

Macclesfield Transport Delivery Plan

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Macclesfield Transport Delivery Plan

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Appendix A – Options Long List & Assessment

Appendix B – Sequencing & Packaging of options

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1. Introduction

1.1 Local Context

Macclesfield is the second largest town in Cheshire East. It is situated in the north-eastern part of the borough on the River Bollin. It is close to the borders of Greater Manchester to the north, and the Peak District to the east. Macclesfield is a unique town, with a proud history as a centre for commerce and business. This is best evidenced through Macclesfield's role in the silk trade and the town continues to play a leading role on the international stage through the science and pharmaceutical industries.

Macclesfield was established as a settlement in the 13th Century and later developed around the silk and textiles industries. Situated on the River Bollin, the early mills were located alongside the river, utilising the damp conditions and the power of the river for mill machinery. Present day industries include pharmaceuticals, plastics, architectural and engineering services as well as advertising and market research. One of the world's largest pharmaceutical companies, AstraZeneca, is located at the Hurdsfield Industrial Estate in Macclesfield and also at nearby Alderley Park. In addition, many Macclesfield residents work in Greater Manchester.

Today, Macclesfield stands as a bustling town centre with a number of unique attractions, including the Silk Museum and the heritage centre, cobbled streets lined with independent shops and galleries, and all on the doorstep of the rolling hills of the Peak District.

Macclesfield has an important retail centre with almost 500 shops. The centre of Macclesfield, characterised in part by its cobbled and meandering streets and narrow lanes, is essentially a medieval street pattern, partly overlaid by later phases of the town's growth. Although the northern part of Cheshire East is generally very prosperous, Macclesfield suffers localised problems, with some areas of the town experiencing deprivation, whilst its unemployment rate exceeds the borough average.

There are a high number of listed buildings and structures concentrated in the centre of the town and also many that are quite widely distributed. Much of the town centre is designated as a conservation area and there are also several additional outlying conservation areas. A number of buildings are also locally listed. This illustrates the historic importance and significance of the town and reflects the strong identity, character, and picturesque qualities of Macclesfield.

As a former mill town, Macclesfield's character and aesthetic are also proving to be contributory factors to its greatest burdens in transport terms. Congestion, narrow roads, and clear issues of connectivity between the rail station, town centre and a number of strategic employment sites mean that opportunities for development are limited.

The town is well served by bus routes. The railway station is on the West Coast Main Line with direct regular services to Stoke-on-Trent, Birmingham, Manchester and London Euston. Macclesfield is connected to Manchester via the A523 and A6 roads, to Stoke-on-Trent and Crewe via the A536 and then the A34 and A534 respectively. Being located in the eastern part of the Borough and just to the West of the Peak District, access to the Motorway Network is further than for other key service centres, with the closest access being via Junction 18 of the M6, Junction 6 of the M56 Junction 27 of the M60.

1.2 Background to the Macclesfield Transport Delivery Plan

Following the adoption of the Cheshire East Local Transport Plan 4 (LTP4) in October 2019, work began to develop eleven Transport Delivery Plans covering the borough. This includes the Macclesfield Transport Delivery Plan (Delivery Plan).

A two-stage approach has been taken in developing the Transport Delivery Plans. The first stage was to develop a 'Transport Issues and Options report' for Macclesfield. The report developed a set of five provisional local transport objectives and a 'long list' of schemes. This was developed using an evidence led approach from local transport data; site investigation; forecasted local development; workshops with relevant Council Officers and data from local plans.

An interactive online consultation on the identified local transport objectives for Macclesfield and the supporting 'long list' of schemes (including presenting the evidence for these) was undertaken between the 23rd November 2020 and 31st March 2021. In total, 138 responses were received by online responses and email. Consultation with the Town Council was also undertaken by Council Officers during this period. Respondents were also invited to suggest further schemes they felt should be considered for the Delivery Plan as part of the consultation.

Following the public consultation, the second stage of developing the Delivery Plan has been undertaken and is presented within this report. The Delivery Plan sets out the five local transport objectives for Macclesfield and a list of assessed transport schemes and initiatives for the area to be developed and delivered over the lifespan of the LTP4.

The area of focus for the Delivery Plan is shown in Figure 1.1 below. It should be noted that the area is indicative and transport issues and emerging options will be looked at that influence the transport network inside of the area.

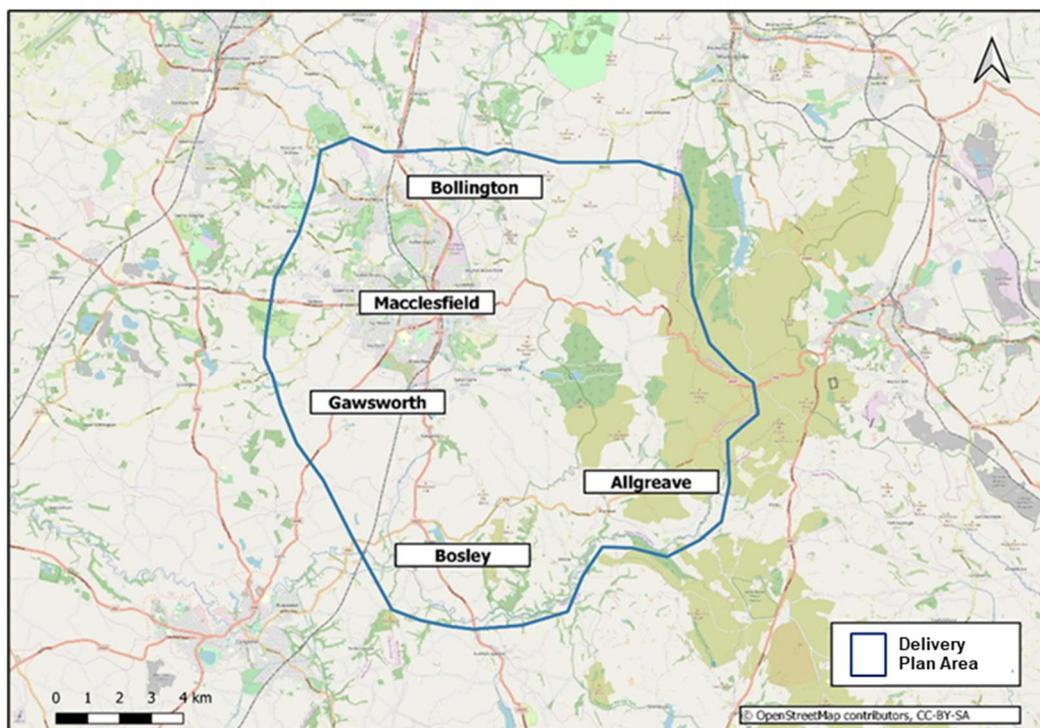


Figure 1.1: Macclesfield Delivery Plan Area

1.3 What does the Delivery Plan do for Macclesfield?

The Transport Delivery Plan for Macclesfield:

- Identifies the transport challenges and opportunities for Macclesfield and the wider area, drawn from the evidence base;
- Provides a package of transport schemes to be developed to resolve the challenges in line with the identified local transport objectives; and
- Gives a framework for the Council to proceed with seeking funding to enact the package of schemes to be able to deliver a sustainable and effective multi-modal transport network within Macclesfield and the surrounding area.

1.4 Objective Setting and Scheme Options Development

A set of local transport objectives for Macclesfield have been developed and been consulted on, these are:

- 1. Improving access within the town centre and to the train station to support regeneration of the town.**
- 2. Improving access on key routes to Wider Cheshire, the Peak District, the Potteries, and Greater Manchester.**
- 3. Supporting access to education and employment sites such as Tytherington Business Park, Hurdsfield Industrial Estate, and Alderley Park.**
- 4. Supporting access for rural communities around Macclesfield to key services and employment centres.**
- 5. Strengthening the transport network to accommodate development sites.**

Overall, the public consultation undertaken supported the identified objectives. These objectives were used to develop the Delivery Plan and support the assessment of schemes.

A total of 97 individual transport schemes have been identified and assessed. These include the 'long list' of schemes consulted on with the public between the 23rd November 2020 and the 31st March 2021 plus additional schemes put forward as part of the public consultation. The feedback on schemes from the public consultation was examined and, where appropriate, schemes were updated to reflect public comments. All schemes were then assessed against the objectives of the LTP4; the local transport objectives for Macclesfield (see above); and four agreed practical objectives (Technical Feasibility, Value for Money, Affordability and Acceptability).

It must be noted that the majority of the identified schemes are at a Concept stage, as would be expected at this point. Therefore, this Delivery Plan must be treated as a 'live' document because further information will become available as schemes develop, which will also require the original assessments to be updated. This will be done in a proportionate way depending on the size and scale of the scheme and the requirements of the assessment going forwards. At adoption of the Delivery Plan, the majority of the schemes identified do not have funding secured for their implementation. The Delivery Plan provides the platform for the Council to progress

and seek relevant funding from internal sources (e.g. the Local Transport Plan capital allocation) and external sources.

1.5 Report Structure

Chapter 2 – summarises the policy (national, regional and local) which has informed the development of the Delivery Plan. The chapter also summarises the existing transport situation in Macclesfield from the option and issues work undertaken in the first stage of the Delivery Plan.

Chapter 3 – presents the local transport objectives for Macclesfield, which were used as part of the assessment of the identified schemes. It also reports on the public consultation feedback. This chapter also presents the logic mapping undertaken for the Delivery Plan.

Chapter 4 – sets out the process used to assess the identified schemes.

Chapter 5 – presents the overview of the packages of schemes developed by mode type (Active Travel, Public Transport, Parking and Highways). It also sets out how the packages support the local transport objectives for Macclesfield.

Chapter 6 – summarises the Delivery Plan and outlines the next steps to be taken once the plan is formally adopted.

Appendix A – provides the full list of schemes and the assessment undertaken at their current stage of development.

Appendix B – presents an initial likely programme for delivery of schemes, based on current scheme information starting from adoption of the Delivery Plan (0-2 years; 2-5 years and 5+ years).

Appendix C – presents the full assessment matrix used for assessing schemes.

2. Policy & Background Information

2.1 Policy Context and Background Information

A review of key local, regional, and national policy to support the development of this Delivery Plan was undertaken when developing the evidence base.

Figure 2.1 below shows the relationship between the key identified national, regional, borough-wide, and local policies which are relevant to developing transport within Macclesfield

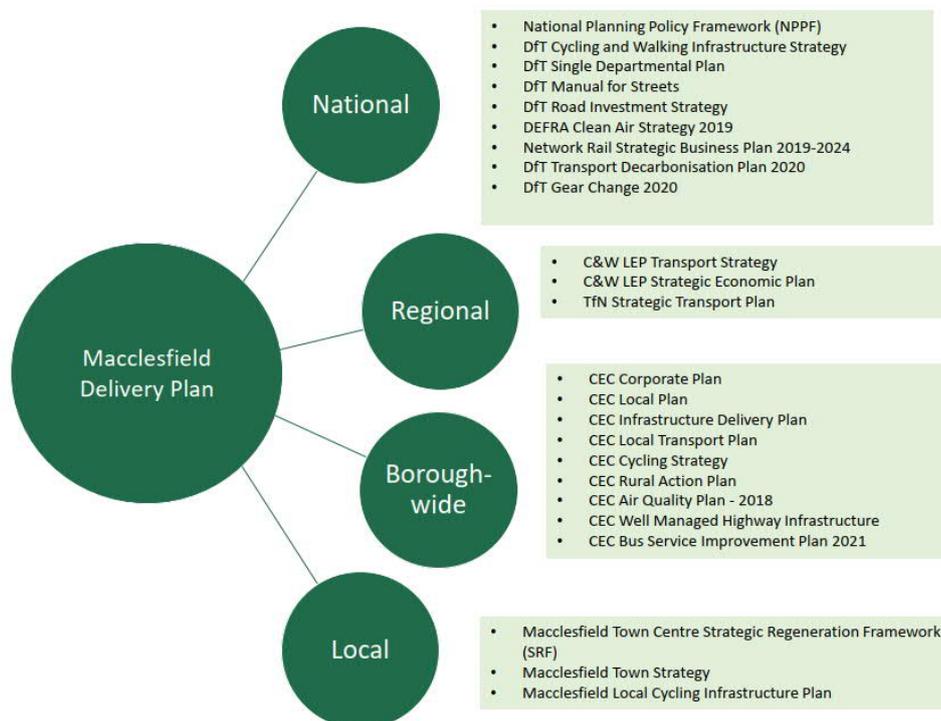


Figure 2.1: Policy Overview

A summary of the key local policies relevant to this Delivery Plan is presented in this chapter. A high-level summary of the transport network for Macclesfield and the wider areas (taken from the evidence base) is also presented here.

2.2 Summary of Relevant Local Policy

A high-level summary of the relevant local policies examined in the evidence base work is presented below.

2.2.1 Cheshire East Local Plan

The CEC Local Plan is the Statutory Development Plan for the borough and was adopted in July 2017. The plan outlines eight development sites in Macclesfield (see Figure 2.2). As shown in Figure 2.2, there is also a considerable amount of further planned housing and employment site growth within the Delivery Plan area. It is important to maintain access to these new development sites and ensure that the transport network has sufficient capacity to support future growth. It is therefore

important that these development sites are considered within the objectives and schemes.

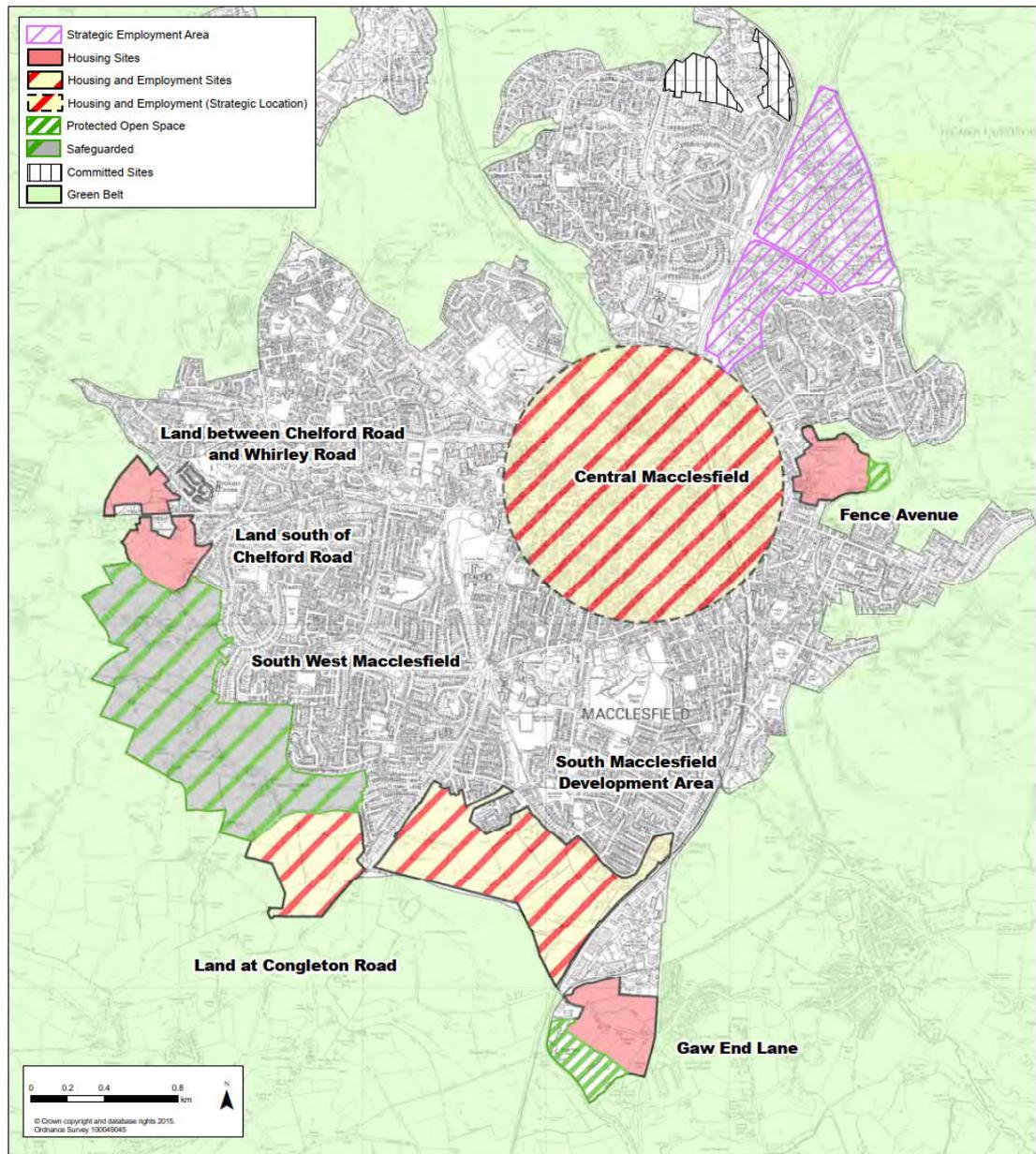


Figure 2.2: Macclesfield Local Plan Sites

In addition, the Cheshire East Infrastructure Delivery Plan (IDP) is a supporting document for the CEC Local Plan. The IDP identifies strategic infrastructure that is needed to support the scale of development proposed in the Local Plan.

2.2.2 Cheshire East Local Transport Plan 4

The LTP4 outlines a long-term strategy for travel and transport within Cheshire East. Following extensive consultation, the LTP4 was formally adopted by the Council in October 2019. The LTP4 covers the period of 2019 to 2024.

The LTP4 has six overarching objectives for transport within it, which any emerging transport schemes and initiatives within the borough must support. The six objectives are listed below:

- Supporting Growth;
- Access to Services;
- Protects and Improves the Environment;
- Health, Wellbeing and Physical Activity;
- Maintaining and managing our network assets; and
- Improve organisational efficiency and effectiveness.

In developing transport schemes to support Macclesfield and the wider area within this Delivery Plan, the LTP4 policies and objectives form part of the assessment criteria (as detailed in Chapter 4).

2.2.3 Macclesfield Town Centre Strategic Regeneration Framework (SRF)

Cheshire East Council is committed to securing the future regeneration and sustainable success of Macclesfield town centre. The SRF sets out a clear vision, including key principles and objectives for the future regeneration of the town centre, which will help to provide future investment, jobs and economic growth. The key transport points within the SRF are:

- Consider the need for improved infrastructure as a means of facilitating regeneration, with a focus on achieving the right balance between streets where people can move about easily and safely, with spaces for events and activities, while maintaining good access for vehicles;
- Provide a framework for delivery and an assessment of development options taking into account site constraints, requirements for delivery, land ownerships, and market demand, having regard to the desire to unlock potential associated with a potential HS2 link;
- Focusing on transport and movement the SRF highlights that, although transport facilities are favourable (aligning with many sub-regional town centres of a similar size and status), there is a need to improve;
- Major points of arrival such as the railway station and other major parking facilities in the town such as Jordangate and Churchill Way;
- The town centre itself being characterised by lots of small-scale surface parking has been identified as a visual blight;
- Pedestrian and cycle journeys around Macclesfield town centre to be encouraged as an alternative to private vehicles and would further strengthen the character of the streets within Macclesfield town centre;
- Building frontage and public realm/ green improvements on the ring road, such as Churchill Way, to better support pedestrian and cycle links and further

improve cycling and walking permeability between affluent neighbourhoods beyond the ring road into the town centre; and

- Signage with the possibility of a wayfinding strategy for the town centre, being especially beneficial for routes between major gateways identified and the main retail, civic and recreational locations for day and night usage.

To help realise the vision for Macclesfield town centre, the following strategic actions have been devised to respond to the identified objectives within the SRF. These actions seek to enhance pedestrian connectivity and integrate the town centre with its surrounding residential areas:

- ***‘Enhanced existing linkages*** – *focused on east-west connections to the residential areas to the west of the town centre. Enhanced connectivity along these routes also incorporates improved wayfinding through signage, sight lines and consistent public realm’;*
- ***‘Potential new linkages*** – *potential opportunity sites at Jordangate East, Churchill Way, and for a potential new frontage and pedestrian access to the shopping centre off Churchill Way and Chestergate around the current Grosvenor Car Park site creating an intimate new square’;*
- ***‘Improved pedestrian crossings*** – *suggested at Waters Green to enhance pedestrian movement from the rail station into the town centre core and across key junctions on Churchill Way and Sunderland Street. Each seeks to enhance pedestrian priority in areas currently dominated by traffic barriers’;*
- ***‘Car Parking*** – *Issue raised in a number of the consultations and needs to be tackled to ensure that there is an appropriate supply of car parking serving key destinations in the town whilst protecting adequate provision for residents. Consideration needs to be given to the amount, location and pricing of parking in the town’;* and
- ***‘Cycling*** – *ensuring that as proposals for public realm and highways schemes are developed, they look to include interventions to make cycling safer and a more attractive transport choice, thus improving walking and cycling infrastructure wherever possible’.*

2.2.1 Macclesfield Town Strategy

The Macclesfield Town Strategy was developed in 2012 to form part of the Local Plan evidence base and inform the now adopted CEC Local Plan. A public consultation was undertaken to understand local views on what the public most liked about their town and what they wanted to see improved.

Following the public consultation, the following vision for the town was developed:

“By 2030, Macclesfield will continue to be a unique, distinctive and appealing destination set in a visible landscape setting, with a vital and vibrant town centre, where community comes together to enjoy a wide range of facilities, events, along with its rich history and heritage assets.

It will be a town where businesses thrive and where there is a good range of shopping and leisure activities both during the day and the evening. It will be a safe and desirable place with sustainable development, where people want to come to live, work and play”.

To achieve the vision of creating an integrated transport system that provides access for all, and creates sustainable links within and beyond the town, a number of strategic aims for transport were identified. These include:

- *To encourage convenient and affordable transport choices through improved integration of bus and rail travel, and through improved walking and cycling routes;*
- *Provide town centre parking, and cycle parking, to support the role of Macclesfield as a destination for shopping, employment, leisure and tourism;*
- *Improve the integration of public transport links in the town and to deliver improvements to Macclesfield Railway Station;*
- *To deliver new road infrastructure that improves connectivity around the town and eases traffic congestion; and*
- *Support improvements to the A523 and links to the South East Manchester Multi Modal Study (SEMMMS) relief road.*

In developing the Delivery Plan, consultation with the local Town and Parish Councils has been undertaken. This is to ensure that local priorities for transport have been accounted for when developing the right package of transport schemes for Macclesfield. The consultation feedback is summarised in the sections below and also in Chapter 3.

2.2.2 Local Cycling and Walking Infrastructure Plan (Macclesfield)

Local authorities have been advised by the DfT to develop Local Cycling and Walking Infrastructure Plans (LCWIP). Its primary purpose is to provide a strategic approach to identify walking and cycling improvements on a local scale, which are likely to increase uptake of walking and cycling for everyday purposes including for school, work and leisure.

An LCWIP has been adopted for Macclesfield and sets out ambitious plans to deliver a high quality walking and cycling network for Macclesfield. The LCWIP is an evidence-based plan that has identified a sequenced programme of potential walking and cycling routes in and around Macclesfield. This takes into consideration demand for walking and cycling and key attractors and destinations. All routes identified are subject to further detailed development and design work.

Having an adopted LCWIP in place ensures the local authority is well placed to make the case for future investment in the walking and cycling network should funding opportunities arise.

The network plans for walking and cycling are shown below which have been considered as part of this Delivery Plan.

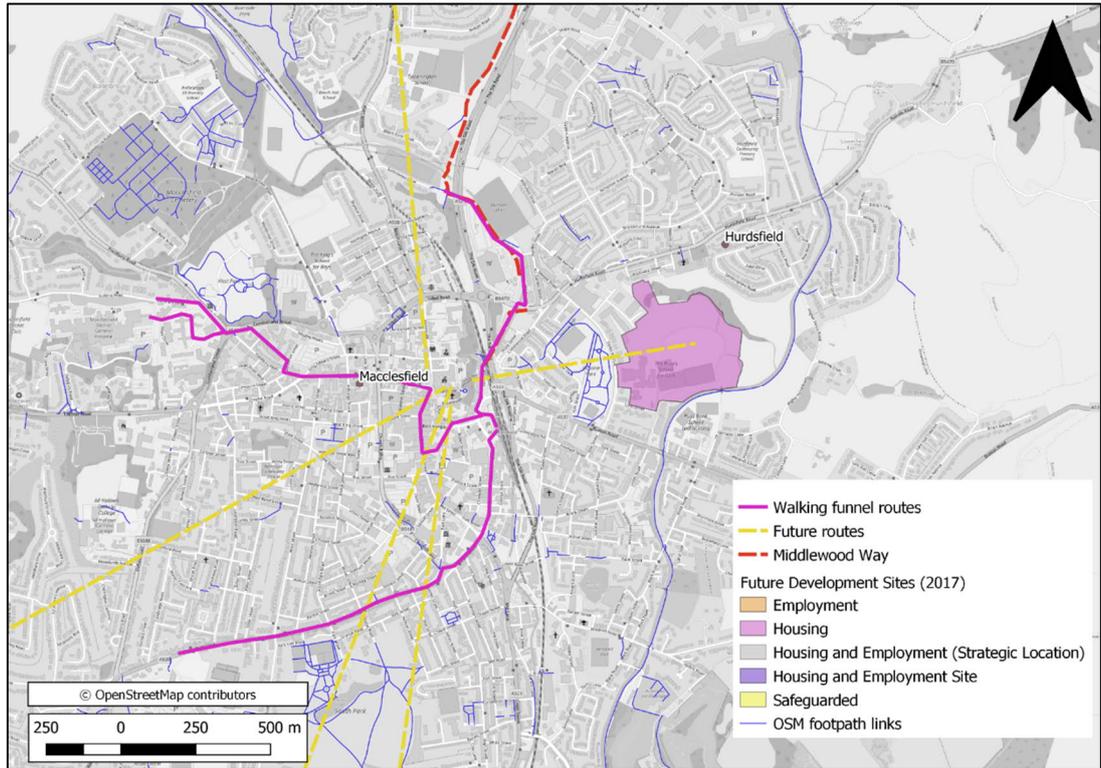


Figure 2.3: Macclesfield Walking Network Plan (reproduced from the LCWIP)

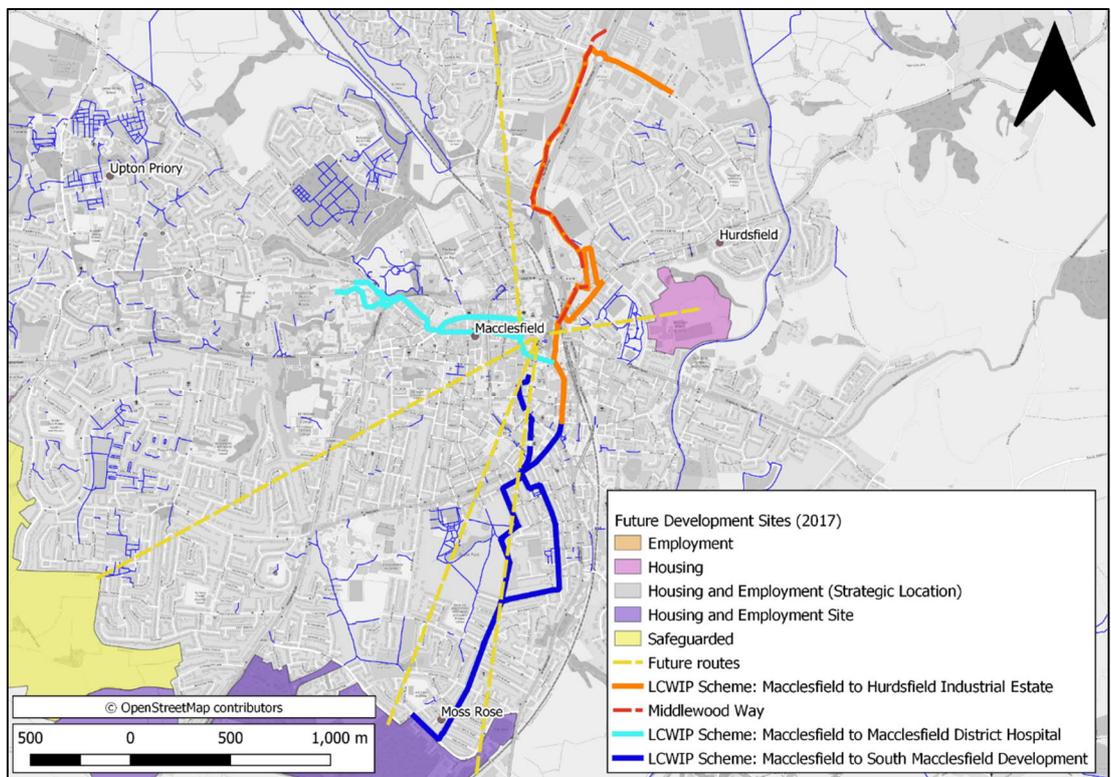


Figure 2.4: Macclesfield Cycling Network Plan (reproduced from the LCWIP)

2.2.3 Cheshire East Bus Service Improvement Plan

The Bus Service Improvement Plan (BSIP) sets out the basis for a forward-looking plan to work with and engage with local communities, public transport users (and user groups) and bus operators to deliver transformational change across the bus network.

To support a reversing in the decline of bus use in Cheshire East, the BSIP presents the opportunity for the borough to address longstanding issues relative to declining bus provision, declining coverage and utilisation that have been encountered across many years.

The BSIP seeks initially, to stabilise the bus network by bringing frequencies and headways to where they were pre-Covid, and with medium and long-term aspirations to improve Cheshire East's bus offer by initiating plans and policies that will drive quality improvements in the local bus market, develop provisions for network growth and in delivering infrastructure improvements to support bus service delivery.

Within the BSIP, the following points have been put forward for consideration within Macclesfield:

- Improvements to public transport interchange facilities at Macclesfield Railway Station;
- Improved bus connectivity between Macclesfield, Alderley Park and Wilmslow; and
- Improvements to bus connectivity to employment areas.

These options outline a need for improved connectivity to neighbouring towns from Macclesfield, namely Alderley Park and Wilmslow. There is also a desire to improve public transport interchange facilities at Macclesfield Railway Station, which include direct walkways/ wayfinding between bus and rail infrastructure and improved shelters. This could gradually reduce traffic on the current network as the bus becomes a comfortable and viable option for accessing Macclesfield Railway Station for onward travel.

2.3 Existing Transport Situation

Within the evidence base, a detailed review of all modes of transport, including Active Travel (walking and cycling); Public Transport (bus and rail); and Car Travel was undertaken. This was used to identify current travel trends and trip patterns within Macclesfield to support the development of the local transport objectives and transport schemes. This section provides a high-level overview of the current transport situation for the key modes in the Delivery Plan area.

2.3.1 Walking

Within Macclesfield, the Public Rights of Way (PRoW) network is disjointed, with limited continual routes. This provides an opportunity for improvement and connecting key gaps within the network.

However, the existing network is well connected in rural areas and for leisure routes, such as routes to Prestbury and Bollington and further north to Poynton via the Middlewood Way.

As well as dedicated off road walking routes and PRowS, many pedestrians use the wide network of existing footpaths adjacent to the highway to travel to destinations. Within the Delivery Plan area, these walking routes vary in widths and standards. The public consultation highlighted that improvements in walking access to the town centre is likely to attract more visitors and reduce car trips. The importance of the PRow network was also highlighted. There was also general support for the walking schemes put forward as part of the public consultation.

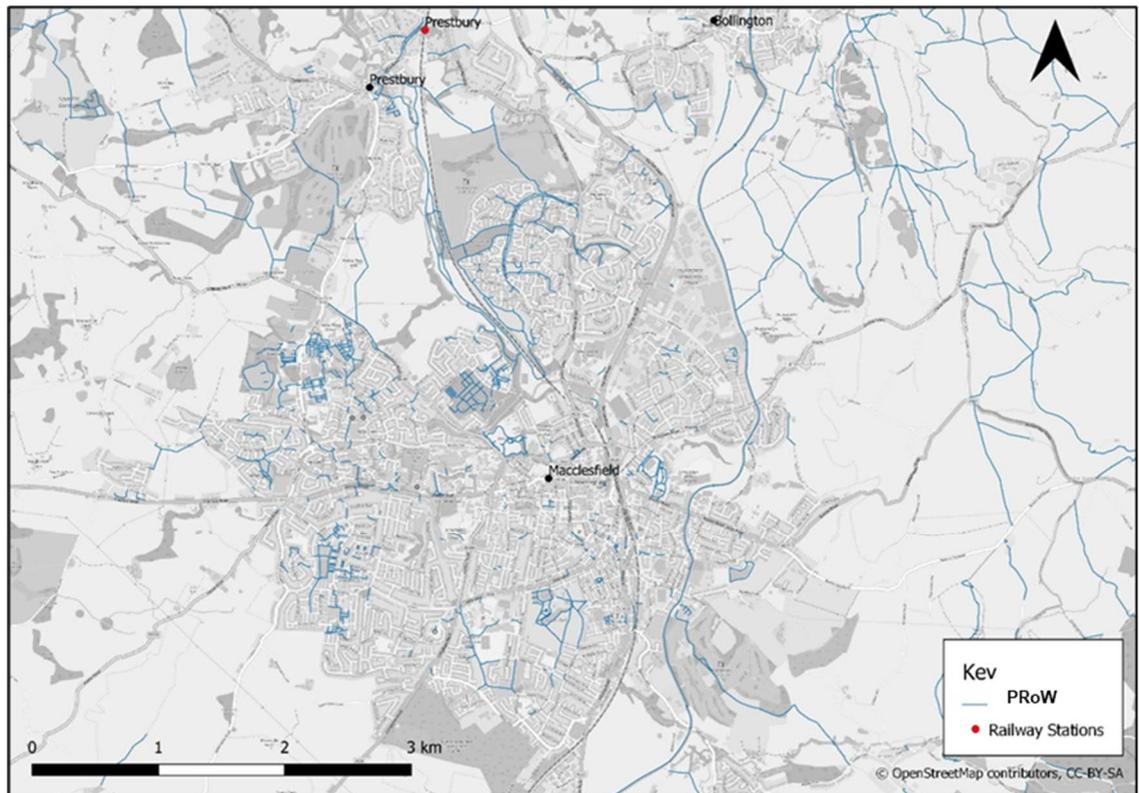


Figure 2.5: Public Rights of Way (PRow) within the Study Area

2.3.2 Cycling

The cycling offer in Macclesfield at present is limited (see Figure 2.6). There is an opportunity to develop a cohesive network within Macclesfield that supports modal shift to cycling for everyday journeys that are currently undertaken using a private vehicle. Within Macclesfield, there is also an opportunity to expand the existing cycle network to include areas such as Prestbury, Bollington, Tytherington and Hurdsfield to improve uptake within the Delivery Area.

The public consultation showed strong support for better cycling routes and facilities across the area. Responses suggest that more people would be encouraged to cycle with segregated routes and the introduction of 20mph zones. Concern relating to the mixing of cyclists and pedestrians within the town centre shopping area was also raised.

The Council has a 'Cycling and Walking Champion' who will work to promote cycling for all age groups across the borough. They also work with Members and Senior Officers to help focus Council policies to put cycling at the heart of the planning and design of the borough's streets, communities, and green spaces.

The Council’s ambition is a ‘step change’ in the takeup of cycling by residents of all ages across Cheshire East – with a focus on encouraging more people to cycle safely and walk more often with confidence for everyday journeys and leisure, especially into and out of town and village centres.

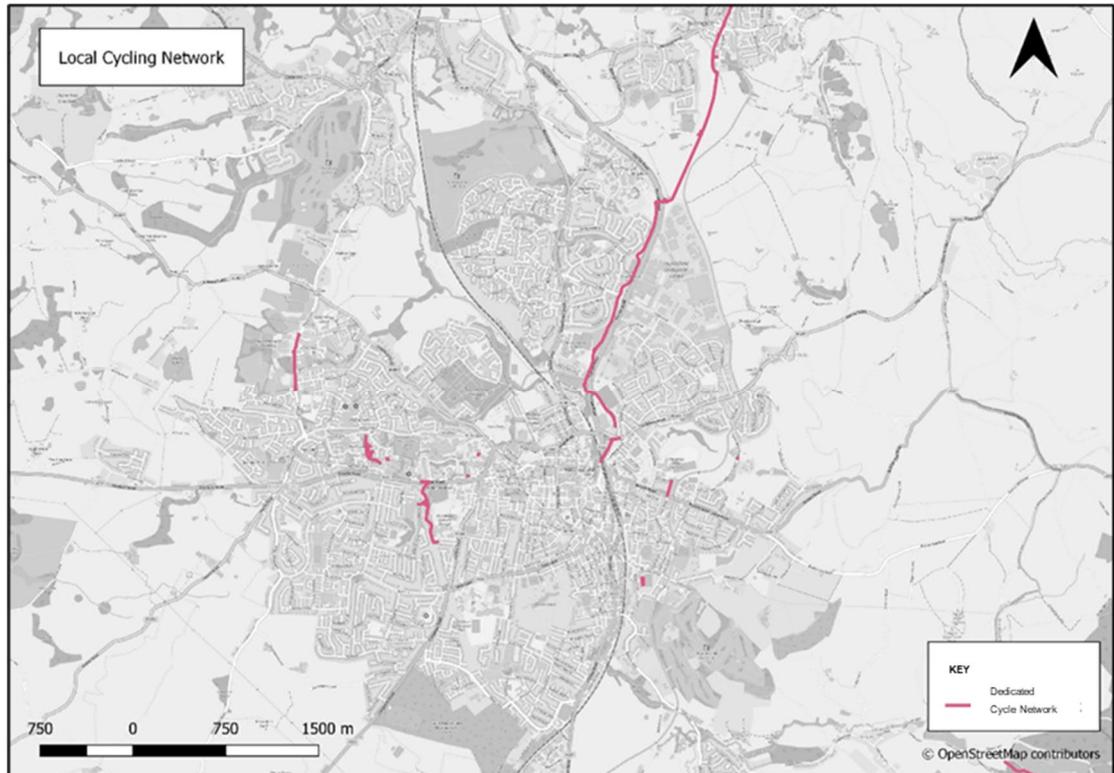


Figure 2.6: Dedicated Cycle Network within the Delivery Plan Area

2.3.3 Public Transport (Bus and Rail)

Predominantly, Macclesfield and the wider study area is well connected and served by existing bus services. There are several bus services to key transport hubs such as Macclesfield Railway Station and Macclesfield Bus Station. The town is currently served by a number of bus services to destinations including Crewe, Holmes Chapel, Congleton, Buxton, Altrincham, Stockport, and Middlewich.

Bus patronage levels have fallen across public transport since March 2020 largely because of Covid 19. Patronage began to recover when restrictions were lifted but are not back to levels seen prior to March 2020. Bus services within Cheshire East are only at between 50-60% patronage (November 2021). As part of the Council’s BSIP, plans are to be put in place to try and reverse this decline.

The public consultation highlighted concerns with bus services being cut, particularly in rural areas. Better interchange with rail services was also highlighted as an area where improvements could be made. Evening services connecting to other local centres have been highlighted as an area for improvement.

Macclesfield Railway Station is located within the town centre, which makes rail travel convenient for accessing residential, retail and employment areas. It has four services operating per hour northbound and four services southbound. Heading southbound towards Stoke-on-Trent, there are two services per hour. The station is accessible for all with facilities such as ramps, lifts to platforms and step-free access.

Macclesfield Railway Station is extremely well-connected and is a hub on the West Coast Mainline with services to London Euston (1hr 45mins), one service per hour to Bristol Temple Meads (2hrs 40mins) in addition to other locations across the UK. The station also has connections to other stations in Cheshire East and Greater Manchester, including Congleton, Poynton, Stockport, Prestbury and Kidsgrove.

The public consultation highlighted that improvements need to be made to Macclesfield Station in terms of the facilities on offer.

2.3.4 Parking

There are 22 CEC operated car parks in Macclesfield and five additional privately operated car parks. There are also a number of parking spaces operated by retail entities within the town. Macclesfield has a total of 2,187 standard parking spaces as well as 79 blue badge holder spaces. Additionally, the town has 10 bays for motorcycles.

Parking charges vary across the town. On average, car parks in the town centre (mostly between Macclesfield Railway Station and Churchill Road), as well as multi-storey car parks, are circa 25% more expensive per hour than those located along B roads (like Hibel Road and Park Street). Blue badge holder parking is free, holders allowed to park in any designated disabled parking bays and within any other standard bay if the designated places are full.

The public consultation highlighted that parking at Macclesfield Railway Station was problematic. Issues were also flagged with parking in Bollington and other village centres.

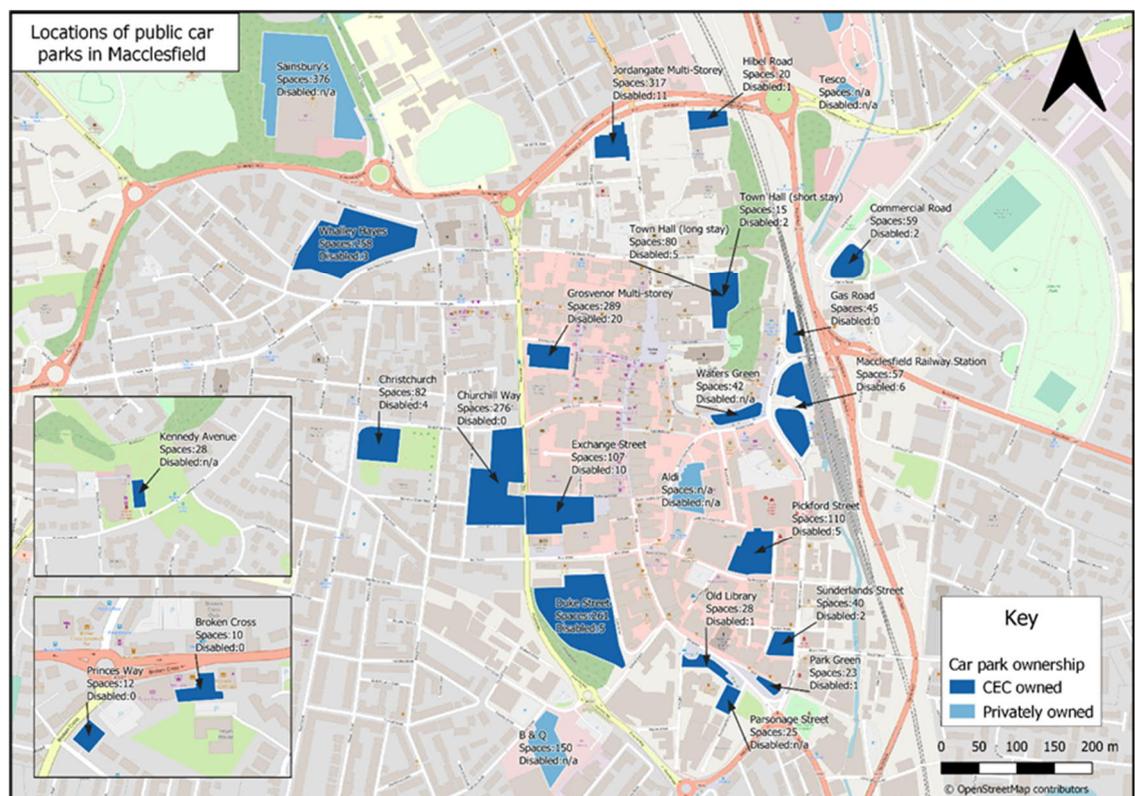


Figure 2.7: Locations of public car parks in Macclesfield

2.3.5 Highway Network

The A523, A537 and A536 are the primary A-roads within Macclesfield. The A537 runs east to west directly through Macclesfield town centre and connects with Chelford, Knutsford and the A34 to the west. The A523 also runs north to south through Macclesfield town centre and connects with the A536 and Congleton to the south and Manchester to the north.

Macclesfield is well connected to the north and south of the country by the Strategic Road Network. The closest motorway links to Macclesfield are the M6 located approximately 14.5 miles in the west at junction 18; 12.5 miles to the north west at junction 6 of the M56; and 12.8 miles to the north at junction 27 of the M60.

The public consultation highlighted problems with congestion in the peak periods and the need for a Southern Macclesfield Relief Road.

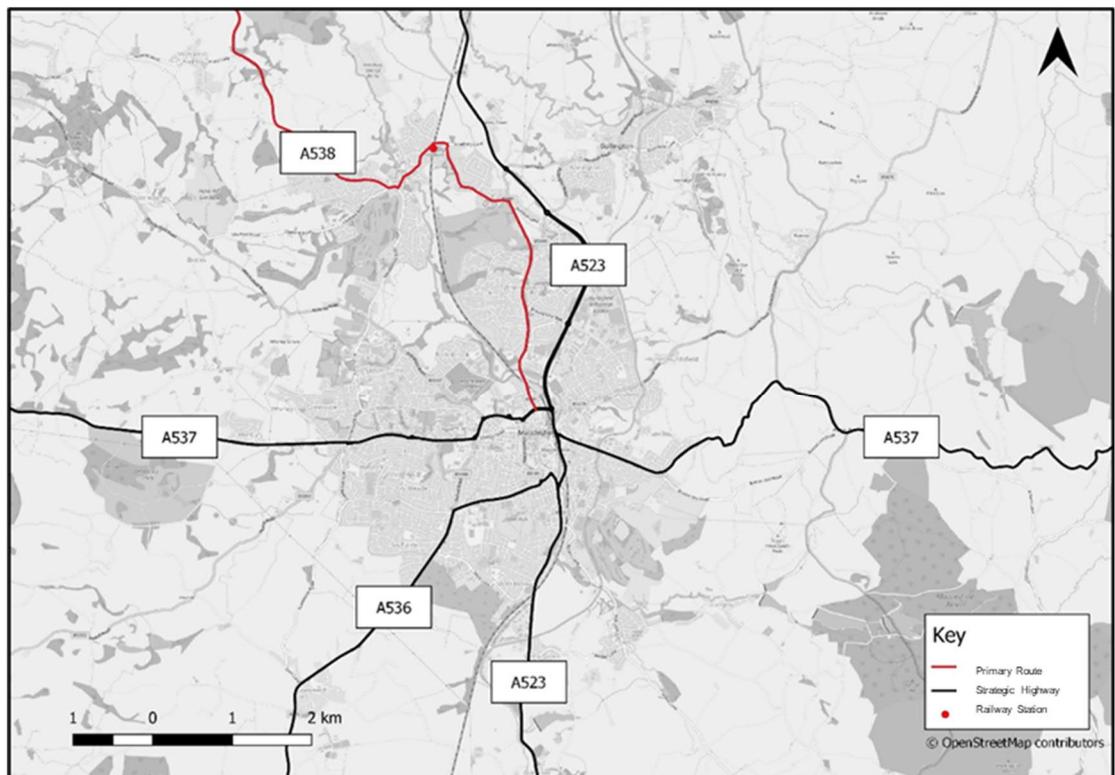


Figure 2.8: Local Road Network

2.3.6 Summary

The evidence collected and analysis undertaken within Macclesfield supported the development of the 97 local transport objectives for Macclesfield (as set out in Chapter 3). The public consultation, supported by the analysis of data, highlighted issues across all modes of transport.

There are clear opportunities to improve the existing cycling and walking network within and around the Macclesfield area. This includes improving existing off-road routes and developing new routes.

The Public Transport network has a number of opportunities to improve the offer to passengers and the Council's BSIP provides a good way forward to deliver improvements. Work with rail operators, Network Rail, Transport for the North and the

Department for Transport around developing rail services is important to capitalise on rail travel opportunities. Improvements on the highway network to tackle congestion and provide a safe secure network for all users is also needed. Overall, the evidence shows there is a good opportunity to improve the provision of choice for all travel within and around Macclesfield.

3. Objectives Overview

3.1 Overview

In order to develop the initial 'long list' of schemes and then support the scheme assessment (detailed in Chapter 4), a set of locally focused transport objectives have been developed for Macclesfield. As part of the public consultation held between 23rd November 2020 and 31st March 2021, the public were invited to provide their views on these proposed local transport objectives.

3.2 Macclesfield Local Transport Objectives

The local transport objectives for Macclesfield align with the LTP4, which sets out the transport objectives on a borough-wide scale for CEC. This Delivery Plan focuses on how the issues and opportunities identified in the LTP4 borough-wide strategy relate to the specific area of Macclesfield. The local Macclesfield specific objectives have been developed based on the issues and opportunities identified through the evidence base work undertaken as part of the development of this Delivery Plan. These objectives have then been used to develop scheme options for Macclesfield.

The town specific transport objectives for Macclesfield are:

1. **Improving access within the town centre and to the train station to support regeneration of the town.**
2. **Improving access on key routes to Wider Cheshire, the Peak District, the Potteries, and Greater Manchester.**
3. **Supporting access to education and employment sites such as Tytherington Business Park, Hurdsfield Industrial Estate, and Alderley Park.**
4. **Supporting access for rural communities around Macclesfield to key services and employment centres.**
5. **Strengthening the transport network to accommodate development sites.**

3.3 Public Consultation Feedback on Local Transport Objectives

Within the public consultation undertaken in developing this Delivery Plan, consultees were asked if they agreed with the identified local transport objectives. The results of this are presented in Table 3.1 below.

| Objective | Number of Responses | Number (%) of Responses Strongly Agreed or Tend to Agree with Objective |
|-----------|---------------------|---|
| 1 | 120 | 101 (84%) |
| 2 | 121 | 98 (81%) |
| 3 | 121 | 92 (76%) |

| | | |
|---|-----|-----------|
| 4 | 121 | 107 (88%) |
| 5 | 120 | 88 (73%) |

Table 3.1: Public Consultation Responses on Local Transport Objectives for Macclesfield

The response from the public consultation shows there is a good level of support for the identified objectives, giving confidence to proceed with them.

3.4 Logic Mapping

In order to support the development of schemes from the agreed local transport objectives (see above), a bespoke logic map has been developed in line with transport assessment best practice. The logic map sets out the links between the context, inputs, outputs, outcomes and impacts of the schemes and the causal chain of events that represent how the anticipated desired outcomes and scheme objectives are to be achieved. The logic map will also be used when developing the monitoring and evaluation of schemes in the future.

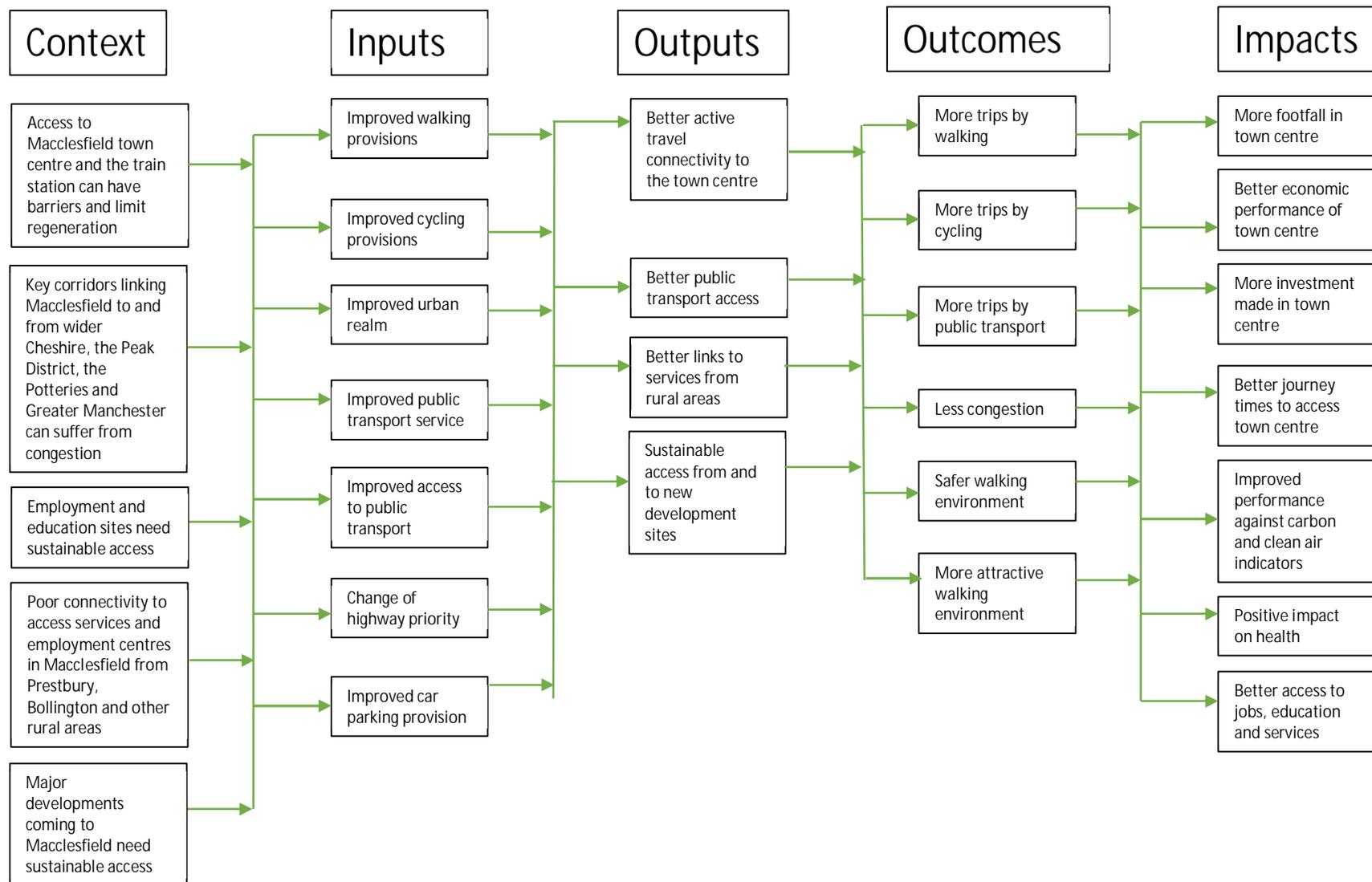


Figure 3.2: Macclesfield Transport Delivery Plan Logic Map

4. Options Overview & Assessment

4.1 Overview

This section sets out the process undertaken to develop the Delivery Plan's package of schemes for Macclesfield. A set of local transport objectives and an initial 'long list' of schemes was developed as part of the issues and option work undertaken for the Delivery Plan. The objectives and 'long list' of schemes was evidence led and developed from local transport data; site investigation; forecast local development; workshops with relevant Council Officers and data from local plans (as set out in Chapter 2).

Following the development of the local transport objectives and 'long list', an online interactive public consultation was held between 23rd November 2020 and 31st March 2021. In total 138 responses were received, including online responses and email correspondence. Respondents were able to provide their agreement or disagreement to the local transport objectives developed and also provide comment on them. The consultation also allowed respondents to state their agreement or disagreement with the individual schemes identified and provide comment on them if they wished. Respondents could also put forward any new scheme options not identified within the 'long list' that they felt should be considered. Council Officers also consulted with the Town Council as part of the public consultation.

4.2 Assessment Process

Following the public consultation an assessment of the 'long list' of options was undertaken, including the additional schemes suggested by respondents as part of the consultation.

Many of the schemes identified are at a Concept stage, as would normally be expected at this point. Therefore, the assessment undertaken for a scheme is based on the best knowledge and understanding at this time. The scheme list assessment must be treated as a 'live' process and as schemes are developed further, they are then re-assessed to reflect this. It must also be noted that at this time most of the schemes identified and assessed do not have funding secured yet and so hold this inherent risk to being delivered.

Three main areas have been used to assess each scheme. These are scored on a five-point scale from Strongly Disagree to Strongly Agree as to whether they support the objective or not. The areas assessed against are:

- The six LTP4 Objectives:
 - Supporting Growth;
 - Access to Services;
 - Protects and Improves the Environment;
 - Health, Wellbeing and Physical Activity;
 - Maintaining and managing our network assets; and
 - Improve organisational efficiency and effectiveness.

- The five Macclesfield Specific Transport Objectives:
 - Improving access within the town centre and to the train station to support regeneration of the town;
 - Improving access on key routes to Wider Cheshire, the Peak District, the Potteries, and Greater Manchester;
 - Supporting access to education and employment sites such as Tytherington Business Park, Hurdsfield Industrial Estate, and Alderley Park;
 - Supporting access for rural communities around Macclesfield to key services and employment centres; and
 - Strengthening the transport network to accommodate development sites.
- Four agreed additional practical delivery criteria:
 - Technically Feasible;
 - Value for Money;
 - Affordability; and
 - Acceptability.

Appendix C sets out the full scoring criteria used in the assessment of the schemes and definition for each to be scored against (Strongly Disagree; Disagree; Neither Agree nor Disagree; Agree; Strongly Agree).

Table 4.1 below details further the four additional practical areas that were included in the scoring criteria.

| Technical Feasibility | Value for money | Affordability | Acceptability |
|--|--|---|--|
| <p>How feasible is it to deliver the scheme on the ground based on experience of similar schemes?</p> <p>Are there likely technical barriers which could make the scheme not a feasible option to deliver?</p> | <p>Does the option provide benefits to the user that will exceed the likely cost of implementation?</p> <p>Have schemes similar to this provided a good return on investment made?</p> | <p>Does the option have funding allocated already?</p> <p>What proportion of external funding would be required?</p> <p>Is it likely funding could be obtained based on current funding streams and priorities?</p> | <p>What public and political support will the option likely have?</p> <p>Is the option already supported by CEC's transport policy and local strategies?</p> |

Table 4.1: Scoring criteria for additional areas

4.3 Scheme Sequencing Process

In order to develop an initial programme of works and prioritise delivery of schemes, an assessment of their likely delivery timeframe from when the Delivery Plan is formally adopted has been undertaken. Schemes have been put into three packages of likely delivery timeframes: Short Term (indicative 0-2 years); Medium Term (indicative 2-5 years); and Long Term (indicative 5 years plus). The size, scale and where the scheme development process is at will all influence timescales for delivery.

The majority of the schemes are at a Concept stage and are not funded, which means that there is limited information and detail currently available. There is also no funding secured, which is a risk for delivery. Once the Delivery Plan has been adopted, the process of developing schemes currently at the Concept stage to the Feasibility stage will be undertaken, subject to funding being secured.

As with the scheme assessment against the objectives (as set out in section above), the delivery timeframes are to be treated as a 'live' process. When schemes develop to the Feasibility stage, their delivery timeframe will be reviewed accordingly, and a programme of works can be developed.

Table 4.2 below sets out the guidance used within the assessment when placing schemes into a delivery package. This is not an exhaustive list but provides appropriate points which can have a significant impact on the timescales for delivery of a scheme. It should be noted that all timescales noted in the Delivery Plan are subject to securing funding.

| Likely Scheme Delivery Timeframe | Short Term 0-2 Years | Medium Term 2-5 years | Long Term 5+ Years |
|----------------------------------|---|--|---|
| Guidance for Assessment | <p>No likely planning or land ownership issues.</p> <p>Funding from existing sources, or Council resources possible.</p> <p>Similar schemes have been delivered by Council already.</p> <p>Scheme of a scale which can be developed quickly with little foreseeable risk.</p> <p>Scores well against practical criteria (Table 4.1) with only limited further development needed.</p> | <p>May require some legal approvals.</p> <p>May require external funding to support delivery.</p> <p>Scale of scheme will require an allowance for development work.</p> <p>May be land ownership issues for part of scheme.</p> <p>Scores well against some practical criteria (Table 4.1) but some further development needed.</p> | <p>Will require legal approvals.</p> <p>Scheme of a scale which will require significant development work.</p> <p>External funding will be required to be able to deliver the scheme.</p> <p>Likely land ownership issues.</p> <p>Full council approval may be required.</p> <p>Currently has challenges with scoring well against practical criteria (Table 4.1) and/or requires significant further development (this may include local major schemes).</p> |

Table 4.2: Assessment guidance for Timescales

The likely delivery timescales for all schemes are set out in Appendix B. These will change during the life of the Delivery Plan as schemes are developed.

5. Packaging & Sequencing of Options

5.1 Introduction

This section sets out the emerging packages of schemes for Macclesfield. These have been developed following the initial issues and options work undertaken for the Delivery Plan; the public consultation which followed this and the feedback from it; and the assessment undertaken of the emerging schemes (based on their current development stage) against the LTP4 objectives, the local transport objectives for Macclesfield (see chapters 3 and 4) and the four key measures of: Technical Feasibility, Value for Money, Affordability and Acceptability.

Through undertaking this process a total of 97 schemes have been identified for Macclesfield and the wider area. These schemes vary in size, scale, and their stage of development. Many schemes are at a Concept stage with little design; site investigation or costing undertaken. Therefore, assessment at this stage is relatively high level but will advance as the Delivery Plan is taken forward. It must also be noted at this stage most of the schemes identified are not funded yet.

This Delivery Plan therefore must be treated as a 'live' document which will develop as schemes do. It must be also noted as schemes develop further, as more information becomes available, their assessment will need to be reviewed and revised accordingly to reflect this.

The identified schemes fall into four main transport packages based on mode:

- Active Travel (including walking and cycling schemes);
- Public Transport (including bus and rail schemes);
- Parking (including on and off-street parking); and
- Highway (including new highways, junction improvements and traffic management measures).

5.2 Active Travel Schemes Package

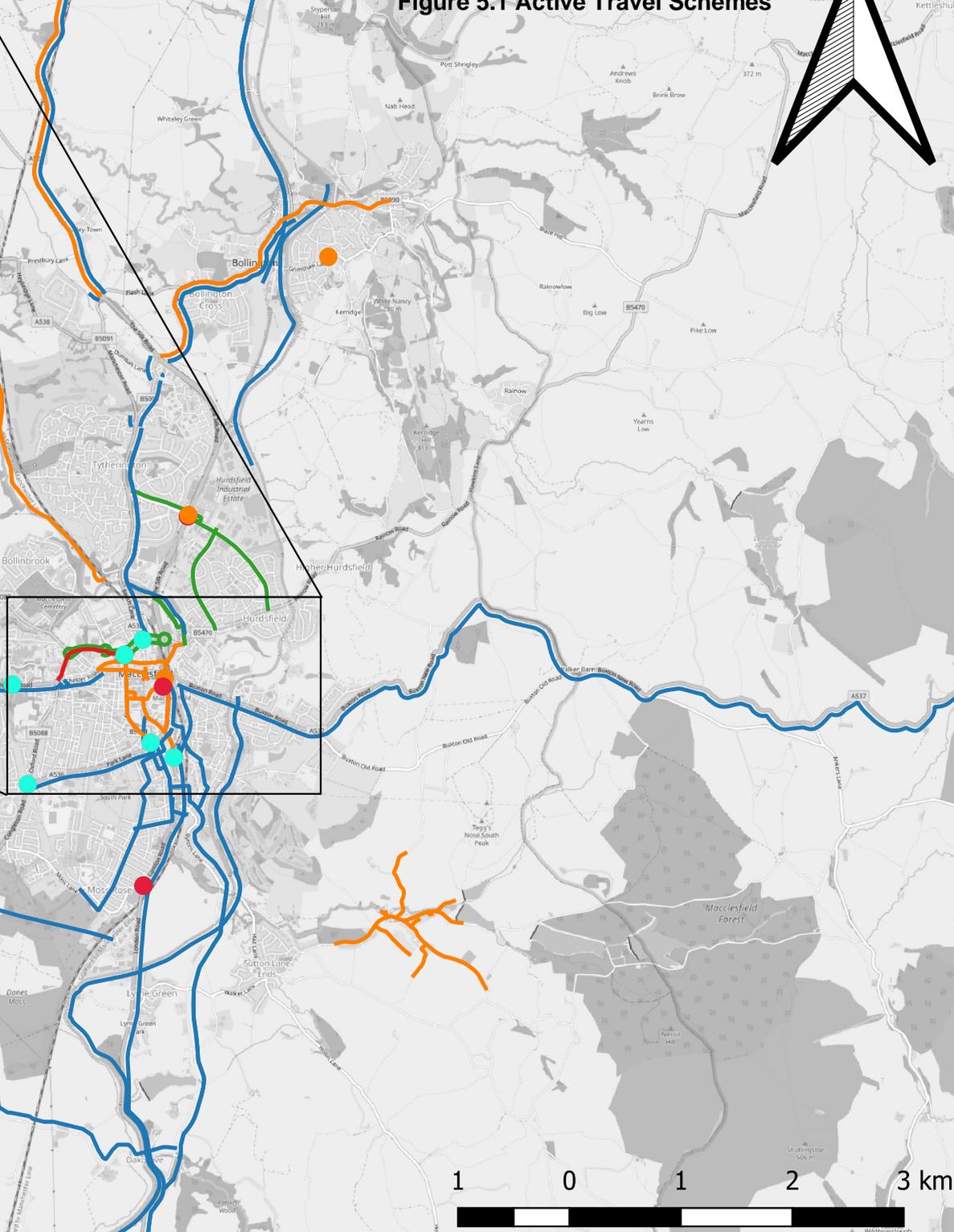
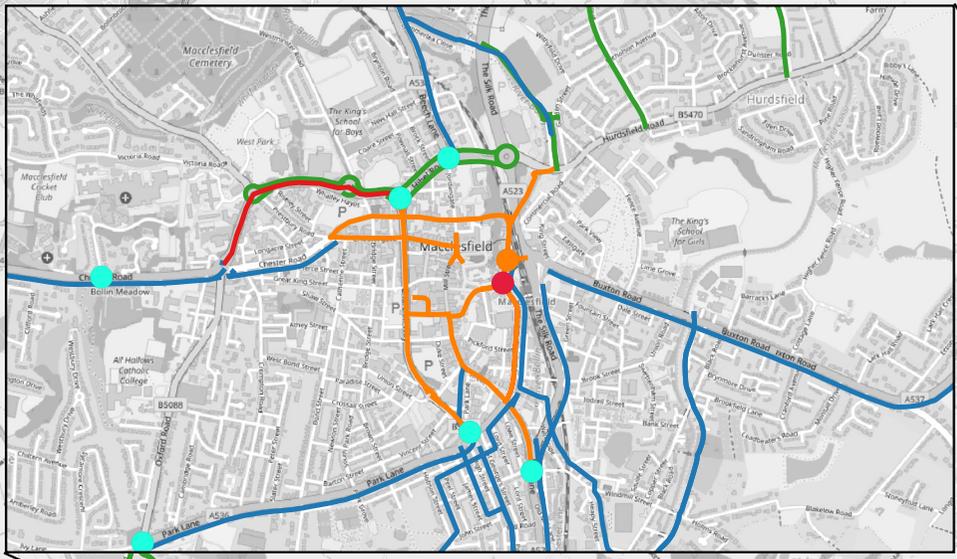
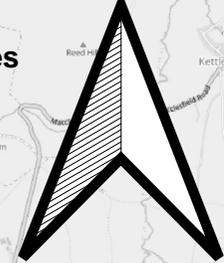
A total of 53 of the transport schemes identified for Macclesfield and the wider area relate to Active Travel schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Delivery Plan process. The Active Travel schemes fall into seven broad categories as described in Table 5.1.

| Active Travel Category | Description of measures |
|--|--|
| New pedestrian and cycle crossing facilities | Providing a new dedicated pedestrian and cycle crossing facility on the highway (predominately a signalised facility). |
| Cycle facilities improvements | Cycle parking and other facilities to aid the use of cycling. |
| Upgrade of existing walking route | Improvements to walking routes (on and off-road footpaths) to provide better use, for example widening and lighting. |
| Crossing points upgrades | Upgrades to existing pedestrian and cycling crossings, for example upgrading to a signalised crossing. |
| New cycling and walking route | Creation of a new cycling and/or walking route to improve access and connectivity. |
| Upgrade of existing cycle route | Upgrading of existing cycle route, for example widening and lighting. |
| Route signage scheme | Providing dedicated signage for cyclist and pedestrian on accessing areas and facilities. |

Table 5.1: Active Travel Scheme Categories

Figure 5.1 plots out the location and schemes identified for Active Travel. Appendix A provides the full list of identified Active Travel schemes and the current assessment against the criteria as set out in Chapter 4. As many schemes are at Concept stage the precise interventions are still to be developed, for example improvements to current cycle routes require progressing to the Feasibility stage to identify where and what along the route will need to be improved. In this case we have indicated the entire route on the map. It must also be noted that schemes such as improved signage and cycle parking around the town centre need to also be developed to Feasibility stage to identify where the physical signage and cycle parking will be located, hence they cannot be mapped at present.

Figure 5.1 Active Travel Schemes



Key

- Crossing upgrade
- Cycle facilities improvement
- Walking facility upgrade
- Cycle facilities improvement
- Existing cycle route upgrade
- New cycle/walking route
- Walking facility upgrade



A primary focus of the Active Travel interventions is to deliver on the local transport objectives for Macclesfield. How the active travel schemes will deliver on this is set out below in Table 5.2.

| Local Transport Objective | How the Active Travel Package Supports Objective |
|--|---|
| <p>1 Improving access within the town centre and to the train station to support regeneration of the town.</p> | <ul style="list-style-type: none"> Improving the walking route from the station to the town centre, whilst maintaining the fabric of the historic environment; Deliver walking and cycling route improvements as set out in the LCWIP to connect Macclesfield town centre to residential areas; Support public realm improvements within the town centre; and Provide facilities for cyclists, such as cycle parking. |
| <p>2 Improving access on key routes to Wider Cheshire, the Peak District, the Potteries, and Greater Manchester.</p> | <ul style="list-style-type: none"> Develop cycle routes along key corridors such as improving the canal towpath southwards to Congleton; and Improvements to the Middlewood Way. |
| <p>3 Supporting access to education and employment sites such as Tytherington Business Park, Hurdsfield Industrial Estate, and Alderley Park.</p> | <ul style="list-style-type: none"> Develop cycle routes to major employment sites, including links into Tytherington Business Park, Hurdsfield Industrial Estate, and Alderley Park; and Working with the Sustainable Mode of Travel to School (SMOTS) programme, develop cycle routes and crossing facilities to support sustainable routes to schools. |
| <p>4 Supporting access for rural communities around Macclesfield to key services and employment centres.</p> | <ul style="list-style-type: none"> Provide new and improved cycle and walking routes from rural areas such as Prestbury (along the River Bollin) and Bollington (along the Middlewood Way) to connect to Macclesfield. |
| <p>5 Strengthening the transport network to accommodate development sites.</p> | <ul style="list-style-type: none"> Work with developers to ensure walking and cycling infrastructure is provided to access new housing sites in South Macclesfield. Providing walking and cycling routes to development in South Macclesfield. |

Table 5.2: Active Travel Scheme Package and its Local Transport Objective Support

Appendix B sets out which schemes have been put into indicative timeframes for potential development and delivery: Short Term (indicative 0-2 years), Medium Term (indicative 2-5 years) and Long Term (indicative 5 years plus). This is subject to securing funding for each scheme and conducting development work to establish feasibility.

Within the Short Term of the Delivery Plan adoption, nine Active Travel schemes could potentially be developed. Within the Medium Term of the Delivery Plan a further 40

schemes could potentially be developed and in the Long-Term four schemes are identified for potential development.

5.3 Public Transport Schemes Package

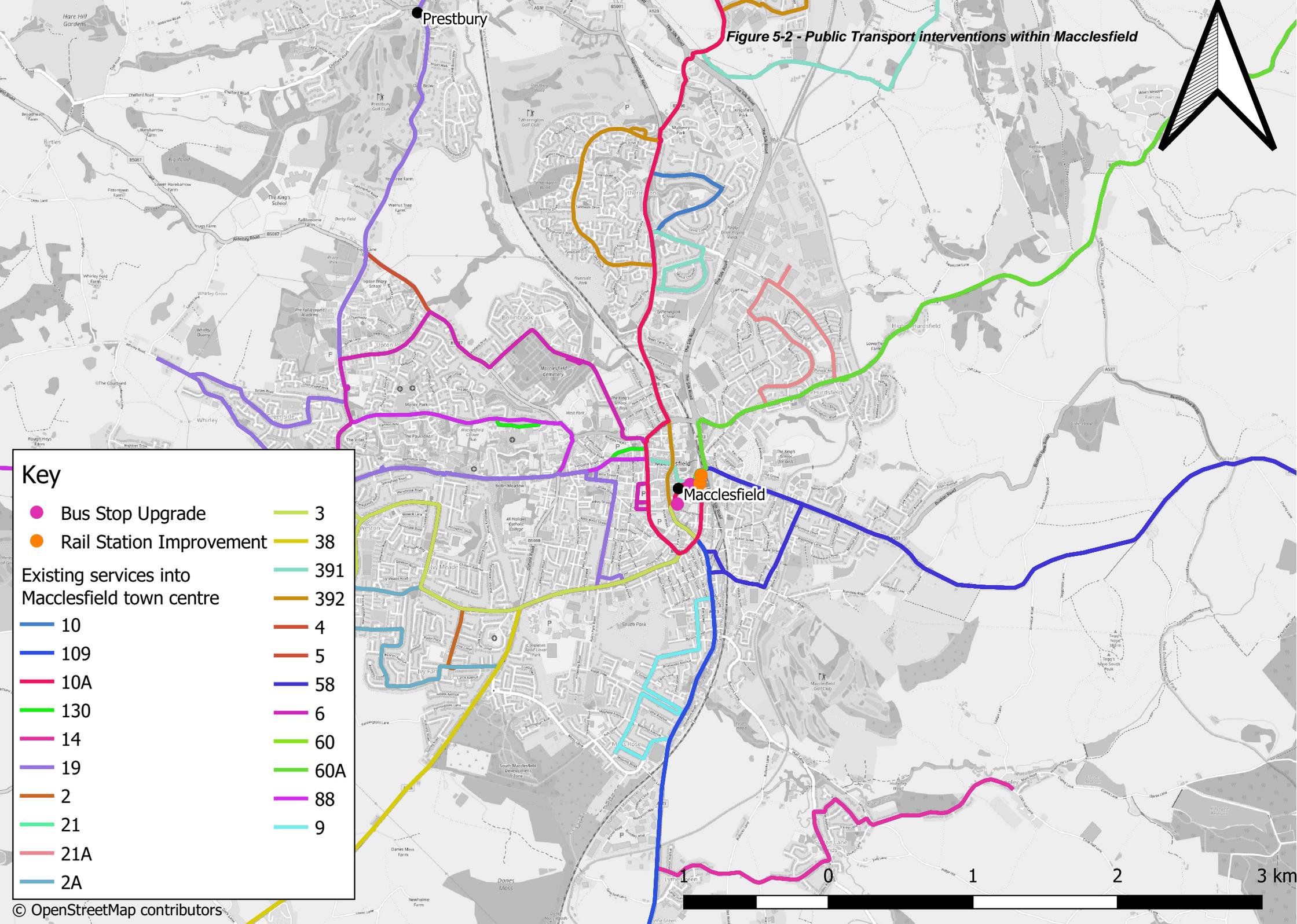
A total of ten of the transport schemes identified for Macclesfield and the wider area relate to Public Transport schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Delivery Plan process. The Delivery Plan has been developed aligning with the Council's BSIP. The Public Transport schemes fall into four broad categories as described in Table 5.3 below.

| Public Transport Category | Description of measures |
|---------------------------|---|
| Bus service improvements | Providing an enhanced (including extended and more frequent) bus service and/ or providing a new bus service. |
| Bus stop upgrades | Upgrades to existing bus stop facilities, for example new shelters and real time information. |
| Rail station improvements | Improvements to Railway Station facilities. Including new Railway Stations. |
| Rail service improvements | Providing more frequent rail services and/or providing new rail services. |

Table 5.3: Public Transport Scheme Categories

Figure 5.2 plots out the current bus network within Macclesfield and the identified infrastructure schemes for bus and rail. A significant proportion of the bus schemes involve enhancing current service provision and ticketing options. The Council is also working with operators through the BSIP work to develop an Enhanced Partnership to work together to improve bus travel. In regard to the schemes identified around enhancing rail service provision, these will require working with third parties (rail operators, Network Rail) to move forward. As these are not physical schemes, they are not presented with Figure 5.2. Appendix A provides the long list of identified schemes and the current assessment against the criteria set out in Chapter 4.

Figure 5-2 - Public Transport interventions within Macclesfield



Key

- Bus Stop Upgrade
- Rail Station Improvement

| | |
|--|--|
| <ul style="list-style-type: none"> Existing services into Macclesfield town centre 10 109 10A 130 14 19 2 21 21A 2A | <ul style="list-style-type: none"> 3 38 391 392 4 5 58 6 60 60A 88 9 |
|--|--|

A primary focus of the Public Transport interventions is to deliver on the local transport objectives for Macclesfield. How the Public Transport schemes will deliver on this is set out below in table 5.4. This is in line with the Council's BSIP.

| Local Transport Objective | How the Public Transport Package Supports Objective |
|---|--|
| 1 Improving access within the town centre and to the train station to support regeneration of the town. | <ul style="list-style-type: none"> • Improve facilities at Macclesfield Railway Station such as the interchange, waiting areas and cycle parking. |
| 2 Improving access on key routes to Wider Cheshire, the Peak District, the Potteries, and Greater Manchester. | <ul style="list-style-type: none"> • Increased rail services to North Cheshire, Congleton, Greater Manchester, and the Midlands. |
| 3 Supporting access to education and employment sites such as Tytherington Business Park, Hurdsfield Industrial Estate, and Alderley Park. | <ul style="list-style-type: none"> • Improvements to bus connectivity to employment areas such as Hurdsfield Industrial Estate; and • Improved bus connectivity between Macclesfield - Wilmslow - Alderley Park - Macclesfield District General Hospital. |
| 4 Supporting access for rural communities around Macclesfield to key services and employment centres. | <ul style="list-style-type: none"> • Linking rural areas such as Bollington, Prestbury, Tytherington to key services via public transport; • Prestbury Railway Station access improvements; and • Work with local transport groups to support Community Transport schemes such as the Rainow Village Bus. |
| 5 Strengthening the transport network to accommodate development sites. | <ul style="list-style-type: none"> • Work with developers to ensure public transport infrastructure is provided to access new housing sites. |

Table 5.4 - Public Transport Scheme Package and its Local Transport Objective Support

Appendix B sets out which schemes have been put into indicative timeframes for potential development and delivery: Short Term (indicative 0-2 years), Medium Term (indicative 2-5 years) and Long Term (indicative 5 years plus). This is subject to securing funding for each scheme and conducting development work to establish feasibility.

Public transport schemes will require support, and in some cases to be led by third parties and therefore there is an inherent risk in setting likely timeframes for delivery. In regard to bus, through the BSIP the Council is working to develop an Enhanced Partnership with bus operators.

Within the Short Term of the Delivery Plan adoption, one Public Transport scheme could potentially be developed. Within the Medium Term of the Delivery Plan a further five schemes could potentially be developed and in the Long-Term two schemes are identified for potential development.

5.4 Parking Schemes Package

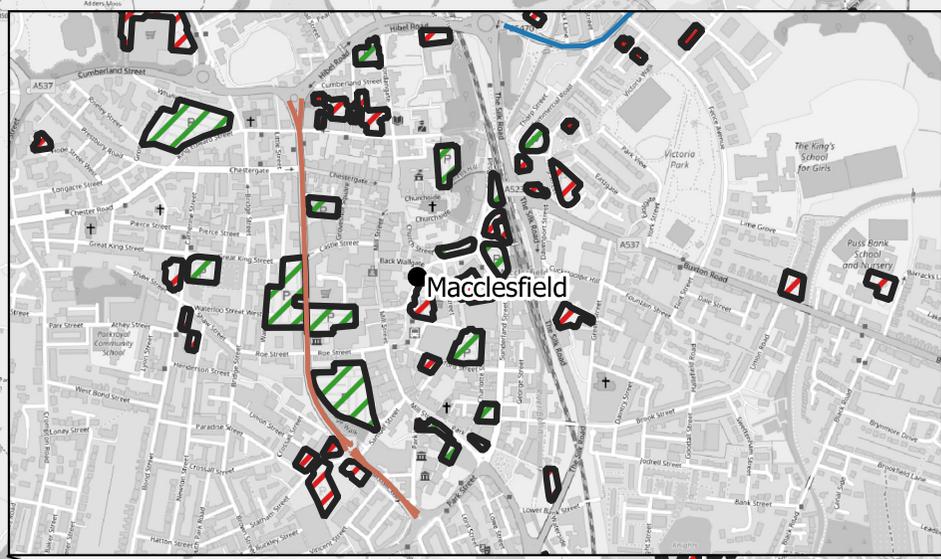
Macclesfield currently benefits from a number of car parks and parking facilities. A total of eight of the transport schemes identified for Macclesfield relate to Parking Schemes and initiatives. These vary in scale and size with three being at Concept stage and two at feasibility. The Parking schemes fall into three categories as described in Table 5.5 below.

| Parking Category | Description of measures |
|---|---|
| Additional off-street parking provision | Providing additional off-street parking to alleviate on street, and support businesses and access to services. |
| Residential area parking measures | Measures to manage and remove inappropriate parking in residential areas. |
| Installing electric vehicle charge points | Installing electric vehicle charge points in car parks to support residents, visitors and businesses in transitioning to electric vehicles. |

Table 5.5: Parking Scheme Categories

Figure 5.3 plots out the location of public car parks available as off-street measures would be aimed at these (including electric vehicle charging facilities). Schemes supporting removal of inappropriate parking and managing parking around schools and within residential areas will be developed through the Delivery Plan. However at this point, being at Concept stage, the catchment of these areas has not been fully developed and therefore not been mapped. Appendix A provides the list of identified schemes and the current assessment against the criteria set out in Chapter 4.

Figure 5-3 - Parking Intervention within Macclesfield



Key

- Additional On Street Provision
- Additional Off Street Provision
- ▨ CEC
- ▨ Private



A primary focus of the Parking schemes is to deliver the local transport objectives for Macclesfield. How the parking schemes will deliver on this is set out in Table 5.6 below.

| Objective | How the Parking Package Supports |
|---|--|
| 1 Improving access within the town centre and to the train station to support regeneration of the town. | <ul style="list-style-type: none"> • Consolidation and enhancement of car parking in Macclesfield town centre; • Develop proposals for a new car park near the Railway Station to free up surface car parks e.g. Station Car Park, Waters Green Car Park, Gas Road Car Park; and • Examine options for Residential Permit Schemes within the town centre. |
| 2 Improving access on key routes to Wider Cheshire, the Peak District, the Potteries, and Greater Manchester. | <ul style="list-style-type: none"> • Parking not applicable to supporting this objective. • |
| 3 Supporting access to education and employment sites such as Tytherington Business Park, Hurdsfield Industrial Estate, and Alderley Park. | <ul style="list-style-type: none"> • Parking not applicable to supporting this objective. |
| 4 Supporting access for rural communities around Macclesfield to key services and employment centres. | <ul style="list-style-type: none"> • Bollington parking provision expansion. |
| 5 Strengthening the transport network to accommodate development sites. | <ul style="list-style-type: none"> • Provide EV charging and appropriate parking infrastructure at development sites; and • Ensuring no inappropriate parking results from new developments. |

Table 5.6: Parking Scheme Package and its Local Transport Objective Support

Appendix B sets out which schemes have been put into indicative timeframes for potential development and delivery: Short Term (indicative 0-2 years), Medium Term (indicative 2-5 years) and Long Term (indicative 5 years plus). This is subject to securing funding for each scheme and conducting development work to establish feasibility.

Within the Short Term of the Delivery Plan adoption, one Parking schemes could potentially be developed. Within the Medium Term of the Delivery Plan a further five schemes could potentially be developed and in the Long-Term two schemes are identified for potential development.

5.5 Highway Schemes Package

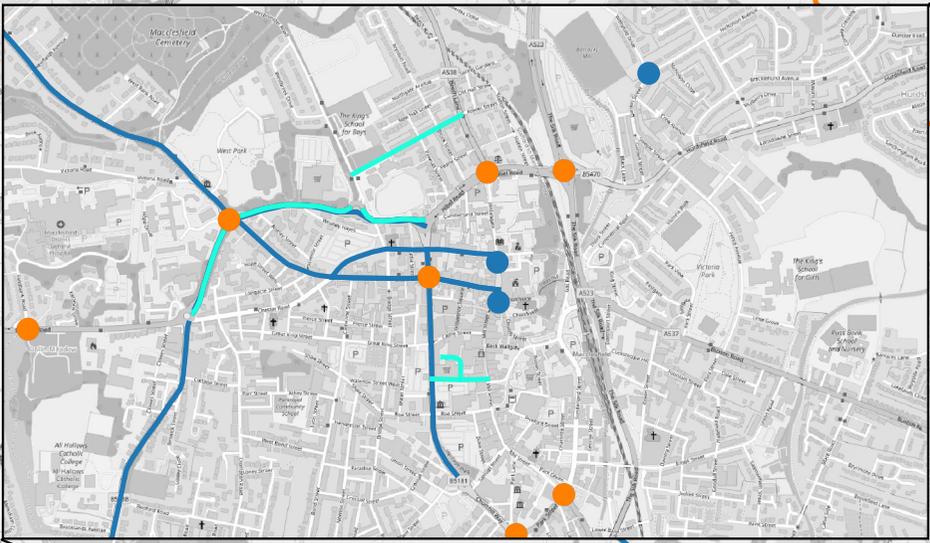
A total of 26 of the transport schemes identified for Macclesfield and the wider area relate to Highway Transport schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Delivery Plan process. The Highway schemes fall into four broad categories as described in Table 5.7 below.

| Highway Category | Description of measures |
|-----------------------------|---|
| Junction Improvements | Capacity improvement to allow for better flow of traffic through a junction. |
| HGV Access Management | Appropriate management of HGV routing and access. |
| Traffic Management Measures | Measures to improve traffic management, for example speed management, routing choice and capacity. |
| New Highway Infrastructure | Delivery of new highway schemes, for example to support reducing congestion, enabling development and improving access. |

Table 5.7: Highway Scheme Categories

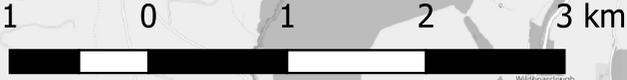
Figure 5.4 plots out the location and schemes identified. Schemes such as developing appropriate 20mph areas and traffic management in residential areas are to be developed from Concept stage and the fixed areas for these measures have not been defined yet. Therefore, they have not been included within the mapping. Appendix A provides the long list of identified schemes and the current assessment against the criteria set out in Chapter 4.

Figure 5-4 - Highway Interventions within Macclesfield.



Key

- Junction improvements
- Traffic management upgrade
- HGV access management
- New Highway Link
- Traffic management upgrade
- Neighbourhood traffic calming measures



A primary focus of the Highway schemes is to deliver the local transport objectives for Macclesfield. How the Highway schemes will deliver on this is set out in Table 5.8 below.

| Objective | How the Highway Package Supports |
|---|--|
| 1 Improving access within the town centre and to the train station to support regeneration of the town. | <ul style="list-style-type: none"> • Improvements to key junctions in and around the town centre to improve access to the town centre for vehicles; and • Develop appropriate traffic management measures within the town centre. |
| 2 Improving access on key routes to Wider Cheshire, the Peak District, the Potteries, and Greater Manchester. | <ul style="list-style-type: none"> • Improve key strategic routes access, including longer term improvements with a Southern Macclesfield Link Road; and • Improving safety on the A537 route between Macclesfield and Buxton in rural area. |
| 3 Supporting access to education and employment sites such as Tytherington Business Park, Hurdsfield Industrial Estate, and Alderley Park. | <ul style="list-style-type: none"> • Improving routes, through junction improvement schemes, connecting to key employment sites. |
| 4 Supporting access for rural communities around Macclesfield to key services and employment centres. | <ul style="list-style-type: none"> • Provide key junction improvements and access point upgrades onto the Strategic Road Network from roads connecting to and from rural communities. |
| 5 Strengthening the transport network to accommodate development sites. | <ul style="list-style-type: none"> • Work with developers to ensure walking and cycling infrastructure is provided to access new housing sites. |

Table 5.8: Highway Scheme Package and its Local Transport Objective Support

Appendix B sets out which schemes have been put into indicative timeframes for potential development and delivery: Short Term (indicative 0-2 years), Medium Term (indicative 2-5 years) and Long Term (indicative 5 years plus). This is subject to securing funding for each scheme and conducting development work to establish feasibility.

Within the Short Term of the Delivery Plan adoption, five Highway schemes could potentially be developed. Within the Medium Term of the Delivery Plan a further thirteen schemes could potentially be developed and in the Long-Term eight schemes are identified for potential development.

5.6 Summary of Transport Scheme Packages Support for Objectives

The sections above have set out how the identified packages of schemes by mode support the agreed local transport objectives for Macclesfield. Table 5.9 below summarises the support given by each package of schemes for each objective. The

green cells show significant support for the objective, the yellow cells show some support, and the grey cells show that it is not applicable in supporting that objective.

| Objective | Active Travel Package | Public Transport Package | Parking Package | Highways Package |
|---|-----------------------|--------------------------|-----------------|------------------|
| 1 Improving access within the town centre and to the train station to support regeneration of the town. | Green | Green | Green | Green |
| 2 Improving access on key routes to Wider Cheshire, the Peak District, the Potteries, and Greater Manchester. | Green | Green | Grey | Green |
| 3 Supporting access to education and employment sites such as Tytherington Business Park, Hurdsfield Industrial Estate, and Alderley Park. | Green | Green | Grey | Green |
| 4 Supporting access for rural communities around Macclesfield to key services and employment centres. | Green | Green | Yellow | Green |
| 5 Strengthening the transport network to accommodate development sites. | Green | Green | Yellow | Green |

Table 5.9: Transport Scheme Packages and its Local Transport Objective Support

6. Summary and Next Steps

6.1 Summary

The Macclesfield Transport Delivery Plan is the result of an evidence led process. This included developing a set of five local transport objectives with 97 identified and assessed schemes that will support the development and vitality of Macclesfield over the life of the current LTP4.

A robust public consultation was undertaken in the development of this Delivery Plan, which has been used to validate the approach taken and the schemes being put forward.

6.2 Funding Summary

The Delivery Plan has 97 individual different schemes assessed within it. These vary significantly in value. As a result, the Council will need to access external funding sources to deliver some of the intended works.

Upon adoption by the Council, the Macclesfield Transport Delivery Plan will provide a framework to inform the annual capital programme for transport and highways. In total eleven Transport Delivery Plans covering the whole of the Borough will be implemented utilising funding from a range of sources including: LTP Integrated Transport Block funding; Community Infrastructure Levy; Section 106 and 278 Agreements; the Council's capital and revenue funding; one-off funding programmes; and external funding.

All funding approvals for schemes identified in the Delivery Plan will be made through the Council's existing budgetary procedures. At the time of adoption of the Delivery Plan most schemes identified are unfunded and await budget approval.

6.3 Next Steps

Following the adoption of the Delivery Plans, the Council will develop the package of schemes identified within each. As stated earlier in the report, the majority of schemes are at a Concept Stage and are not funded currently. Figure 6.1 below sets out the four stages schemes will go through before being fully committed and delivered on the ground. A proportionate approach will be applied for scheme development where more work may be required at each stage depending on the complexity and size of the individual scheme. Each stage acts as a gateway in the scheme development process for the scheme promoters. At each stage the scheme assessment will be reviewed, given that more information will become available.



Figure 6.1: Scheme Development Stages

As noted earlier in the report, currently the majority of schemes are unfunded and will need to be developed in line with the Council's Budget Cycle. Figure 6.2 below shows the Council's Annual Business Planning Process. As many schemes within the Delivery Plan are at Concept stage, then funding to take them forward to Feasibility stage and beyond will be required. Schemes therefore may need to go through the funding cycle process at the respective stages of their development in order to receive funding to develop to the next stage.

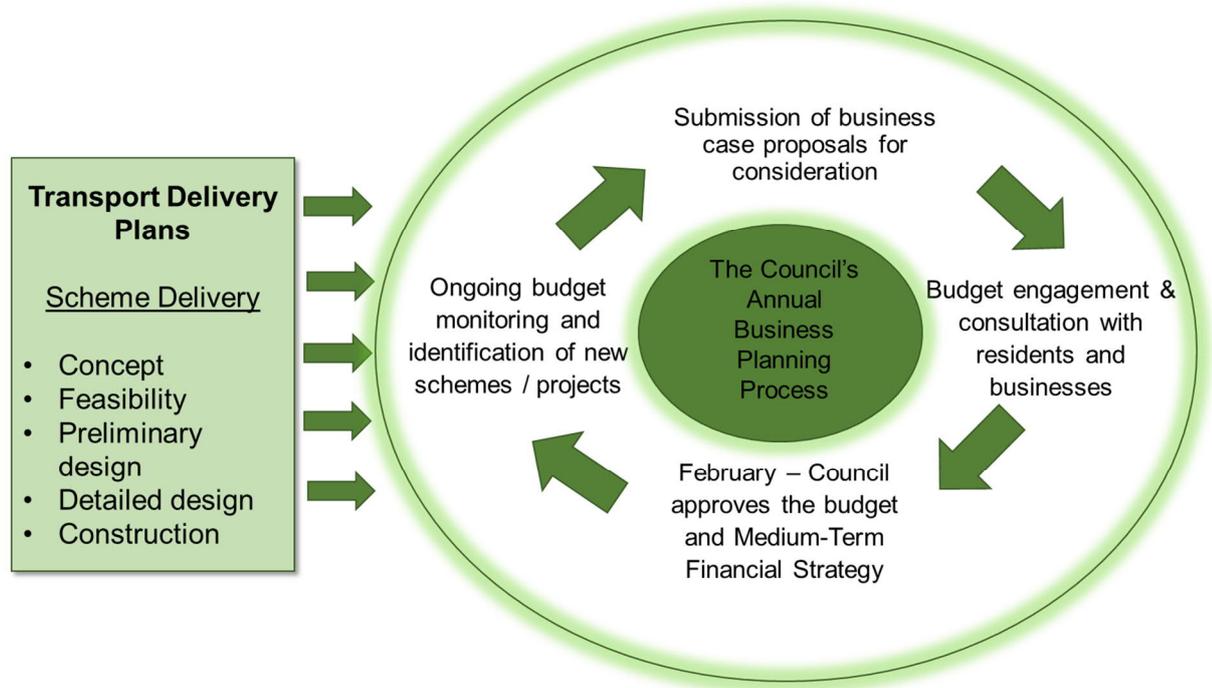


Figure 6.2: LTDP Budget Cycle

Appendix A – Options Long List & Assessment



| ID | Category | Scheme Description | LTP Objectives | | | | | Town Specific Objectives | | | | | Additional Criteria | | | | Development Stage | |
|--------|------------------|--|-------------------|--------------------|---------------------------------------|---|--|---|--|--|---|--|---|----------------------|-----------------|---------------|-------------------|-----------------|
| | | | Supporting Growth | Access to Services | Protects and Improves the Environment | Health, Wellbeing and Physical Activity | Maintaining and managing our network assets' | Improve organisational efficiency and effectiveness | Improving access within the town centre and to the train station to support regeneration of the town | Improving access on key routes to Wider Cheshire, the Peak District the Potteries and Greater Manchester | Supporting access to education and employment sites such as Tytherington Business Park, Hurdsfield Industrial Estate, and Alderley Park | Supporting access for rural communities around Macclesfield to key services and employment centres | Strengthening the transport network to accommodate development sites, such as LPS 13 South Macclesfield site identified within the Local Plan | Technically Feasible | Value for Money | Affordability | | Acceptability |
| MAC 41 | Parking | Introduce a new MSCP and free up surface car parks e.g. Station Car Park, Waters Green Car Park, Gas Road Car Park. | | | | | | | | | | | | | | | | Concept |
| MAC 44 | Parking | Exchange Street Car Park - Short Stay and improve quality. | | | | | | | | | | | | | | | | Concept |
| MAC 46 | Parking | Whalley Hayes Car Park, Duke Street Car Park additional deck of parking. | | | | | | | | | | | | | | | | Concept |
| MAC 48 | Parking | Residential Permit Schemes within the Town Centre. | | | | | | | | | | | | | | | | Concept |
| MAC 5 | Active Travel | Improve pedestrian crossings at B5181 Churchill Way / A536 Roundabout, and Churchill Way. | | | | | | | | | | | | | | | | Concept |
| MAC 52 | Active Travel | Review of all aspects of the Town Centre pedestrian/cycle zone, including hours of operation. | | | | | | | | | | | | | | | | Concept |
| MAC 55 | Highways | Churchill Way/Chestergate junction improvement. | | | | | | | | | | | | | | | | Concept |
| MAC 58 | Highways | Coare Street Low Traffic Neighbourhood. | | | | | | | | | | | | | | | | Feasibility |
| MAC 59 | Active Travel | Quiet Lanes Scheme: Langley. | | | | | | | | | | | | | | | | Concept |
| MAC 6 | Active Travel | B5181 Churchill Way: Public realm improvements. | | | | | | | | | | | | | | | | Concept |
| MAC 60 | Highways | Traffic calming measures along Prestbury Road. | | | | | | | | | | | | | | | | Concept |
| MAC 64 | Highways | Traffic calming measures along Exchange Street. | | | | | | | | | | | | | | | | Concept |
| MAC 66 | Public Transport | Linking rural areas such as Bollington, Prestbury, Tytherington to key services via public transport. | | | | | | | | | | | | | | | | Concept |
| MAC 67 | Parking | Bollington parking provision expansion. | | | | | | | | | | | | | | | | Concept |
| MAC 68 | Highways | Traffic calming measures in Bollington. | | | | | | | | | | | | | | | | Concept |
| MAC 69 | Active Travel | Improvement of cycling links on Black Lane and at the junction of Hurdsfield Road towards Middlewood Way. | | | | | | | | | | | | | | | | Detailed Design |
| MAC 7 | Active Travel | Junction/cycling Improvements: Buxton Road and A537 Buxton Road / Buxton New Road. | | | | | | | | | | | | | | | | Concept |
| MAC 72 | Active Travel | Macclesfield Canal towpath toward Congleton - overall improvements. | | | | | | | | | | | | | | | | Concept |
| MAC 74 | Highways | A6 MARR/A555 traffic impact study. | | | | | | | | | | | | | | | | N/A |
| MAC 75 | Public Transport | Prestbury Railway Station access improvements. | | | | | | | | | | | | | | | | Concept |
| MAC 78 | Active Travel | Protection and maintenance of Public Rights of Way and towpaths around Gawsforth to promote sustainable transport. | | | | | | | | | | | | | | | | Concept |
| MAC 8 | Highways | Cumberland Street / B5087 Prestbury Road Roundabout improvements. | | | | | | | | | | | | | | | | Concept |
| MAC 80 | Highways | HGV access restriction at Pepper Street in Henbury. | | | | | | | | | | | | | | | | Concept |
| MAC 83 | Active Travel | St John's Primary School in Bollington pedestrian and cycling improvements. | | | | | | | | | | | | | | | | Concept |
| MAC 84 | Active Travel | Improving walking and cycling links on Manchester road, between Tytherington High School up to Brockelhurst Way. | | | | | | | | | | | | | | | | Detailed Design |
| MAC 86 | Highways | Ivy Lane/Ivy Road traffic calming measures. | | | | | | | | | | | | | | | | Concept |
| MAC 87 | Highways | Cumberland street - Improvement of Cumberland St through dualling road between Churchill's Way and Sainsbury's Roundabout. | | | | | | | | | | | | | | | | Concept |

| ID | Category | Scheme Description | LTP Objectives | | | | | Town Specific Objectives | | | | | Additional Criteria | | | | Development Stage | |
|---------|------------------|---|-------------------|--------------------|---------------------------------------|---|--|---|--|--|---|--|---|----------------------|-----------------|---------------|-------------------|-----------------|
| | | | Supporting Growth | Access to Services | Protects and Improves the Environment | Health, Wellbeing and Physical Activity | Maintaining and managing our network assets' | Improve organisational efficiency and effectiveness | Improving access within the town centre and to the train station to support regeneration of the town | Improving access on key routes to Wider Cheshire, the Peak District the Potteries and Greater Manchester | Supporting access to education and employment sites such as Tytherington Business Park, Hurdsfield Industrial Estate, and Alderley Park | Supporting access for rural communities around Macclesfield to key services and employment centres | Strengthening the transport network to accommodate development sites, such as LPS 13 South Macclesfield site identified within the Local Plan | Technically Feasible | Value for Money | Affordability | | Acceptability |
| MAC 101 | Active Travel | Introduce a cycling route from Prestbury to Woodford. | | | | | | | | | | | | | | | | Concept |
| MAC 102 | Active Travel | Introduce a cycling route from Bollington to Prestbury. | | | | | | | | | | | | | | | | Concept |
| MAC 103 | Active Travel | Bollington canal path pedestrian and cycling improvements. | | | | | | | | | | | | | | | | Concept |
| MAC 104 | Active Travel | Improved pedestrian routes along the A54. | | | | | | | | | | | | | | | | Concept |
| MAC 105 | Active Travel | Improvement of walking and cycling options between Alderley Park and Bollington. | | | | | | | | | | | | | | | | Concept |
| MAC 106 | Active Travel | Upgrade walking and cycling path between Beech Lane and Prestbury. | | | | | | | | | | | | | | | | Concept |
| MAC 107 | Highways | Improved road signing across Macclesfield. | | | | | | | | | | | | | | | | Concept |
| MAC 108 | Active Travel | Improve pedestrian crossings along B5090 through Bollington. | | | | | | | | | | | | | | | | Concept |
| MAC 109 | Highways | Introduce 20mph speed limits throughout appropriate areas in Macclesfield. | | | | | | | | | | | | | | | | Concept |
| MAC 110 | Highways | Restrict parking along B5470 Hurdsfield Road to improve traffic flow. | | | | | | | | | | | | | | | | Concept |
| MAC 111 | Highways | Withyfold Drive employment access changed to avoid residential streets. | | | | | | | | | | | | | | | | Concept |
| MAC 112 | Highways | Improved access to Lyme Park Retail park from the A523. | | | | | | | | | | | | | | | | Concept |
| MAC 113 | Highways | Improve access to Macclesfield forest to avoid Langley village. | | | | | | | | | | | | | | | | Concept |
| MAC 114 | Highways | Review the routes for HGVs originating near Buxton, to avoid the A537 corridor directly through Macclesfield if possible. | | | | | | | | | | | | | | | | Concept |
| MAC 115 | Highways | Delivery of South Macclesfield Link Road. | | | | | | | | | | | | | | | | Concept |
| MAC 116 | Highways | Close Pennington Lane to through traffic. | | | | | | | | | | | | | | | | Concept |
| MAC 117 | Parking | Introduce EV charge points in Macclesfield. | | | | | | | | | | | | | | | | Concept |
| MAC 118 | Public Transport | Increased rail services to Manchester. | | | | | | | | | | | | | | | | Concept |
| MAC 119 | Public Transport | Light Rail between Macclesfield, Bollington, Hurdsfield, Tytherington. | | | | | | | | | | | | | | | | Concept |
| MAC 120 | Active Travel | Mill Street Public Realm improvements. | | | | | | | | | | | | | | | | Concept |
| MAC 121 | Active Travel | Market Place Public Realm Improvements. | | | | | | | | | | | | | | | | Concept |
| MAC 122 | Active Travel | Improve walking links between the Town Centre and the Railway Station (Waters Green/Victoria Street Route). | | | | | | | | | | | | | | | | Concept |
| MAC 123 | Active Travel | Improve National Cycle Network route 55 in Southern Macclesfield. | | | | | | | | | | | | | | | | Concept |
| MAC 124 | Active Travel | Improving King Edward Street and links to the hospital from the town centre. | | | | | | | | | | | | | | | | Concept |
| MAC 125 | Active Travel | Greenway along the A523 between Prestbury and Poynton. | | | | | | | | | | | | | | | | Concept |
| MAC 126 | Highways | Junction improvement at the flowerpot junction to improve traffic flow and improvements for pedestrians and cyclists. | | | | | | | | | | | | | | | | Detailed Design |
| MAC 127 | Active Travel | Cycling link between Manchester Road and Middlewood Way. | | | | | | | | | | | | | | | | Feasibility |
| MAC 128 | Active Travel | Improving Black Lane to Middlewood Way Cycle Route. | | | | | | | | | | | | | | | | Concept |
| MAC 129 | Active Travel | Improved walking and cycling facilities at The Silk Road/Hulley Road/Brocklehurst Way roundabout. | | | | | | | | | | | | | | | | Concept |
| MAC 130 | Active Travel | Encourage schools to register with Modeshift STARS and implement School Travel Plans. | | | | | | | | | | | | | | | | N/A |
| MAC 131 | Public Transport | Work with local transport groups to support Community Transport schemes such as the Rainbow Village Bus. | | | | | | | | | | | | | | | | N/A |

| ID | Category | Scheme Description | LTP Objectives | | | | | Town Specific Objectives | | | | | Additional Criteria | | | | Development Stage | |
|---------|------------------|--|-------------------|--------------------|---------------------------------------|---|--|---|--|--|---|--|---|----------------------|-----------------|---------------|-------------------|---------------|
| | | | Supporting Growth | Access to Services | Protects and Improves the Environment | Health, Wellbeing and Physical Activity | Maintaining and managing our network assets' | Improve organisational efficiency and effectiveness | Improving access within the town centre and to the train station to support regeneration of the town | Improving access on key routes to Wider Cheshire, the Peak District the Potteries and Greater Manchester | Supporting access to education and employment sites such as Tytherington Business Park, Hurdsfield Industrial Estate, and Alderley Park | Supporting access for rural communities around Macclesfield to key services and employment centres | Strengthening the transport network to accommodate development sites, such as LPS 13 South Macclesfield site identified within the Local Plan | Technically Feasible | Value for Money | Affordability | | Acceptability |
| MAC 132 | Public Transport | Extending FlexiLink services across weekends and evenings. | | | | | | | | | | | | | | | | Concept |
| MAC 133 | Active Travel | Improve walking routes in Bollington including crossing points, potential shared spaces, 20 mph speed limit and clearer pavements. | | | | | | | | | | | | | | | | Concept |
| MAC 134 | Active Travel | Improving the safety of cycle routes both on and off road through Bollington and on routes to Prestbury and Adlington. | | | | | | | | | | | | | | | | Concept |
| MAC 135 | Highways | Providing a Car Share scheme for local users with electric vehicle. | | | | | | | | | | | | | | | | Concept |
| MAC 136 | Active Travel | Cycle and Pedestrian Crossing Facilities improvement at A523 Silk Road / Windmill Street. | | | | | | | | | | | | | | | | Concept |
| MAC 137 | Active Travel | Cycle and Pedestrian Crossing Facilities improvement at A537 Chester Road / Ivy Road. | | | | | | | | | | | | | | | | Concept |
| MAC 138 | Active Travel | Cycle and Pedestrian Crossing Facilities improvement at A537 Chester Road / Fieldbank Road. | | | | | | | | | | | | | | | | Concept |
| MAC 139 | Active Travel | Cycle and Pedestrian Crossing Facilities improvement at A536 Park Lane / Churchill Way / Park Street. | | | | | | | | | | | | | | | | Concept |
| MAC 140 | Active Travel | Cycle Parking provision through out Delivery Plan area. | | | | | | | | | | | | | | | | Concept |
| MAC 141 | Active Travel | Develop a walking and cycling trail along the Bollin Valley between Macclesfield and Wilmslow. | | | | | | | | | | | | | | | | Concept |
| MAC 81 | Highways | Road safety improvements on the A537 route between Macclesfield and Buxton in rural area. | | | | | | | | | | | | | | | | Concept |
| MAC 142 | Public Transport | HS2 Station for Macclesfield. | | | | | | | | | | | | | | | | Concept |

Appendix B – Sequencing & Packaging of options

| ID | Packages | Scheme Description | Timeframe | | |
|--------|------------------|---|-------------------|----------------------|-----------------|
| | | | Short (< 2 years) | Medium (2 - 5 years) | Long (5+ years) |
| MAC 1 | Active Travel | Introduce a Toucan crossing on A523 London Road at the junction with Moss Lane. | X | | |
| MAC 11 | Active Travel | Cycle and Pedestrian Crossing Facilities improvement at A536 Park Lane / Churchill Way / Park Street. | | X | |
| MAC 12 | Active Travel | A537 Chester Road cycle route to town centre. | | X | |
| MAC 13 | Active Travel | A537 Broken Cross cycle route to Alderley Park. | | X | |
| MAC 14 | Active Travel | Gas Road/Waters Green: Junction improvements with improved pedestrian facilities. | | X | |
| MAC 15 | Active Travel | Public Realm improvements on Gas Road/Underpass/Brunswick Street. | X | | |
| MAC 16 | Active Travel | Implementation of a cycleway Hulley Road / Hurdsfield Industrial Estate extension of footway/cycleway. | X | | |
| MAC 17 | Active Travel | Hulley Road / Queens Drive / A523 The Silk Road Roundabout improved cycling and walking facilities. | X | | |
| MAC 18 | Active Travel | Sunderland Street pedestrian/cycle facilities. | | X | |
| MAC 19 | Highways | Sunderland Street / Park Green / A536 junction improvements. | | | X |
| MAC 2 | Active Travel | A523 London Road: Introduction of shared use cycleway between Prestbury and Poynton. | | X | |
| MAC 20 | Active Travel | Park Green: Public realm improvements. | | X | |
| MAC 21 | Active Travel | Chestergate: Public realm improvements. | X | | |
| MAC 22 | Public Transport | Improve facilities at Macclesfield train station such as interchange, waiting areas and cycle parking. | | X | |
| MAC 23 | Active Travel | Introduce a cycle lane along Cumberland Street and Hibel Road connecting West Park / Victoria Park / A523 The Silk Road. | | | X |
| MAC 24 | Active Travel | Sunderland Street / Waters Green junction improvement for pedestrians and cyclists. | | X | |
| MAC 25 | Highways | Moss Lane traffic calming measures. | | X | |
| MAC 27 | Highways | Review Operation/Safety of Well Lane. | X | | |
| MAC 28 | Active Travel | Bollington / Middlewood Way improvements to surfacing and provision of lighting where possible. | | X | |
| MAC 29 | Parking | Consolidation and enhancement of car parking on Churchill Way. | | X | |
| MAC 3 | Active Travel | Improve pedestrian crossing at the junction of A538 Beech Lane/Jordangate/Hibel Road. | | X | |
| MAC 32 | Parking | Consolidation and improvement of car parking, in particular Jordangate and Grosvenor MSCPs, due to low utilisation for short and long stay parking. | | X | |
| MAC 34 | Public Transport | Improved bus connectivity between Macclesfield - Wilmslow - Alderley Park - Macclesfield District General Hospital. | | X | |
| MAC 36 | Highways | Review the traffic lights at Byrons Lane/A523 London Road Junction. | | X | |
| MAC 37 | Active Travel | Extension of pedestrian priority area in Macclesfield town centre. | | X | |
| MAC 38 | Public Transport | Improvements to bus connectivity to employment areas. | | X | |
| MAC 4 | Active Travel | Improve pedestrian crossing at the junction of Cumberland Street / A537 Hibel Road / B5181 Churchill Way Roundabout. | | | X |
| MAC 41 | Parking | Introduce a new MSCP and free up surface car parks e.g. Station Car Park, Waters Green Car Park, Gas Road Car Park. | | | X |
| MAC 44 | Parking | Exchange Street Car Park - Short Stay and improve quality. | X | | |
| MAC 46 | Parking | Whalley Hayes Car Park, Duke Street Car Park additional deck of parking. | | | X |
| MAC 48 | Parking | Residential Permit Schemes within the Town Centre. | | X | |
| MAC 5 | Active Travel | Improve pedestrian crossings at B5181 Churchill Way / A536 Roundabout, and Churchill Way. | | X | |
| MAC 52 | Active Travel | Review of all aspects of the Town Centre pedestrian/cycle zone, including hours of operation. | X | | |
| MAC 55 | Highways | Churchill Way/Chestergate junction improvement. | | X | |
| MAC 58 | Highways | Coare Street Low Traffic Neighbourhood. | | X | |
| MAC 59 | Active Travel | Quiet Lanes Scheme: Langley. | | X | |
| MAC 6 | Active Travel | B5181 Churchill Way: Public realm improvements. | | X | |
| MAC 60 | Highways | Traffic calming measures along Prestbury Road. | | X | |
| MAC 64 | Highways | Traffic calming measures along Exchange Street. | | X | |
| MAC 66 | Public Transport | Linking rural areas such as Bollington, Prestbury, Tytherington to key services via public transport. | | X | |
| MAC 67 | Parking | Bollington parking provision expansion. | | X | |
| MAC 68 | Highways | Traffic calming measures in Bollington. | | X | |
| MAC 69 | Active Travel | Improvement of cycling links on Black Lane and at the junction of Hurdsfield Road towards Middlewood Way. | | X | |
| MAC 7 | Active Travel | Junction/cycling Improvements: Buxton Road and A537 Buxton Road / Buxton New Road. | | X | |
| MAC 72 | Active Travel | Macclesfield Canal towpath toward Congleton - overall improvements. | | X | |
| MAC 74 | Highways | A6 MARR/A555 traffic impact study. | X | | |
| MAC 75 | Public Transport | Prestbury Railway Station access improvements. | | | X |

| ID | Packages | Scheme Description | Timeframe | | |
|---------|------------------|--|--|----------------------|-----------------|
| | | | Short (< 2 years) | Medium (2 - 5 years) | Long (5+ years) |
| MAC 78 | Active Travel | Protection and maintenance of Public Rights of Way and towpaths around Gawsforth to promote sustainable transport. | X | | |
| MAC 8 | Highways | Cumberland Street / B5087 Prestbury Road Roundabout improvements. | | X | |
| MAC 80 | Highways | HGV access restriction at Pepper Street in Henbury. | | | X |
| MAC 83 | Active Travel | St John's Primary School in Bollington pedestrian and cycling improvements. | | X | |
| MAC 84 | Active Travel | Improving walking and cycling links on Manchester road, between Tytherington High School up to Brockelhurst Way. | | X | |
| MAC 86 | Highways | Ivy Lane/Ivy Road traffic calming measures. | X | | |
| MAC 87 | Highways | Cumberland street - Improvement of Cumberland St through dualling road between Churchill's Way and Sainsbury's Roundabout. | | X | |
| MAC 101 | Active Travel | Introduce a cycling route from Prestbury to Woodford. | | X | |
| MAC 102 | Active Travel | Introduce a cycling route from Bollington to Prestbury. | | X | |
| MAC 103 | Active Travel | Bollington canal path pedestrian and cycling improvements. | | X | |
| MAC 104 | Active Travel | Improved pedestrian routes along the A54. | | X | |
| MAC 105 | Active Travel | Improvement of walking and cycling options between Alderley Park and Bollington. | | X | |
| MAC 106 | Active Travel | Upgrade walking and cycling path between Beech Lane and Prestbury. | X | | |
| MAC 107 | Highways | Improved road signing across Macclesfield. | | X | |
| MAC 108 | Active Travel | Improve pedestrian crossings along B5090 through Bollington. | | X | |
| MAC 109 | Highways | Introduce 20mph speed limits throughout appropriate areas in Macclesfield. | | X | |
| MAC 110 | Highways | Restrict parking along B5470 Hurdsfield Road to improve traffic flow. | | X | |
| MAC 111 | Highways | Withyfold Drive employment access changed to avoid residential streets. | | | X |
| MAC 112 | Highways | Improved access to Lyme Park Retail park from the A523. | | | X |
| MAC 113 | Highways | Improve access to Macclesfield forest to avoid Langley village. | | | X |
| MAC 114 | Highways | Review the routes for HGVs originating near Buxton, to avoid the A537 corridor directly through Macclesfield if possible. | | X | |
| MAC 115 | Highways | Delivery of South Macclesfield Link Road. | | | X |
| MAC 116 | Highways | Close Pennington Lane to through traffic. | | | X |
| MAC 117 | Parking | Introduce EV charge points in Macclesfield. | | X | |
| MAC 118 | Public Transport | Increased rail services to Manchester. | | | X |
| MAC 119 | Public Transport | Light Rail between Macclesfield, Bollington, Hurdsfield, Tytherington. | Considered unfeasible as part of the assessment, therefore timeframe not assigned. | | |
| MAC 120 | Active Travel | Mill Street Public Realm improvements. | | X | |
| MAC 121 | Active Travel | Market Place Public Realm Improvements. | | X | |
| MAC 122 | Active Travel | Improve walking links between the Town Centre and the Railway Station (Waters Green/Victoria Street Route). | | X | |
| MAC 123 | Active Travel | Improve National Cycle Network route 55 in Southern Macclesfield. | | X | |
| MAC 124 | Active Travel | Improving King Edward Street and links to the hospital from the town centre. | | X | |
| MAC 125 | Active Travel | Greenway along the A523 between Prestbury and Poynton. | | | X |
| MAC 126 | Highways | Junction improvement at the flowerpot junction to improve traffic flow and improvements for pedestrians and cyclists. | X | | |
| MAC 127 | Active Travel | Cycling link between Manchester Road and Middlewood Way. | | X | |
| MAC 128 | Active Travel | Improving Black Lane to Middlewood Way Cycle Route. | | X | |
| MAC 129 | Active Travel | Improved walking and cycling facilities at The Silk Road/Hulley Road/Brocklehurst Way roundabout. | | X | |
| MAC 130 | Active Travel | Encourage schools to register with Modeshift STARS and implement School Travel Plans. | X | | |
| MAC 131 | Public Transport | Work with local transport groups to support Community Transport schemes such as the Rainbow Village Bus. | X | | |
| MAC 132 | Public Transport | Extending FlexiLink services across weekends and evenings. | | X | |
| MAC 133 | Active Travel | Improve walking routes in Bollington including crossing points, potential shared spaces, 20 mph speed limit and clearer pavements. | | X | |
| MAC 134 | Active Travel | Improving the safety of cycle routes both on and off road through Bollington and on routes to Prestbury and Adlington. | | X | |
| MAC 135 | Highways | Providing a Car Share scheme for local users with electric vehicle. | | | X |
| MAC 136 | Active Travel | Cycle and Pedestrian Crossing Facilities improvement at A523 Silk Road / Windmill Street. | | X | |
| MAC 137 | Active Travel | Cycle and Pedestrian Crossing Facilities improvement at A537 Chester Road / Ivy Road. | | X | |

| ID | Packages | Scheme Description | Timeframe | | |
|---------|------------------|---|-------------------|----------------------|-----------------|
| | | | Short (< 2 years) | Medium (2 - 5 years) | Long (5+ years) |
| MAC 138 | Active Travel | Cycle and Pedestrian Crossing Facilities improvement at A537 Chester Road / Fieldbank Road. | | X | |
| MAC 139 | Active Travel | Cycle and Pedestrian Crossing Facilities improvement at A536 Park Lane / Churchill Way / Park Street. | | X | |
| MAC 140 | Active Travel | Cycle Parking provision through out Delivery Plan area. | | X | |
| MAC 141 | Active Travel | Develop a walking and cycling trail along the Bollin Valley between Macclesfield and Wilmslow. | | | X |
| MAC 81 | Highways | Road safety improvements on the A537 route between Macclesfield and Buxton in rural area. | X | | |
| MAC 142 | Public Transport | HS2 Station for Macclesfield. | | | X |

Appendix C – Objectives & Scoring criteria



| | Strongly disagree | Disagree | Neither agree nor disagree | Agree | Strongly agree |
|--|---|--|--|---|--|
| Supporting Growth | Prevent growth sites | Adversely affects growth sites | Neither adversely affects or supports growth | Supports access to growth | Supports growth and unlocks development |
| Access to Services | Prevents access to services | Adversely affects access to services | Neither adversely affects or supports access to services | Supports access to some services | Provides direct access to multiple services |
| Protects and Improves the Environment | Permanent damage to the environment and no mitigation can be put in place | Damages the environment but mitigation can be put in place | Neither adversely affects or supports the environment | Protects the environment | Improves the environment by reducing impacts of air quality / noise pollution |
| Health, Wellbeing and Physical Activity | Negatively impacts peoples health and no mitigation can be put in place | Negatively impacts peoples health but mitigation can be put in place | Neither adversely affects or supports physical activity | Improves health, well being and physical activity | Actively promotes health, wellbeing and physical activity |
| Maintaining and managing our network assets' | The addition of new schemes which cause maintenance liability | Contributes to maintenance liability | Neither adversely affects or supports managing network assets | Is of some benefit to maintaining and managing network assets | Upgrading network assets and enhancing existing assets |
| Improve organisational efficiency and effectiveness | Adversely impacts the efficiency and organisation of Cheshire East Council | Negatively impacts the efficiency and organisation of Cheshire East Council | Neither adversely affects or supports effectiveness of Cheshire East Council | Is of some benefit to the efficiency and effectiveness of Cheshire East Council | Improves the efficiency and effectiveness of Cheshire East Council |
| Improving access within the town centre and to the train station to support regeneration of the town | Significantly impacts access connecting train station to town centre | Has some impact on connecting train station to town centre | Neither impacts or improves connecting train station to town centre | Provides some improvement connecting train station to town centre | Provides significant improvement to connecting train station to town centre |
| Improving access on key routes to Wider Cheshire, the Peak District the Potteries and Greater Manchester | Significantly impacts access on key routes and to key destinations | Has some impact on access on key routes and to key destinations | Neither impacts or improves access on key routes and to key destinations | Provides some improvement to access on key routes and to key destinations | Provides significant improvement to access on key routes and to key destinations |
| Supporting access to education and employment sites such as Tytherington Business Park, Hurdsfield Industrial Estate, and Alderley Park | Significantly impacts access to education and employment sites | Has some impact on access to education and employment sites | Neither impacts or improves access to education and employment sites | Provides some improvement to access to education and employment sites | Provides significant improvement to access to education and employment sites |
| Supporting access for rural communities around Macclesfield to key services and employment centres | Significantly negatively impacts access from rural communities around Macclesfield to key services and employment | Has some negative impact on access from rural communities around Macclesfield to key services and employment | Neither impacts or improves access from rural communities around Macclesfield to key services and employment | Provides some improvement from rural communities around Macclesfield to key services and employment into Macclesfield Town Centre | Provides significant improvement from rural communities around Macclesfield to key services and employment |
| Strengthening the transport network to accommodate development sites, such as LPS 13 South Macclesfield site identified within the Local Plan | Significantly negatively impacts future development sites | Has some negative impact on future development sites | Neither impacts or improves access to future development sites | Provides some improvement of access to future development sites | Provides significant improvement to access to future development sites |
| Technically Feasible | No feasible design or methodology available | Severely limited design or methodology available | Scheme neither has identified technical challenges of a feasible design developed yet | Feasible design or methodology available with few limitations | Feasible design or methodology readily available |
| Value for Money | Severely limited value for money | Limited value for money | Likely neutral value for money | Some positive value for money | Excellent value for money |
| Affordability | Highly unlikely that funding would be available for the scheme from any source | Unlikely that funding would be available for the scheme from any source | Funding neither unlikely or likely to be gained | Potentially need to seek external funding but would likely be available | Funding has already been assigned or likely to be affordable from CEC's annual ITP allocation |
| Acceptability | No public or political acceptability | Significant opposition to the scheme | No opposition or support for the scheme currently | Largely supported by the public and politicians | Full political support and high level public support or already in policy |