greatest improvement:

- Wilmslow: high traffic flows at the Manchester Road/Mill Street/A538 junction can be intimidating for pedestrians;
- Wilmslow: wayfinding improvements and improved crossing points required on the approach to Waters employment area from A538 Altrincham Road;
- Macclesfield; wayfinding improvements and improvements to crossing provision required to access Hurdsfield Industrial Estate;
- Macclesfield; improvements to uncontrolled crossings and surfacing improvements required from the town centre to Macclesfield College;
- Congleton: increased crossing provision required at Rood Hill/A54 Mountbatten Way junction;

[2] www.gov.wales

- Congleton: improvements to uncontrolled crossings and wayfinding improvements required from Congleton rail station to town centre.

These areas are outlined within Table 4-4 below and full details of the WRAT are included within Appendix D.

Table 4-4 LCWIP Audited Walking Routes

LCWIP Town	Audited walking funnel routes	WRAT score (max score of 40)
Congleton	Congleton Town Centre towards Lower Heath	16
Congleton	Congleton Town Centre towards West Heath	19
Congleton	Congleton Rail Station to town centre	20
Macclesfield	Macclesfield Rail Station to Macclesfield District General Hospital	21
Wilmslow	Wilmslow Town Centre towards Handforth	21
Wilmslow	Wilmslow Town Centre towards Waters employment site	23
Wilmslow	Alderley Road to Royal London	25
Wilmslow	Macclesfield Rail Station to Middlewood Way	27

The audits identified route sections where severance, is a problem; where pedestrian movements are constrained by heavily trafficked routes with limited crossing provision. Major junctions such as Rood Hill/Mountbatten Way in Congleton, were identified within the WRAT as having a high degree of severance.

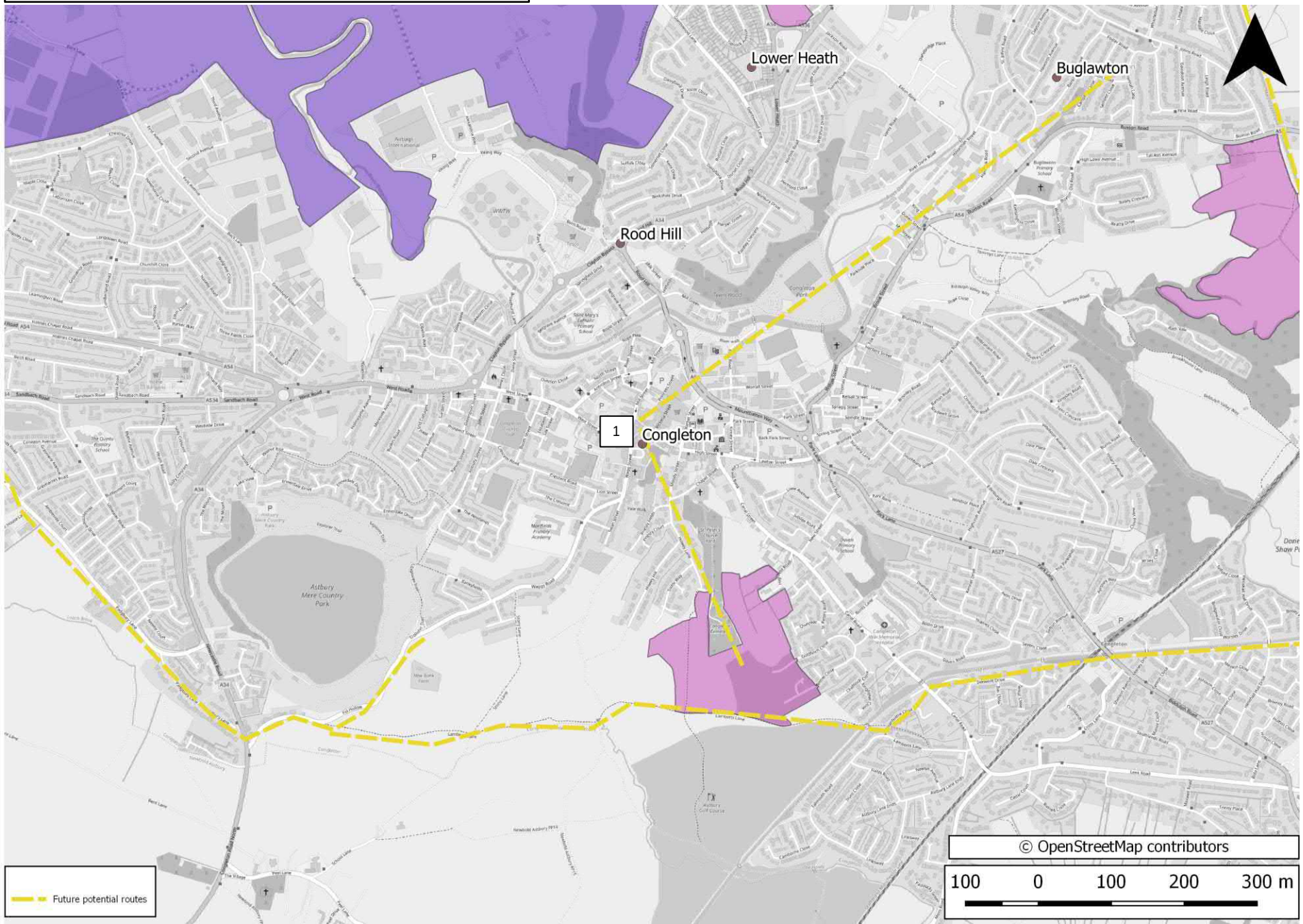
The WRATs informed the selection of interventions on the funnel routes, as defined in Section 4.4.

4.4 Establishing Walking Infrastructure Improvements

During the development of the LCWIP, improvements along funnel routes have been identified, alongside a high-level cost estimate for each route. It should be noted that further development of interventions for both walking and cycling is expected to be required to confirm their feasibility and accurate cost. A wide range of design guidance can be utilised to develop schemes to ensure high quality streets and pedestrian links (see Appendix I).

The proposed route improvements on the future walking network are outlined in more detail in the summary sheets below.

Congleton core walking zone

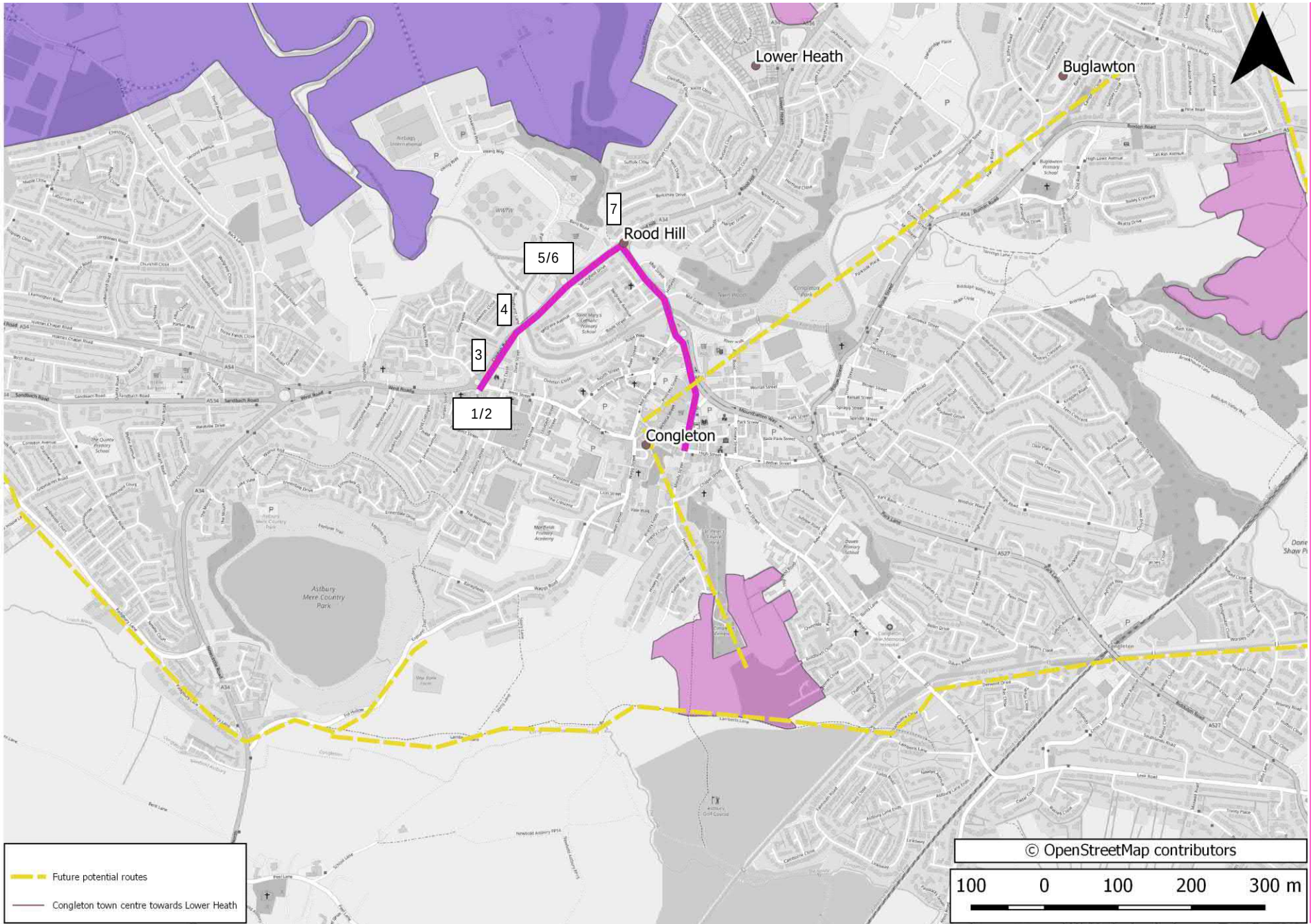


Congleton Core Walking Zone

1. Surfacing improvements within the town centre to reduce trip hazards, and investigate scope to introduce informal streets arrangement at West Street/Antrobus Street.

Wayfinding improvements required throughout town centre.

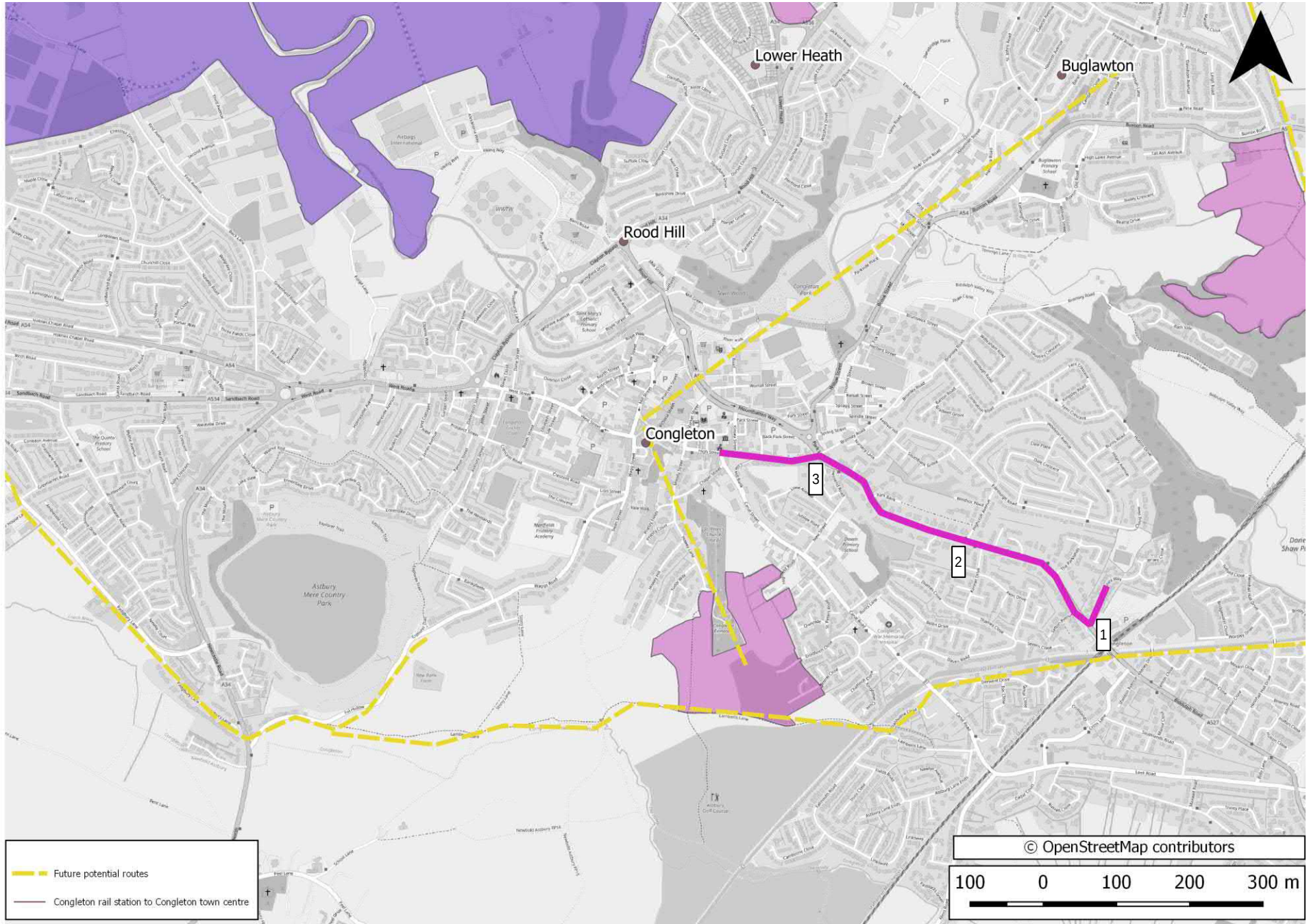
Congleton town centre towards Lower Heath



Congleton town centre towards Lower Heath

1. Implement highlighted crossings along West Street at side road junctions (x4), and investigate potential to implement continuous footways
2. Consider build out of bus stop on northern side of West Street to widen footway since existing bus shelter currently creates an obstruction to footway
3. Implement improved crossings across all arms (x4) of West Street/West Rd/Clayton Bypass roundabout (to align with proposed Dutch-style roundabout as part of cycling interventions)
4. Implement improved crossings across all arms (x4) of Clayton Bypass/Belgrave Avenue/Barn Road roundabout (to align with proposed Dutch-style roundabout as part of cycling interventions)
5. Implement highlighted crossing point across petrol station entrance at Barn Road and consider removal of guardrailing at A34 Clayton Bypass roundabout
6. Consider widening footway using grass verge on northern side of Clayton Bypass (approx. 200m)
7. Implement improved crossings at Rood Hill junction (x3) to link in with junction improvement included within cycling interventions

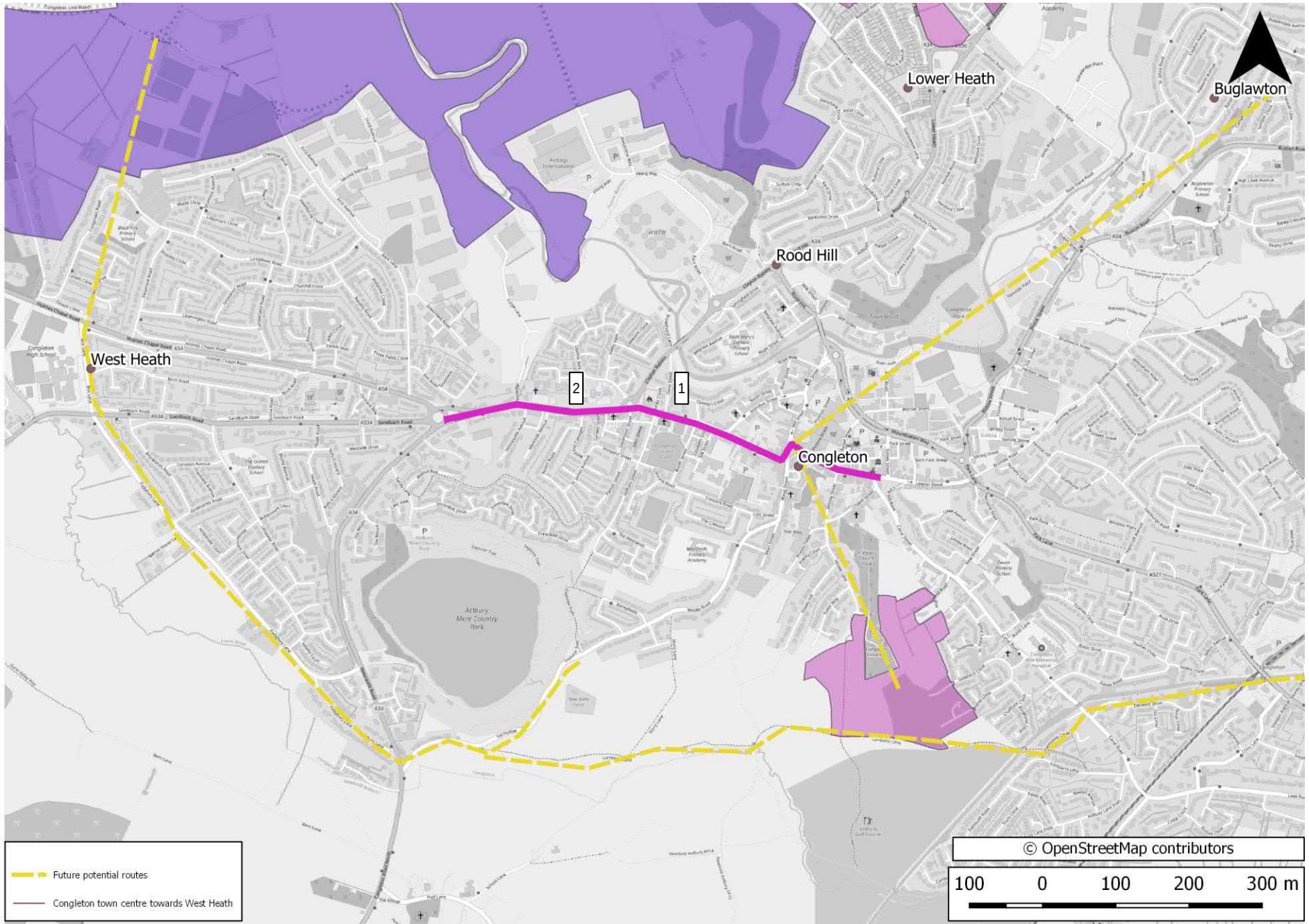
Congleton rail station to Congleton town centre



Congleton rail station to Congleton town centre

1. Add refuge crossing across Park Lane to support movements from the rail station. Expand footway width through build out in to bus layby and relocate bus shelter.
2. Widen existing off-road route between Sefton Avenue and Severn Close (approx. 50m), which may incur land ownership issues and a requirement to change classification of existing path to make this a shared path
3. Improve existing off-road shared track between Thames Close and Townsend Road through lighting improvements and vegetation maintenance (approx. 250m). Surfacing improvements required on Townsend Road.

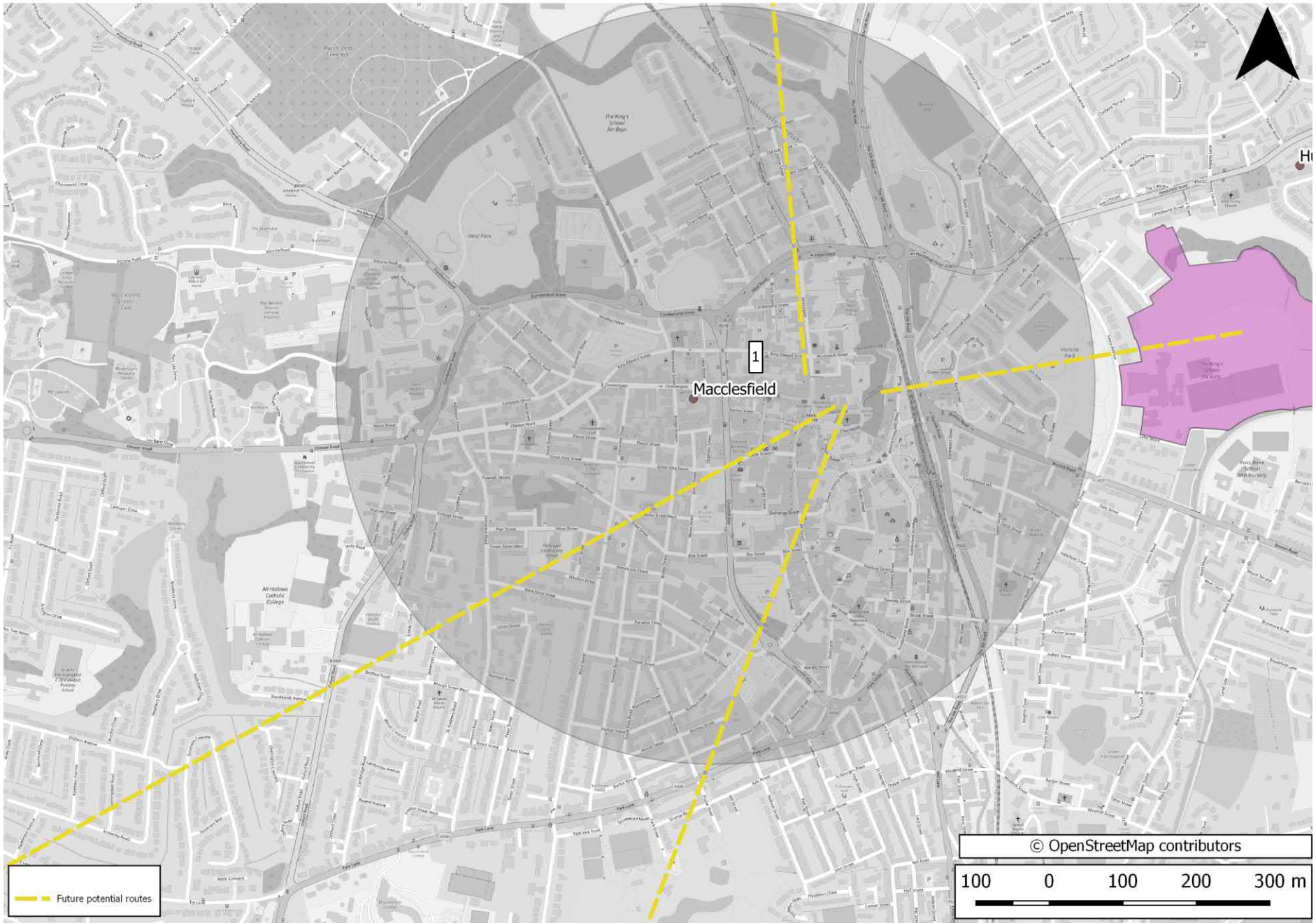
Congleton town centre towards West Heath



Congleton town centre towards West Heath

1. Scope to widen existing shared path on northern side of West Road through use of grass verge (as per cycle interventions)
2. Implement dedicated crossing provision on all roundabout arms to align with proposed Dutch-style roundabout within cycling interventions

Macclesfield core walking zone

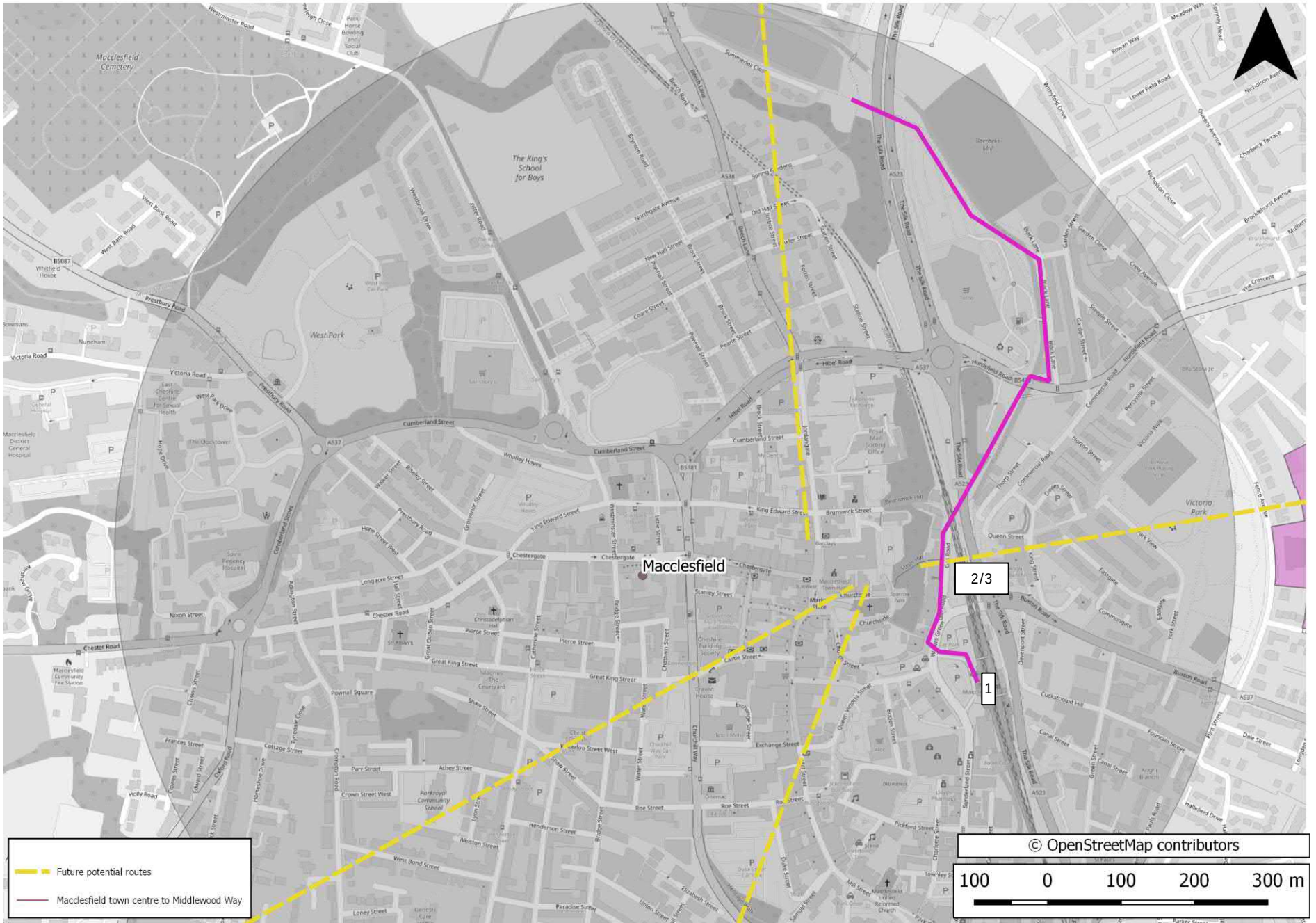


Macclesfield Core Walking Zone

Wayfinding improvements throughout town centre

1. Consider surfacing improvements along Chestergate (approx. 250m) to mitigate against potential tripping hazards created by cracked/uneven paving slabs

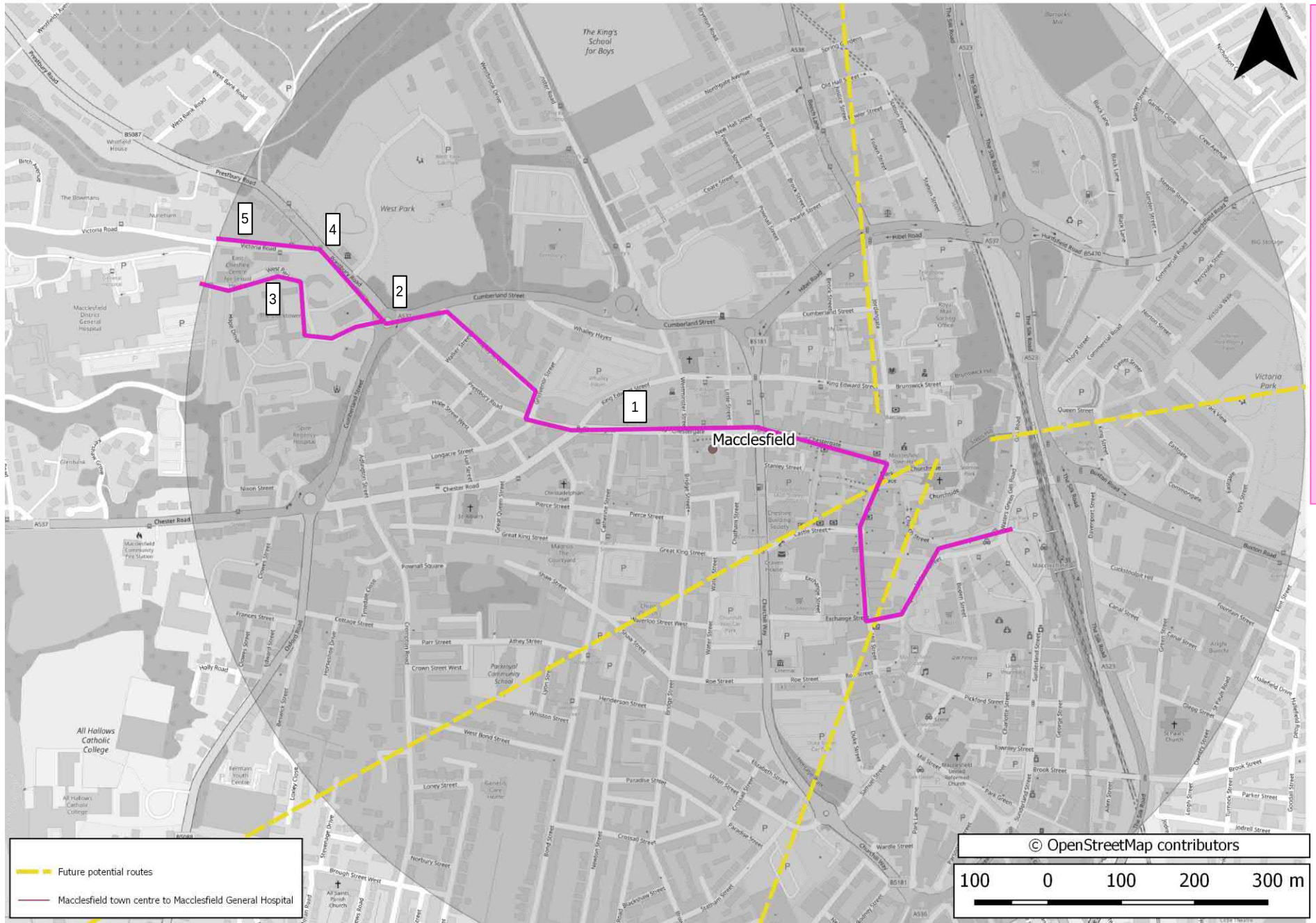
Macclesfield town centre to Middlewood Way



Macclesfield town centre to Middlewood Way

1. Improvements outside Macclesfield rail station on forecourt and parking area to be incorporated with improvements to Macclesfield rail station as part of future station improvements
2. At entry to Gas Road from Macclesfield rail station, narrow junction mouth, footway resurfacing and relocation of street furniture
3. At off-road route on Gas Road, improve lighting at underpass (approx. 6 streetlights) , removal of chicane in off-road route (approx. 25m), and investigate potential to add footway through desire line across brick structure (approx. 50m) to existing puffin crossing
4. Wayfinding improvements required throughout route

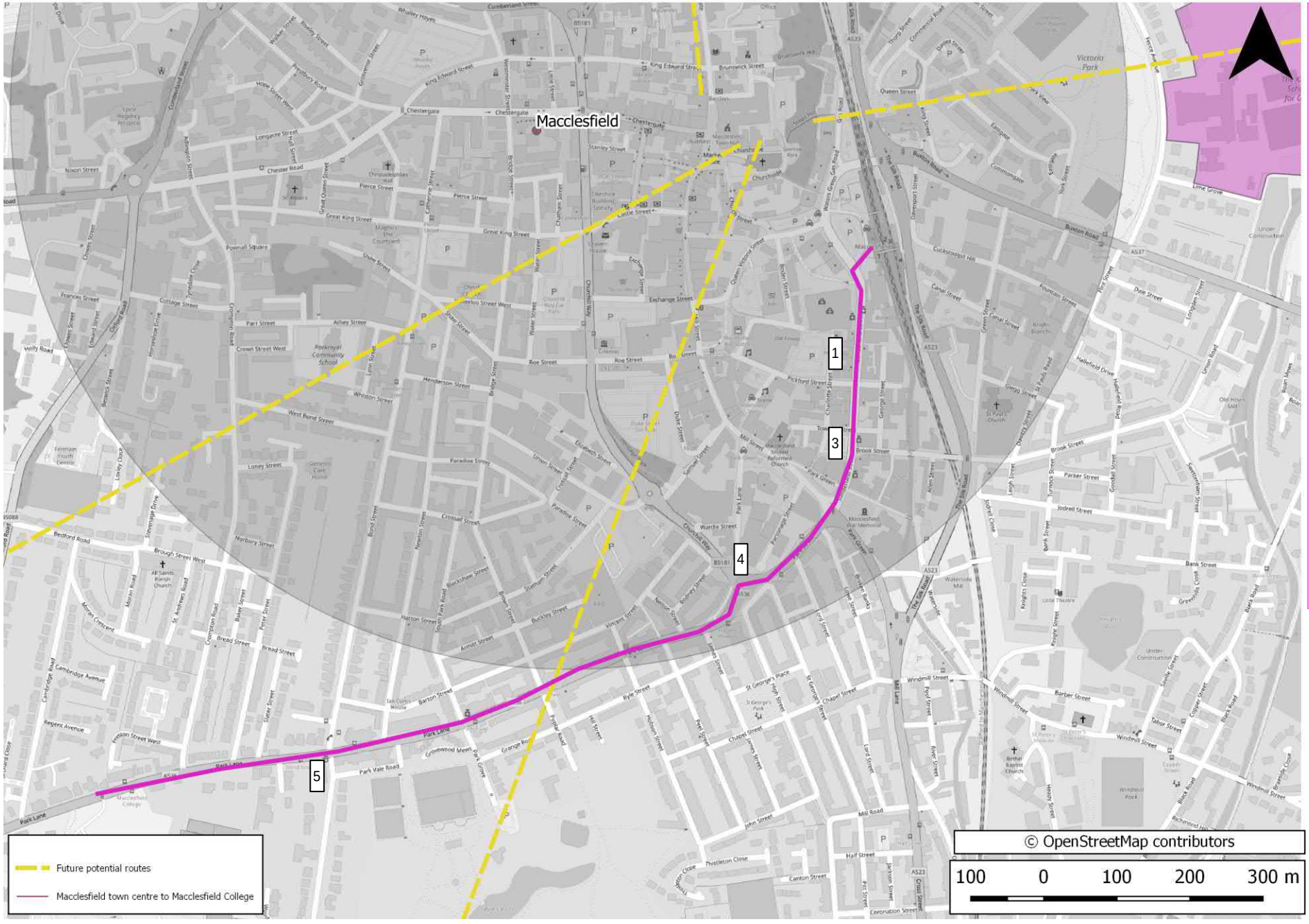
Macclesfield town centre to Macclesfield District General Hospital



Macclesfield town centre to Macclesfield District General Hospital

1. Consider removal of guardrailing on Cumberland Street as this currently limits pedestrian movements
2. Implement toucan crossings at Cumberland Street eastern arm, Cumberland Street southern arm, and Prestbury Road arm at Prestbury Road/Cumberland Street/West Park Drive rdbt
3. Implement highlighted crossing points on West Park Drive (x2)
4. Implement priority crossings (x3) at Prestbury Road/Victoria Rd mini rdbt
5. Replace existing uncontrolled crossing with a highlighted crossing at entrance to Hospital from Victoria Road
6. Wayfinding improvements along full route

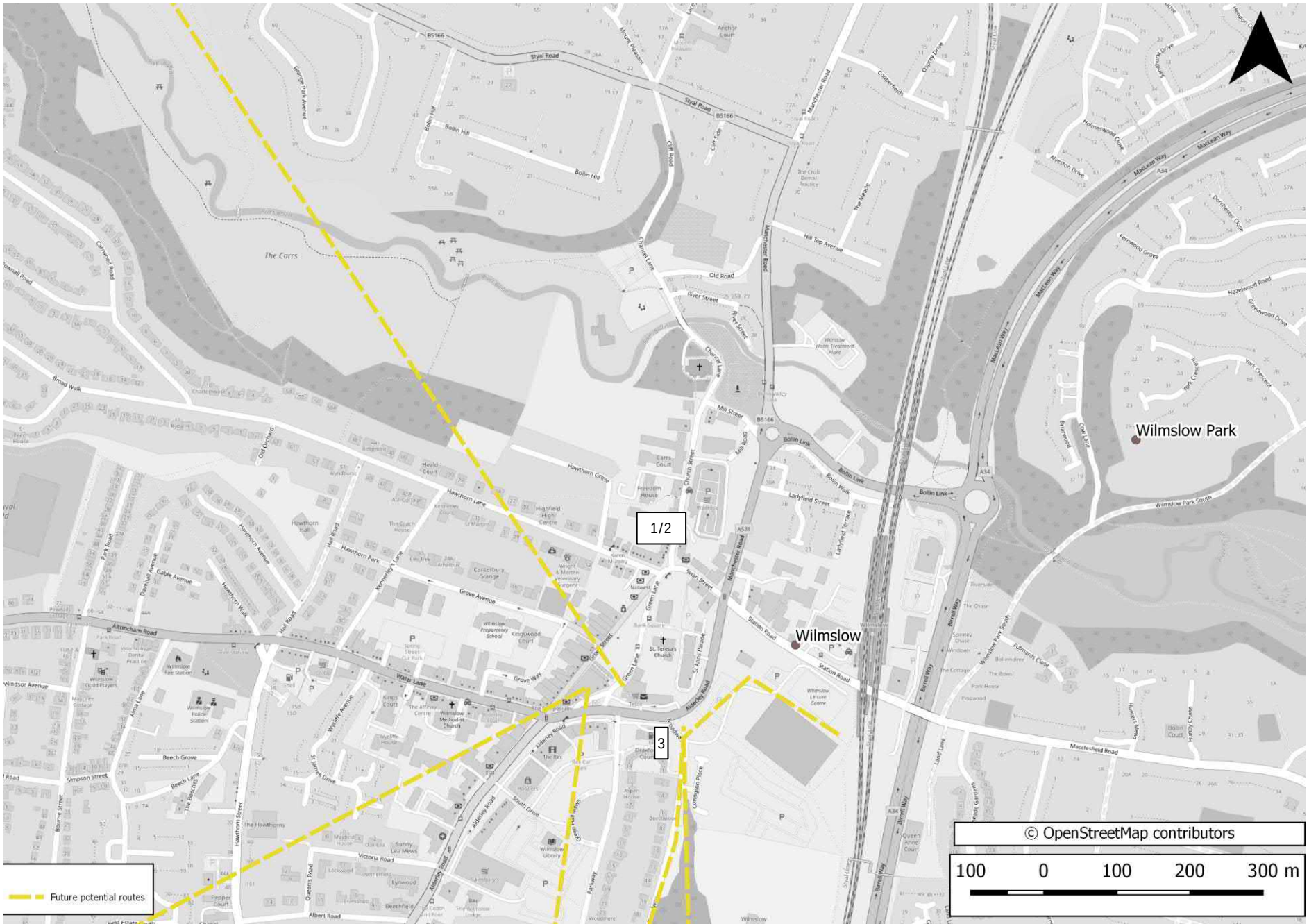
Macclesfield town centre towards Macclesfield College



Macclesfield town centre towards Macclesfield College

1. Implement a shared use route along Sunderland Street (approx. 300m)
2. Improvements to uncontrolled crossings (15 crossings - full route)
3. At Sunderland Street/Park Green junction, investigate potential for junction redesign to reallocate road space and widen footways
4. Following Park Lane/Churchill Way roundabout (where pedestrians follow Park Lane route adjacent to the main carriageway), investigate potential for build out of bus stop to create on-line stop and widen footway
5. Investigate potential for footway build out at Ryle Park Road/Bond Street/Park Lane junction to improve pedestrian safety and improve accessibility of junction
6. Consider 20mph/traffic calming along full route

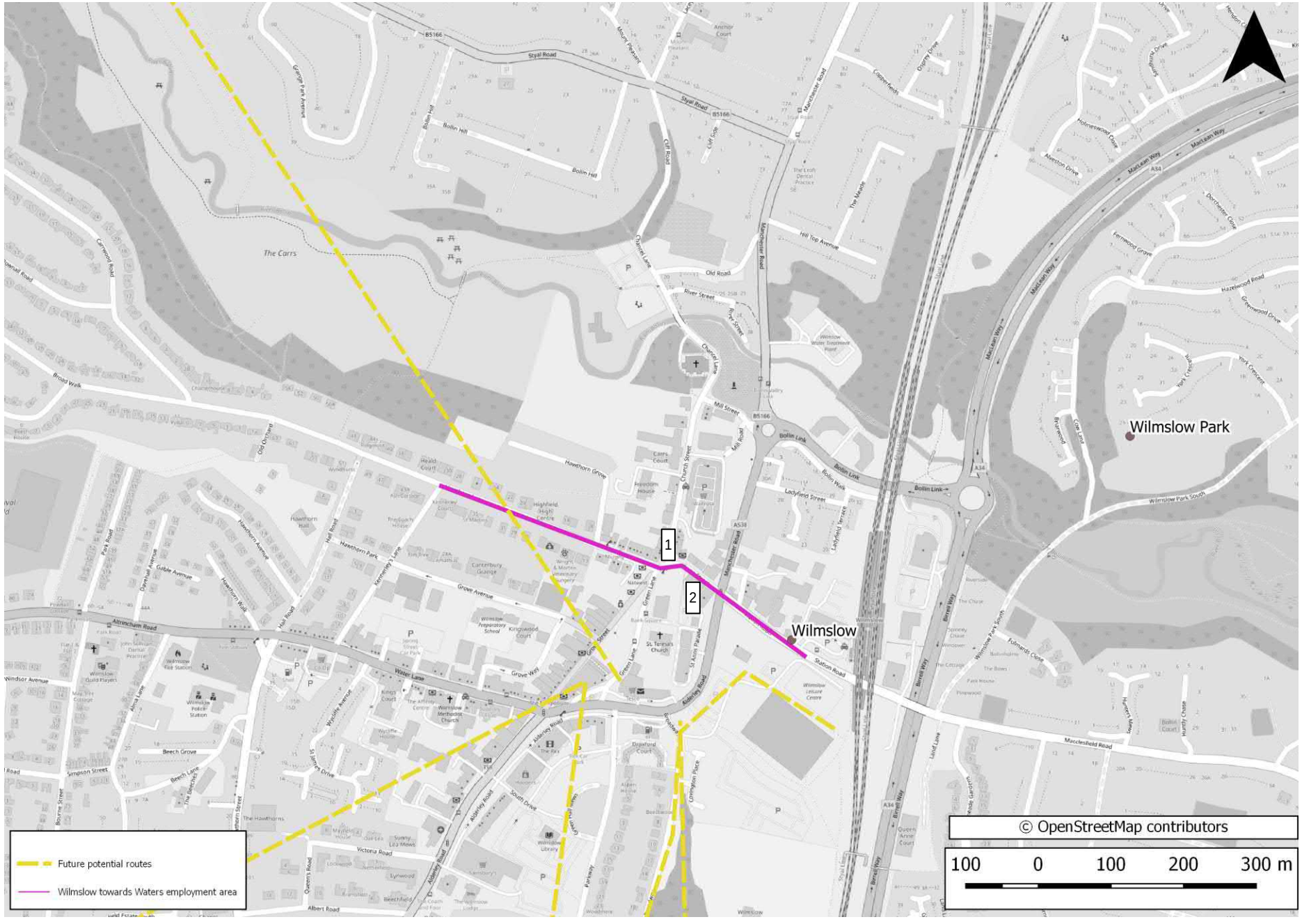
Wilmslow core walking zone



Wilmslow Core Walking Zone

1. At Manchester Road/Station Road/Alderley Road/Swan Street junction, convert existing staggered crossing into straight crossing across Manchester Road
2. At Manchester Road/Station Road/Alderley Road/Swan Street junction, provide controlled crossing on Station Road arm
3. At Broadway to Parkway, implement highlighted crossing (x4) - two crossings across Broadway and two crossings across access to petrol station

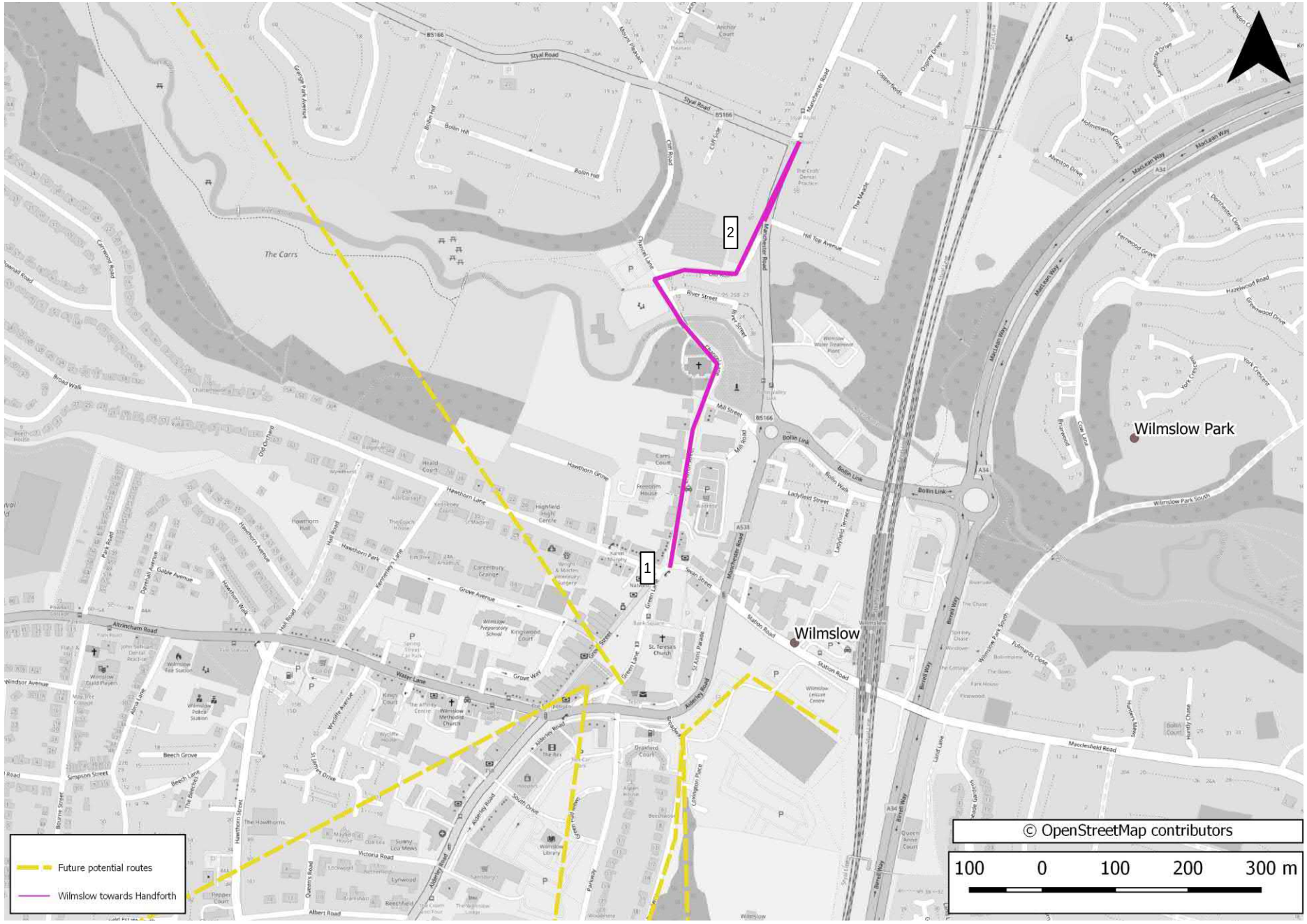
Wilmslow town centres towards Waters employment area



Wilmslow town centre towards Waters employment area

1. At the A538/Green Lane junction, upgrade existing uncontrolled crossing at Starbucks (x1) and Green Lane (x1) to highlighted crossing. Investigate feasibility of cycle streets approach on West Street with 20mph limit
2. Relocation of street furniture along Alderley Road to improve footway width.

Wilmslow town centre towards Handforth



Wilmslow town centre towards Handforth

1. Upgrade crossing provision at Manchester Road/A538 Alderley Road roundabout
2. Consider implementing 20mph/traffic calming along Manchester Road

4.5 Example Infrastructure

The quality of infrastructure is fundamental to creating an environment which actively encourages walking and cycling. Information and examples are provided below for the types of walking infrastructure recommended in this LCWIP.

Puffin crossing (image source: Sustrans)

Abbey Road Zebra crossing (image source: BBC)

Continuous footway (Image source: Phil Jones)

Hornchurch Town Centre urban realm improvements and traffic calming (Image source: Jacobs)

Poynton urban realm improvement (Image source: Sustrans)

5. Network Planning for Cycling

5.1 Introduction

This chapter sets out the proposed Cycling Network Map and sets out specific scheme concepts to improve infrastructure on key routes. Proposed scheme concepts follow practice guidance and aim to achieve the core design outcomes of coherence, directness, safety, comfortability and attractiveness as detailed in Appendix E.

5.2 LCWIP Corridors

Due to the in-depth LCWIP methodology, desire lines identified in Chapter 3 were prioritised to identify those to be studied in greater detail. The desire lines were scored against the Council's Local Transport Plan 4 objectives and deliverability criteria. The top scoring desire lines for Congleton, Macclesfield and Wilmslow are reported below.

The cycling desire line appraisal for Congleton is displayed in Table 5-1 below.

Table 5-1 Congleton Cycling Desire Line Appraisal

Route Title	Objectives Appraisal	
	TOTAL (max score 20)	RANK
Congleton Town Centre to West Heath	18	1
East-West Greenway	17	2
Town Centre to Congleton Rail Station	17	2
Congleton Rail Station to Lower Heath (incorporating links to Congleton Link Road).	16	3
Congleton Link Road links to town centre near Radnor Park	16	3
Congleton Town Centre to Buglawton	14	4
Congleton Rail Station to Brookhouse Lane Industrial Area	14	4
Congleton Circular Leisure Route	14	4
Congleton Town Centre to LPS32 North of Lamberts Lane	14	4
Buglawton to Hightown	12	5
LPS32 North of Lamberts Lane to West Heath	10	6

Table 5-1 shows the highest scoring cycle routes in Congleton are:

- Congleton Town Centre to West Heath;
- East-West Greenway;
- Town Centre to Congleton Rail Station;
- Town Centre to Lower Heath (incorporating links to Congleton Link Road).

The cycling desire line appraisal for Macclesfield is displayed in Table 5-2 below.

Table 5-2 Macclesfield Cycling Desire Line Appraisal

Route Title	Objectives Appraisal	
	TOTAL (max score 20)	RANK
Macclesfield Town Centre to South Macclesfield Development Area	17	1
Macclesfield Town Centre to Hurdsfield Industrial Estate	16	2
Macclesfield Town Centre to Macclesfield District General Hospital	16	2
Macclesfield to Alderley Park	15	3
Macclesfield Town Centre to Upton Priory	14	4
Macclesfield Town Centre to Tytherington/ Prestbury	14	4
Macclesfield Town Centre to Higherfence	14	4

Table 5-2 shows the highest scoring cycle routes in Macclesfield are:

- Macclesfield Town Centre to South Macclesfield Development Area;
- Macclesfield Town Centre to Hurdsfield Industrial Area;
- Macclesfield Town Centre to Macclesfield District General Hospital.

The cycling desire line appraisal for Wilmslow is displayed in Table 5-3 below.

Table 5-3 Wilmslow Cycling Desire Line Appraisal

Route Title	Objectives Appraisal	
	TOTAL (max score 20)	RANK
Wilmslow Town Centre to Handforth	16	1
Wilmslow Town Centre to Waters Employment Area	16	1
Wilmslow Town Centre to Royal London	15	2
Wilmslow Town Centre towards Manchester Airport via A538	14	3
Handforth to Handforth Garden Village	14	3
Finney Green to Handforth East	14	3
Royal London to Alderley Edge	13	4
Davenport Green to Wilmslow Town Centre via A34	13	4
Davenport Green to Pownall Park/Lacey Green	9	5

Table 5-3 shows the highest scoring cycle routes in Wilmslow are:

- Wilmslow Town Centre to Handforth;
- Wilmslow Town Centre to Waters Employment Area;
- Wilmslow Town Centre to Royal London site.

5.3 Network Plans

The cycling network plans for each town within the LCWIP study area are displayed below. Routes on the map comprise of LCWIP cycle routes as detailed in preceding Section 5.2 and other future routes which the Council are aware of.

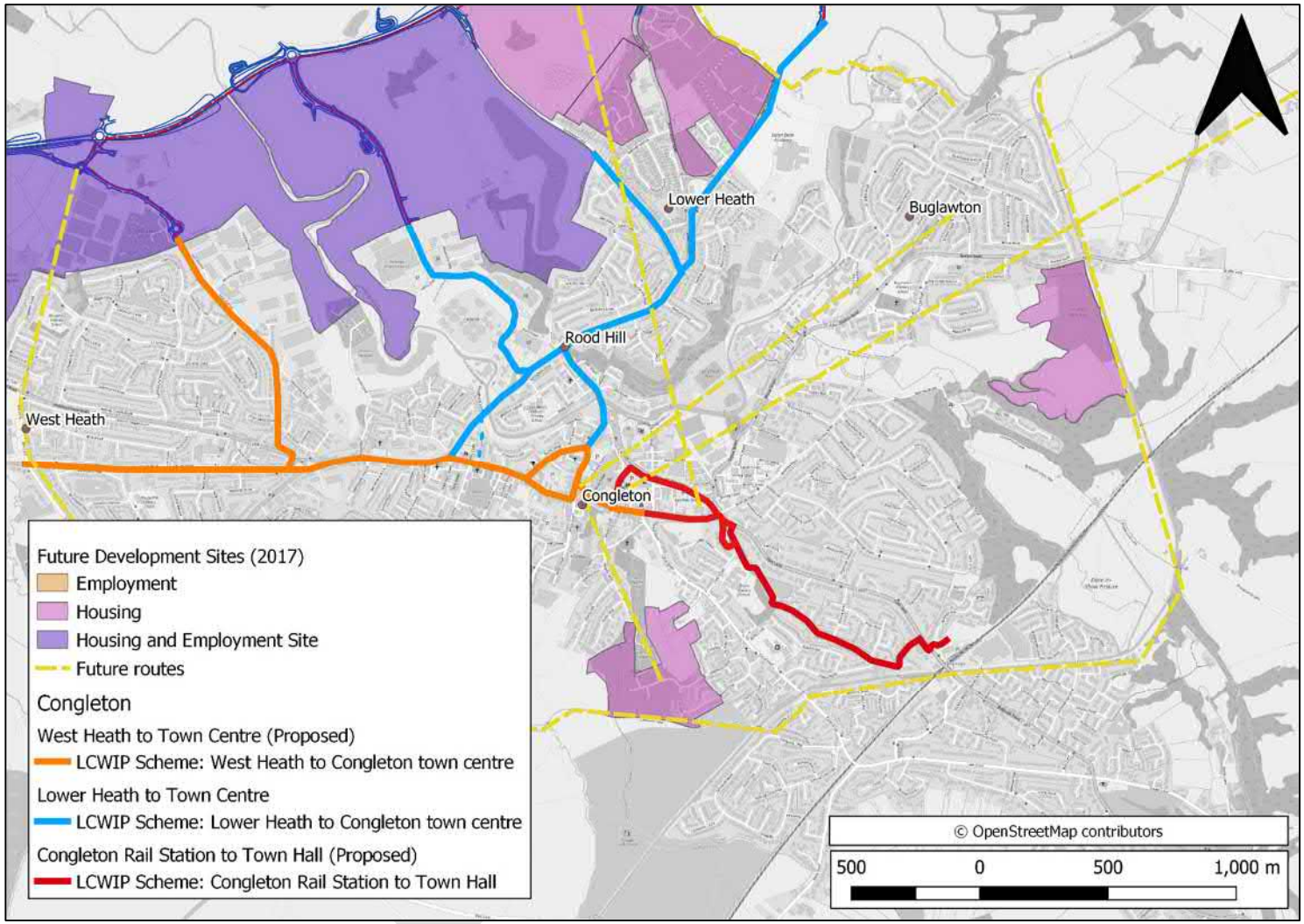


Figure 5-1 Congleton Cycling Network Plan

Other future routes included within the Congleton cycle map include connections to cycle facilities provided as part of the Congleton Link Road, a circumnavigation route of the town, an east-west Greenway through new housing development, a link to Buglawton, and a potential link to Macclesfield via Macclesfield Canal.

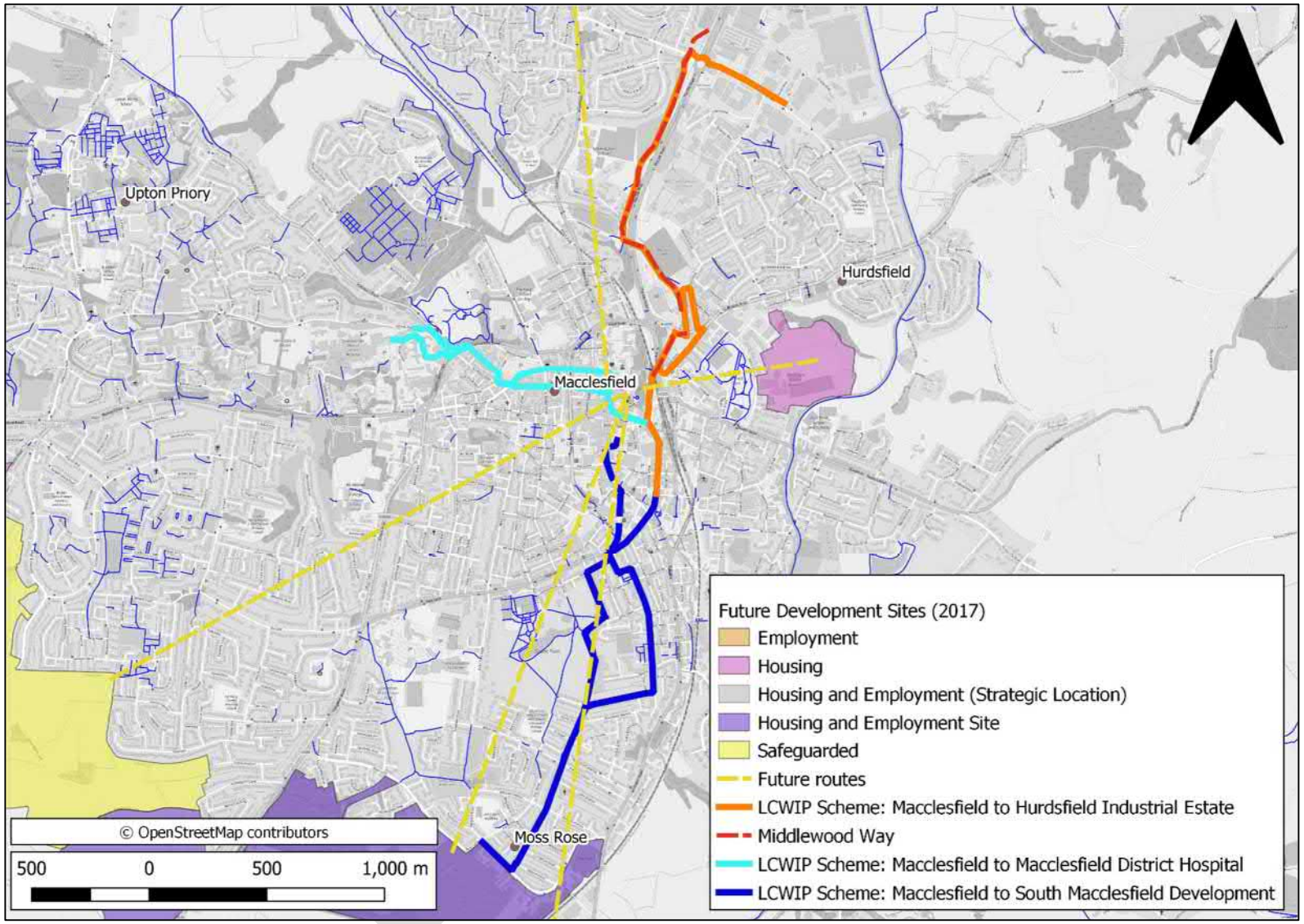


Figure 5-2 Macclesfield Cycling Network Plan

Figure 5-2 shows that the future proposed cycle routes in Macclesfield provide a connection to Macclesfield District General Hospital; South Macclesfield Development Area; Macclesfield Industrial Estate; train station; town centre; and the Hurdsfield employment area.

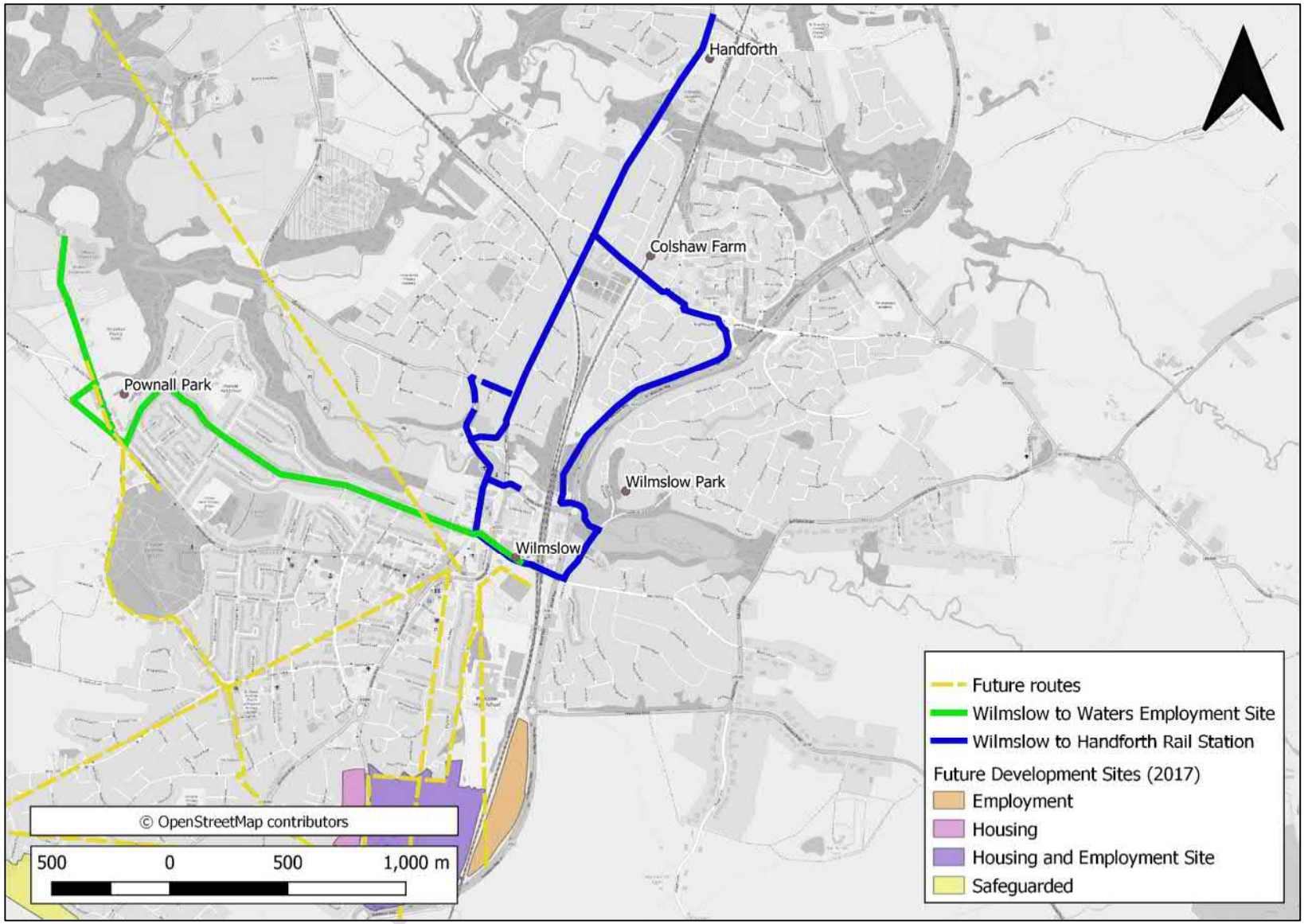


Figure 5-3 Wilmslow Cycling Network Plan

Figure 5-3 shows that the future proposed cycle routes in Wilmslow provide a connection to: key employment sites such as Royal London, Waters and Alderley Park; Wilmslow train station; Wilmslow Town Centre; Alderley Edge and towards Handforth.

5.4 Proposed Cycling Interventions

The schemes set out in this section aim to deliver a high-quality cycling network in line with the LCWIP design objectives. Scheme conceptions are proposed however future feasibility and design work is required to understand in more detail opportunities, constraints and detailed costings. Interventions have been suggested that are aligned with national guidance and lessons learnt from delivery of previous active travel schemes.

The cycling network map and proposed scheme concepts are outlined in the following summary sheets.

CONGLETON LCWIP - KEY SCHEMES PROPOSALS

Proposed schemes within Congleton focus on improving connections from the rail station to the town centre, creating a sustainable connection to future development sites, and creating an east-west walking and cycling corridor. Delivery of the Congleton Link Road creates an opportunity to improve walking and cycling links along existing traffic routes through Congleton.

Wayfinding improvements

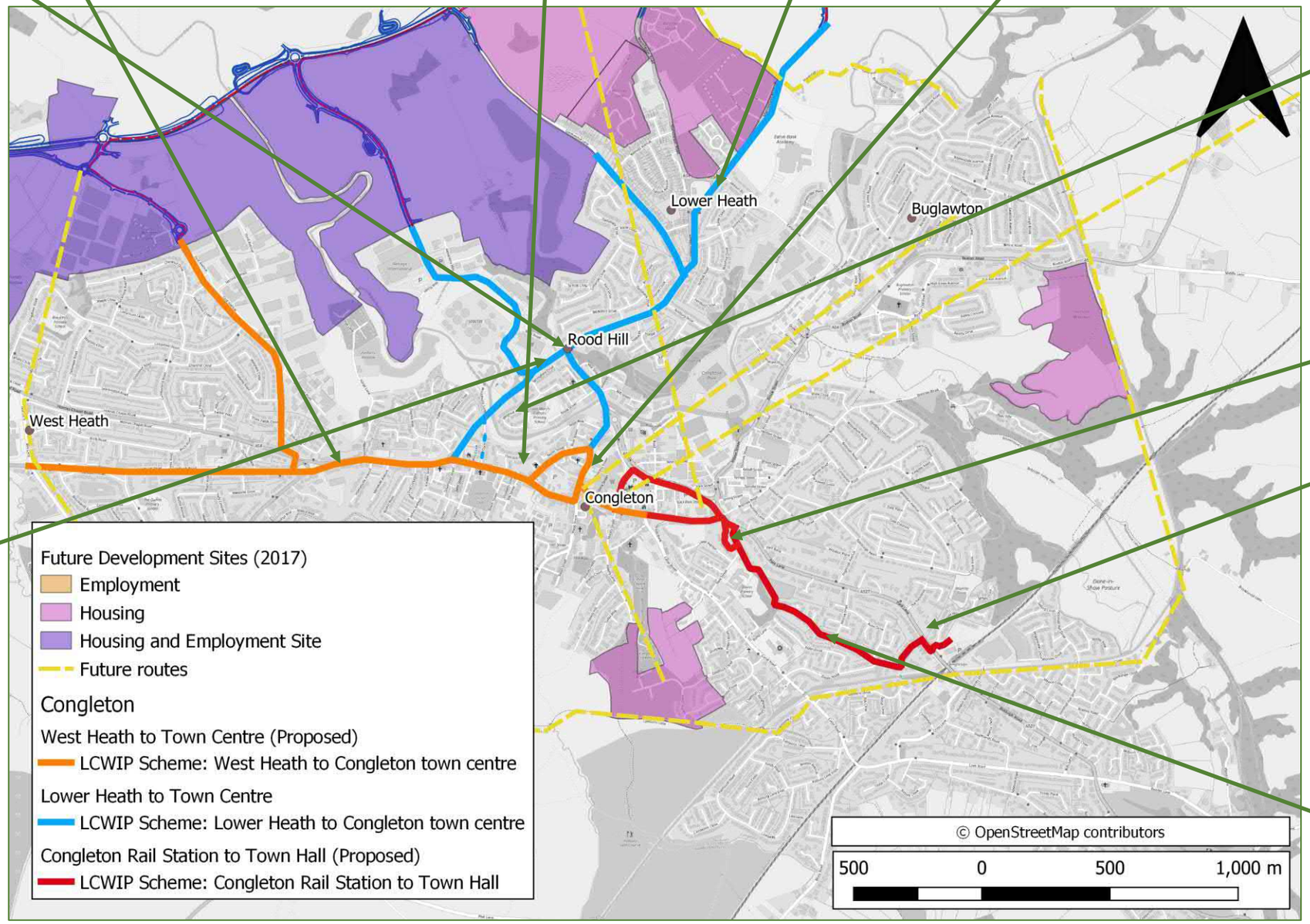
Introduce informal streets scheme and/or traffic calming / traffic management approaching Town Centre on West Street

Toucan crossings to support cyclist and pedestrian movements and improving the National Cycle Network

Improving pedestrian crossing points on Mill Street / Antrobus Street

Segregated two-way cycletrack

Proposed Rood Hill junction improvements including walking and cycling crossing points



Improve existing route through lighting improvements and vegetation maintenance

Crossing and access improvements at Congleton Rail Station, with a singular vehicle entrance introduced

Side road priority from Congleton rail station to town centre

Proposed segregated cycle tracks and crossing points

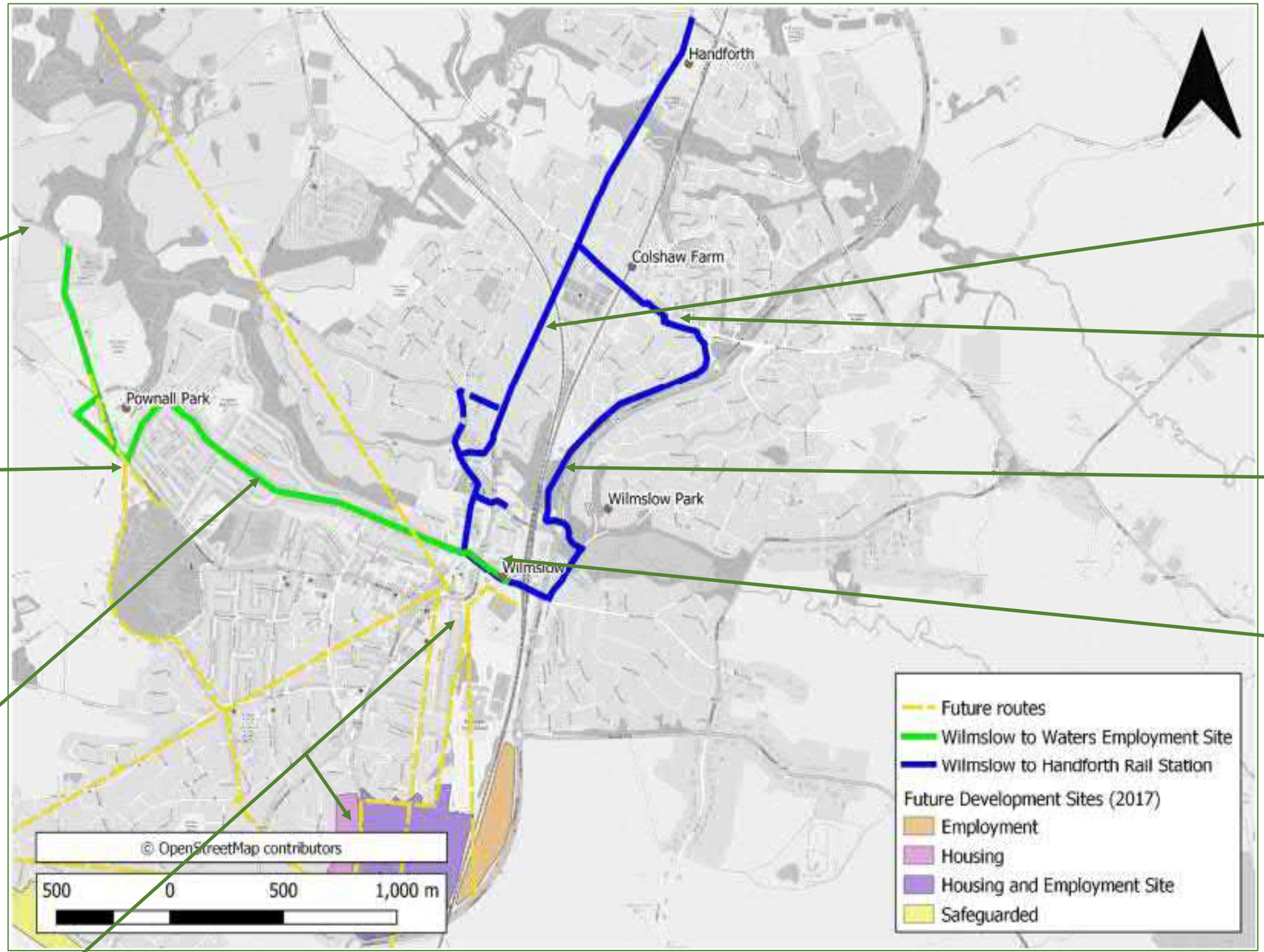
WILMSLOW LCWIP - KEY SCHEMES PROPOSALS

Proposed schemes within Wilmslow focus on creating sustainable connections between the rail station, town centre, future proposed development sites, employment and communities. These schemes will create a more coherent walking and cycling network, enabling greater trips to be made by more sustainable modes of transport. The schemes will also enable longer distance connections to Alderley Edge, Alderley Park, Handforth and Manchester Airport Enterprise Zone.

A538 shared path scheme due to be constructed in 2021

Various options to fill missing link in cycle route on A538

20mph speed limit with traffic calming along Hawthorn Lane/Broad Walk/King's Road



LGF funded scheme due for construction in 2021 to create high quality walking and cycling route from Wilmslow rail station to Wilmslow High School, Royal London Campus and Alderley Park

Upgrading existing advisory cycle lane on Manchester Road

Extension of shared path on Dean Row Road

Potential to introduce ramp to replace existing steps and create an accessible off-road route

20mph speed limits on key links within town centre and improving crossing points

MACCLESFIELD LCWIP - KEY SCHEMES PROPOSALS

Proposed schemes within Macclesfield incorporate improved connections between the rail station, town centre, Macclesfield District General Hospital, South Macclesfield Development Area and Hurdsfield Industrial Estate. Schemes will also improve the north-south National Cycle Route 55 through Macclesfield and support access to Macclesfield station.

Install toucan crossing across northern arm of A523/Hulley Road/Brocklehurst Way roundabout to support movements to Hurdsfield Industrial Estate and AstraZeneca

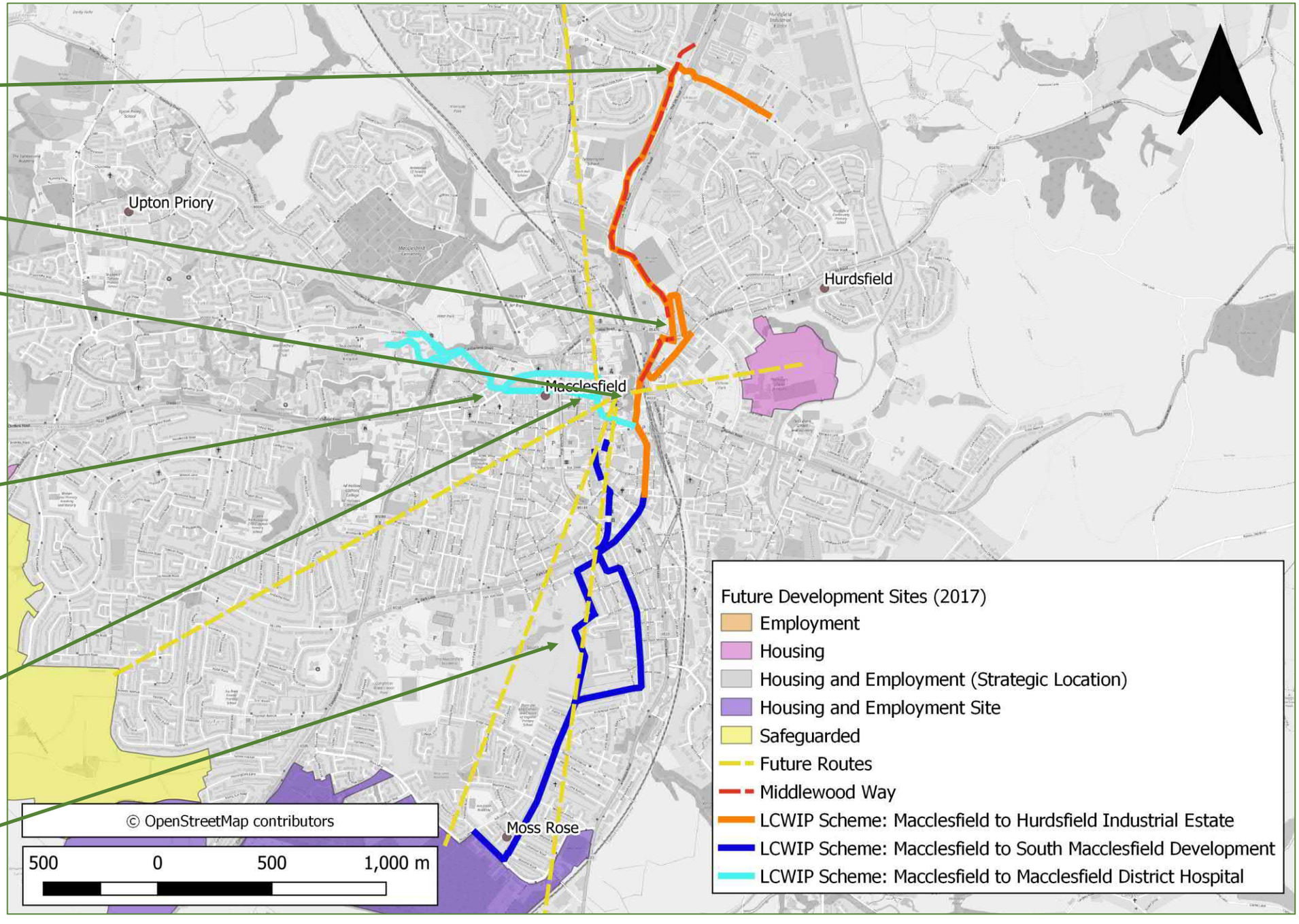
Improve connection between Middlewood Way and town centre

Public realm improvements to Macclesfield rail station, improving cycle parking and cycling links on Water Green / Sunderland Street

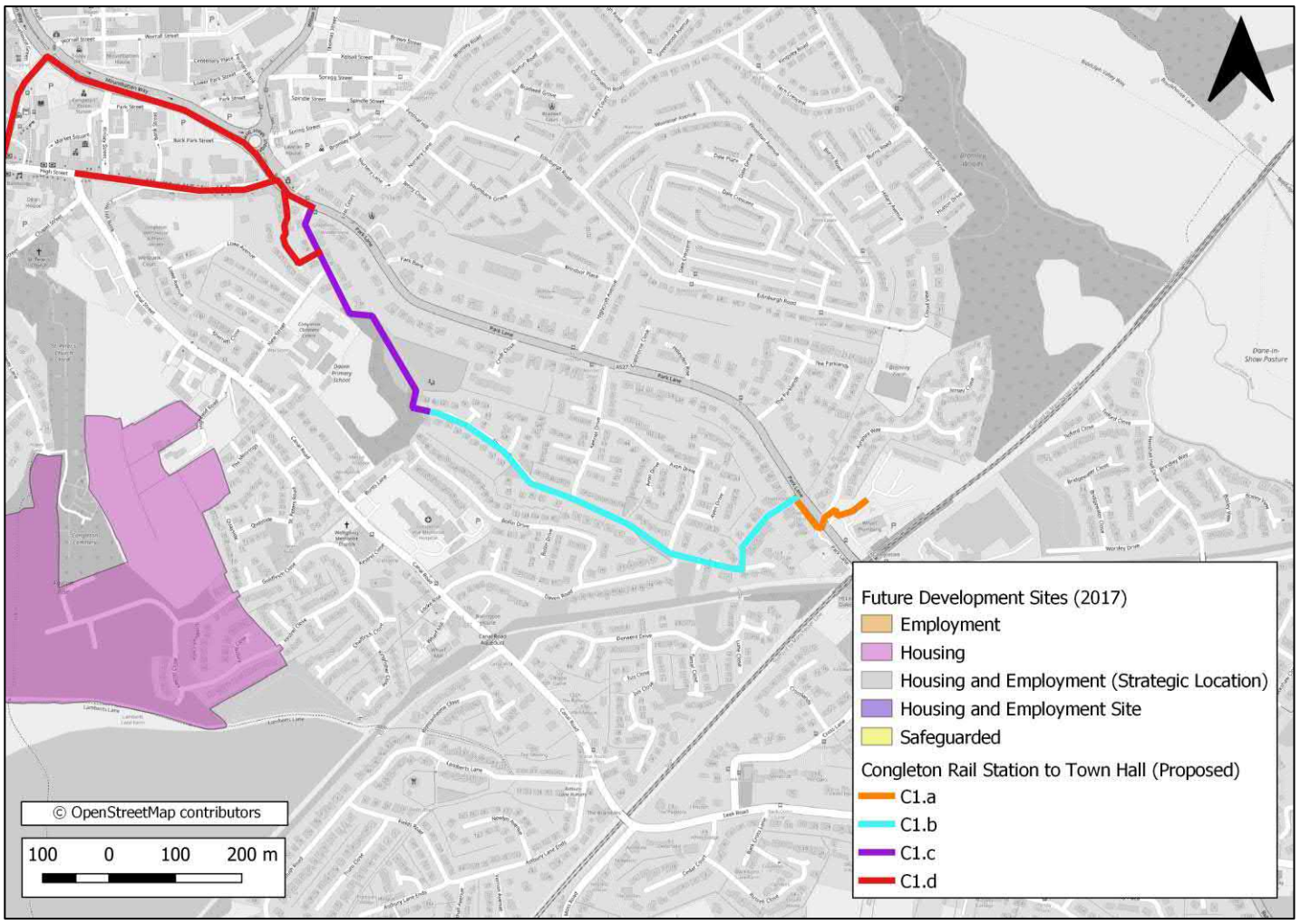
On-road signed cycle route with various options to be considered. Feasibility study needed to identify appropriate crossing points of Cumberland Street and links into the hospital.

Improving pedestrian and cycle links through the town centre as part of the Strategic Regeneration Framework

Improving the cycle route and pedestrian links to the south including traffic reduction / calming on Lord Street / High Street.



Route C1: Congleton rail station to town centre (cycling)



C1.a: Improve refuge crossing on Ayrshire Way to reduce entrance to rail station as a single entrance, with an on-road cycle route to be implemented on Park Lane between rail station (including both platform directions) and Sefton Avenue. Add refuge crossing across Park Lane to support movements from the rail station. Expand footway width through build out into bus layby and relocate bus shelter.

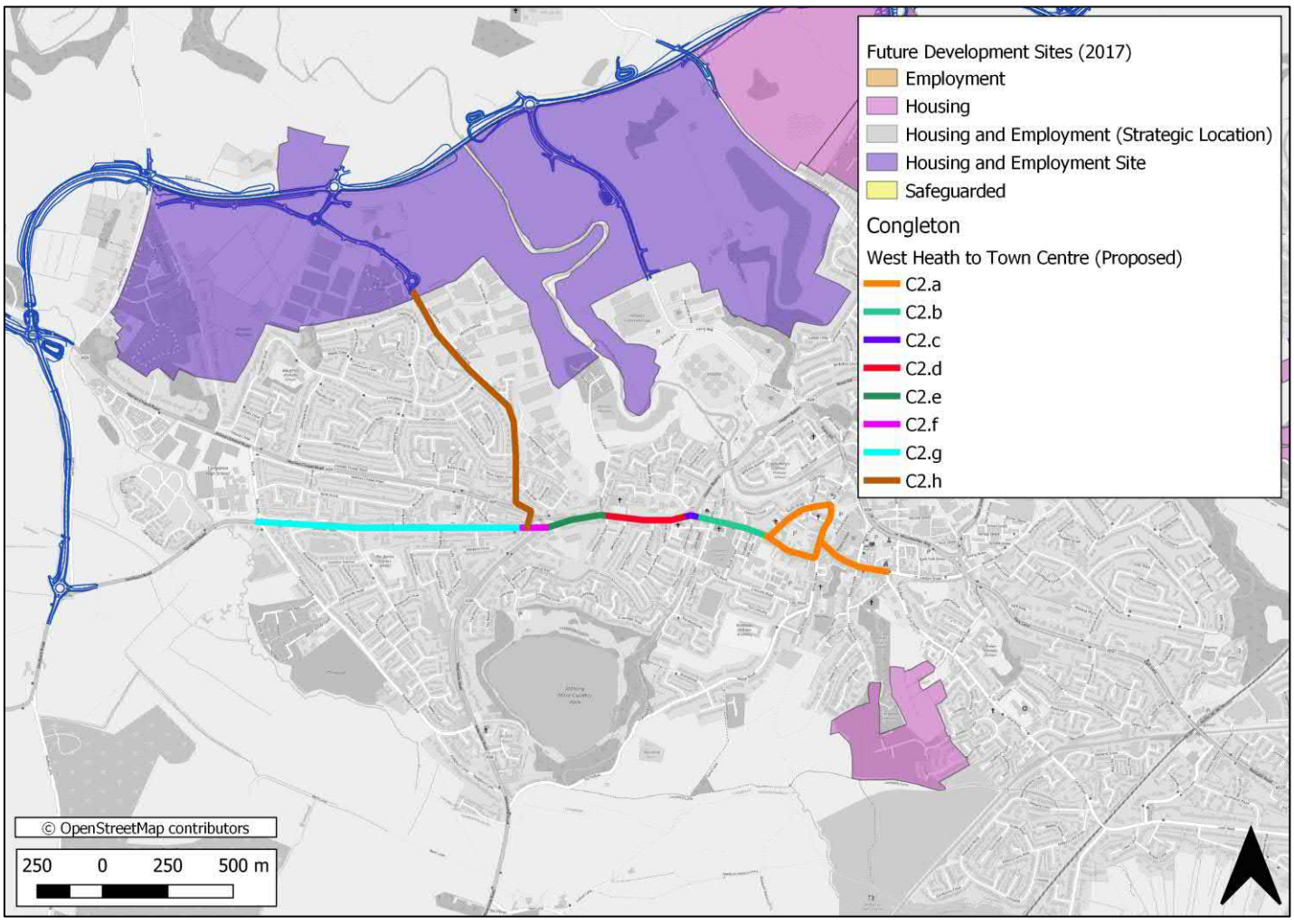
C1.b: Widen existing off-road route between Sefton Avenue and Severn Close (approx. 50m), which may incur land ownership issues and a requirement to change classification of existing path to make this a shared path

C1.c: Improve existing off-road shared track between Thames Close and Townsend Road through lighting improvements and vegetation maintenance (approx. 250m). Surfacing improvements required on Townsend Road, and implement on-road cycleway on eastern side of carriageway, using land from grass verge where possible (approx. 150m).

C1.d: Improvements to Park Lane/Lawton Street; on-road cycleway to be implemented for utilisation by cyclists exiting Lawton Street (in direction of traffic) to reach Townsend Road. For those cyclists travelling towards the town centre; travel beyond Lawton Street and along Mountbatten Way (exit before cyclist reaches roundabout), and travel along Back Park Street. Public realm improvements on Lawton Street towards Town Hall (paving improvements). Feasibility study required into major improvements at Lawton Street/Park Lane junction.

Cheshire East Council

Route C2: Congleton town centre to West Heath (cycling)



C2.a: Connect to shared space on High Street, introduce 20mph limit with traffic calming (Bridge Street to Antrobus Street) to create circular system. Junction improvements at (Mill Street/West Street/Wagg Street) three-arm junction to enable widening footways for pedestrians.

C2.b: Investigate feasibility of cycle streets approach on West Street with 20mph limit and/or traffic calming / traffic management.

C2.c: Investigate potential for a Dutch style roundabout at West Clayton bypass junction - reallocation of road space to create on-road cycle route on outside circle.

C2.d: West Road - increase width of existing off-road cycleway (may require land take from grass verge). Remove bus stop layby and build out to create bus stop bypass and continuation of cycleway.

C2.e: Where off-road cycleway ends and incline begins at Crossledge, cycle street style improvement (20mph, cyclists to travel alongside motorists)

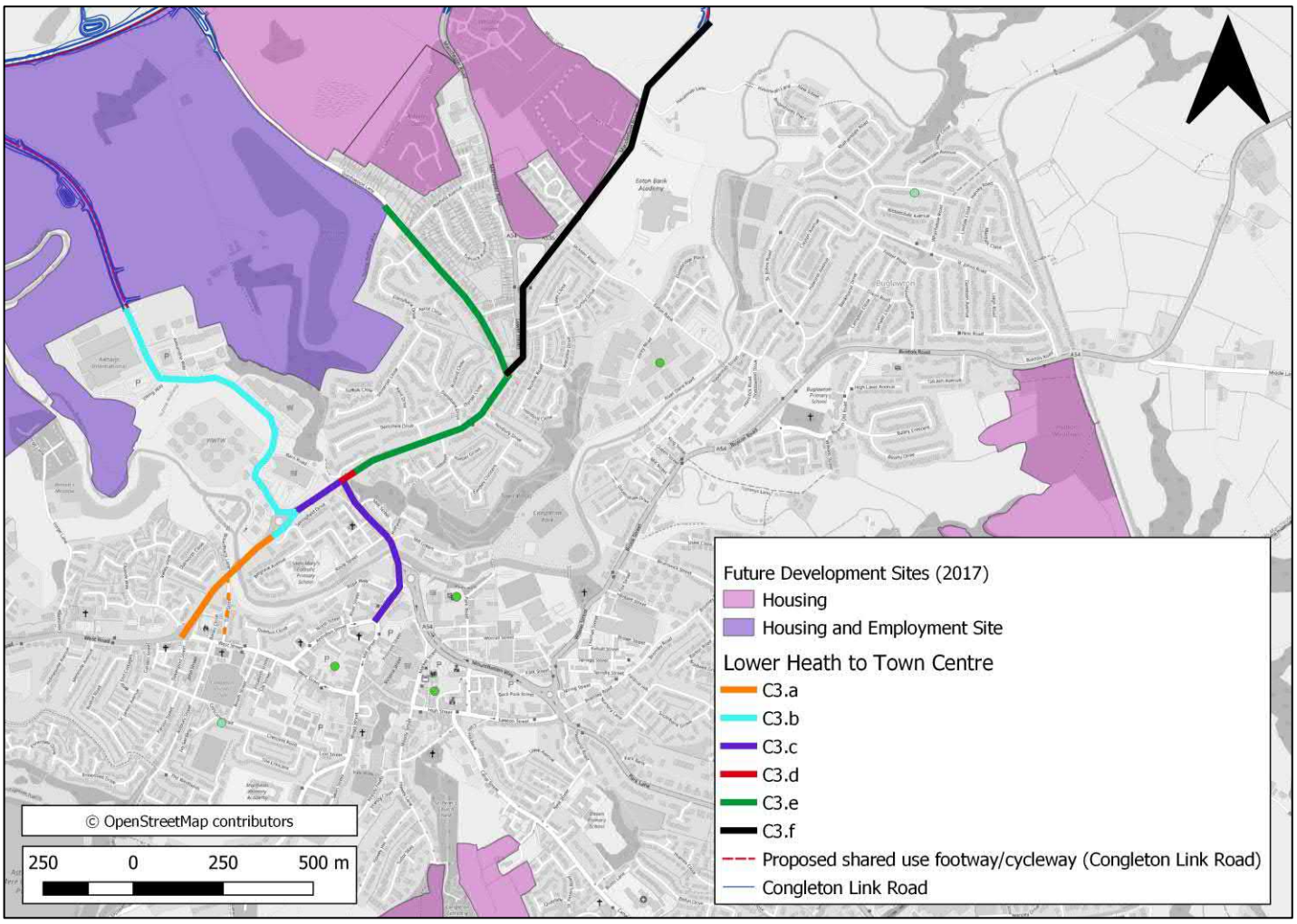
C2.f: At A54/A34/A534/West Road roundabout, consider reallocation of road space for cycleway around the outside of the roundabout and improved crossing points. This would require a reduction in size of centre roundabout island.

C2.g: Improve cycle provision along Sandbach Road through a stepped/segregated cycleway on both sides of the carriageway. Future feasibility studies required into style of cycleway.

C2.h: On-road signed route on Back Lane to connect to future development sites, with options for traffic calming to be investigated. Introduce zebra crossing point at Back Lane/Holmes Chapel Road.

Cheshire East Council

Route C3: Congleton town centre to Lower Heath (cycling)



C3.a: A34 Clayton Bypass: footway on left hand side of carriageway and two-way segregated cycle track on right hand side of carriageway.

C3.b: A34 Clayton Bypass/Barn Road roundabout: improve crossing points (further investigation required) on Barn Road, implement crossing points on Clayton Bypass south. Create shared path on Barn Road and utilise land from grass verge and connect to TESCO superstore and future development area via Viking Way.

C3.c: Improvements to Rood Hill junction: two-way segregated cycleway on one side of Rood Hill and add in toucan crossing points. Build out footway on approach to junction and improve pedestrain crossing on each junction arm across A54 Rood Hill.

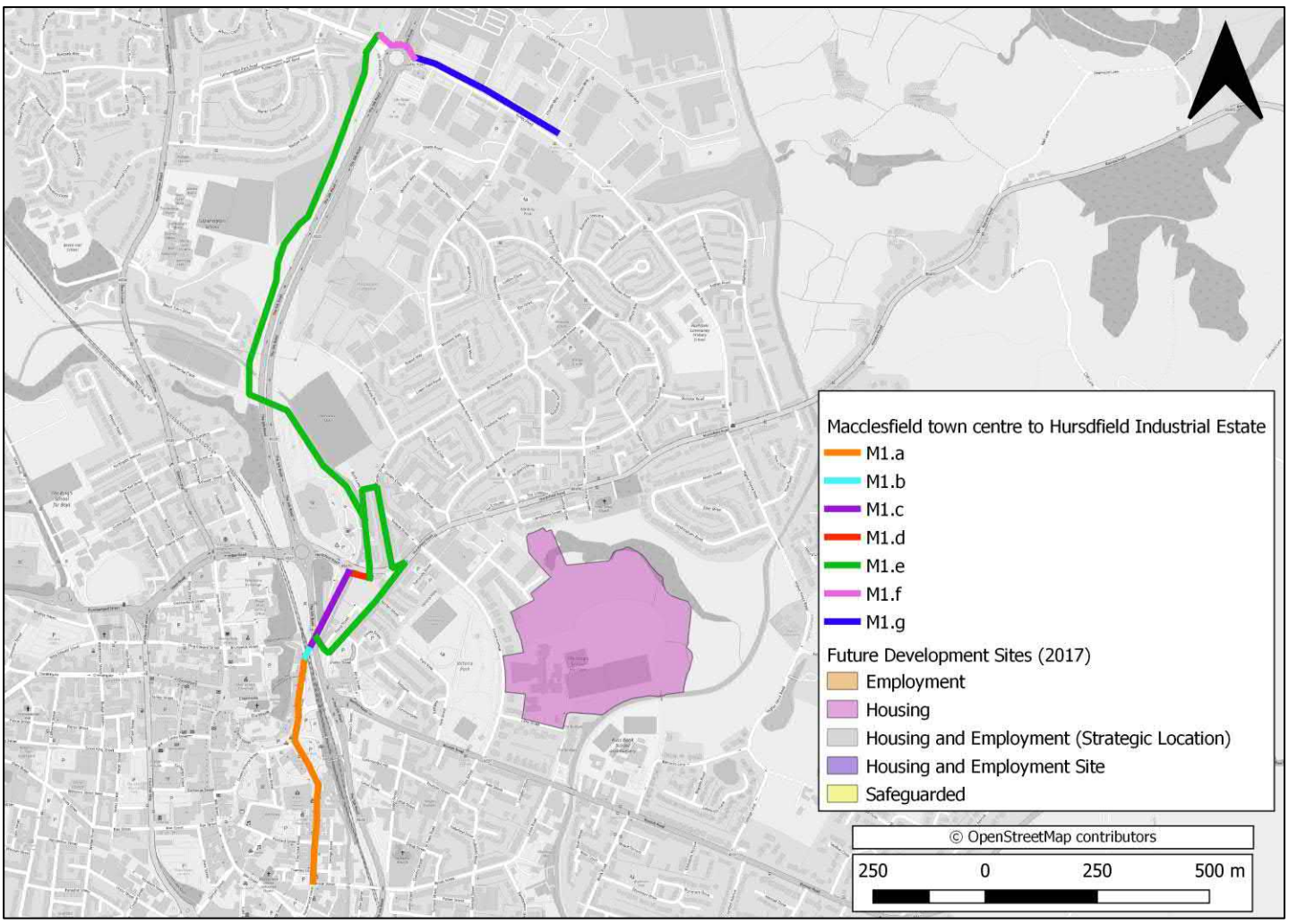
C3.d: Rood Hill: additional land availability through removal of grass verge, implement segregated cycleway or shared path depending on land availability.

C3.e: Rood Hill/Giantswood Lane: continuation of cycleway through use of grass verge, traffic calming and 20mph limit on Giantswood Lane. Connects into new housing and employment site.

C3.f: Improve crossing points for pedestrians and cyclists and improve the links between Jackson Road and Lower Heath Avenue as part of the National Cycle Network

Cheshire East Council

Route M1: Macclesfield town centre to Hurdsfield Industrial Estate (cycling)



M1.a: Improved surfacing and footway widening required on Sunderland Street. Proposed improvements outside rail station to include a two-way segregated cycleway from existing toucan crossing outside rail station to create signalised junction with toucan crossing on all arms (Waters Green and A523). This would remove the requirement for a right turn area and new road space would therefore be available. Relocation of street furniture where feasible, to avoid this creating an obstacle to pedestrians and cyclists. Scheme would need to align with Macclesfield Strategic Regeneration Framework.

M1.b: Lighting improvements and increased directional signage on the underpass on Gas Road.

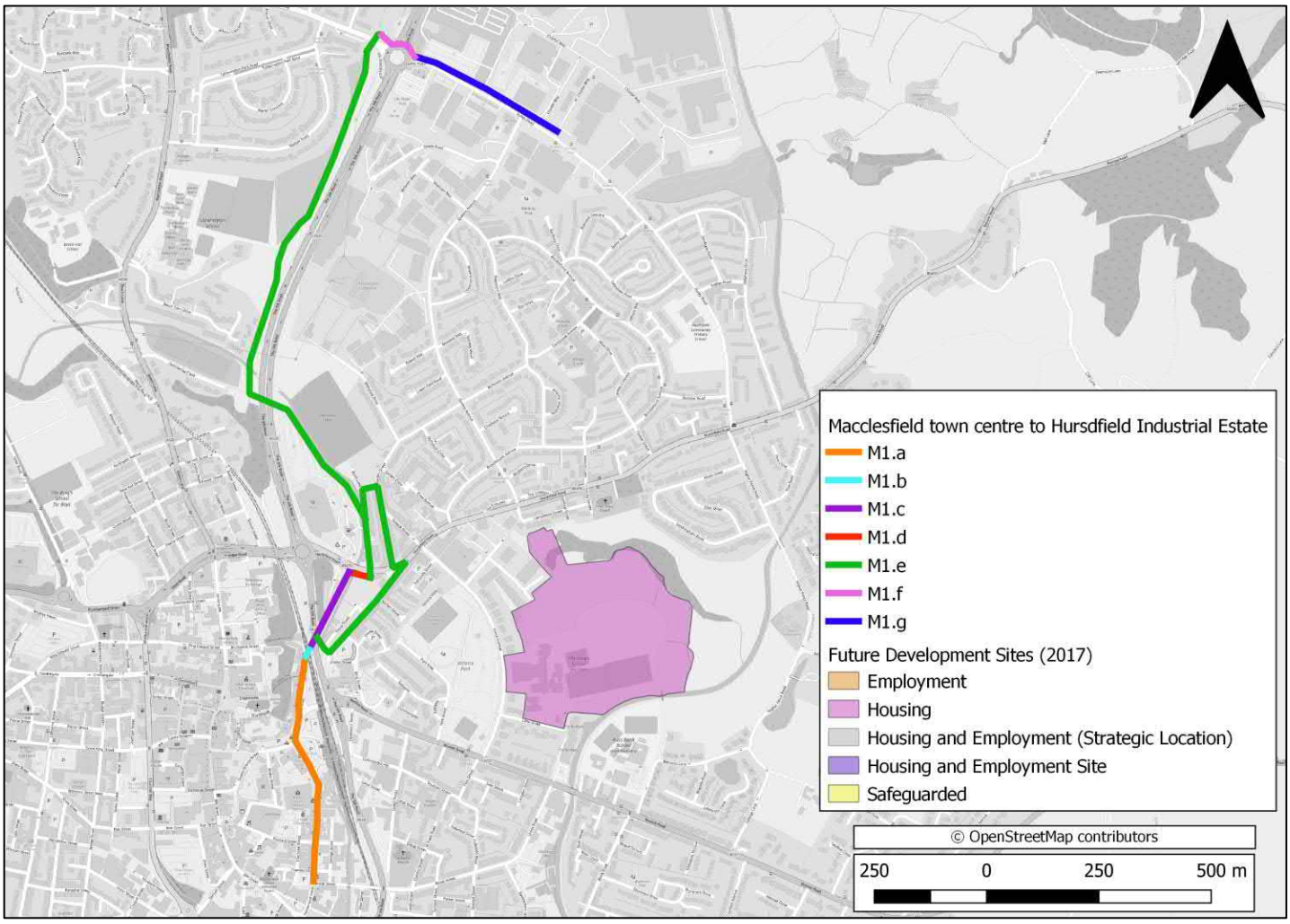
M1.c: Removal of chicane along River Bollin (section of Middlewood Way) to avoid any unnecessary obstacles, realignment of footpath exit to follow desire line across raised cobbled area (feasibility study required) to connect to existing crossing point.

M1.d: Junction rearrangement to improve width of the shared path on either side of the Toucan crossing.

M1.e: Various options to improve the Black Lane section and crossing of Hurdsfield Road including cycle tracks or shared path with improvement to the Toucan crossing. Route to continue along Middlewood Way using existing provision, and new lighting improvements proposed.

Cheshire East Council

Route M1: Macclesfield town centre to Hurdsfield Industrial Estate (cycling)

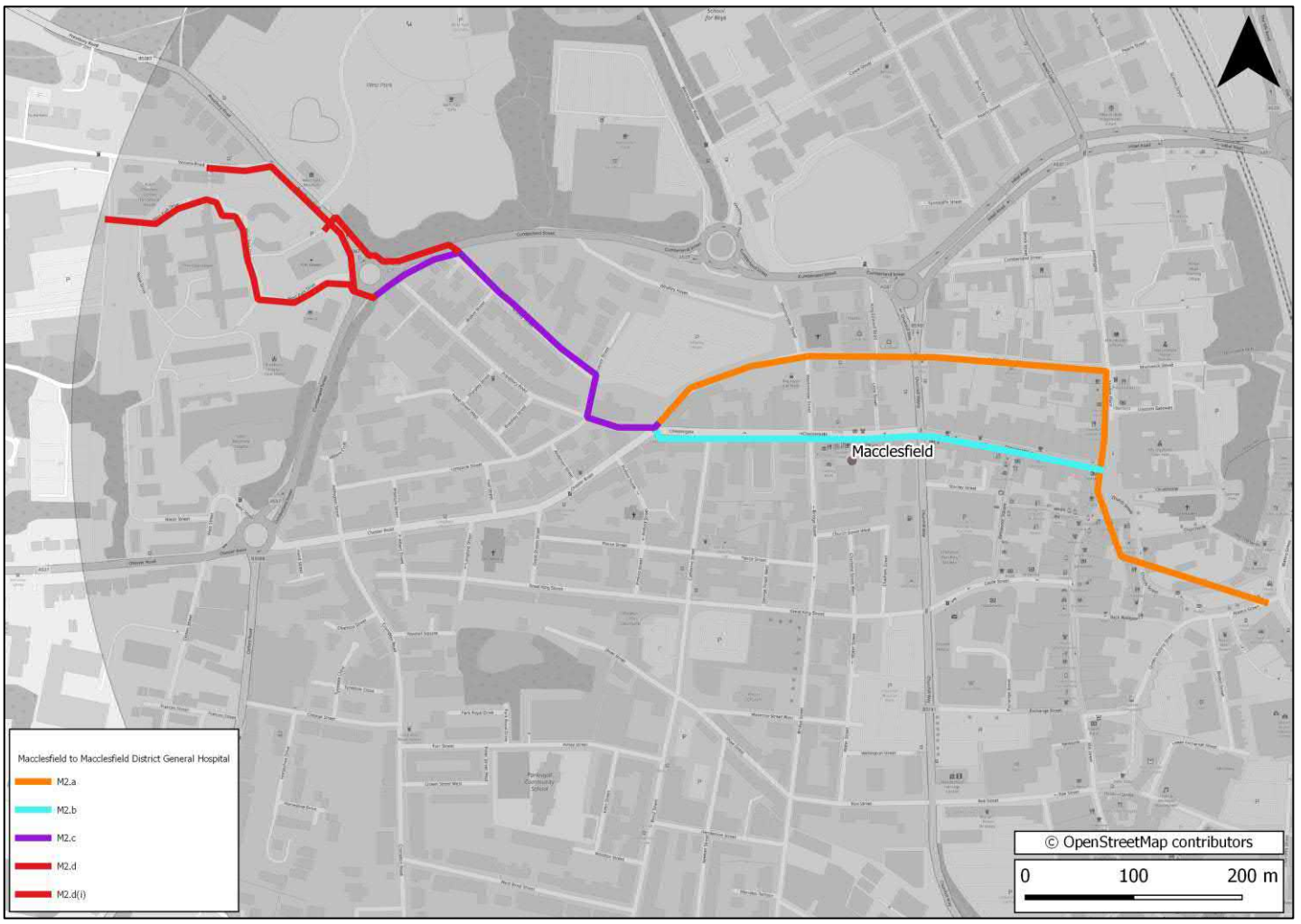


M1.f: Hurdsfield Estate: A523/Hulley Rd junction: proposals include an option of; removal of crossing point on A523 Silk Rd southbound and relocate to A523 northbound, or implement additional signalised crossing point to the north in addition to the existing crossing to the south.

M1.g: Improvement to existing segregated footway/cycleway on Hulley Road towards Hurdsfield Industrial Estate.

Cheshire East Council

Route M2: Macclesfield town centre to Macclesfield District General Hospital



M2.a: For cyclists travelling towards Macclesfield hospital from the town centre, travel along King Edward Street from Churchill Way and access Prestbury Road.

M2.b: For cyclists travelling eastbound from Macclesfield Hospital, travel along Chestergate, with an on-road cycleway. Surfacing improvements to the existing footways to improve pedestrian environment. To be delivered alongside intervention M2.a.

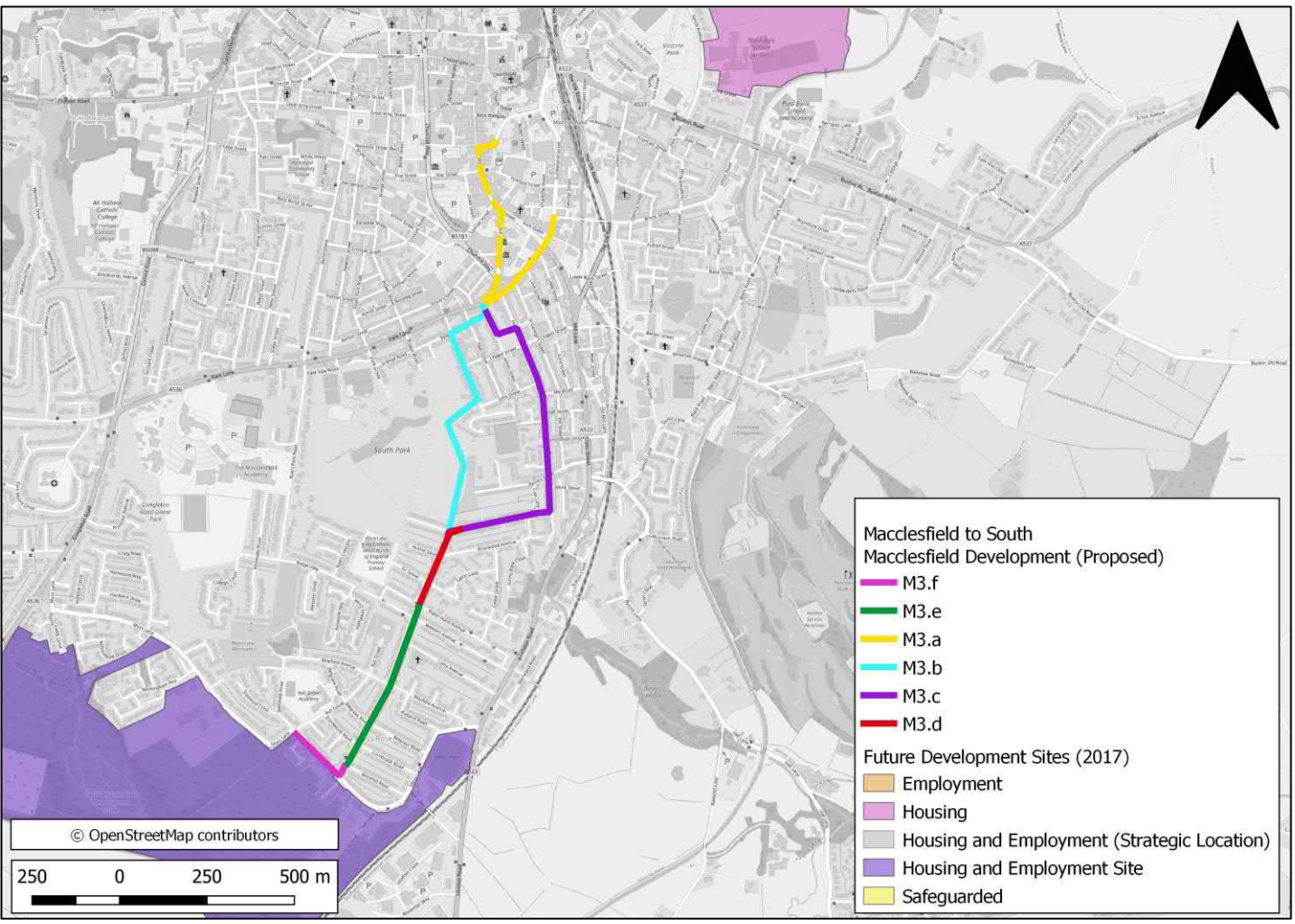
M2.c: Prestbury Road: 20mph limit with traffic calming, on-road cycleway on Grosvenor Street, and implement shared route on Riseley Street due to limited land availability.

M2.d: Cyclists to access Cumberland Street roundabout, from Riseley Street, and exit roundabout via West Park Drive. Potential to investigate removal of guardrails and potential to improve crossing points (further feasibility studies required to identify appropriate solution).

M2.d(i): Alternative option is for cyclists to utilise existing crossing between Riseley Street/Cumberland Street, and access Cumberland Street roundabout, and exit roundabout via Prestbury Road and utilize the existing crossing point for access into the hospital. Further feasibility studies are required in this area.

Cheshire East Council

Route M3: Macclesfield town centre to Macclesfield South Development Area



M3.a: Feasibility study needed to identify improvements for Sunderland Street, Park Street and Mill Street in the context of the wider Macclesfield Strategic Regeneration Framework.

M3.b: Surfacing improvements to footway on Lord Street (approx. 300m); limited scope for on-road cycleway due to high levels of on-street parking and residential properties do not have access to private driveways. Consider feasibility of traffic calming / reduction on Lord Street.

M3.c: Cyclists are to continue on-road along High Street due to high levels of on-street parking provision with limited scope for removal of parking since terraced housing does not have access to private driveways. Dropped kerbs to be introduced (approx. 5 crossings) and surfacing improvements to be considered on footways to reduce potential trip hazards (approx. 300m). Consider feasibility of traffic calming / reduction.

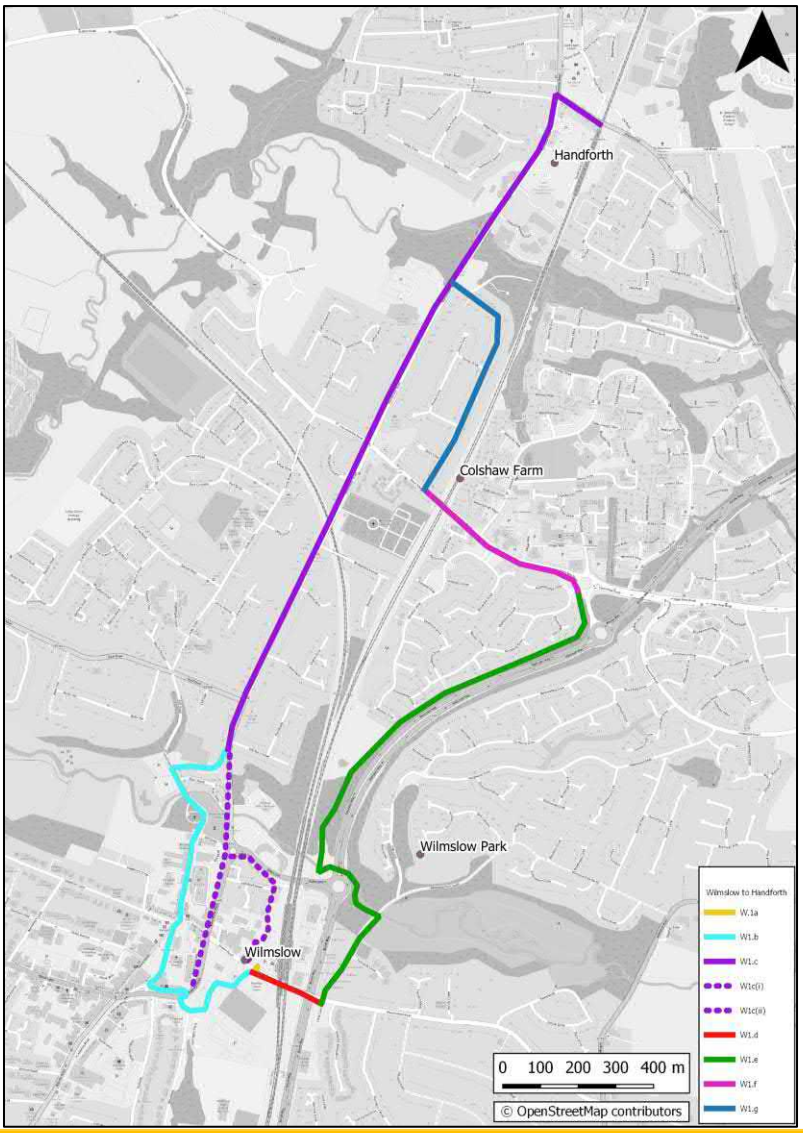
M3.d: Improvements to uncontrolled crossing along Maple Avenue/Coppice Rise.

M3.e: Improvements to uncontrolled crossing along Robin Hood Avenue/Parkgate Road.

M3.f: Scope to remove central hatching and introduce parking restrictions on one side of the carriageway, which would allow for widening of footway to create shared path (approx. 200m), or on-road cycle provision (approx. 200m).

Cheshire East Council

Route W1: Wilmslow town centre to Handforth



W1.a: Upgrade existing puffin crossing to toucan crossing across Station Road.

W1.b: Cyclists to continue through Wilmslow Leisure Centre car park using existing provision and continue via Broadway, with the existing puffin crossing across A538 to be upgraded to a toucan crossing. Cyclists are to continue on-road via Green Lane/Church Street/Chancel Lane/Old Road/Cliff Road. Also consider 20mph speed limits within town centre and key links.

W1.c: Conduct feasibility study along Manchester Road to Handforth to identify the most appropriate intervention. Options include: mandatory cycle lanes, segregated cycle lanes, or a cycle streets approach. Also an option to extend this along Manchester Road to Wilmslow rail station (option W3c(i)). Option W3c(ii) also shows an off-road option from the rail station to Bollin Walk. An option appraisal/feasibility study is required to identify the best option.

Alternative route:

W1.d: Implement cycle streets approach on Station Road.

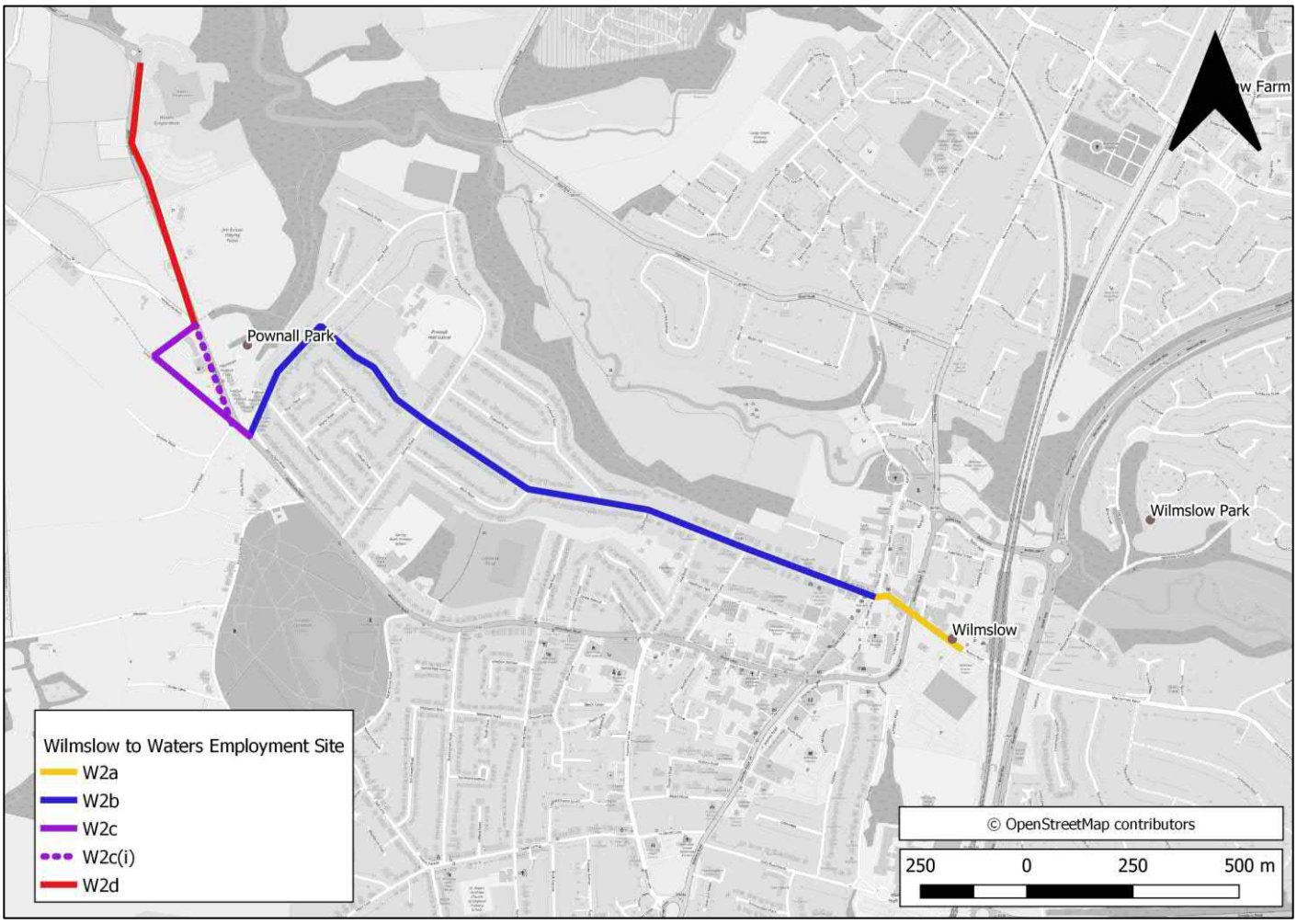
W1.e: Cyclists to utilise existing shared path on Wilmslow Park South and continue onto the existing off-road route which extends adjacent to A34 MacLean Way. Existing steps along this route would need a new structure to become a ramp to be accessible for cyclists.

W1.f: Implement parallel crossing over Knightsbridge Close, and utilise existing shared path along Dean Row Road westbound. Extend existing shared path from Colshaw Road to Dean Drive, with the full extent of the shared path on the southern side of the carriageway rather than the existing arrangement of a section on the northern side of the carriageway. Separate bridge structure required where the road crosses the rail line.

W1.g: Investigate feasibility of cycle streets approach on Dean Road.

Cheshire East Council

Route W2: Wilmslow town centre to Waters employment area



W2.a: At route section between Swan Street and Hawthorn Lane, upgrade existing uncontrolled crossing across Swan Street to a parallel crossing

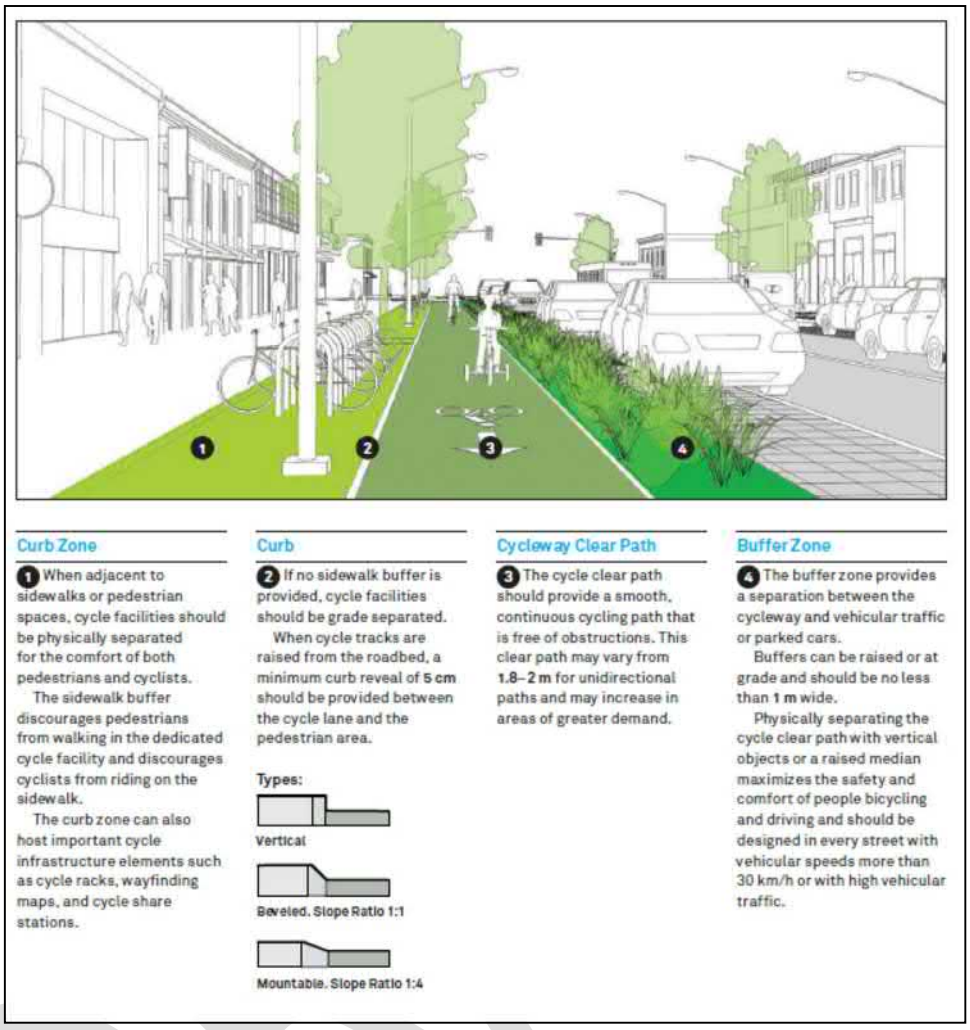
W2.b: Cyclists to continue on-road with 20mph/cycle streets/traffic calming (approx. 1.8km)

W2.c/W2.c(i): Option to either continue on-road along Altrincham Road, or to use the off-road route via the route alongside Sandy Lane (or secure land to cut through field) and reconnect into Mobberley Road, however further feasibility studies are required.

W2.d: Scope to widen footway utilising land adjacent to the existing footway on the western side of the carriageway for approx. 600m to implement shared path (medium/long-term intervention)

Cheshire East Council

5.5 Example Infrastructure



Segregated cycle tracks (Source: NACTO Global Street Design Guide)

Enfield Mini Holland visualisation (image source: Jacobs)

Chapel Street East visualisation: cycle tracks, traffic calming and urban realm improvements (Source: Salford City Council)

Filtered permeability (images source: Jacobs)

Bus stop bypass (Image source: Transport for Greater Manchester)

Side road priority (Image source: Cycling Embassy of Great Britain)

Parallel crossing (Image Source: Ranty Highway Man Blog)

Protected Cycle Facilities at Intersections

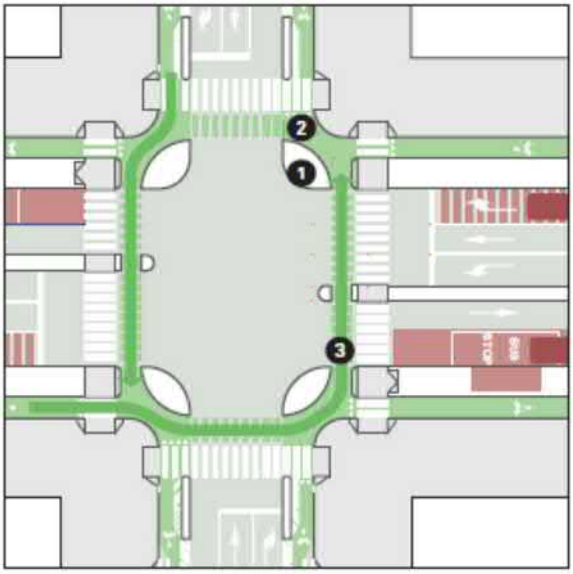
The protected intersection continues the physical separation of cycle facilities, positioning cyclists prominently ahead of right-turn conflicts and creating safe, simple cyclist movements through intersections. This can be achieved without moving existing curbs, with modifications making the intersection more compact and organized.

The protected intersection enables cyclist turns to be safe, two-stage movements aligned with concurrent traffic flow. Motor vehicles are prevented from encroaching in the cycle facility while turning by curb barriers and corner refuge islands. Cyclists are better placed in the sightline of turning vehicles, decreasing sideswipe and right-hook conflicts.

The slight curve of the cycle lane at the intersection in this configuration reduces cyclist speeds, making it safer for all users. Pedestrians also benefit from this design, as more waiting space and protection from vehicular traffic are provided in the form of curb extensions.

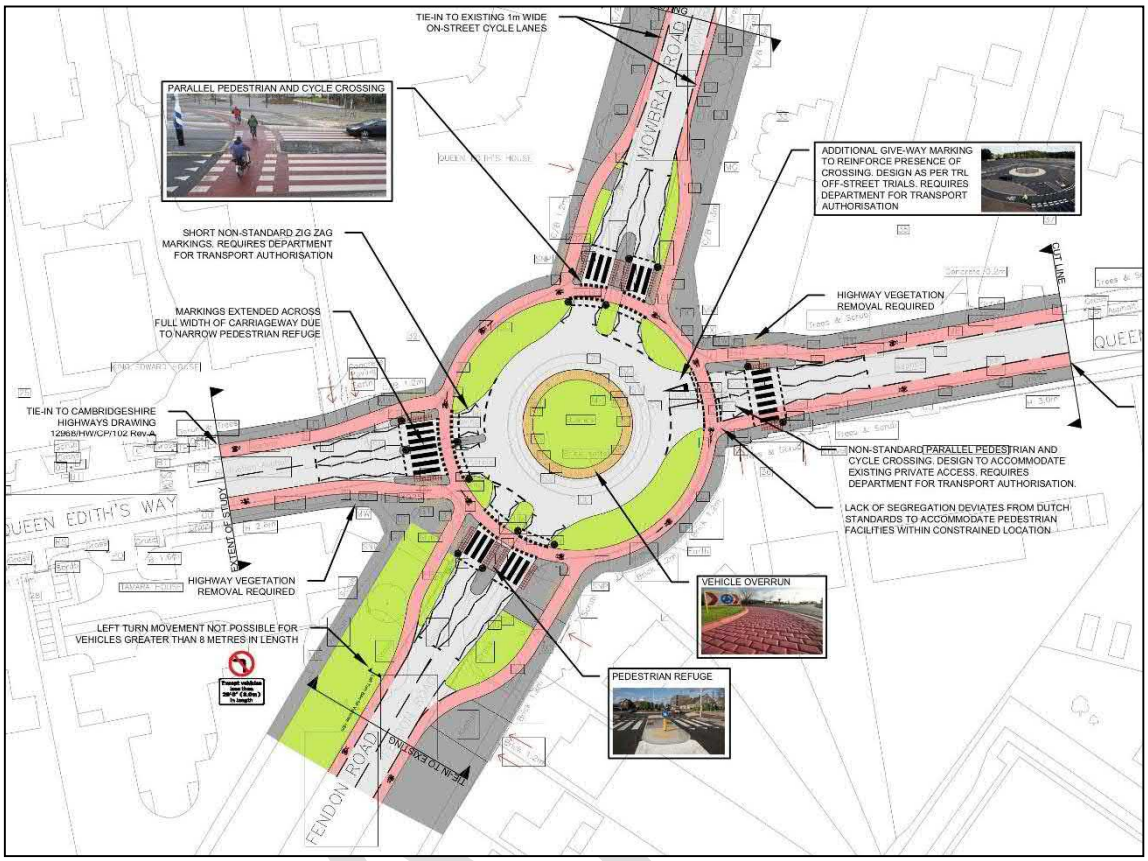
Main elements:

1. Corner refuge island
2. Forward stop line
3. Setback crossing by extending the curb



(Source: NATCO Global Street Design Guide)

Trafford Road visualisation (image source: Salford City Council)



Fendon Road Roundabout (Source: Cambridgeshire County Council)

6. Prioritising Improvements

Chapters 4 and 5 have outlined the vision for the future walking and cycling network in the LCWIP area and schemes required to enable this vison. The full network will need to be delivered to enable a significant uptake in walking and cycling for everyday journeys, however this chapter details how schemes can be sequenced for delivery in respect of various potential funding sources.

DfT's LCWIP guidance recommends that priority should typically be given to schemes that are likely to have the greatest impact on levels of walking and cycling. To build the local case for future investment it is important that early improvements evidence the local benefits and show a good return on investment.

Although it is crucial to develop a prioritised programme of investment, it is important to have flexibility with regard to the funding sources available. Particular schemes fit the aims of funders better than others and therefore there will be a need to be a degree of flexibility.

For large scale schemes it is important to conduct feasibility, planning and design to develop a pipeline of projects for which external funding not controlled by the Council can be sought. For most external funding sources there are short timescales for bidding and conducting scheme development can enable authorities to submit high quality bids that leverage substantial investment. To this end the Council is conducting this scheme development over the course of 2019/20 in readiness for future external funding opportunities.

Sections 6.1 to 6.3 of the chapter outline the appraisal work that has been undertaken, and Section 6.4 sets out the key workstreams and schemes which are recommended to be taken forward.

6.1 Return on Investment

As noted above, it is important to deliver value for money from improvements and build the case for future investment. Investment in walking and cycling routes has been shown to give a high return on investment which is evidenced within a wide range of studies. Walking and cycling provide a broad range of benefits to both the users of the new infrastructure, and the communities the infrastructure is built within. In March 2013, the Connect2 project linking Crewe and Nantwich was officially opened, providing a car-free walking and cycle route between the two towns. Monitoring shows a 43% increase in cyclists using the route, a 60% increase in pedestrians and a benefit to cost ratio of 4.0.

As part of this LCWIP, the high-level return on investment has been calculated using the DfT's Active Mode Appraisal Tool. This tool estimates economic benefits as a result of investing in walking and cycling schemes in line with DfT WebTAG appraisal guidance compared against high level cost estimates for improvements. The benefits reported within the tool include:

- Health through reduced mortality;
- Modal shift through reduced congestion and reduced environmental impacts; and
- Journey ambience.

It should be noted the nature of this appraisal is high level and intended for the use of prioritising investment in the network as part of this LCWIP, giving a broad range of potential benefits which could be realised on each route. Further analysis and work would be required to develop these estimates to form business cases for individual projects and programmes.

In line with the DfT TAG unit A1.2 (July 2017) and based on advice from the LCWIP technical partner, optimism bias of 44% has been applied to all scheme.

6.1.1 Walking Economic Appraisal

There is limited existing data to calculate the benefits associated with an increase in walking on specific routes, with no equivalent of the Propensity to Cycle Tool available. As a result, the estimated potential benefits have been calculated based upon a range of increases in walking levels across towns to demonstrate the potential benefits associated with these increases.

One source of readily available evidence regarding walking is the 2011 Census which reports number / percentage of people walking to work across geographical areas rather than discrete routes. The 2011 Census reported:

- 6% of people walk to work in Wilmslow;
- 14% of people walk to work in Macclesfield; and
- 11% of people walk to work in Congleton.

However, given 13% of journeys to work in Wilmslow, 22% of journeys to work in Macclesfield, and 23% of journeys to work in Congleton are under 2km, there is scope for improvement. Based upon this, benefits from an increase of modal share in the number of journeys to work undertaken on foot has been calculated at a town wide level and reported in the table below.

Table 6-1 Economic benefits of increasing walking to work modal share

Town	Present value benefits
Wilmslow (10% of all commuter trips)	£14,355,000
Macclesfield (18% of all commuter trips)	£22,980,000
Congleton (17% of all commuter trips)	£15,572,000

6.1.2 Cycling Economic Appraisal

The Propensity to Cycle Tool has been utilised to understand current and future potential cycling levels in the LCWIP study area. Building on this information the Active Modes Appraisal Toolkit has been used to estimate benefits for cycling improvements and compare these against costs. A medium scenario uplift has been applied to the average cost associated with each route.

Appendix F includes the full output from the AMATs with Table 6-2 showing summary outputs.

Table 6-2 AMAT Summary Outputs

Cycling route	Indicative BCR
Wilmslow Town Centre to Handforth	6.83
Macclesfield Town Centre to Hurdsfield Industrial Estate	6.32
Wilmslow Town Centre to Waters Employment Area	6.16
Macclesfield Town Centre to Macclesfield District General Hospital	5.19
Congleton Rail Station to Town Centre	4.46
Congleton Town Centre to Lower Heath	3.46
Macclesfield Town Centre to South Macclesfield Development Area	2.14
Congleton Town Centre to West Heath	0.88

Caution should be used in interpreting the indicative BCRs for route improvements due to the high-level nature of the assessment. From these results and feedback from other LCWIPs being produced, the AMAT is very sensitive to scheme costs and does not account for wider benefits that may result from public realm improvement schemes such as the Congleton Town Centre to West Health scheme noted above. Further work is required to develop business cases and understand feasibility for longer term and higher cost interventions.

Although the short / medium term improvements proposed will significantly improve the walking and cycling network, this LCWIP also includes ambitious large-scale schemes. These will provide the facilities for towns across the LCWIP area to achieve a step change in levels of walking and cycling, taking advantage of the opportunity to reallocate highway space as a result of future highway schemes, such as Congleton Link Road.

As noted above, the AMAT is very sensitive to scheme cost and it is therefore recommended that as part of conducting feasibility studies into the establishment of this high quality segregated network, a more detailed and bespoke approach is taken to more fully understand the likely value for money for these long term improvements. Additionally, it should also be borne in mind that transformational schemes would deliver a wide range of other benefits including increasing walking levels, improving the public realm and revitalising areas currently experiencing severance from high traffic levels.

6.2 Objectives Appraisal

In addition to the economic appraisal, improvements have been appraised against the following objectives, which link with CEC's Local Transport Plan 4:

- Growth and economic strength through connectivity;
- Improve access to services;
- Protect and improve the natural and built environment; and
- Promote health, wellbeing, and physical activity.

Improvements have also been screened for deliverability (affordability; technical feasibility; value for money; and acceptability) to inform whether schemes can be progressed in the short (up to 3 years), medium (3 – 5 years) and long term (5+ years).

Appendix G shows the full objectives appraisal for walking and cycling route improvements, with summary information provided below.

6.2.1 Walking Route Improvements Objectives Appraisal

Overall, all the routes scored highly since all have strong potential to increase walking levels between trip origins and trip destinations, particularly those which link into new development sites, transport hubs, schools and employment areas. All routes scored highly for acceptability since they improve the quality of walking provision and are not considered to impact on other stakeholders negatively.

High cost interventions such as public realm improvements that will entail significant scheme development and external funding have been sequenced as medium-term scheme.

Table 6-3 Objectives Appraisal for Walking Route Improvements

Funnel route	Objectives Appraisal	Deliverability				Sequencing		
	TOTAL (max score 50)	Affordability	Technical Feasibility	Value for Money	Acceptability	Short-term (less than 2 yrs)	Medium-term (less than 5 years)	Long-term (5 years +)
Congleton Rail Station towards Town Centre	38							
Congleton Town Centre towards West Heath	40							
Congleton Town Centre towards Lower Heath	40							
Congleton Core Walking Zone	40							
Macclesfield Core Walking Zone	39							
Macclesfield Town Centre to Macclesfield District General Hospital	36							
Macclesfield Town Centre to Middlewood Way	43							
Town Centre to Macclesfield College	41							
Wilmslow Core Walking Zone	42							
Wilmslow Town Centre towards Waters Employment Area	39							
Wilmslow Town Centre towards Handforth	40							

6.2.2 Cycling Routes Improvements Objectives Appraisal

Higher cost and more transformational cycle route improvements scored highest due to contributions to the LCWIP objectives, mainly due to their proximity to major trip attractors such as the town centre, educational sites, employment and transport interchanges. In terms of sequencing, higher cost and more complex proposals which

entail significant scheme development and securing external funding has been included within the medium- or long-term categories.

Table 6-4 Objectives Appraisal for Cycling Route Improvements

Route Title	Objectives Appraisal	Deliverability				Sequencing		
	TOTAL (max score 50)	Affordability	Technical Feasibility	Value for Money	Acceptability	Short-term (less than 2 yrs)	Medium-term (less than 5 yrs)	Long-term (5 yrs+)
Congleton Rail Station towards Town Centre	38							
Congleton Town Centre towards West Heath	37							
Congleton Town Centre towards Lower Heath	41							
Macclesfield Town Centre to Hurdsfield Industrial Estate	40							
Macclesfield Town Centre to South Macclesfield Development Area	39							
Macclesfield Town Centre to Macclesfield District General Hospital	36							
Wilmslow Town Centre towards Waters Employment Area	39							
Wilmslow Town Centre towards Handforth	40							

6.3 Synergies between Walking and Cycling Investment

While the LCWIP process includes separate approaches to planning and identifying walking and cycling improvements, measures that improve conditions for one user group will often benefit the other. Additionally, it is crucial a holistic approach to planning, design and implementation of infrastructure is followed to ensure one mode does not negatively impact on the other.

Key schemes for the short / medium term which are recommended within this LCWIP which improve routes for both pedestrians and cyclists are noted below.

- Toucan crossing provision at a number of junctions including:

- Congleton town centre to Lower Heath: A34 Clayton bypass/Barn Road/Belgrave Avenue roundabout;
- Macclesfield town centre to Hurdsfield Industrial Estate: A523/Hulley Road/Brocklehurst Way roundabout;

- Development of shared paths or for both pedestrians and cyclists or segregated cycle tracks with adjacent footways:
  - Wilmslow town centre to Waters employment area between Bourne St/A538 junction and the A538/Racecourse Road junction;
  - Congleton town centre to Lower Heath between A34 Clayton Bypass, Rood Hill junction, and along Macclesfield Road;
  - Congleton town centre to West Heath along West Road;
- Informal streets scheme in Congleton town centre.

6.4 Recommended Sequencing of Investment

An indicative sequencing of schemes has been set out below to help guide future scheme development and delivery. This sequencing seeks to balance the various evidence outlined above into a practical and evidence led programme.

This investment programme has a number of work streams that are recommended to deliver short term improvements and develop more ambitious schemes for future delivery.

A degree of flexibility will however be necessary to take account of particular challenges or opportunities regarding scheme delivery and funding.

6.4.1 Developer Funding Schemes

An early priority for scheme delivery is continuing to work with Development Management colleagues, with the delivery of schemes alongside Congleton Link Road. The National Planning Policy Framework makes clear the importance of sustainable development, noting “transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives”.

Given the scale of development coming forward in Cheshire East over the coming years there will be scope for delivery of key schemes and linkages into development sites through the planning process via Section 106 / 278 or within the footprint of development itself. Key opportunities include schemes linking to the new development in North Congleton including a pedestrian and cycle bridge over the River Dane, and routes linking to the South Macclesfield Development Area.

6.4.2 Short to Medium Term Scheme Delivery

For schemes delivered through the CEC annual investment programme such as the Local Transport Plan Integrated Block and other sources of external funding it is recommended that route improvements are delivered as shown in Table 6-5 and Table 6.6 subject to funding availability and development of annual investment programmes.

Table 6-5 Recommended Short-Medium Term Walking and Cycling Investment

Investment Theme	Supporting Evidence	Key Routes	Key Schemes
Key Corridor Improvements	• Site visits, data analysis and stakeholder input has identified key corridors where active travel facilities are limited • Schemes score highly on objectives appraisal and have positive Benefit Cost Ratios appropriate for this stage in the scheme development process	Wilmslow town centre to Handforth	Upgrading the existing advisory cycle lanes along Manchester Road and improving the link into Wilmslow town centre
		Wilmslow town centre to Waters employment area	Filling a key missing link in the A538 shared path to the north east of Waters
			Improving the on-road cycle route along Hawthorne Lane / Broadwalk
		Wilmslow rail station to Royal London	Construction of the Local Growth Fund walking and cycling route linking between the rail station, A34 bypass roundabout, and Alderley Park
		Congleton rail station to town centre	Improving pedestrian and cycling access on Park Lane and Ayrshire Way
		Congleton town centre to Lower Heath	Improving the National Cycle Network route between Jackson Road and Lower Heath Avenue
		Congleton town centre	Improving cross town movements for cycling by implementing experimental cycling access along High Street
			Improving pedestrian and cycling facilities on West Street and Antrobus Street
		Macclesfield town centre to Hurdsfield Industrial Estate, Middlewood Way and Tytherington	Package of improvements to better link the Middlewood Way and Macclesfield town centre
			Upgrading the existing advisory cycle lanes on Manchester Road in Tytherington
		Macclesfield town centre	Improving cross town movements for cycling by implementing experimental cycling access in traffic free areas

6.4.3 Medium-Long Term Scheme Delivery

Table 6-6 Recommended Medium-Long Term Walking and Cycling Investment

Investment Theme	Supporting Evidence	Key Routes	Key Schemes
Key Corridor Improvements	• Similar rationale to improvements proposed for short term interventions however these schemes will require more feasibility / design work and potentially external funding	Wilmslow town centre to Handforth	Investigate whether the off-road route between Wilmslow rail station and Handforth via the steps on the Greenway to the west of MacLean Way can be improved, including a more direct access to the rail station through the car park to the north.
		Wilmslow town centre to Waters employment area	Completing the missing link between Kings Road and the shared path to the north of Mobberley Road.
		Congleton rail station to town centre	Improving the Park Lane Lawton Street junction and approaches to create off carriageway cycle route between Townsend Road and the town centre.
		Congleton town centre to Lower Heath	Improving the cycle route along Clayton Bypass / Rood Hill including upgrades at the Barn Road and Rood Hill junctions.
		Congleton town centre to West Heath	Upgrades at the West Street roundabout and the A34 / A534 / A54 junction and improving the link along West Road.
		Macclesfield town centre to South Macclesfield Development Area	Improving the cycle route and pedestrian links to the south including improvements to Sunderland Street in line with Macclesfield Strategic Regeneration Framework, and traffic reduction / calming on Lord Street / High Street.
		Macclesfield town centre to Hurdsfield Industrial Estate / AstraZeneca	Improving the connection between the Middlewood Way and the employment area including improved

			crossing point of the Silk Road.
		Macclesfield town centre to District General Hospital	On-road signed cycle route with various options to be considered. Feasibility study needed to identify appropriate crossing points of Cumberland Street and links into the hospital.
Core Walking Zones		Congleton, Wilmslow and Macclesfield Core Walking Zones	Informal streets / urban realm improvements, reviewing and resolving footway maintenance problems, and improving various pedestrian crossing points. The development of the CWZs should coincide with overlapping plans such as the Macclesfield Strategic Regeneration Framework and LTP Town Delivery Plans, with greater detail provided within Section 7.2.
Wayfinding		All areas	Improve pedestrian and cycling route signage and within core walking zones.
Canal towpath improvements		Canal links north and south of Congleton, and south of Macclesfield	Upgrading the surfacing of canal towpaths and links to/from adjacent routes.

6.4.4 Core Walking Zones

Core Walking Zones (CWZs) have been identified as the town centre within each LCWIP town. The LCWIP creates an opportunity to enhance placemaking in each town and create an environment which is attractive for residents and visitors and therefore supports economic growth, health and wellbeing. The development of the CWZs should coincide with overlapping plans such as the Macclesfield Strategic Regeneration Framework and LTP Town Delivery Plans, with greater detail provided within Section 7.2.

7. Integration and Application

Walking and cycling routes interact with other infrastructure such as highways and the urban realm. Likewise, from a policy perspective, walking and cycling fits within a broader context and policy framework. To achieve a step change in walking and cycling, a wider supportive policy framework is crucial to nudge people and support behaviour change. This chapter outlines how this LCWIP can be integrated in broader policy and ensure delivery cuts across a wide range of future investment programmes.

7.1 Sustainable Modes of Travel Strategy (SMOTS)

Encouraging young people to walk and cycle has a wide range of benefits associated with reducing congestion as part of the school run, reducing parking issues in proximity of educational establishments, and crucially helping our children to be healthier and happier. This LCWIP details a number of walking and cycling route improvements in the vicinity of schools and educational sites, notably improvements to Broadway in Wilmslow, and improvements to walking provision to Macclesfield College. As part of the ongoing SMOTS programme these improvements should be considered for funding. Additionally, schools should be encouraged to produce School Travel Plans that detail local complimentary access improvements.

The production of School Travel Plans also presents an opportunity to roll out supporting measures that provide practical support such as Bikeability cycle training, scooter/cycle storage and promotional measures. For primary schools there is a significant opportunity to increase levels of walking / scooting to school. Cycling to primary schools should also be encouraged where off carriageway provision exists, and major modal shift can be achieved for cycling to secondary schools and colleges.

7.2 Future Transport Policy / Strategy

Future iterations of transport policy / strategy should include key recommendations of this LCWIP as they come forward. Some overlapping policies are outlined below.

7.2.1 Sustainable Travel Enhancement Programme (STEPs)

This LCWIP will inform the delivery programme of STEPs by recommending schemes which should be taken forward, as detailed in Section 6.4.

7.2.2 LTP4 Town Delivery Plans and Parking Strategies

The LTP4 Town Delivery Plans currently in development should integrate key walking and cycling improvements proposed in this LCWIP as part of a broader package of integrated transport.

7.2.3 Town Centre Regeneration Programmes

Plans are currently being developed for the regeneration of Macclesfield town centre, with Town Vitality Plans to be developed for Congleton and Wilmslow. Key LCWIP interventions should be integrated into these plans to support walking and cycling accessibility in these areas.

7.3 Development Management

A crucial early priority for implementation of the LCWIP will be working with developers as part of the planning process to ensure walking and cycling routes in the vicinity of and within developments deliver high quality walking and cycle routes. Funding secured from developers to mitigate effects on the transport generated from new development should fund walking and cycling route improvements. Key opportunities include delivering links to and within the new development to the north of Congleton and the South Macclesfield Development Zone.

7.4 Funding Submissions

Key to delivery of this LCWIP will be securing external funds. CEC have an annual programme of transport infrastructure delivered through the Local Transport Plan Integrated Transport Block and it is recommended a portion of this is used to deliver lower cost schemes and conduct feasibility planning for future higher cost interventions to develop ready to go schemes to seek external funding.

It should however be noted that the Council does not presently have the funding required to deliver the ambitious schemes included within this LCWIP. The Council will explore opportunities through the external funding sources noted below and would welcome the opportunity to work collaboratively with the Department for Transport in developing a forward pipeline of walking and cycling schemes.

- **Sustrans National Cycling Network** – Sustrans are investing funds in improving the quality of the National Cycle Network to achieve the standard of provision aimed for within Appendix I of this LCWIP. CEC will engage with Sustrans to identify improvements to the NCN within the LCWIP study area and demonstrate the positive contribution which the interventions identified in this LCWIP can have on the NCN. Key schemes set out in the short and medium term within Chapter 6 include the cycle priority scheme at Black Lane in Macclesfield, the NCN in Congleton and improving connections to the Waters employment area.

- **DfT Cycle Rail Fund** – the DfT currently have a programme of improving cycle facilities at rail stations and it is recommended that improvements are considered at the three rail stations in the core LCWIP area.

- **Other future central government funding** – as noted above, it will be important to develop plans for higher cost and ambitious schemes which will require external funding. Future funding pots which may come forward could include another round of Local Growth Fund or specific funds for implementation of LCWIP schemes.

- **Promotion and engagement** – although the Council has limited revenue funding which can be used for promotion and offering practical support, there are some options which can be explored including: securing Bikeability funding for cycle training in schools; working with public health colleagues to integrate promotion of walking and cycling routes into their ongoing public health campaigns; requiring robust and good quality Travel Plans as part of the planning process; and engaging community groups to help them promote / support walking and cycling. The Council will also monitor external funding opportunities such as a potential successor to the DfT's Access Fund and apply as appropriate.

Appendix A Stakeholder Mapping

Congleton LCWIP

Cheshire East Council

1:10,000

Legend

- NCN Link
- National Cycle Route
- Regional Cycle Route

Public Rights Of Way

- Bridleways
- Byways Open To All Traffic
- Restricted Byways
- Footpaths
- CLR Design Sept 17
- Indicative E-W Greenway
- Congleton Strategic Development Sites

Stakeholder Consultation

- Suggested Stakeholder Routes
- Stakeholder Annotations
- Existing Stakeholder Identified Routes

Macclesfield LCWIP

Cheshire East Council

1:12,500

Legend

- NCN Link
- National Cycle Route
- Regional Cycle Route

Public Rights Of Way

- Bridleways
- Byways Open To All Traffic
- Restricted Byways
- Footpaths
- Proposed Routes

Stakeholder Consultation

- MaccTivity Suggested Routes
- Stakeholder Annotations
- Suggested Stakeholder Routes

Wilmslow LCWIP

Cheshire East Council

1:10,000

Legend

- NCN Link
- National Cycle Route
- Regional Cycle Route

Public Rights Of Way

- Bridleways
- Byways Open To All Traffic
- Restricted Byways
- Footpaths
- Suggested Stakeholder Routes
- Stakeholder Annotations
- Existing Stakeholder Identified Routes
- Proposed Routes

Appendix B PCT Desire Lines

The Baseline scenario displays the number of cycle commuters as recorded in the Census 2011 as resident's main mode of travel to work. Within the data, origin (residence) and destination (workplace) data is recorded to allow desire lines to be identified and mapped. As Census 2011 flows are relatively low in the identified LCWIP area, the desire line flows are indicative of between 2 and 8 cycle flows per desire line and therefore some longer distance desire lines are representative of trips made by only one to two cyclists.

The Government Target scenario shows a doubling of the number of cyclists which is reflective of the target within the DfT's CWIS of doubling cycling in England between 2013 and 2025. The scenario considers trip length and hilliness, increasing the level of cycling to a greater extent between short, flat desire lines and a lesser extent on longer, hillier desire lines.

The Go Dutch scenario represents a theoretical scenario in which English and Welsh residents cycle the same levels as Dutch resident, since people in the Netherlands make 26.7% of trips by bicycle, which is fifteen times higher than the figure of 1.7% in England and Wales. The scenario is generated using the Census 2011 travel to work data, which shows trip distances through the origin and destination data regardless of mode. Following this, the proportion of residents travelling by bike is increased, considering trip length and hilliness. The benefit of the Go Dutch scenario against the Government Target is it highlights areas where cycling could be the natural choice for journeys, if suitable cycle infrastructure was in place and a cycling culture is present.

To display the outputs of the PCT onto maps using GIS, the top 15 Lower Layer Super Output Area (LSOA) cycle movements for each scenario were plotted and overlaid for Congleton, Macclesfield and Wilmslow.

The PCT is based on travel to work data from the 2011 Census and therefore does not account for developments or changes in transport modal split from 2011 onwards. Leisure trips are also not included within the PCT. As such, a workshop was held between CEC Officers and WSP technical support staff to identify additional desire lines which reflect any updates to local conditions and to integrate local sustainable travel ambitions and connections. The desire lines identified through the PCT informed the selection of the overall desire lines.

Appendix C Walking Route Audit Tool

Within the WRAT, a score is given to each of the above core design outcomes, on the basis of the following criteria:

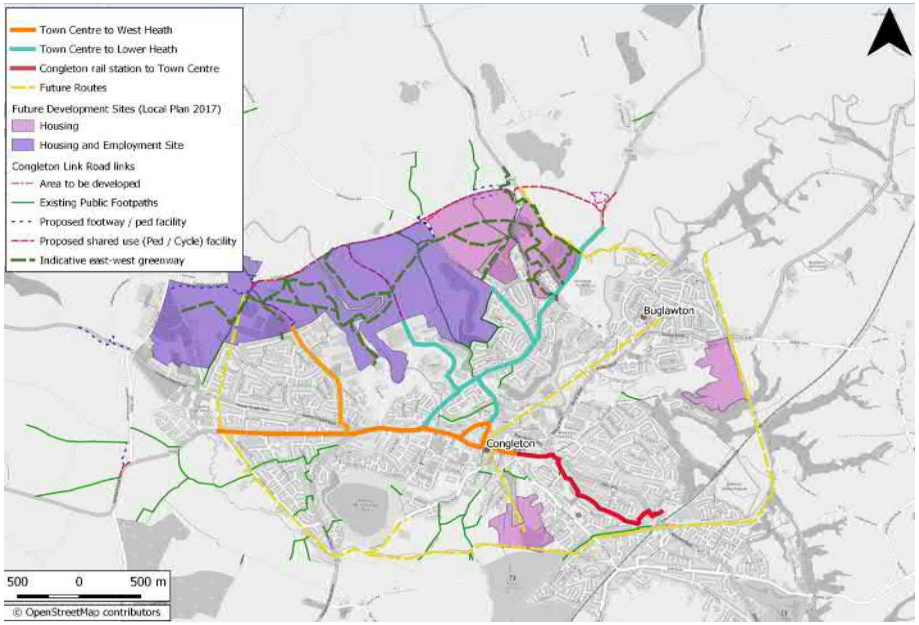
- Red (score of 0); for those routes in which existing provision is considered to be extremely poor;
- Amber (score of 1); for those routes in which existing provision is considered to be acceptable with room for improvement; and
- Green (score of 2); for those routes in which existing provision is good and does not require any significant improvements.

The scoring was applied to each individual core design outcome based upon the scoring criteria within the WRAT. This allowed for the highest scoring routes to be identified based upon existing levels of provision and areas which require the greatest proportion of infrastructural improvements were reflected through the lowest score. It is to be noted that since the scoring is based upon existing provision, the lowest scoring routes are not necessarily the poorest since the existing route may have significant potential for improvement if minimal improvements were implemented.

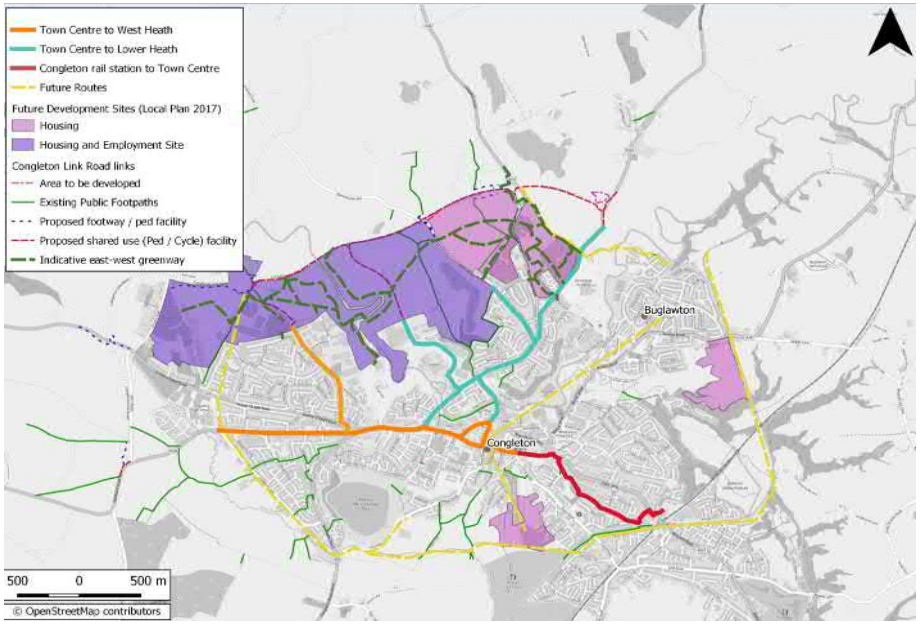
Appendix D Proposed Cycling Interventions

Intervention	Indicative low cost	Indicative high cost	Cost reference	Optimism bias (44%) high cost	Optimism bias (44%) low cost	Year price	Optimism bias (44%) high cost	Optimism bias (44%) low cost
							2019	2019
Crossings								
Zebra crossing (including high friction surfacing on approaches)	£20,000	£32,500	http://www.wiltshire.gov.uk/highways-works-cost	£46,800	£28,800	2017	£48,635	£29,929
Divided zebra crossing (including high friction surfacing on approaches)	£28,000	£39,500	http://www.wiltshire.gov.uk/highways-works-cost	£56,880	£40,320	2017	£59,110	£41,901
Puffin crossing (including high friction surfacing on approaches)	£50,500	£62,000	http://www.wiltshire.gov.uk/highways-works-cost	£89,280	£72,720	2017	£92,780	£75,571
Toucan crossing (including high friction surfacing on approaches)	£55,000	£67,500	http://www.wiltshire.gov.uk/highways-works-cost	£97,200	£79,200	2017	£101,011	£82,305
Highlighted crossing point (includes bollards and associated costs)	£4,300	£4,300	http://www.wiltshire.gov.uk/highways-works-cost	£6,192	£6,192	2017	£6,435	£6,435
Pedestrian refuge including electrical works and other associated works	£9,000	£12,000	http://www.wiltshire.gov.uk/highways-works-cost	£17,280	£12,960	2017	£17,957	£13,468
Footways								
Shared path (per metre)	£105	172	Low cost: provided by Lancashire County Council for recent scheme costing High cost: http://www.wiltshire.gov.uk/highways-works-cost	£248	£151	2017	£257	£157
With kerbing/edgings (per metre)	£80	80	http://www.wiltshire.gov.uk/highways-works-cost	£115	£115	2017	£120	£120
Build out footway	£7,000	£7,000	Cheshire East Council (CEC)	£10,080	£10,080	2019	£10,080	£10,080
Public realm improvements								
New warning or regulatory sign (per sign)	£225	£390	http://www.wiltshire.gov.uk/highways-works-cost	£562	£324	2017	£584	£337
Directional sign on new posts	£450	£780	http://www.wiltshire.gov.uk/highways-works-cost	£1,123	£648	2017	£1,167	£673
Provision of a standard street lighting column including service connection	£2,675	£2,675	http://www.wiltshire.gov.uk/highways-works-cost	£3,852	£3,852	2017	£4,003	£4,003
Clearing vegetation (m2)	£4	£4	2014 http://www.pathsforall.org.uk/pfa/creating-paths/estimating-price-guide.html	£6	£6	2014	£6	£6
Traffic Calming								
Mini roundabout with signage, lighting and lining (without resurfacing the carriageway)	£6,750	£11,300	http://www.wiltshire.gov.uk/highways-works-cost	£16,272	£9,720	2017	£16,910	£10,101
Splitter island (uncontrolled crossing)	£9,000	£9,000	http://www.wiltshire.gov.uk/highways-works-cost	£12,960	£12,960	2017	£13,468	£13,468
Narrowing of carriageway to introduce one-way priority traffic operation, including signage, lighting and lining	£34,300	£34,300	http://www.wiltshire.gov.uk/highways-works-cost	£49,392	£49,392	2017	£51,328	£51,328
20mph zone, coloured entry treatment including signing, lining and street lighting	£17,250	£17,250	http://www.wiltshire.gov.uk/highways-works-cost	£24,840	£24,840	2017	£25,814	£25,814
Double speed cushion layout and associated works such as street lighting, signing and lining	£7,900	£11,250	http://www.wiltshire.gov.uk/highways-works-cost	£16,200	£11,376	2017	£16,835	£11,822
Speed control table with crossing point and associated works such as coloured surfacing, street lighting, signing and lighting	£13,900	£13,900	http://www.wiltshire.gov.uk/highways-works-cost	£20,016	£20,016	2017	£20,801	£20,801
Raised junction with crossing point and associated works such as coloured surfacing, street lighting, signing and lining	£33,700	£33,700	http://www.wiltshire.gov.uk/highways-works-cost	£48,528	£48,528	2017	£50,430	£50,430
Dropped kerbs (one side only)	£675	£900	http://www.wiltshire.gov.uk/highways-works-cost	£1,296	£972	2017	£1,347	£1,010
Bollards	£150	£350	http://www.wiltshire.gov.uk/highways-works-cost	£504	£216	2017	£524	£224
Bus shelters	£3,500	£9,000	http://www.wiltshire.gov.uk/highways-works-cost	£12,960	£5,040	2017	£13,468	£5,238
Bus stop bypass	£20,000	£50,000	Example from Cheshire East Council (2019)	£72,000	£28,800	2019	£72,000	£28,800
Automatic cycle counters (per counter)	£6,000	£6,000	GOVUK: Cycle City Ambition Schemes; cycle intervention costs	£8,640	£8,640	2018	£8,811	£8,811
Moving bollards	£30,000	£30,000	Original price by BCC	£43,200	£43,200	2019	£43,200	£43,200
Cycleway								
Cycle super highway (two-way physical segregation, per km)	£1,115,000	£1,450,000	GOVUK: Cycle City Ambition Schemes; cycle intervention costs (https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/742451/typical-costings-for-ambitious-cycling-schemes.pdf)	£2,088,000	£1,605,600	2018	£2,129,438	£1,637,464
Cycle super highway (two-way light segregation, per km)	£240,000	£240,000	GOVUK: Cycle City Ambition Schemes; cycle intervention costs	£345,600	£345,600	2018	£352,459	£352,459
Mixed strategic cycle route (per km)	£460,000	£800,000	GOVUK: Cycle City Ambition Schemes; cycle intervention costs	£1,152,000	£662,400	2018	£1,174,862	£675,546
Resurfacing cycle route	£140,000	£190,000	GOVUK: Cycle City Ambition Schemes; cycle intervention costs	£273,600	£201,600	2018	£279,030	£205,601
Comprehensive cycle route signage (per km)	£12,000	£12,000	GOVUK: Cycle City Ambition Schemes; cycle intervention costs	£17,280	£17,280	2018	£17,623	£17,623
Dutch style rdbt	£1,600,000	£1,600,000	GOVUK: Cycle City Ambition Schemes; cycle intervention costs	£2,304,000	£2,304,000	2018	£2,349,724	£2,349,724
Remodelled major junction	£1,560,000	£1,610,000	GOVUK: Cycle City Ambition Schemes; cycle intervention costs	£2,318,400	£2,246,400	2018	£2,364,410	£2,290,981
Large-scale cycle parking (for 10s to 100s)	120,000	700,000	GOVUK: Cycle City Ambition Schemes; cycle intervention costs	£1,008,000	£172,800	2018	£1,028,004	£176,229
On-road cycleway (light segregation, per km)	210,000	210,000	2016 https://www.gov.uk/government/case-studies/protected-cycle-lanes-salford-greater-manchester	£302,400	£302,400	2016	£321,185	£321,185
Other								
Parking restrictions (formulation of proposals, consultation, traffic orders, and materials)	£5,350	£5,350	http://www.wiltshire.gov.uk/highways-works-cost	£7,704	£7,704	2017	£8,006	£8,006
Central hatching markings (includes removal of existing markings and new markings - per metre)	£34	£34	http://www.wiltshire.gov.uk/highways-works-cost	£49	£49	2017	£51	£51
New bridge structure	£500,000	£500,000.00	GOVUK: Cycle City Ambition Schemes; cycle intervention costs	£720,000	£720,000	2018	£734,289	£734,289
Shared space area	£400,000	£600,000.00	CIHT Creating better streets: inclusive and accessible places (reviewing shared streets) 2018 Example: Leonard Circus, London Borough of Hackney	£864,000	£576,000	2018	£881,147	£587,431
Junction redesign	£280,000.00	£820,000.00	Example from Cheshire East Council junction improvement (2019)	£1,180,800	£403,200.00	2019	£1,180,800	£403,200

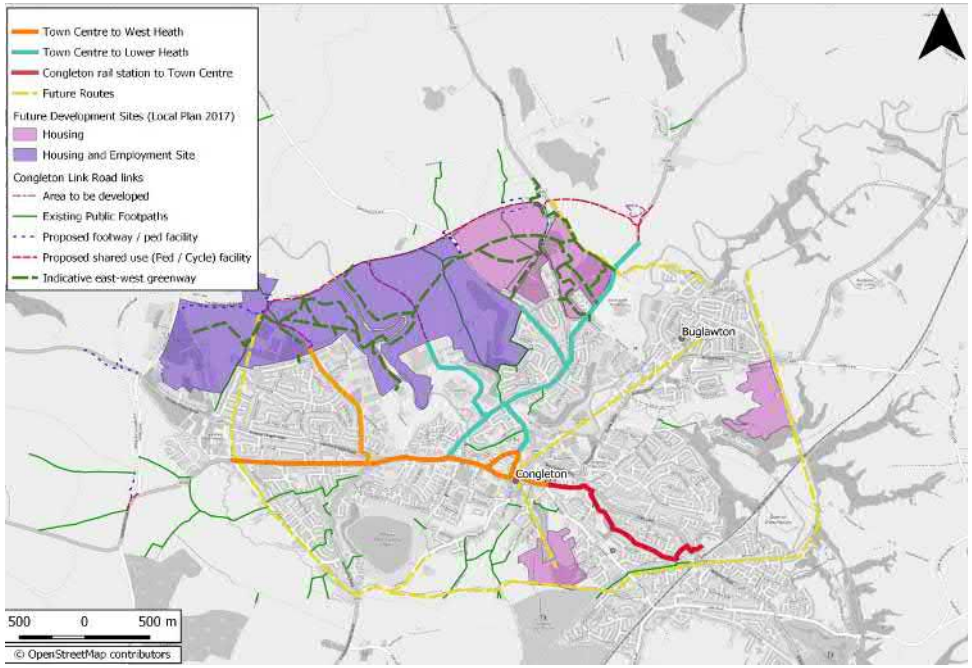
Section	Intervention	Indicative cost (high)	Indicative cost (low)	Cycling?	Walking?	W&C?	Note
C1.a	Improve refuge crossing on Ayrshire Way to reduce entrance to rail station as a single entrance, with an on-road cycle route to be implemented on Park Lane between rail station and Sefton Avenue. Add refuge crossing across Park Lane to support movements from the rail station. Expand footway width through build out in to bus layby and relocate bus shelter.	£44,096.70	£39,607.34				
C1.b	Widen existing off-road route between Sefton Avenue and Severn Close (approx. 50m), which may incur land ownership issues and a requirement to change classification of existing path to make this a shared path	£12,869.49	£7,856.37				
C1.c	Improve existing off-road shared track between Thames Close and Townsend Road through lighting improvements and vegetation maintenance (approx. 250m). Surfacing improvements required on Townsend Road, and implement on-road cycleway on eastern side of carriageway, using land from grass verge where possible (approx. 150m).	£53,881.75	£53,881.75				
C1.d	Improvements to Park Lane/Lawton Street; on-road cycleway to be implemented for utilisation by cyclists exiting Lawton Street (in direction of traffic) to reach Townsend Road. For those cyclists travelling towards the town centre; travel beyond Lawton Street and along Mountbatten Way (exit before cyclist reaches roundabout), and travel along Back Park Street. Public realm improvements on Lawton Street towards Town Hall (paving improvements). Feasibility study required into major improvements at Lawton Street/Park Lane junction.	£273,955.50	£243,843.20				
All sections	Comprehensive cycle route signage (1.6km)	£28,196.69	£28,196.69				
	Total	£384,803.44	£345,188.67				
	Cost in AMAT	£384,803.44					



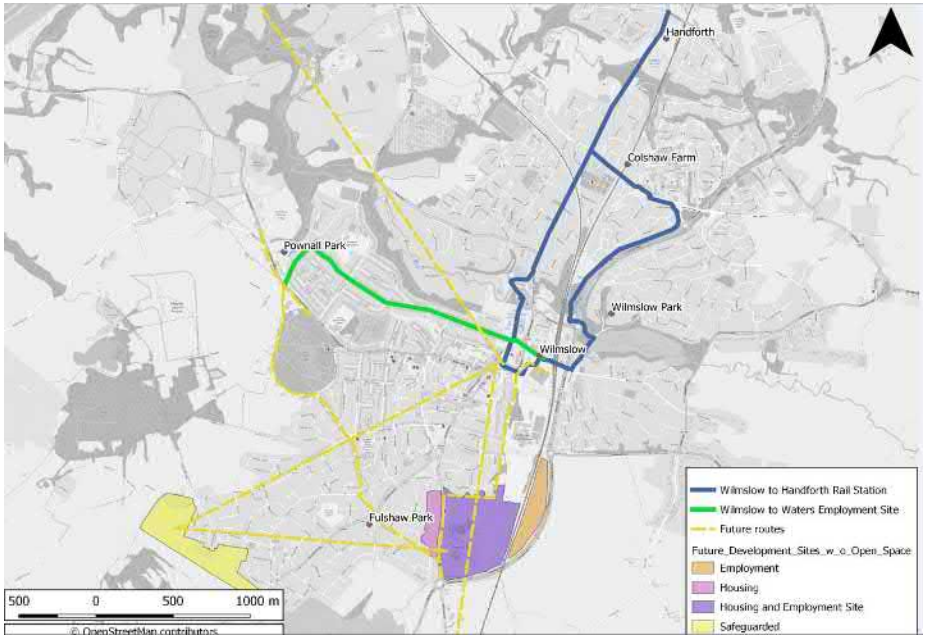
Section	Intervention	Indicative cost (high)	Indicative cost (low)	Cycling?	Walking?	W&C?	Note
C2.a	Connect to existing shared space on High Street, and introduce 20mph limit with traffic calming (Bridge Street to Antrobus Street) to create circular system to cater for cyclists travelling in both directions. Junction improvements at Wagg Street/West Street/Mill Street three-arm junction to create mini roundabout and widen footway for pedestrians.	£42,723.71	£35,914.85				
C2.b	Investigate feasibility of cycle streets approach on West Street with 20mph limit	£25,813.80	£25,813.80				
C2.c	Implement dutch-style roundabout at West Road/Clayton bypass/West Street junction	£2,349,724.41	£2,349,724.41				
C2.d	Increase width of existing off-road cycleway on West Road (may require land take from grass verge). Remove bus stop layby and build out to create bus stop bypass and continuation of cycleway	£136,131.85	£71,876.77				Not including bus stop removal
C2.e	At intersection with Cross Ledge/Forge Lane, the existing off-road cycleway ends and incline increases. At this point, implement cycle street style improvement (20mph, cyclists to travel alongside motorists)	£25,813.80	£25,813.80				
C2.f	At A54/A34/A534/West Road roundabout, implement a dutch-style roundabout with reallocation of road space through reduction in size of roundabout island.	£2,349,724.41	£2,349,724.41				
C2.g	Improve cycle provision along Sandbach Road, through a stepped/segregated cycleway on both sides of the carriageway (approx 1.25km (x2)). Future feasibility studies required into style of cycleway (currently uses existing kerb line).	£643,474.43	£392,818.69				
C2.h	On-road signed route on Back Lane to connect to future development sites, with options for traffic calming to be investigated (approx. 1km). Introduce zebra crossing point at Back Lane/Holmes Chapel Road (toucan not considered necessary in light of expected reduced traffic flows)	£74,448.50	£55,742.84				
All sections	Comprehensive cycle route signage (2.6km)	£45,819.63	£45,819.63				
	Total	£5,693,674.53	£5,353,249.20				
	COST IN AMAT	£5,523,461.87					



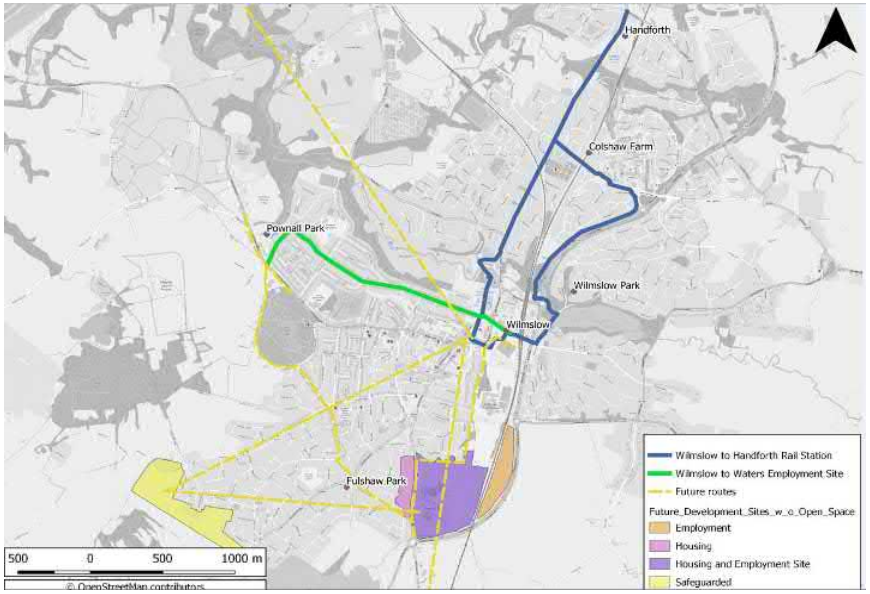
Section	Intervention	Indicative cost (high)	Indicative cost (low)	Cycling?	Walking?	W&C?	Note
C3.a	On the A34 Clayton Bypass, on the eastern side of the carriageway, widen existing footway through use of grass verge to create two-way segregated cycle track (approx. 375m)	£96,521.16	£58,922.80				
C3.b	At the A34 Clayton bypass/Barn Road/Belgrave Avenue roundabout, improvements to crossing points are required on Barn Road (further investigation needed), and implement toucan crossing point on Clayton bypass south. Create shared path on Barn Road (approx. 200m) through utilising land from the grass verge, and connect to TESCO and future development sites via Viking Way	£152,488.48	£113,730.36				
C3.c	At the A34/A54 Rood Hill junction, implement a two-way segregated cycleway on eastern side of Rood Hill and add toucan crossing points (x3). Build out footway on approach to junction to improve pedestrian environment (approx. 200m).	£323,191.56	267074.6079				
C3.d	At Rood Hill, widen the footway to create a shared path or segregated cycleway (dependent on land availability) through removal of grass verge (approx. 500m)	£128,694.89	£78,563.74				
C3.e	At Rood Hill/Giantswood Lane, continue widening of grass verge, and implement traffic calming/20mph on Giantswood Lane, to connect into new housing and employment site (approx. 500m).	£25,813.80	£25,813.80				
C3.f	Continue on Rood Hill from the Rood Hill/Giantswood Lane junction, and introduce a cycle streets approach to the intersection with Macclesfield Road (approx. 200m), and upgrade the existing puffin crossing to a toucan crossing.	£126,824.32	£108,118.67				
C3.g	At Macclesfield Road, there is scope to introduce a two-way segregated cycleway (contraflow) on the eastern side of the carriageway through utilising the grass verge and creating a bus stop bypass, with the cycleway to continue along Macclesfield Road (approx. 1.25km) and interlink with Congleton Link Road. Add toucan crossing point on Macclesfield Road at intersection with Moss Lane/Havannah Lane to support movements associated with future development sites.	£422,747.74	£278,714.22				
All sections	Comprehensive cycle route signage (3.0km)	£52,868.80	£52,868.80				
	Total	£1,329,150.75	£983,807.00				
	Cost in AMAT	£1,156,478.88					



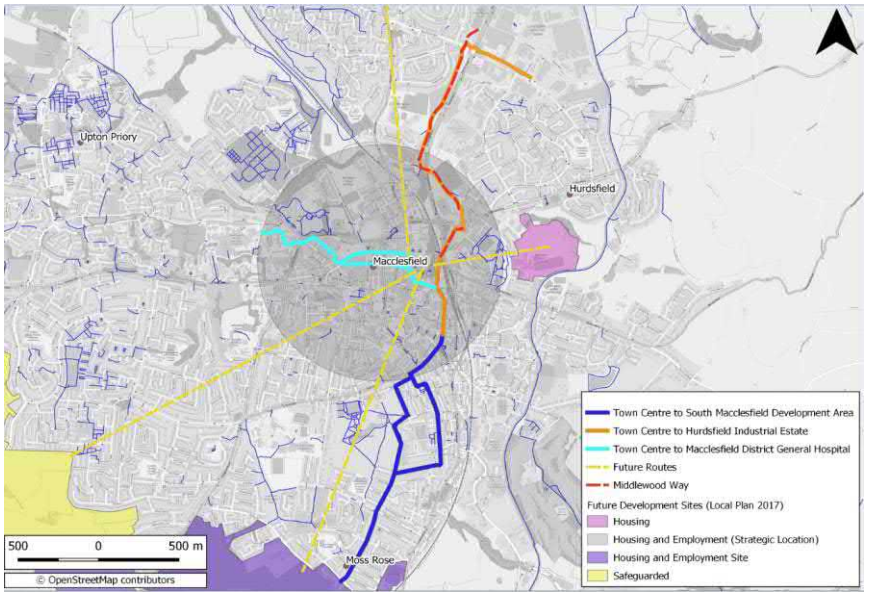
Section	Section location	Intervention	Indicative cost (high)	Indicative cost (low)	Cycling?	Walking?	W&C?	Note
W1.a	Wilmslow rail station to Wilmslow Leisure Centre	Upgrade existing puffin crossing to toucan crossing across Station Road	£101,010.52	£82,304.87				
W1.c	Manchester Road	Conduct feasibility study along Manchester Road to Handforth to identify the most appropriate intervention. Options include: mandatory cycle lanes, segregated cycle lanes, or a cycle streets approach.	£881,146.65	£587,431.10				
All sections		Comprehensive cycle route signage (3km)	£52,868.80	£52,868.80				
		Total	1,035,026	722,605				
ALTERNATIVE ROUTE		Cost in AMAT	878,815.37					
W1.d	Station Road	Implement cycle streets approach	£25,813.80	£25,813.80				
W1.e	Wilmslow Park South/MacLean Way	Cyclists to utilise existing shared path on Wilmslow Park South, and continue onto the existing off-road route which extends adjacent to A34 MacLean Way. Existing steps along this route would need a new structure to become a ramp to be accessible for cyclists	£500,000.00	£1,000,000.00				
W1.f	Dean Row Road	Implement parallel crossing over Knightsbridge Close , and utilise existing shared path along Dean Row Road westbound. Extend existing shared path from Colshaw Road to Dean Drive, with the full extent of the shared path on the southern side of the carriageway rather than the existing arrangement of a section on the northern side of the carriageway. Separate bridge structure required where the road crosses the rail line.	£817,940.55	£787,861.86				
W1.g	Dean Road	Investigate feasibility of cycle streets approach on Dean Road	£25,813.80	£25,813.80				
All sections		Comprehensive cycle route signage (3.5km)	£61,680.27	£61,680.27				
		Total	£1,431,248.42	£1,901,169.73				
		Total	£2,466,274.39	£2,623,774.50				
		Cost in AMAT	£2,545,024.45					



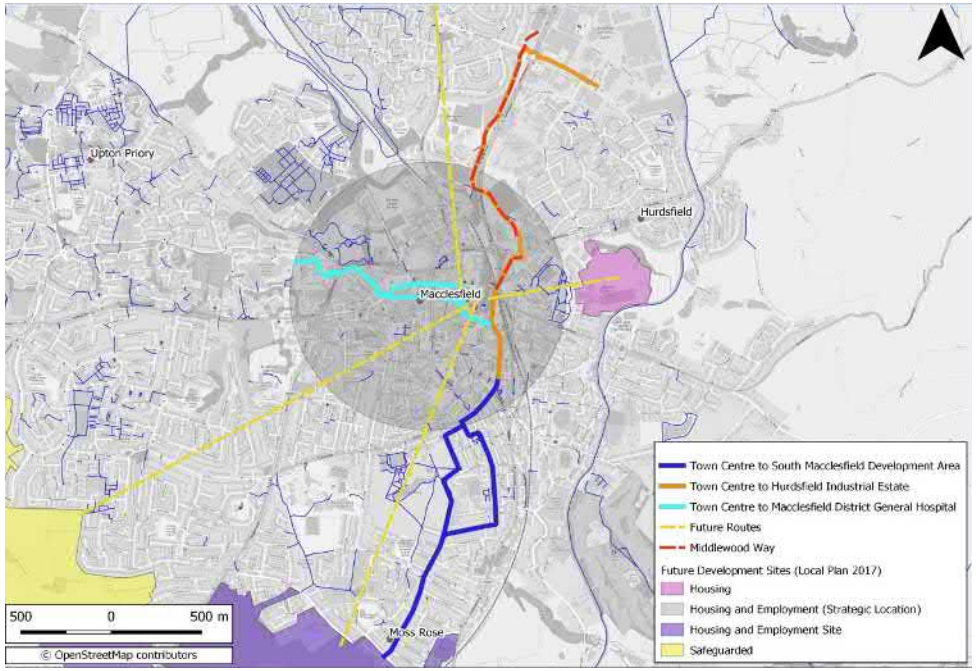
Section	Intervention section	Intervention	Indicative cost (high)	Indicative cost (low)	Cycling?	Walking?	W&C?	Note
W2a	Swan Street/Hawthorn Lane	Cycle streets approach on Station Road (as per W1 interventions). Upgrade existing uncontrolled crossing across Swan Street to a parallel crossing.	£59,109.86	£41,900.66				
W2b	Hawthorn Lane/Broad Walk/Kings Road	Cyclists to continue on-road with 20mph/cycle streets/traffic calming/filtered permeability to be introduced (approx. 1.8km)	£25,813.80	£25,813.80				
W2c	Sandy Lane/Mobberley Road	Integrates with LGF scheme; Implement toucan crossing from Kings Road to Sandy Lane via A538. Resurfacing of Sandy Lane required and cyclists are to access A538 via Mobberley Road.	£294,052.85	£200,150.48				
W2d	A538/Mobberley Road junction to Waters employment site	Scope to widen footway utilising land adjacent to the existing footway on the western side of the carriageway for approx. 600m to implement shared path (medium/long-term intervention)	£154,433.86	£94,276.49				
Full route		Comprehensive cycle route signage (2.7km)	£47,581.92	£47,581.92				
		Total	£580,992.29	£409,723.34				
		Cost in AMAT	495,357.82					



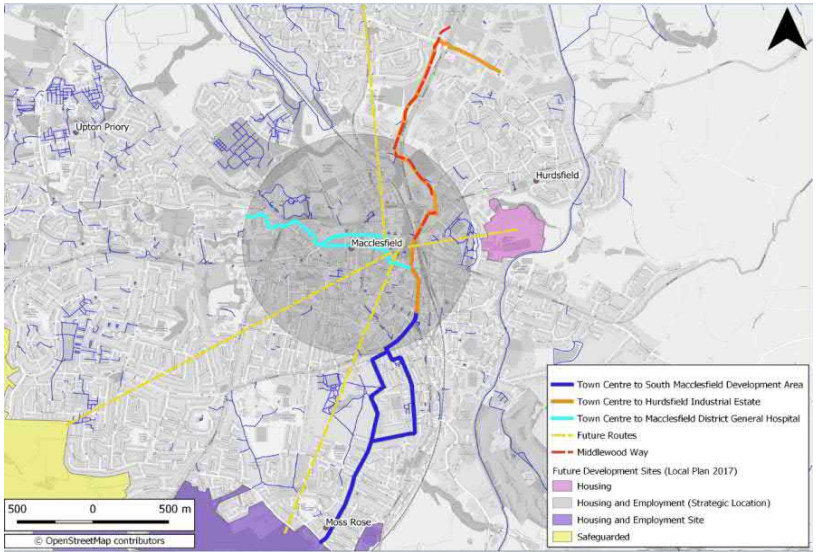
Section	Section location	Intervention	Indicative cost (high)	Indicative cost (low)	Cycling?	Walking?	W&C?	Note
M1.a	Macclesfield rail station	Improvements outside Macclesfield rail station are to be incorporated with improvements to Macclesfield rail station as part of the ongoing development of HS2	N/A	N/A				
M1.b	Gas Road	Narrow junction mouth, footway resurfacing (approx. 100m) and relocation of street furniture	£37,569.83	£26,802.85				
M1.c	Hurdsfield Road to Gas Road underpass	Improve lighting at underpass (approx. 6 streetlights) , removal of chicane in off-road route (approx. 25m), and investigate potential to add footway through desire line across brick structure (approx. 50m) to existing puffin crossing (upgrade to toucan crossing)	£144,332.81	£118,107.49				
M1.d/M1.e	Silk Road	Add priority cycle phase in traffic signals for cyclists exiting off-road route, and continuing to Middlewood Way via Black Lane Upgrade signage and markings	£100,000.00	£50,000.00				Specific junction cost
M1.f/M1.g	Hulley Road	At exit of Middlewood Way on Brocklehurst Way, install toucan crossing across northern roundabout arm of A523/Hulley Road/Brocklehurst Way roundabout Implement cycle route on the northern side of Hulley Road to connect into the Hurdsfield Industrial Estate (approx. 350m)	£512,212.29	£318,745.89				
Full route		Comprehensive cycle route signage (2.3km)	£40,532.75	£40,532.75				
		Total	£834,647.68	£554,188.97				
		Cost in AMAT	£694,418.33					



Section	Intervention	Indicative cost (high)	Indicative cost (low)	Cycling?	Walking?	W&C?	Note
M2a	From town centre to hospital; from Churchill Way/King Edward Street, continue on King Edward Street and consider feasiblity of implementing cycle streets arrangement/traffic calming From hospital to town centre; continue on Chestergate to follow same direction of vehicles and consider feasiblity of implementing cycle streets arrangement/traffic calming	£51,627.60	£51,627.60				
M2b	At King Edward Street/Prestbury Rd/Chestergate junction, upgrade existing puffin crossings to toucan crossings (x2), and consider reallocation of road space at junction to increase crossing refuge (long-term intervention)	£212,101.04	£174,689.74				
M2c	Cyclists to continue on-road along Riseley Street and access Cumberland Street with existing puffin crossing to be upgraded to a toucan crossing	£101,010.52	£82,304.87				
M2d	Implement 1x zebra crossing (West Park Drive arm) and 3x toucan crossing (remaining junction arms) at Cumberland Street/West Park drive/Prestbury Road roundabout	£351,666.26	£276,843.65				
	Total	£716,405.42	£585,465.86				
	Cost in AMAT	£650,935.64					



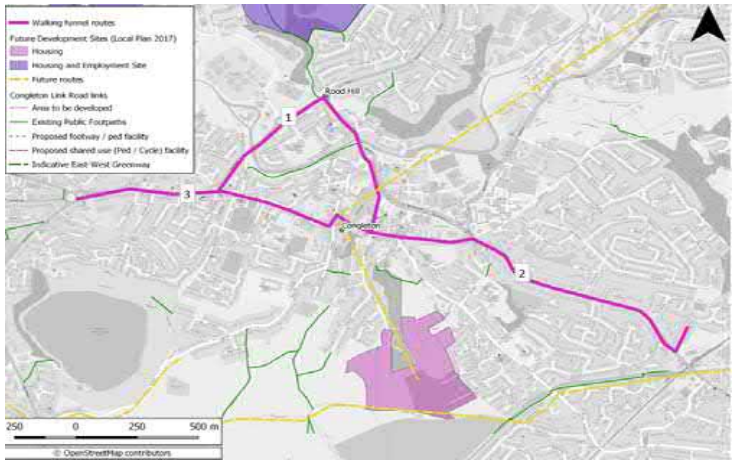
Section	Intervention section	Intervention	Indicative cost (high)	Indicative cost (low)	Cycling?	Walking?	W&C?	Note
M3.a	Churchill Way/Park Lane rdbt	Add 3x toucan crossings on roundabout junction arms	£303,031.56	£246,914.61				
M3.b	Lord Street	Surfacing improvements to footway (approx. 300m); limited scope for on-road cycleway due to high levels of on-street parking and residential properties do not have access to private driveways Off-road route which connects Lord Street is narrow with build up on both sides of the footpath and therefore further feasibility studies are required Consider potential for filtered permeability to reduce vehicle movements and an effective form of traffic calming	£97,216.93	£67,138.24				use low cost
M3.c	High Street	Cyclists are to continue on-road due to high levels of on-street parking provision with limited scope for removal of parking since terraced housing does not have access to private driveways. Dropped kerbs to be introduced (approx. 5 crossings) and surfacing improvements to be considered on footways to reduce potential trip hazards (approx. 300m) Consider feasibility of filtered permeability	£110,685.00	£77,239.30				use low cost
M3.d	Maple Avenue/Coppice Rise	Improvements to uncontrolled crossing (approx. 6)	£38,608.47	£38,608.47				
M3.e	Robin Hood Avenue/Parkgate Road	Improvements to uncontrolled crossings (approx. 8)	£51,477.95	£51,477.95				
M3.f	Moss Lane	Scope to remove central hatching and introduce parking restrictions on one side of the carriageway, which would allow for widening of footway to create shared path (approx. 200m), or on-road cycle provision (approx. 200m)	£59,483.97	£39,431.51				
Full route	Full route	Comprehensive cycle route signage (2.4km)	£42,295.04	£42,295.04				
		Total	£702,798.93	£563,105.12				
		Cost in AMAT	£639,274.54					



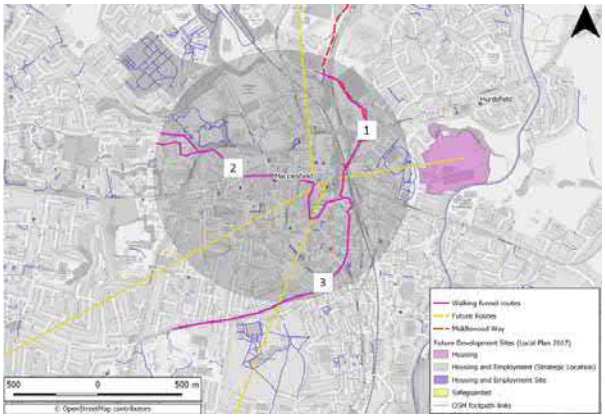
Appendix E Proposed Walking Interventions

Intervention	Indicative low cost	Indicative high cost	Cost reference	Optimism bias (44%) high cost	Optimism bias (44%) low cost	Year price	Optimism bias (44%) high cost	Optimism bias (44%) low cost
							2019	2019
Crossings								
Zebra crossing (including high friction surfacing on approaches)	£20,000	£32,500	http://www.wiltshire.gov.uk/highways-works-cost	£46,800	£28,800	2017	£48,635	£29,929
Divided zebra crossing (including high friction surfacing on approaches)	£28,000	£39,500	http://www.wiltshire.gov.uk/highways-works-cost	£56,880	£40,320	2017	£59,110	£41,901
Puffin crossing (including high friction surfacing on approaches)	£50,500	£62,000	http://www.wiltshire.gov.uk/highways-works-cost	£89,280	£72,720	2017	£92,780	£75,571
Toucan crossing (including high friction surfacing on approaches)	£55,000	£67,500	http://www.wiltshire.gov.uk/highways-works-cost	£97,200	£79,200	2017	£101,011	£82,305
Highlighted crossing point (includes bollards and associated costs)	£4,300	£4,300	http://www.wiltshire.gov.uk/highways-works-cost	£6,192	£6,192	2017	£6,435	£6,435
Pedestrian refuge including electrical works and other associated works	£9,000	£12,000	http://www.wiltshire.gov.uk/highways-works-cost	£17,280	£12,960	2017	£17,957	£13,468
Footways								
Shared path (per metre)	£105	172	Low cost: provided by Lancashire County Council for recent scheme costing High cost: http://www.wiltshire.gov.uk/highways-works-cost	£248	£151	2017	£257	£157
With kerbing/edgings (per metre)	£80	80	http://www.wiltshire.gov.uk/highways-works-cost	£115	£115	2017	£120	£120
Build out footway	£7,000	£7,000	Cheshire East Council (CEC)	£10,080	£10,080	2019	£10,080	£10,080
Public realm improvements								
New warning or regulatory sign (per sign)	£225	£390	http://www.wiltshire.gov.uk/highways-works-cost	£562	£324	2017	£584	£337
Directional sign on new posts	£450	£780	http://www.wiltshire.gov.uk/highways-works-cost	£1,123	£648	2017	£1,167	£673
Provision of a standard street lighting column including service connection	£2,675	£2,675	http://www.wiltshire.gov.uk/highways-works-cost	£3,852	£3,852	2017	£4,003	£4,003
Clearing vegetation (m2)	£4	£4	2014 http://www.pathsforall.org.uk/pfa/creating-paths/estimating-price-guide.html	£6	£6	2014	£6	£6
Traffic Calming								
Mini roundabout with signage, lighting and lining (without resurfacing the carriageway)	£6,750	£11,300	http://www.wiltshire.gov.uk/highways-works-cost	£16,272	£9,720	2017	£16,910	£10,101
Splitter island (uncontrolled crossing)	£9,000	£9,000	http://www.wiltshire.gov.uk/highways-works-cost	£12,960	£12,960	2017	£13,468	£13,468
Narrowing of carriageway to introduce one-way priority traffic operation, including signage, lighting and lining	£34,300	£34,300	http://www.wiltshire.gov.uk/highways-works-cost	£49,392	£49,392	2017	£51,328	£51,328
20mph zone, coloured entry treatment including signing, lining and street lighting	£17,250	£17,250	http://www.wiltshire.gov.uk/highways-works-cost	£24,840	£24,840	2017	£25,814	£25,814
Double speed cushion layout and associated works such as street lighting, signing and lining	£7,900	£11,250	http://www.wiltshire.gov.uk/highways-works-cost	£16,200	£11,376	2017	£16,835	£11,822
Speed control table with crossing point and associated works such as coloured surfacing, street lighting, signing and lighting	£13,900	£13,900	http://www.wiltshire.gov.uk/highways-works-cost	£20,016	£20,016	2017	£20,801	£20,801
Raised junction with crossing point and associated works such as coloured surfacing, street lighting, signing and lining	£33,700	£33,700	http://www.wiltshire.gov.uk/highways-works-cost	£48,528	£48,528	2017	£50,430	£50,430
Dropped kerbs (one side only)	£675	£900	http://www.wiltshire.gov.uk/highways-works-cost	£1,296	£972	2017	£1,347	£1,010
Bollards	£150	£350	http://www.wiltshire.gov.uk/highways-works-cost	£504	£216	2017	£524	£224
Bus shelters	£3,500	£9,000	http://www.wiltshire.gov.uk/highways-works-cost	£12,960	£5,040	2017	£13,468	£5,238
Bus stop bypass	£20,000	£50,000	Example from Cheshire East Council (2019)	£72,000	£28,800	2019	£72,000	£28,800
Automatic cycle counters (per counter)	£6,000	£6,000	GOVUK: Cycle City Ambition Schemes; cycle intervention costs	£8,640	£8,640	2018	£8,811	£8,811
Moving bollards	£30,000	£30,000	Original price by BCC	£43,200	£43,200	2019	£43,200	£43,200
Cycleway								
Cycle super highway (two-way physical segregation, per km)	£1,115,000	£1,450,000	GOVUK: Cycle City Ambition Schemes; cycle intervention costs (https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/742451/typical-costings-for-ambitious-cycling-schemes.pdf)	£2,088,000	£1,605,600	2018	£2,129,438	£1,637,464
Cycle super highway (two-way light segregation, per km)	£240,000	£240,000	GOVUK: Cycle City Ambition Schemes; cycle intervention costs	£345,600	£345,600	2018	£352,459	£352,459
Mixed strategic cycle route (per km)	£460,000	£800,000	GOVUK: Cycle City Ambition Schemes; cycle intervention costs	£1,152,000	£662,400	2018	£1,174,862	£675,546
Resurfacing cycle route	£140,000	£190,000	GOVUK: Cycle City Ambition Schemes; cycle intervention costs	£273,600	£201,600	2018	£279,030	£205,601
Comprehensive cycle route signage (per km)	£12,000	£12,000	GOVUK: Cycle City Ambition Schemes; cycle intervention costs	£17,280	£17,280	2018	£17,623	£17,623
Dutch style rdbt	£1,600,000	£1,600,000	GOVUK: Cycle City Ambition Schemes; cycle intervention costs	£2,304,000	£2,304,000	2018	£2,349,724	£2,349,724
Remodelled major junction	£1,560,000	£1,610,000	GOVUK: Cycle City Ambition Schemes; cycle intervention costs	£2,318,400	£2,246,400	2018	£2,364,410	£2,290,981
Large-scale cycle parking (for 10s to 100s)	120,000	700,000	GOVUK: Cycle City Ambition Schemes; cycle intervention costs	£1,008,000	£172,800	2018	£1,028,004	£176,229
On-road cycleway (light segregation, per km)	210,000	210,000	2016 https://www.gov.uk/government/case-studies/protected-cycle-lanes-salford-greater-manchester	£302,400	£302,400	2016	£321,185	£321,185
Other								
Parking restrictions (formulation of proposals, consultation, traffic orders, and materials)	£5,350	£5,350	http://www.wiltshire.gov.uk/highways-works-cost	£7,704	£7,704	2017	£8,006	£8,006
Central hatching markings (includes removal of existing markings and new markings - per metre)	£34	£34	http://www.wiltshire.gov.uk/highways-works-cost	£49	£49	2017	£51	£51
New bridge structure	£500,000	£500,000.00	GOVUK: Cycle City Ambition Schemes; cycle intervention costs	£720,000	£720,000	2018	£734,289	£734,289
Shared space area	£400,000	£600,000.00	CIHT Creating better streets: inclusive and accessible places (reviewing shared streets) 2018 Example: Leonard Circus, London Borough of Hackney	£864,000	£576,000	2018	£881,147	£587,431
Junction redesign	£280,000.00	£820,000.00	Example from Cheshire East Council junction improvement (2019)	£1,180,800	£403,200.00	2019	£1,180,800	£403,200

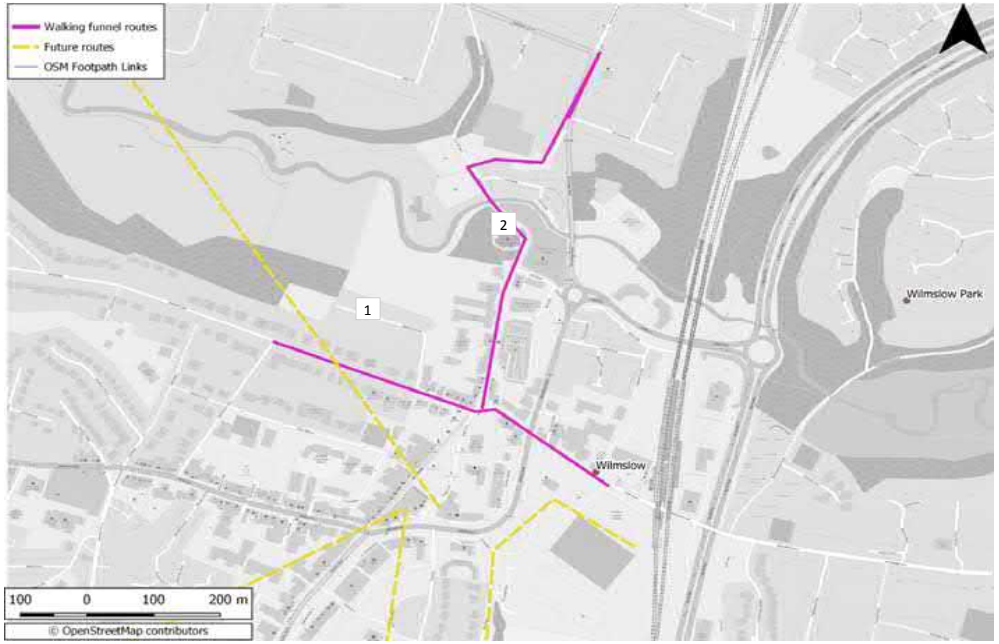
Funnel Route	Intervention	Indicative cost (high)	Indicative cost (low)	Timescale
Congleton core walking zone	Surfacing improvements to reduce trip hazards, and investigate scope to introduce informal streets arrangement at West Street/Antrobus Street. Wayfinding improvements required throughout town centre.	£890,485	£592,818	Short/medium term
TOTAL		**£890,485**	**£529,818**	
1. Town centre towards Lower Heath (via West Street/Clayton Bypass)	Implement highlighted crossings along West Street at side road junctions (x4), and investigate potential to implement continuous footways	£25,739	£25,739	Short/medium term
	Consider build out of bus stop on northern side of West Street to widen footway since existing bus shelter currently creates an obstruction to footway	£10,080	£10,080	Short/medium term
	Implement toucan crossings across all arms (x4) of West Street/West Rd/Clayton Bypass rdbt (to align with proposed dutch style rdbt as part of cycling interventions)	£404,042	£329,219	Short/medium term
	Implement toucan crossings across all arms (x4) of Clayton Bypass/Belgrave Avenue/Barn Road rdbt (to align with proposed dutch style rdbt as part of cycling interventions) Implement highlighted crossings point across petrol station entrance Consider removal of guardrailing at rdbt	£410,477	£335,654	Short/medium term
	Consider widening footway using grass verge on northern side of Clayton Bypass (approx. 200m) Implement toucan crossings at Rood Hill junction (x3) to link in with junction improvement included within cycling interventions	£354,510	£278,340	Short/medium term
TOTAL		**£2,985,817**	**£2,101,669**	
2. Congleton rail station towards town centre	Add refuge crossing across Park Lane to support movements from the rail station. Expand footway width through build out in to bus layby and relocate bus shelter.	*Included in cycle costings*	*Included in cycle costings*	Short/medium term
	Widen existing off-road route between Sefton Avenue and Severn Close (approx. 50m), which may incur land ownership issues and a requirement to change classification of existing path to make this a shared path, with footway resurfacing	*Included in cycle costings*	*Included in cycle costings*	Short/medium term
	Improve existing off-road shared track between Thames Close and Townsend Road through lighting improvements and vegetation maintenance (approx. 250m). Surfacing improvements required on Townsend Road.	*Included in cycle costings*	*Included in cycle costings*	Short/medium term
TOTAL		***See cycle costings***	***See cycle costings***	
3. Town centre towards West Heath	Scope to widen existing shared path on northern side of West Road through use of grass verge (as per cycle interventions, with inclusion of footway resurfacing)	*Included in cycle costings*	*Included in cycle costings*	Short/medium term
	Implement dedicated crossing provision on all roundbout arms (x3 toucan, x2 zebra) to align with proposed dutch style rdbt within cycling interventions	£303,032	£246,915	Short/medium term
TOTAL		***£303,032 + see cycle costings***	***£246,915 + see cycle costings***	



Funnel Route	Intervention	Indicative cost (high)	Indicative cost (low)	Timescales
Macclesfield core walking zone	Wayfinding improvements throughout town centre Consider surfacing improvements along Chestergate (approx. 250m) to mitigate against potential tripping hazards created by cracked/uneven paving slabs	£73,685	£44,669	Short/medium term
TOTAL		£73,685	£44,669	
1. Town centre to Middlewood Way	Improvements outside Macclesfield rail station are to be incorporated with improvements to Macclesfield rail station as part of the ongoing development of HS2, and improve pedestrian environment	*Included in cycle costings*	*Included in cycle costings*	Long-term
	At entry to Gas Road from Macclesfield rail station, narrow junction mouth, footway resurfacing and relocation of street furniture	*Included in cycle costings*	*Included in cycle costings*	Short/medium term
	At off-road route on Gas Road, improve lighting at underpass (approx. 6 streetlights) , removal of chicane in off-road route (approx. 25m), and investigate potential to add footway through desire line across brick structure (approx. 50m) to existing puffin crossing	*Included in cycle costings*	*Included in cycle costings*	Short/medium term
	Wayfinding improvements required throughout route	£8,811	£8,811	Short/medium term
TOTAL		***£8,640 + see cycle costings***	***£8,640 + see cycle costings***	
2. Town centre to Macclesfield District General Hospital	Wayfinding improvements	*Included in cycle costings*	*Included in cycle costings*	Short/medium term
	Consider removal of guardrailing on Cumberland Street as this currently limits pedestrian movements Implement toucan crossings at Cumberland Street eastern arm, Cumberland Street southern arm, and Prestbury Road arm at Prestbury Road/Cumberland Street/West Park Drive rdbt	£303,032	£246,915	Short/medium term
	Implement highlighted crossing points on West Park Drive (x2)	£12,869	£12,869	Short/medium term
	Implement priority crossings (x3) at Prestbury Road/Victoria Rd mini rdbt	£53,872	£40,404	Short/medium term
	Replace existing uncontrolled crossing with a highlighted crossing at entrance to Hospital from Victoria Road	£6,435	£6,435	Short/medium term
TOTAL		***£376,208***	***£306,623***	
3. Town centre towards Macclesfield College	Implement a shared use route along Sunderland Street (approx. 300m) which includes	*Included in cycle costings*	*Included in cycle costings*	Short/medium term
	Improvements to uncontrolled crossings (15 crossings - full route)	£96,521	£96,521	Short/medium term
	At Sunderland Street/Park Green junction, investigate potential for junction redesign to reallocate road space and widen footways	£100,000	£200,000	Long-term
	Following Park Lane/Churchill Way rdbt (where pedestrians follow Park Lane route adjacent to the main carriageway), investigate potential for build out of bus stop to create on-line stop and widen footway	£72,000	£28,800	Short/medium term
	Investigate potential for footway build out at Ryle Park Road/Bond Street/Park Lane junction to improve pedestrian safety and improve accessibility of junction	£40,320	£40,320	Medium term
	Consider 20mph/traffic calming along full route	£25,814	£25,814	Medium term
TOTAL		***£334,655***	***£391,455***	



Funnel Route	Intervention	Indicative cost (high)	Indicative cost (low)	Timescales
Wilmslow Core Walking Zone	At Manchester Road/Station Road/Alderley Road/Swan Street junction, convert existing staggered crossing into straight crossing across Manchester Road	£101,011	£82,305	Medium term
	At Manchester Road/Station Road/Alderley Road/Swan Street junction, provide controlled crossing on Station Road arm	£101,011	£82,305	Medium term
	At Broadway to Parkway, implement highlighted crossing (x4) - two crossings across Broadway and two scrossing across access to petrol station	£25,739	£25,739	Short/medium term
TOTAL		***£227,760***	***£190,349***	
1. Town centre towards Waters employment area	At the A538/Green Lane junction, upgrade existing uncontrolled crossing at Starbucks (x1) and Green Lane (x1) to highlighted crossing	£12,869	£12,869	Short/medium term
	Relocation of street furniture along Alderley Road to improve footway width	£20,015	£20,015	Short/medium term
TOTAL		***£32,885***	***£32,885***	
2. Town centre towards Handforth	Upgrade crossing provision at Manchester Road/A538 Alderley Rd rdbt (controlled crossings for pedestrians)	*Included within cycle costs*	*Included within cycle costs*	Short/medium term
	Consider implementing 20mph/traffic calming along Manchester Road	£25,814	£25,814	Medium term
TOTAL		£25,814	£25,814	



Appendix F Economic Appraisal Summary

ROUTE SUMMARY

Route Name	Congleton: Core Walking Zone
Length	
Name of Assessor(s)	Samuel Fleming, Phil McQuade, Katie Todd
Date of Assessment	October 2018

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**2**		
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	Increased fear of crime when retail centres are closed	Consider increasing lighting and surveillance measures (i.e. CCTV)
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	Low traffic flows however narrow carriageway / one-way system results in vehicles dominating the environment in some areas	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**		
ATTRACTIVENESS						
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	Cobbled surfacing in some areas may limit accessibility	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	Footway width on some areas is very narrow (i.e. Swan Bank)	Consider informal streets approach through town centre
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**		
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**2**	Limited instances of footway parking due to restrictions and dedicated parking facilities outside retail units	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**	Slight increase in gradient within main high street	
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**		
COMFORT						

Congleton: Core Walking Zone

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**2**		
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**2**		
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**2**	No signalised crossings	
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**2**		
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**2**		
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**		
DIRECTNESS						
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**2**	Good traffic flow (one-way operation)	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**2**		
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	Poor visibility on West Street (outside of Lion Swan hotel)	
SAFETY						
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**		
COHERENCE						
			Total Score	**29**		

Criterion	Performance Scores
Attractiveness	5
Comfort	7
Directness	11
Safety	5
Coherence	1
Total	29

Comments	
Actions	Consider public realm improvements / informal streets arrangement in Congelton town centre to improve accessibility and improve pedestrian environment

ROUTE SUMMARY

Route Name	Congleton: West Heath to Town Centre
Length	
Name of Assessor(s)	Samuel Fleming, Phil McQuade, Katie Todd
Date of Assessment	October 2018

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**		
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	Some natural surveillance from passing vehicles / residential properties	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**0**	High traffic volumes along A54	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**		
ATTRACTIVENESS				**3**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	Poor footway conditions in proximity of large junctions along West Road	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	Opportunities to increase footway width through use of grass verge in some sections	Opportunities to increase footway width through use of grass verge in some sections
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	Footway widths at large junctions along West Road could be improved	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**2**	Minimal instances of footway parking	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**	Increase in gradient along West Road in proximity of Tesco Express	Consider traffic calming approach in this area to manage high traffic flows
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**		
COMFORT				**8**		

Congleton: West Heath to town centre

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	Footway provision is narrow in some areas with scope to widen the footway through use of the existing grass verge	
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**0**	Poor crossing provision at roundabout junctions along West Road	
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**0**		
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**0**	Controlled crossings do not create significant delay however the route lacks dedicated crossing provision	Consider implementing dedicated crossings at junctions along West Road
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**		
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**		
DIRECTNESS				**3**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**0**	High traffic volumes along West Road which creates frequent queues / congestion	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**		
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**		
SAFETY				**2**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	A number of uncontrolled crossings or side crossings do not have tactile paving in place	
COHERENCE				**1**		
			Total Score	**17**		

Criterion	Performance Scores
Attractiveness	8
Comfort	3
Directness	3
Safety	2
Coherence	1
Total	17

Comments	Poor crossing provision at roundabout junctions and an increase in gradient reduces the accessibility of the route
Actions	Scope to increase quality of roundabout junctions and manage vehicle movements / flows through traffic calming and dedicated crossing provision.

ROUTE SUMMARY

Route Name	Congleton: Lower Heath to Town Centre
Length	
Name of Assessor(s)	Samuel Fleming, Phil McQuade, Katie Todd
Date of Assessment	October 2018

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**		
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**		
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**0**	Frequent traffic flows	Potential quieter route via (private) car park (Margarets Place garden) and Antrobus Street but would require signage and permissions
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**		
ATTRACTIVENESS						
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**		
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**0**	Very narrow footway for sections of the route. Some obstructions to footway width e.g rubbish bins. Narrow footway from Mountbattern Way to A34 junction. Footway across the River Dane is too narrow.	
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**		
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**		
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**0**	Significant increase in gradient at Rood Hill junction	
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	Bus stop located at the West Rd/Holmes Chapel Rd junction however no crossing facilities provided at a busy road	
COMFORT						

Congleton: Lower Heath to town centre

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**0**		
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**0**	Suitable crossing points are rare at the West Street/ Clayton bypass roundabout. Crossing missing on Antrobus Street arm of Antrobus Street/ West Street T junction	Redesign required at Antrobus Street junction
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**2**	No signalised crossings	
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**2**	No signalised crossings	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**2**	No signalised crossings	
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**		
DIRECTNESS						
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**0**	High traffic volumes; noisy and polluted	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	Assess reducing speed from 40mph to 30pmh	
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	Poor visibility at some junctions	
SAFETY						
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	Side road crossings (Congleton Tennis Club, Overton Close) crossings are too wide with dropped kerbs and tactiles missing	
COHERENCE						
			Total Score	**18**		

Criterion	Performance Scores
Attractiveness	3
Comfort	5
Directness	7
Safety	0
Coherence	0
Total	18

Comments	
Actions	There is a quieter parallel route available away from busy traffic on Sandbach Road. This would require signage to promote the route. However, there is a break, where pedestrians would be forced to rejoin Sandbach Road which is very narrow at this point, around Greengables Care Home

ROUTE SUMMARY

Route Name	Congleton: rail station to town centre
Length	
Name of Assessor(s)	Samuel Fleming, Phil McQuade, Katie Todd
Date of Assessment	October 2018

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	Pavement leading from station building to station access is impeded by vegetation, reducing the footway from optimal width. Residential properties also have overgrown vegetation.	Vegetation maintenance
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**		
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	Footway extends adjacent to frequent traffic flow	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	Lighting was missing for one section and obstructed by trees in some areas.	Pavement by train platform may need protection e.g. bollards to avoid vehicle parking from damaging footway, as was found to be the case
ATTRACTIVENESS						
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	Pavement condition poor at some private accesses and some raised manhole covers presented a tripping hazard. Resurfacing the path on the route through the park between Townsend Road and Thames Close.	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	Narrow footway on Lawton Street restricted by bollards on pavement	
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	Side roads were found to be overly wide	Park Bank requires give way markings behind pavement. Potential for pedestrian crossing to aid crossing width on railway bridge
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**		
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**	Moderate slope along part of the route	
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**		
COMFORT						

Congleton: rail station to town centre

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**		
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**		Informal crossing required at exit from rail station with dropped kerb/tactiles on opposite side.
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**		
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**		
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**2**	Signalised crossings present but do not need to be utilised when following desire line.	
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	Confusing road layout at the station with parallel Ayrshire Way. Access to bus stops is poor due to lack of signage and crossings. Further signage needed.	
DIRECTNESS						
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	Frequent HGVs.	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	30mph route.	
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	Visibility is overall good however visibility at Station access is poor due to large bush obstructing driver/pedestrian sight. Visibility at private accesses is poor as a result of overgrown vegetation.	Relocation of large planter and vegetation maintenance.
SAFETY						
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**0**	Tactile paving present on Lawton Street but damaged/ cracked. Confusing tactile paving at the Lawton Street/ Park Lane junction.	
COHERENCE						
			Total Score	**20**		

Criterion	Performance Scores
Attractiveness	4
Comfort	6
Directness	7
Safety	3
Coherence	0
Total	20

Comments	
Actions	Crossing improvements and maintenance required

ROUTE SUMMARY

Route Name	Macclesfield: town centre to Hurdsfield Industrial Estate
Length	
Name of Assessor(s)	Samuel Fleming, Phil McQuade, Katie Todd
Date of Assessment	August 2018

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	Footways mainly in good condition, particularly section of Middlewood Way. Some overgrown vegetation (triangle on far side of underpass and on Middlewood Way). Some litter. Lampposts have been vandalised- not clear if in working order. Missing bollard. New attractive artwork. Pi-	Consider coloured lighting to make more attractive, subject to local public realm design criteria.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	Underpass has little natural surveillance, although well used. Streetlights had been vandalised. Person sleeping/passed out.	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	Noise from local road network above	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	New attractive artwork at underpass. Missing bollard.	Positioning of bollards needs checking to allow for wheelchair access but no vehicle access.
ATTRACTIVENESS				**4**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**2**	Footways mainly in good condition. Consider extending pavement/shared space in front of garage (still allowing access to forecourt)	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	Footways are 2m+ wide but pinch point/chicane at start of Middlewood Way.	Consider smoothing out pinch point at start of Middlewood Way.
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.		not applicable to this section - car free	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.		not applicable to this section - car free	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**2**	No slopes on footway	
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	Chicane pinch point at start of Middlewood Way. At Hurdsfield Road end, sharp right turn and raised area (not sure why?). Route to crossing is not on the desire line (across raised area, through break in bushes)	Investigate potential to change route to desire line (gas main present?). Increase in slope?
COMFORT				**6**		

Macclesfield: town centre to Hurdsfield Industrial Estate

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	Footway provision is available, although chicane could be smoothed out. Sharp right turn at end seems to deviate from natural desire line.	Improve chicane near underpass and sharp turn near Hurdsfield Road.
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	Desire line near Hurdsfield Road seems to be across cobbled area and through gap in bushes to crossing point, rather than barriered ramp.	Investigate potential desire line - is there a gas main??
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**0**	There was a long delay to cross Hurdsfield Road.	
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**2**		
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**2**		
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	Barriered ramp does not follow desire line	Investigate potential desire line - is there a gas main?
DIRECTNESS				**7**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	Most of this section is traffic free and has a controlled crossing at Hurdsfield Road	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	Low traffic speeds <30mph	
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**2**	Good visibility	
SAFETY				**4**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**		
COHERENCE				**1**		
			Total Score	**22**		

Criterion	Performance Scores
Attractiveness	4
Comfort	6
Directness	7
Safety	4
Coherence	1
Total	22

Comments	
Actions	Pedestrian access into TESCO superstore could be improved. Parking restrictions require full enforcement and continuous footway width would improve pedestrian provision. Vegetation clearance required. Waiting times at crossing point could be reduced and improved wayfinding.

ROUTE SUMMARY

Route Name	Macclesfield: town centre to Macclesfield College
Length	
Name of Assessor(s)	Samuel Fleming, Phil McQuade, Katie Todd
Date of Assessment	August 2018

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**		
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**		
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**0**	Pedestrians in close proximity to passing vehicles due to narrow footway width	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**		
ATTRACTIVENESS				**3**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**0**	Narrow footway widths with a number of trip hazards	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**0**		
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**0**	Footway width at crossings is limited due to overall narrow footway width	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	Some footway parking along Park Lane outside residential properties	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**		
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	Some household waste bins creating a temporary obstacle to narrow the footway	
COMFORT				**3**		

Macclesfield: town centre to Macclesfield College

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	Some defects to footway provision along Sunderland Street	Consider resurfacing of footways / informal streets approach
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**		Route would benefit from introducing dedicated crossing points on A536 Churchill Way roundabout
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**		
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**0**	Pedestrians likely to wait more than 10 seconds to cross the road in some areas	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**		
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**		
DIRECTNESS				**5**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	Moderate traffic volumes however narrow carriageway adjacent to footway increases intimidation of vehicles	Consider traffic calming approach with limited alternatives due to existing built up nature of Sunderland Street
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	Consider implementing 20mph speed limit.	
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	Visibility at some controlled crossings could be improved	
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	Lack of dropped kerbs and tactile paving on Sunderland Street, and minimal provision of uncontrolled crossings	
COHERENCE				**1**		
			Total Score	**15**		

Criterion	Performance Scores
Attractiveness	3
Comfort	3
Directness	5
Safety	3
Coherence	1
Total	15

Comments	
Actions	Consider increasing provision of uncontrolled crossings Consider implementing dedicated crossing provision at A536 Churchill Street roundabout Consider traffic calming approach on Sunderland Street

ROUTE SUMMARY

Route Name	Macclesfield: town centre to South Macclesfield Development Area
Length	
Name of Assessor(s)	Samuel Fleming, Phil McQuade, Katie Todd
Date of Assessment	August 2018

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**		
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	Good natural surveillance	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	Relatively low traffic flows along Sunderland Street and HIGH Street however section along the A536 has greater traffic noise and pollution	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**		
ATTRACTIVENESS				**4**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**		
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	Some instance of footway parking reducing footway width	
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	Increased provision of uncontrolled crossing points would improve the pedestrian environment along residential streets	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	Some instances of footway parking in residential areas	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**		
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**		
COMFORT				**6**		

Macclesfield: town centre to South Macclesfield Development Area

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	Quality of footway provision on some residential streets is affected by footway parking	Consider measures to control footway parking
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	Lack of dedicated crossing points along some residential streets	
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	Delay caused by crossing point is a result of limited provision of uncontrolled crossings	
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**		
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	Park Street/Churchill Way junction would benefit from the introduction of a controlled crossing point	
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**		
DIRECTNESS				**6**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	Moderate traffic volumes along residential streets with no physical segregation between vehicles and pedestrians	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	Moderate traffic speeds along residential streets with no physical segregation between vehicles and pedestrians	
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**		
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**		
COHERENCE				**1**		
			Total Score	**20**		

Criterion	Performance Scores
Attractiveness	4
Comfort	6
Directness	6
Safety	3
Coherence	1
Total	20

Comments	
Actions	Consider traffic calming / increasing number of uncontrolled crossings on residential streets. Consider introducing dedicated crossing provision at Churchill Way / Park Street junction.

ROUTE SUMMARY

Route Name	Macclesfield Core Walking Zone / rail station
Length	
Name of Assessor(s)	Samuel Fleming, Phil McQuade, Katie Todd
Date of Assessment	August 2018

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	Cracked paving.	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	Wide open space with lots of other pedestrians. Minor graffiti on two phone boxes.	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	Noise from passing trains and local road network	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	Flower planters on pavement. Final section of wheelchair ramp has wall and guard rail - limits visibility.	Relocation to improve visibility and remove pinch points.
ATTRACTIVENESS				**4**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	Footways mainly in good condition.	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	Footways are approx 2m width (ocassionally wider) but street furniture (eg phone boxes) creates pinch points	
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**0**	No appropriate crossing points marked out for entrance/exits to car park. Route out of station to steps/ramp is highlighted.	Consider zebra markings to steps/ramp.
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**2**	short stay parking outside of station but is very close to route markings to steps/ ramp.	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**	slopes on footway. Ramp provided.	
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	Obstruction to route at bottom of ramp with shelter for taxi passengers and taxis queuing	Consider zebra markings from steps/ramp across car park towards Sunderland Street.
COMFORT						

Macclesfield Core Walking Zone / rail station

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**2**	Footway provision is available to left, right and straight ahead, although signage could be improved.	Improve wayfinding signage
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**0**	No crossings/dropped kerbs for station car parks, No route marked for route from steps/ramp towards Sunderland Street.	dropped kerbs. Crossing points to be marked.
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	no need for controlled crossing but would be difficult for those with mobility issues (no dropped kerbs and no route markings), particularly at peak times.	dropped kerbs. Crossing points to be marked.
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.		not applicable within station	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.		not applicable within station	
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	Exit of ramp leads directly to taxi queue, obstructing the way forward. No onward route identified.	
DIRECTNESS				**4**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**2**	Even at peak times, traffic flows expected to be limited and at low speed.	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**2**	Low traffic speeds <30mph	
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	Location of flower planters limits visibility of pedestrians near crossing points	
SAFETY				**5**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	Tactile paving and dropped kerbs missing at entrance to (top) station car park	
COHERENCE				**1**		
			Total Score	**20**		

Criterion	Performance Scores
Attractiveness	4
Comfort	6
Directness	4
Safety	5
Coherence	1
Total	20

Comments	
Actions	Wayfinding improvements are required at the station to indicate the direction to key areas (i.e. AZ and town centre). Improvements to cycle storage/parking also required. Designated walking and cycling route from the station to the pedestrian crossing on the main road also required.

ROUTE SUMMARY

Route Name	Wilmslow: town centre towards Handforth
Length	
Name of Assessor(s)	Samuel Fleming, Phil McQuade, Katie Todd
Date of Assessment	August 2018

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**		
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	Potential for fear of crime on off-road route option via Wilmslow Park South due to lack of natural surveillance	Potential off-road route via Wilmslow Park South would require lighting improvements and vegetation maintenance to reduce fear of crime
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	No traffic flows on off-road route option High traffic flows on Manchester Road	Measures to reduce traffic speeds / volumes on Manchester Road would improve route
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**		
ATTRACTIVENESS				**4**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	Footway would benefit from resurfacing on minor streets (i.e. residential areas)	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**		
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**		
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	Some instances of footway parking on residential streets	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**	Increase in gradient towards Manchester Road	
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**		
COMFORT				**6**		

Wilmslow: town centre towards Handforth

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	Good footway provision on Manchester Road	Scope to increase footway widths through use of grass verge in some areas
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**		
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**0**	Alderley Road/Station Road/Swan Street crossing creates pedestrian delay	Lack of dedicated crossing provision along Manchester Road
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**0**	Alderley Road/Station Road/Swan Street crossing creates pedestrian delay	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**		
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**		
DIRECTNESS				**4**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	High traffic volumes in proximity of the rail station and towards Manchester Road	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	Moderate traffic speeds in proximity of the rail station and towards Manchester Road Assess reducing speed limit to 30mph or 20mph.	
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**		
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**		
COHERENCE				**1**		
			Total Score	**18**		

Criterion	Performance Scores
Attractiveness	4
Comfort	6
Directness	4
Safety	3
Coherence	1
Total	18

Comments	High traffic flows in proximity of rail station and towards Manchester Road
Actions	Consider possibility of introducing off-road route or traffic calming

ROUTE SUMMARY

Route Name	Wilmslow: town centre towards Waters employment area
Length	
Name of Assessor(s)	Samuel Fleming, Phil McQuade, Katie Todd
Date of Assessment	August 2018

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**		
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	Good residential surveillance along Hawthorn Lane section	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	Traffic levels on residential area of Hawthorn Lane are relatively low, with traffic volumes increasing within proximity of rail station , and section of Altrincham Road following Kings Rd junction.	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards					
ATTRACTIVENESS				**3**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	Footways are in overall good condition with some instances of vegetation encroaching onto the footway.	Vegetation maintenance.
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	Footway widths along residential streets narrows in some areas	Some scope to introduce filtered permeability along residential areas
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**		
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	Some instances of footway parking in proximity to residential properties however the majority of properties have access to private driveways	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**		
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**		
COMFORT				**6**		

Wilmslow: town centre towards Waters employment area

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**2**		
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**		
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**0**	Alderley Road/Station Road/Swan Street crossing creates pedestrian delay	
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**0**	Alderley Road/Station Road/Swan Street crossing creates pedestrian delay	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**		
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**		
DIRECTNESS				**5**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	Traffic levels on residential area of Hawthorn Lane are relatively low, with traffic volumes increasing within proximity of rail station , and section of Altrincham Road following Kings Rd junction.	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	Traffic speeds on residential area of Hawthorn Lane are relatively low, with traffic speeds increasing within proximity of rail station , and section of Altrincham Road following Kings Rd junction. Assess bringing Hawthorn Lane into the 20mph zone.	
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**		
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**		
COHERENCE				**1**		
			Total Score	**19**		

Criterion	Performance Scores
Attractiveness	3
Comfort	6
Directness	5
Safety	3
Coherence	1
Total	19

Comments	Residential section of the route integrates a significant number of trip generators and creates a better pedestrian environment given lower traffic flows
Actions	Improvements could be made through introducing filtered permeability on residential streets, and introducing a crossing point at the King Street / Altrincham Rd junction

ROUTE SUMMARY

Route Name	Wilmslow Core Walking Zone
Length	
Name of Assessor(s)	Samuel Fleming, Phil McQuade, Katie Todd
Date of Assessment	August 2018

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**2**		
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**2**		
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**2**		
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards					
ATTRACTIVENESS				**6**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	Some tree roots impacting condition in some areas.	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	Vegetation impacts footway width in some areas.	Vegetation clearance required.
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**2**		
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	Footway parking exists in some areas (likely to be residential).	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**2**		
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces					
COMFORT				**7**		

Wilmslow Core Walking Zone

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**		
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	Crossings from rail station meet desire lines however very vehicle dominated	
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**0**	Significant delays on crossings outside rail station	
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**0**		
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**		
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.					
DIRECTNESS				**3**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	Frequent occurrence of congestion / queues in the town centre	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	Moderate traffic speeds through the town centre	
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**2**		
SAFETY				**4**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	Some instances where upgrades to dropped kerbs/tactile paving is required where uncontrolled crossing exist	
COHERENCE				**1**		
			Total Score	**21**		

Criterion	Performance Scores
Attractiveness	6
Comfort	7
Directness	3
Safety	4
Coherence	1
Total	21

Comments	Alderley Road/Swan Street/Station Road junction is vehicle dominated and significant pedestrian waiting times at crossings.
Actions	Investigate potential to increase pedestrian priority at junctions and increase quality of crossing points