



Wilmslow Transport Development Plan

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Wilmslow Transport Development Plan

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1. Introduction

1.1 Local Context

Wilmslow, with a population of approximately 23,000 lies in the north of the borough. The town is noted for its high-quality housing and shopping as well as the historic Quarry Bank Mill and Styal Estate, making it a sought-after location. Wilmslow has developed beyond its historic core and has substantial late Victorian and Edwardian suburbs.

The town centre has about 230 retail units and is also served by the out-of-town Handforth Dean Retail Park. The town has a strong office sector both within the town centre and on a number of large peripheral office parks which are part of Cheshire Easts Science Corridor. Many residents work in Manchester, and there are other significant commuter flows to Stockport, Trafford, and Macclesfield town. The nearby Manchester Airport is also a major employer.

The town has easy road access to the M60 and M56 motorways, and Manchester Airport is 5km to the north. Wilmslow has a local bus network serving destinations including Knutsford, Macclesfield, Manchester Airport, Manchester, and Stockport. The railway station is on the West Coast Main Line and is served by local and long-distance services. Direct destinations served include London Euston and Manchester Piccadilly.

Alderley Edge is a large village in a semi-rural setting that lies to the south of Wilmslow but also within the travel catchment of Macclesfield, Knutsford, and wider Cheshire East / Greater Manchester. The parish and designated neighbourhood area covers approximately 413 hectares and according to Census 2011 there were approximately 4,780 residents and 2,300 dwellings. The village of Alderley Edge is characterised by leafy streets, independent retailers, as well as bars, cafes and restaurants along London Road, its main street. The A34 Melrose Way bypasses Alderley Edge and there is a rail station located in the village centre with services linking southwards towards Crewe and northwards towards Wilmslow and Greater Manchester.

1.2 Background to the Wilmslow Transport Development Plan

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

A two-stage approach has been taken in developing the Transport Development Plans. The first stage was to develop a 'Transport Issues and Options report' for Wilmslow. The report developed a set of six 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 Wilmslow and the supporting 'long list' of schemes (including presenting the evidence for these) was undertaken between 23rd November 2020 and 31st March 2021. In total, 92 responses were received by online response 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 Development Plan as part of the consultation.

Following the public consultation, the second stage of developing the Development Plan has been undertaken and is presented within this report. The Development Plan sets out the five local transport objectives for Wilmslow 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 Development 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 Wilmslow Development Plan Area

1.3 What does the Development Plan do for Wilmslow?

The Transport Development Plan for Wilmslow:

- Identifies the transport challenges and opportunities for Wilmslow 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 Wilmslow and the surrounding area.

1.4 Objective Setting and Scheme Options Development

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

1. **Improving access to Wilmslow and Alderley Edge centres to support a thriving economy;**
2. **Supporting access from Alderley Edge and rural communities to key services and employment;**
3. **Improve transport connections along key corridors to and from Handforth, Manchester Airport, Macclesfield, Knutsford, and Greater Manchester, including access to key services such as Macclesfield District Hospital;**
4. **Supporting access to education and employment sites including Alderley Park, Waters, the Royal London Campus, and Manchester Airport; and**
5. **Strengthening the transport network to accommodate development sites such as the Royal London Campus in the Local Plan.**

Overall, the public consultation supported the identified objectives, and these were then used to develop the Development Plan and support in the assessment of schemes.

A total of 64 individual transport schemes have been identified for the Development Plan and assessed. These include the 'long list' of schemes consulted on with the public between the 23rd of November 2020 and the 31st of 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 Local Transport Plan; the local transport objectives for Wilmslow (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, the Development Plan must be treated as a 'live' document, in that as schemes develop the assessment will need to be updated to reflect that further information on the scheme is known. 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 Development Plan the majority of the schemes identified do not have funding secured for their implementation. The Development Plan provides the platform for the Council to go forward and seek the relevant funding needed both internally through the Local Transport Plan capital allocation and also from external sources.

1.5 Report Structure

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

Chapter 3 – presents the local transport objectives for Wilmslow, 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 Development 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 Wilmslow.

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

Appendix A – provides the full list of schemes and the assessment undertaken on these 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 Development 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 Development 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 with Wilmslow.

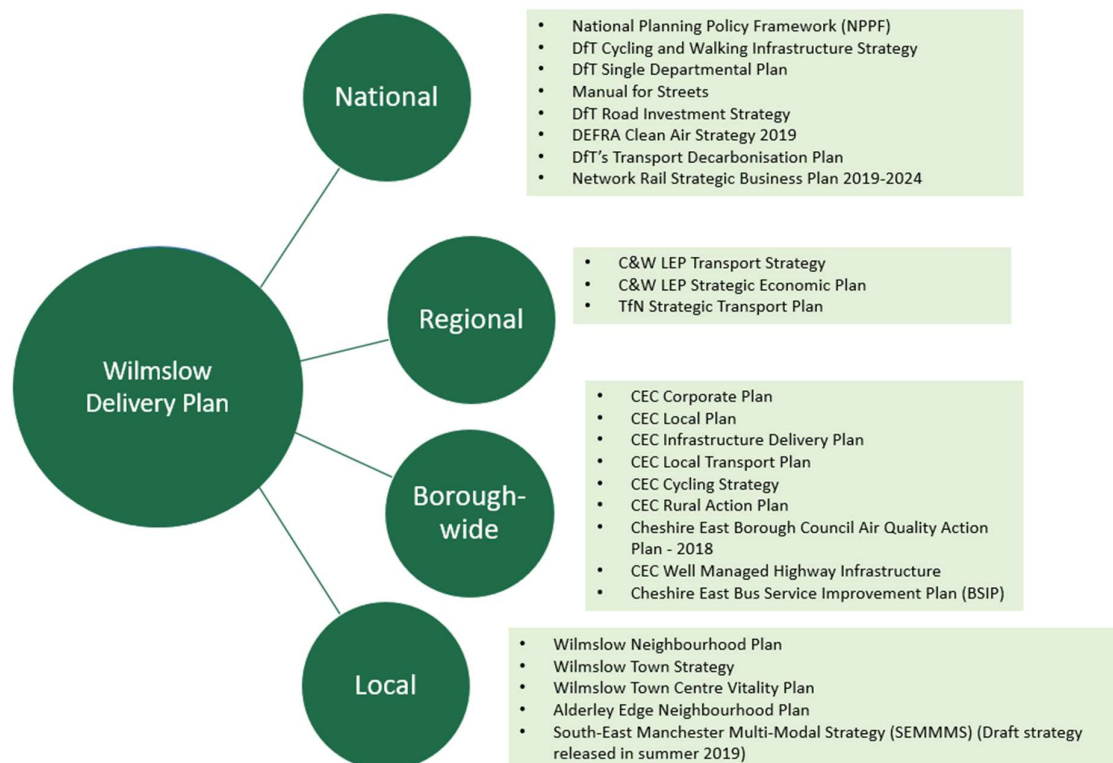


Figure 2.1: Policy Overview

A summary of the key local policies relevant to this Development Plan is presented in this chapter. A high-level summary of the transport network for Wilmslow 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 committed sites in Wilmslow which consist of 175 new homes and 5ha of employment land at Royal London and the delivery of 6.3ha of employment land at Wilmslow Business Park (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 Development 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.

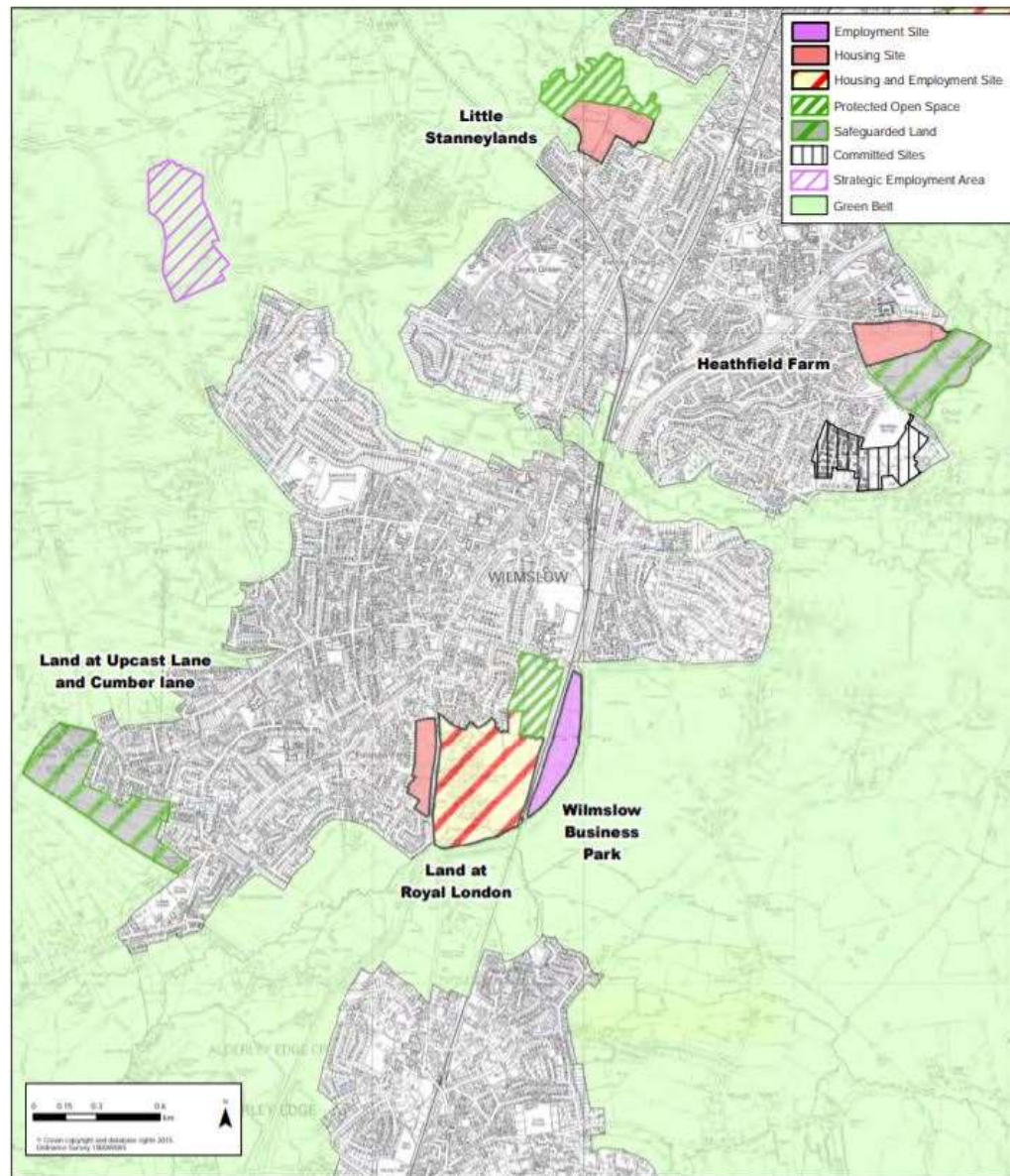


Figure 2.2 Wilmslow Local Plan Sites

In addition, the Cheshire East Infrastructure Development Plan (IDP) is a supporting document for the CEC Local Plan. The IDP identifies what infrastructure of strategic

significance is needed to support the scale of development proposed in the Local Plan.

2.2.2 Cheshire East Local Transport Plan 4

The Local Transport Plan (LTP) outlines a long-term strategy for travel and transport within Cheshire East. Following extensive consultation, the latest LTP was formally adopted by the Council in October 2019. The LTP 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 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 Wilmslow and the wider area within this Development Plan, the LTP policies and objectives form part of the assessment criteria (as detailed in Chapter 4).

2.2.3 Wilmslow Neighbourhood Plan

The Wilmslow Neighbourhood Plan is a land-use planning document that sets out the direction of growth until 2030 and sits alongside the growth proposed in the Cheshire East Local Plan Strategy.

A summary of transport issues and opportunities identified within the Neighbourhood Plan is set out below:

- The Town Council will work with service providers to protect existing train services to and from Wilmslow from reductions;
- Applications which significantly increase vehicle usage and traffic flows within the town (both during the construction and operational phases) will not be supported, unless it can be demonstrated that appropriate and effective mitigation measures will be provided;
- The re-development or reconfiguration of specific car parks and sites around Wilmslow to ensure more efficient use of land and include additional long stay parking (10 hours or more) will be supported;
- New public and permit parking locations not listed above may also be considered;

- Wider infrastructure developments, including the new airport link road (A555) and the dualling of the A556 link will in part, offer alternatives to the current east-west movement of cars and HGVs through Wilmslow Town Core;
- All new development (except householder applications), will be required to demonstrate how they have considered the needs of cyclists as part of their applications through the introduction of appropriate infrastructure and facilities;
- Integrating the proposed development seamlessly into the existing walking and cycling routes or create new connections where required or desirable;
- Provide safe cycle storage including appropriate changing and showering facilities where appropriate; and
- The proposed developments should take advantage of the existing public transport facilities within the town.

In addition, the Neighbourhood Plan outlines concerns regarding housing growth within Wilmslow such as the Royal London Business Park and other development sites within the Local Plan, such as LPS 56 (land at Little Stanneylands). There is a need to integrate these developments into the transport network, linking to the station, for example, in order to have sustainable growth.

Within the development of the Local Transport Development Plan the issues and opportunities set out in the Wilmslow Neighbourhood Plan have been used to inform the development of the 'long-list' of schemes and support in the assessment work. The Council has also ensured to consult with Wilmslow Town Council in the development of the Plan.

2.2.4 Alderley Edge Neighbourhood Plan

Adopted in July 2021, The Alderley Edge Neighbourhood Plan is a land-use planning document that sets out the direction of growth until 2030 and sits alongside the growth proposed in the Cheshire East Local Plan Strategy.

A summary of the transport policies identified to address transport related issues and opportunities identified within the Neighbourhood Plan are summarised below:

- New developments should be supported by sustainable transport e.g., walking and cycling, to improve the attractiveness of these options.
- Promote the use of and accessibility to public transport, in particular for new developments which must have good access to public transport facilities to encourage a shift to public transport from private car;
- Improve car park provision e.g., new, or improved facilities within Alderley Edge;
- Ensure new development doesn't increase pressure on car parking; and
- Support improvements at the rail station which is a gateway to the village e.g., cycle hub, improved parking, improved signage, and retail.

Within the development of the Local Transport Development Plan, the policies set out in the Alderley Edge Neighbourhood Plan have been used to inform the development

of the 'long-list' of schemes and support in the assessment work. The Council has also ensured to consult with Alderley Edge Parish Council in the development of the Plan.

2.2.5 South-East Manchester Multi-Modal Strategy (SEMMMS) (Draft strategy released in summer 2019)

The refresh of the SEMMM Strategy covers south eastern areas of Greater Manchester, as well as the northern parts of Cheshire East. Much of the area is well connected to the Strategic Road Network (SRN) in the form of the M60 and M56. However, despite its strategic role the area suffers from several transport issues, including highway congestion, constrained rail capacities and poor public transport. Within the boundary of this Development Plan, both the Alderley Edge Bypass and the A6 to Manchester Airport Relief Road (A6MARR) have had positive impacts on the area.

SEMMMS issues outlined include:

- Significant congestion issues on the A34; and
- The challenge of the impacts of different prices for rail between Greater Manchester and Cheshire East, resulting in people driving into GM to benefit from this.

SEMMMS potential options identified include:

- Upgrades to the A34 junctions between Wilmslow and Gately crossroads;
- A new Bus Rapid Transit service linking Wilmslow and Handforth to Metrolink services at East Didsbury;
- Completing the Wilmslow to Manchester Airport cycle route;
- New routes connecting Alderley Park and Waters to Wilmslow Rail Station;
- Undertake a series of pathfinder projects across the rail and Metrolink network to test the concept. Manchester Airport – Wilmslow is identified as one of these pathfinder sections;
- Tram-train – a Pathfinder trial is planned between Manchester Airport, Styal, and Wilmslow – potential for North Cheshire to link into a future tram-train network; and
- Improvements to train services as part of TfGM led South Manchester corridor studies and future franchise improvements.

Due to uncertainty regarding spatial development plans in Greater Manchester the refreshed strategy has not been adopted.

2.2.6 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 negative trends of bus use in Cheshire East, the BSIP presents the opportunity for the borough to address longstanding issues relative to declining bus provision, coverage and utilisation that have been encountered across many years.

The BSIP outlines three phases that seek seeks initially, to initially 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.

Despite the identification of ambitious plans within Cheshire East's BSIP, funding from central government has not been forthcoming. Cheshire East will continue with scaled-back plans to improve bus services and will continue to develop an Enhanced Partnership with local bus operators; however, limited funding availability will impact scheme delivery significantly. Scaled back plans for the borough are outlined within the Council's Enhanced Partnership Scheme Document and will initially include:

- Development and delivery of a Passenger Charter;
- Targeted Improvements to facilities (bus stop and shelter renewal);
- Improved bus information provision across the borough;
- Undertaking feasibility studies regarding the deliverability of multi-operator ticketing, fare simplification mechanisms and bus priority measures; and
- An improved process for management of roadworks and communication with bus operators.

Whilst the funding picture has changed, the long-term ambition of the council remains to work with local communities, public transport users and local bus operators to secure services and deliver transformational change across the network. Within the BSIP the following points have been put forward for consideration within Wilmslow but are now dependent on future sources of funding becoming available:

- Deliver enhancements to pre-covid bus networks across Wilmslow, by improving (AM and PM) peak and inter-peak timetables, and how we can better connect smaller communities to key attractors;
- Improve accessibility and network coverage e.g., from Wilmslow to Alderley Park, Macclesfield, Manchester Airport, and other destinations; and
- Improve passenger transport services (including demand responsive transport) serving rural areas.

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 Wilmslow 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 Development Plan area.

2.3.1 Walking

There is an extensive PRow network within the Development Plan area, however the PRow network is in some parts poorly connected.

Some existing routes for walking in Wilmslow are through green areas such as The Carrs Park and a route along the River Bollin. These attractive and quiet off-road routes provide a more pleasant and alternative to footways sometimes along the busy highway networks.

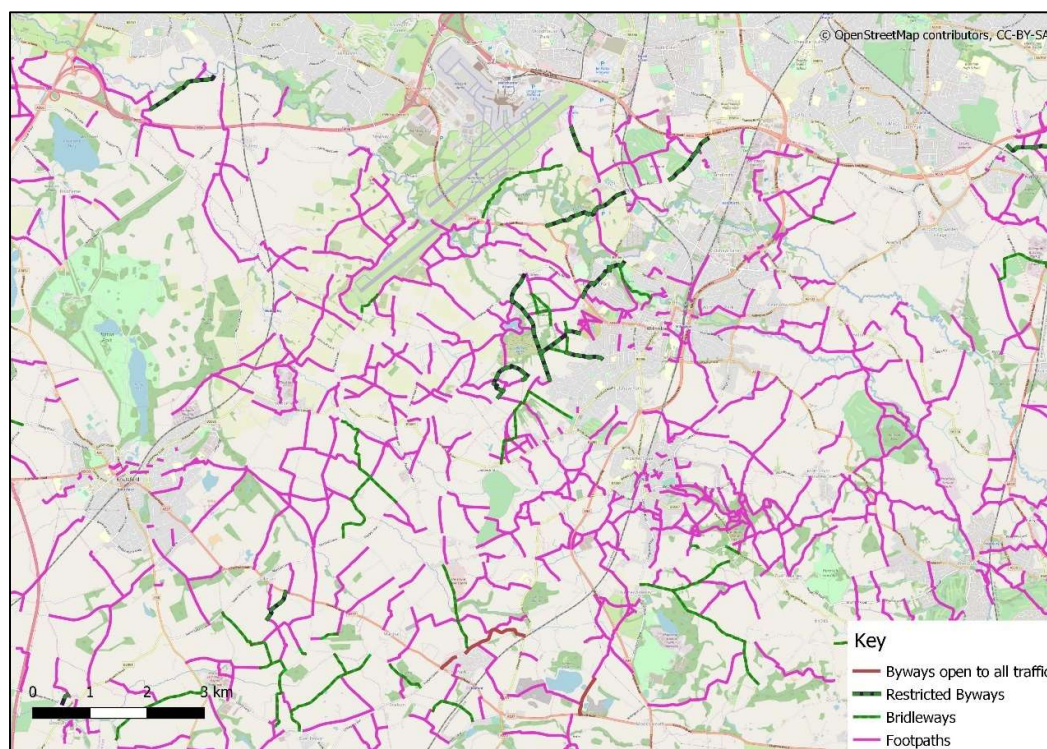


Figure 2.3 Public Right of Way (PRow) within the Study Area

2.3.2 Cycling

Through the Local Cycling and Walking Infrastructure Plan process a core network is emerging for Wilmslow. This includes the walking and cycling route recently delivered to link the rail station southwards with Alderley Road, however an extension is needed down to Alderley Edge. A further improvement to fill a key missing link alongside the A538 linking Wilmslow and Manchester Airport is due to be delivered in 2022. A route linking Wilmslow and Handforth alongside Manchester Road is also being progressed.

In Wilmslow, 11% of residents travel between 5km and 10km which is ideal for cycling. However, only 1% of people who live within Wilmslow boundary area cycle to work (ONS, 2011).

The Council has a 'Cycling and Walking Champion' who will work to promote cycling for all age groups across the borough. The Champion works 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.

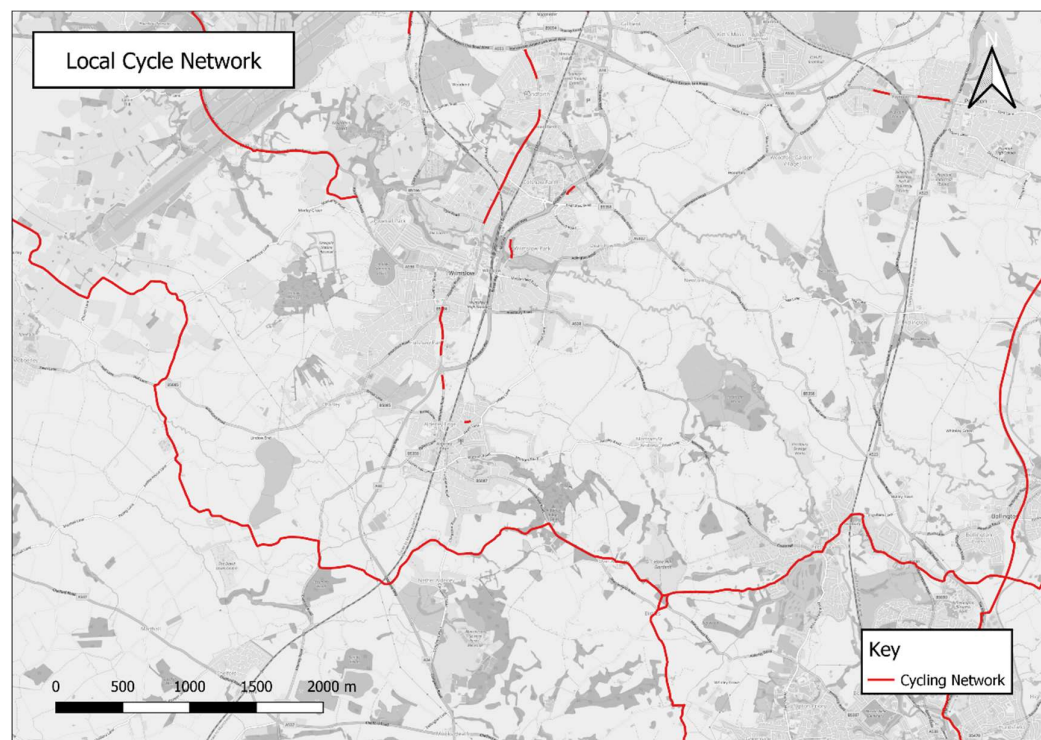


Figure 2.4 Cycle Network within the Development Plan Area

2.3.3 Public Transport (Bus and Rail)

Wilmslow is currently served by a number of bus services to destinations including Macclesfield.

The public consultation undertaken for the Development Plan had feedback that improvements to the frequency of bus services is needed, as well as access to health services such as Macclesfield Hospital on Sundays. Issues with rail transport included better provision to settlements outside of the borough, and more frequent services to Manchester and Crewe. Poor integration between bus and rail services was also highlighted.

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.

Wilmslow train station is located approximately 0.3 miles from the town's centre. The station has good connectivity north and south with direct links to Manchester, Stockport, and London. However, Wilmslow has poor east and west rail connectivity with no direct services to Poynton and Knutsford.

The other railway stations around the Development Plan area are Styal and Alderley Edge. Styal has services to Crewe and Liverpool Lime Street, whilst Alderley Edge has services to Crewe, Liverpool Lime Street, Wigan, and Manchester Piccadilly via Stockport.

The public consultation also highlighted demand amongst residents for a connection to the TfGM tram network in the northern part of the borough with links between Wilmslow rail station and Manchester airport.

2.3.4 Parking

Wilmslow has seven car parks operated by CEC. The car parks provide 1,204 standard parking spaces and an additional 43 accessible spaces. Parking charges vary across the town depending on car park location. Broadway Meadow is the only car park to offer overnight car parking or parking by the day. All blue badge parking is free at CEC car parks, in which Blue Badge holders can park in any designated disabled parking bays and freely in any other marked bay if the designated spaces are full.

The public consultation raised residents' concerns about cars parking on-street and cycle lanes, and more parking needed in the town centre and at the train station.

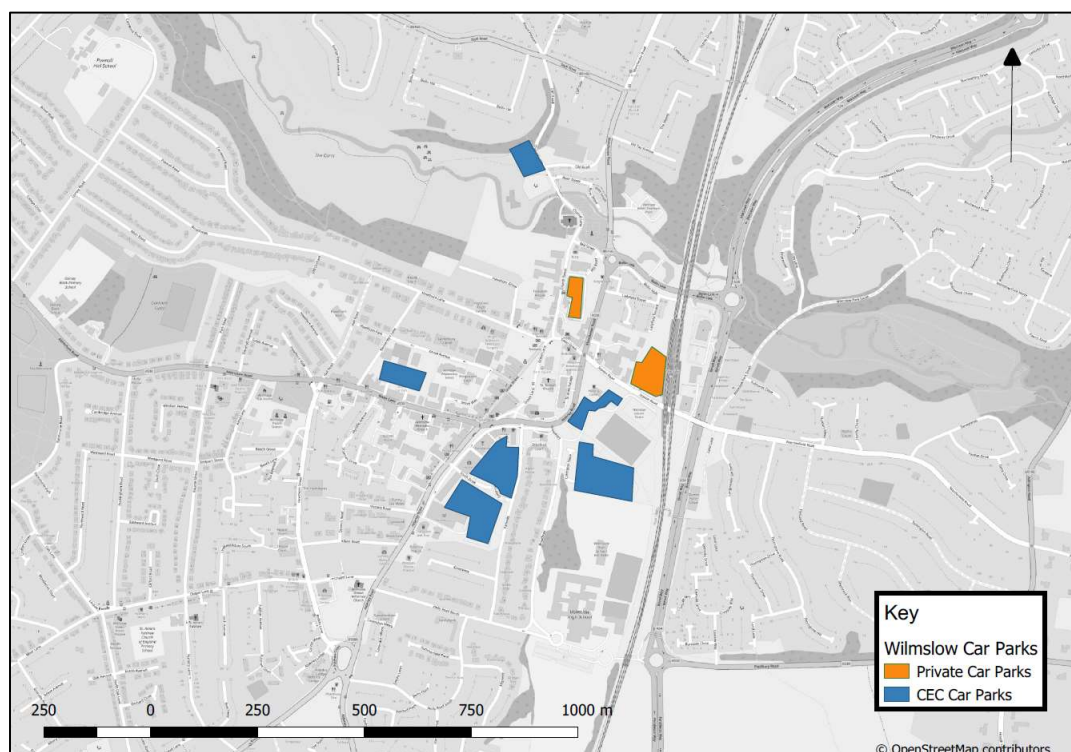


Figure 2.5 - Locations of car parks in Wilmslow

2.3.5 Highway Network

Located near the M56 and M6, Wilmslow is well connected to the rest of the country by the Strategic Road Network. The A538 and the A34 are the primary routes for movement to the town centre, Manchester Airport and the M56, therefore, these roads see a significant amount of traffic flow.

The public consultation highlighted general concerns about traffic and congestion across the town centre, new developments, and the train station, with additional issues on the A34.

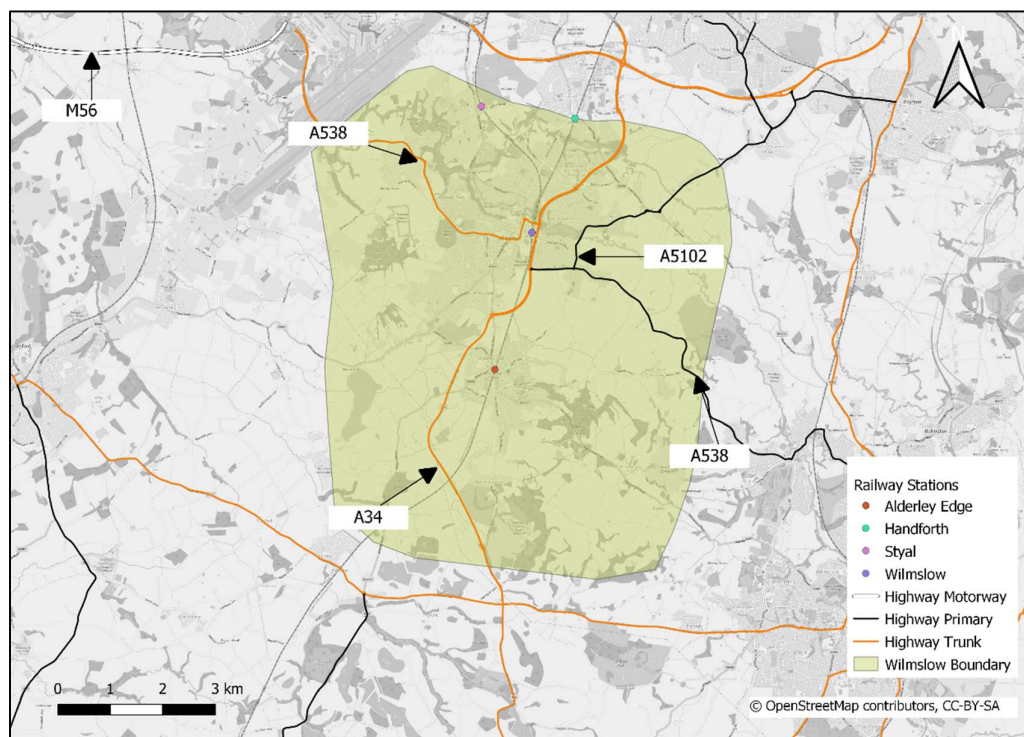


Figure 2.6 – Local Road Network

2.3.6 Summary

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

There are clear opportunities to improve the existing cycling and walking network within and around the Wilmslow area, including links to Alderley Edge and Handforth. The public transport network could be improved subject to availability of funding. Improvement on the highway network to tackle congestion is also needed in some locations.

3. Objectives Overview

3.1 Overview

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 Wilmslow. As part of the public consultation held between 23rd of November 2020 and 31st of March 2021 the public were invited to provide their views on these proposed local transport objectives.

3.2 Wilmslow Local Transport Objectives

The local transport objectives for Wilmslow align with the LTP4, which sets out the transport objectives on a borough-wide scale for CEC. This Development Plan focuses on how the issues and opportunities identified in the LTP4 borough-wide strategy relate to the specific area of Wilmslow. The local Wilmslow 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 Development Plan. These objectives have then been used to develop scheme options for Wilmslow.

The town specific transport objectives for Wilmslow are:

1. **Improving access to Wilmslow and Alderley Edge centres to support a thriving economy;**
2. **Supporting access from Alderley Edge and rural communities to key services and employment;**
3. **Improve transport connections along key corridors to and from Handforth, Manchester Airport, Macclesfield, Knutsford, and Greater Manchester, including access to key services such as Macclesfield District Hospital;**
4. **Supporting access to education and employment sites including Alderley Park, Waters, the Royal London Campus, and Manchester Airport; and**
5. **Strengthening the transport network to accommodate development sites such as the Royal London Campus in the Local Plan.**

3.3 Public consultation Feedback on Local Transport Objectives

Within the public consultation undertaken in developing this Development Plan, consultees were asked whether 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 | 69 | 76 (91%) |
| 2 | 61 | 75 (81%) |

| Objective | Number of Responses | Number (%) of Responses Strongly Agreed or Tend to Agree with Objective |
|-----------|---------------------|-------------------------------------------------------------------------|
| 3 | 76 | 72 (95%) |
| 4 | 76 | 64 (84%) |
| 5 | 76 | 51 (67%) |

Table 3.1 – Public consultation Responses on Local Transport Objectives for Wilmslow

Overall, there was good support for the identified objectives, giving confidence to proceed with them.

3.4 Logic Mapping

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.

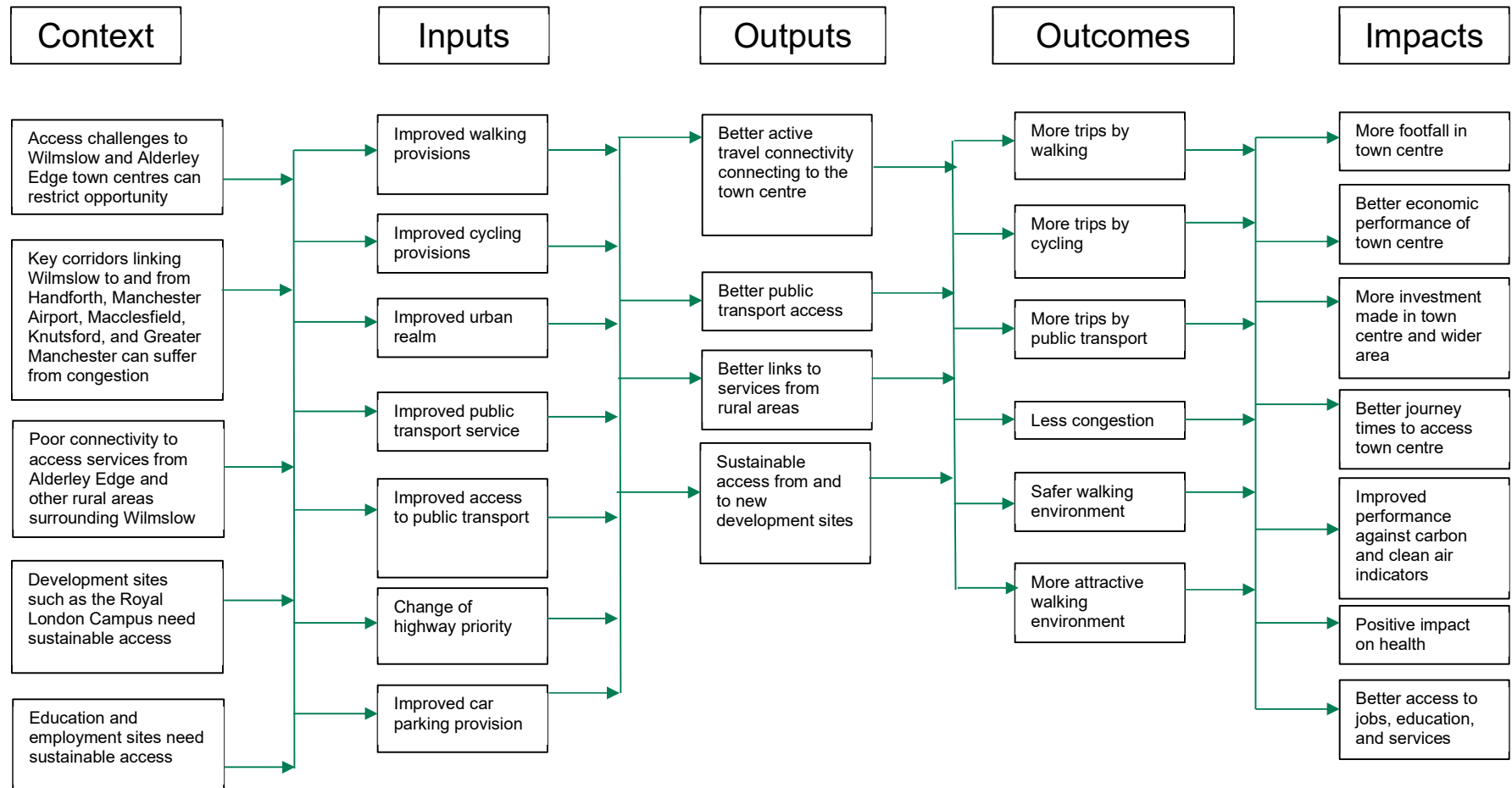


Figure 3.1 Wilmslow Transport Development Plan Logic Map

4. Options Overview & Assessment

4.1 Overview

This section sets out the process undertaken to develop the Development Plans' package of schemes for Wilmslow. 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 Development Plan. The objectives and 'long list' of schemes was evidence led and developed from local transport data; site investigation; forecasted 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 of November 2020 and 31st of March 2021. In total 92 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. People could also put forward any new scheme options not identified within the 'long list' they felt that 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 Wilmslow Specific Transport Objectives:
 - o Improving access to Wilmslow and Alderley Edge centres to support a thriving economy;
 - o Supporting access from Alderley Edge and rural communities to key services and employment;
 - o Improve transport connections along key corridors to and from Handforth, Manchester Airport, Macclesfield, Knutsford, and Greater Manchester, including access to key services such as Macclesfield District Hospital;
 - o Supporting access to education and employment sites including Wilmslow High School, Alderley Park, Waters, the Royal London Campus, and Manchester Airport; and
 - o Strengthening the transport network to accommodate development sites such as the Royal London Campus in the Local Plan.

Four agreed additional practical delivery criteria:

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

Table 4.1 – Scoring criteria for additional areas

4.3 Scheme Sequencing Process

To develop an initial programme of works and prioritise delivery of schemes, an assessment of their likely delivery timeframe from when the Development 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 a scheme delivery time.

It must be noted that at present the majority of the schemes are at a Concept stage and are not funded. As Concept schemes they have limited information and detail currently available. Once the Development 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 in the Development 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 maybe 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 scheme delivery timescales for all schemes are set out in Appendix B. These will change during the life of the Development Plan as schemes are developed.

5. Packaging & Sequencing of Options

5.1 Introduction

This section sets out the emerging packages of schemes for Wilmslow. These have been developed following the initial issues and options work undertaken for the Development Plan; the public consultation which followed this and the feedback from it; the assessment undertaken of the emerging schemes (based on their current development stage) against the LTP objectives, the local transport objectives for Wilmslow (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 64 schemes have been identified for Wilmslow 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 and costing undertaken. Therefore, assessment at this stage is relatively high level but will advance as the Development Plan is taken forward. It must also be noted at this stage most of the schemes identified are not funded yet.

This Development 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

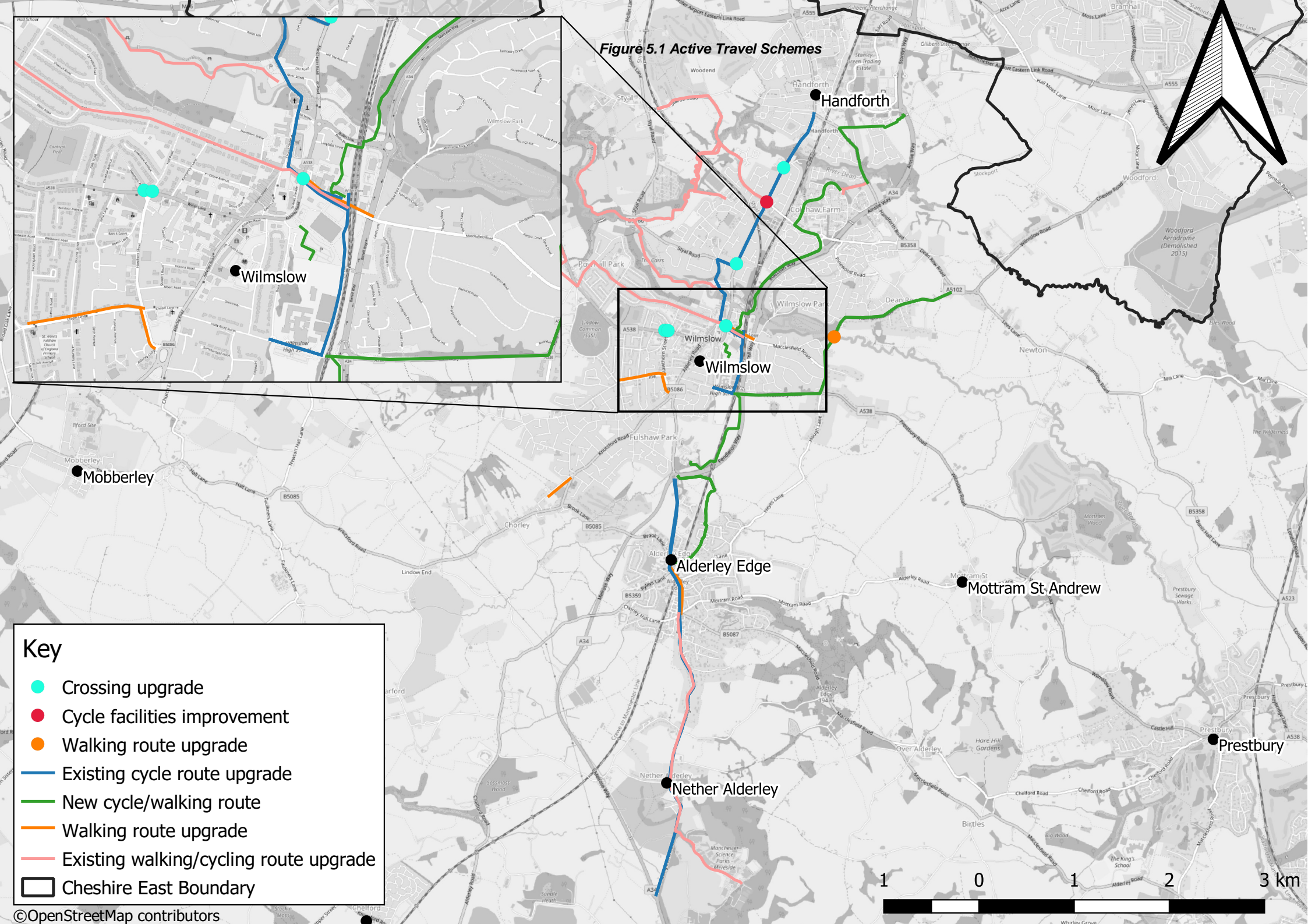
A total of 29 of the transport schemes identified for Wilmslow and the wider area relate to Active Travel schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Development Plan process. The Active Travel schemes fall into six 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. |

Table 5.1 – Active Travel Scheme Categories

Figure 5.1 plots out the location and scheme 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 cycle parking need to also be developed to Feasibility stage to identify where the physical cycle parking will be located, hence they cannot be mapped at present.

Figure 5.1 Active Travel Schemes



A primary focus of the Active Travel interventions is delivering on the local transport objectives for Wilmslow. 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 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 Improving access to Wilmslow and Alderley Edge centres to support a thriving economy | <ul style="list-style-type: none"> Improving cycling links between Wilmslow town centre and Handforth via Cliff Road and Manchester Road. Improving the cycling link between Wilmslow and Alderley Edge. Improving cycling and walking links to Wilmslow town centre and rail station via the existing path between Wilmslow High School and the rail line. Improvements to walking and cycling routes from Alderley Edge to employment at Alderley Park. |
| 2 Supporting access from Alderley Edge and rural communities to key services and employment | <ul style="list-style-type: none"> Providing a multiuser path for walking and cycling between The Carrs and Quarry Bank Mill/Styal addressing the existing forty-one steps on the route, improving access to Wilmslow from Styal. Introduce a cycle and walking route from Manchester Road/Dean Row Road junction to Styal Railway Station, where services connect to key destinations. |
| 3 Improve transport connections along key corridors to and from Handforth, Manchester Airport, Macclesfield, Knutsford, and Greater Manchester, including access to key services such as Macclesfield District Hospital | <ul style="list-style-type: none"> Improving cycling links between Wilmslow town centre and Handforth via Cliff Road and Manchester Road, improving cycle access to Handforth. Providing improved cycling links between Wilmslow town centre and Manchester Airport. Improving cycle parking facilities at Wilmslow train station, improving access to Wilmslow Station where services connect to key destinations. |
| 4 Supporting access to education and employment sites including Wilmslow High School, Alderley Park, Waters, the Royal London Campus, and Manchester Airport | <ul style="list-style-type: none"> Providing improved cycling links between Wilmslow town centre and Manchester Airport, an important employment site. Improved walking and cycling links for pedestrians and cyclists to Wilmslow High School. Improvements to walking and cycling routes from Alderley Edge to employment at Alderley Park. |
| 5 Strengthening the transport network to accommodate development sites such as | <ul style="list-style-type: none"> Improved cycling links between Wilmslow, the potential development site north of Alderley Edge southwards to Alderley Edge. |

| Local Transport Objective | How the Active Travel Package Supports Objective |
|--------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| the Royal London Campus in the Local Plan | <ul style="list-style-type: none"> • Providing a walking and cycling link to Handforth Garden Village development to Wilmslow via Colshaw Farm, parallel to MacLean Way. • Providing a cycle route from the planned business park between Wilmslow High School / rail line and A34 through to the wider cycle network. |

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 Development Plan adoption, five Active Travel schemes could potentially be developed. Within the Medium Term of the Development Plan a further seventeen schemes could potentially be developed and in the Long-Term six schemes are identified for potential development.

5.3 Public Transport Schemes Package

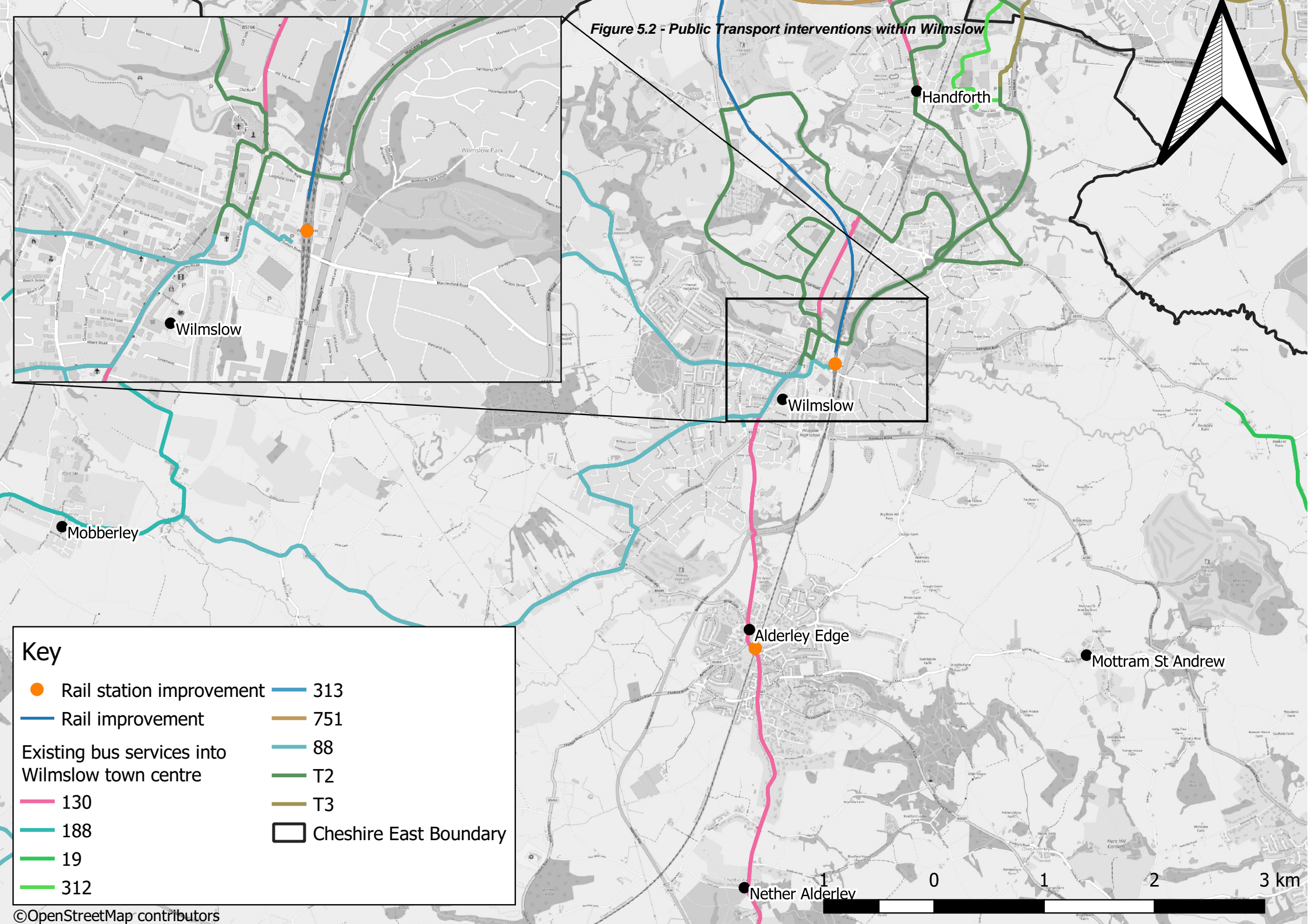
A total of eight of the transport schemes identified for Wilmslow and the wider area relate to Public Transport schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Development Plan process. The Development Plan has been developed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

| Public Transport Category | Description of measures |
|---------------------------|-----------------------------------------------------------|
| Bus service improvements | Providing an enhanced bus service. |
| Rail station improvements | Improvements to railway station facilities. |
| Rail service improvements | Providing improved rail services or trialling tram-train. |

Table 5.3 – Public Transport Scheme Categories

Figure 5.2 plots out the current bus network within Wilmslow and the identified infrastructure schemes for bus and rail. A significant proportion of the bus schemes are around 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. Regarding the schemes identified around enhancing rail service provision, these will require working with third parties (rail operators, Network Rail) to push 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 Wilmslow



A primary focus of the Public Transport interventions is delivering on the local transport objectives for Wilmslow. 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 to Wilmslow and Alderley Edge centres to support a thriving economy | <ul style="list-style-type: none"> • Improve bus services linking from Wilmslow and Alderley Edge to Handforth, Macclesfield, Manchester airport and wider Greater Manchester, including the possibility of Bus Rapid Transit. |
| 2 Supporting access from Alderley Edge and rural communities to key services and employment | <ul style="list-style-type: none"> • Consider how FlexiLink can better serve residents who do not have access to bus services. • Work with local groups to deliver community transport specific to local needs in line with the BSIP. • Improved bus services between Alderley Edge / Alderley Park and Wilmslow Station in line with BSIP, improving access to employment in Wilmslow from Alderley Edge. |
| 3 Improve transport connections along key corridors to and from Handforth, Manchester Airport, Macclesfield, Knutsford, and Greater Manchester, including access to key services such as Macclesfield District Hospital | <ul style="list-style-type: none"> • Working with the rail industry to introduce step-free access to the Manchester Airport platform at Wilmslow Station. This will allow accessibility for all and will allow more people to access Wilmslow Station rail services to Manchester Airport. • Improve bus services linking from Wilmslow and Alderley Edge to Handforth, Macclesfield, Manchester airport and wider Greater Manchester, including the possibility of Bus Rapid Transit in line with the BSIP. • Trial tram-train technology on the existing rail line between Wilmslow and Manchester Airport. |
| 4 Supporting access to education and employment sites including Wilmslow High School, Alderley Park, Waters, the Royal London Campus, and Manchester Airport | <ul style="list-style-type: none"> • Improving bus services linking from Wilmslow and Alderley Edge to a range of destinations will improve access to nearby education and employment such as Manchester Airport. • Investigate the feasibility of improving bus and shuttle services to Alderley Park connecting to a key employment site. • Trial tram-train technology on the existing rail line between Wilmslow and Manchester Airport, a key employment area. |
| 5 Strengthening the transport network to accommodate development sites such as the Royal London Campus in the Local Plan | <ul style="list-style-type: none"> • Improving bus services linking to Wilmslow and Alderley will help to strengthen the network for future development. |

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.

Within the Medium Term of the Development Plan seven schemes could potentially be developed and in the Long-Term one is identified for potential development.

5.4 Parking Schemes Package

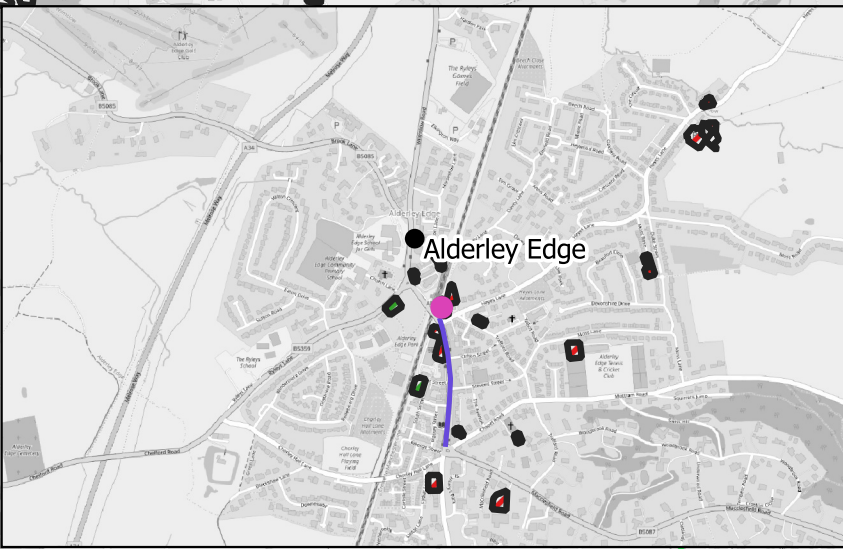
Wilmslow currently benefits from a number of car parks and parking facilities. A total of thirteen of the transport schemes identified for Wilmslow relate to Parking Schemes and initiatives. These vary in scale and size with four being at Concept stage and nine at feasibility. The Parking schemes fall into four 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 parking issues and support businesses and access to services. |
| On-street parking management | Measures to manage and remove inappropriate parking and opportunity to improve provision of on-street parking. |
| Installing Electric Vehicle (EV) charge points | Installing EV charge points in car parks to support residents, visitors, and businesses in transitioning to EVs. |
| Residential Parking | Consideration of implementing resident priority parking. |

Table 5.5 – Parking Scheme Categories

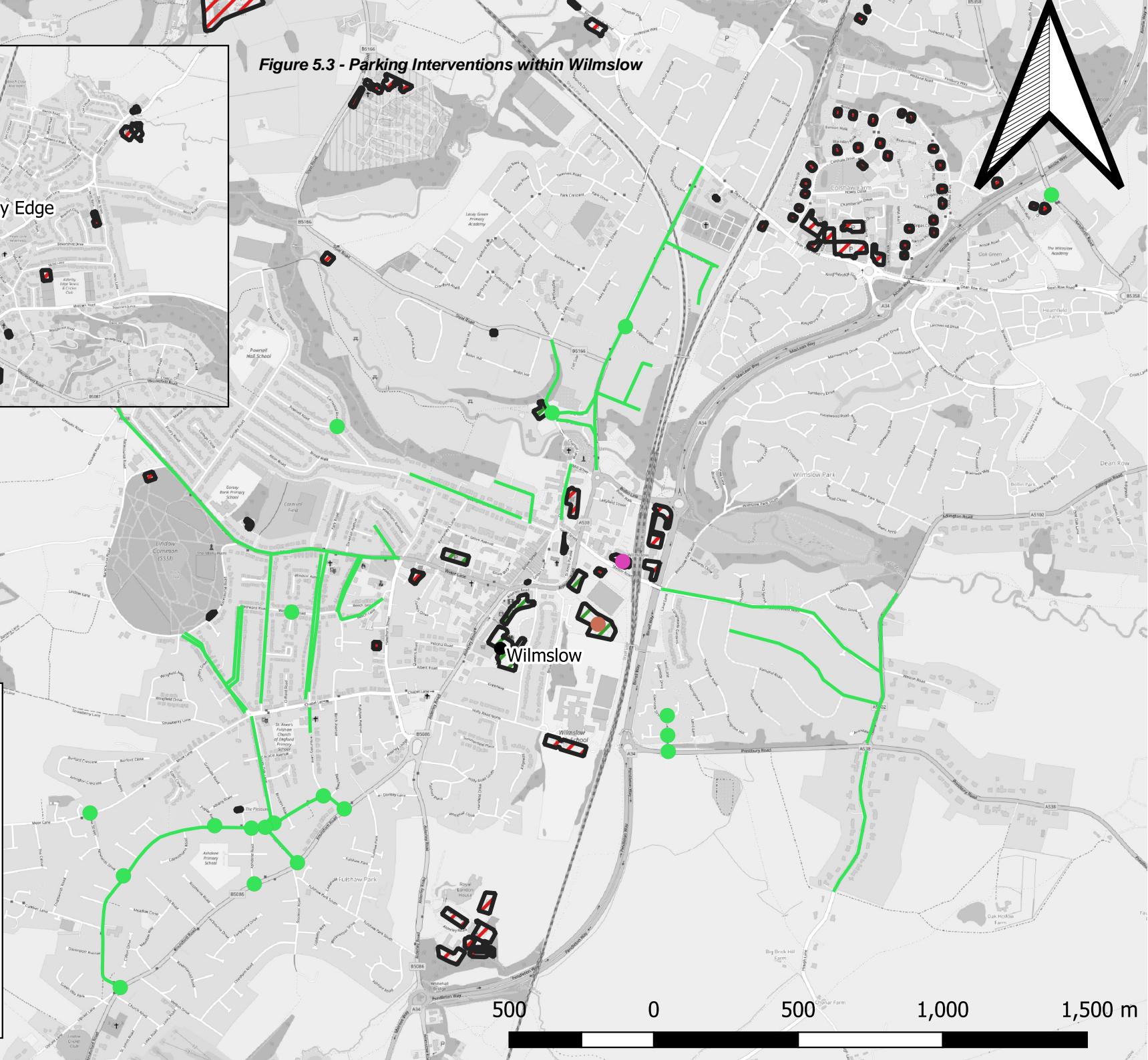
Figure 5.3 plots out the location of public car parks available as off-street measures would be aimed at these (including electric vehicle charging facilities). Schemes supporting removal of inappropriate parking and managing parking around schools and within residential areas will be developed through the Development Plan, however at this point being at Concept stage the catchment of these areas have not been fully developed and is therefore not 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 Interventions within Wilmslow



Key

- Residential parking measures
- Additional on street provision
- Multi-storey car park
- Residential parking measures
- Additional on street provision
- EV charging installation
- CEC
- Private
- Cheshire East Boundary



A primary focus of the Parking schemes is delivering the local transport objectives for Wilmslow. 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 to Wilmslow and Alderley Edge centres to support a thriving economy | <ul style="list-style-type: none"> • Parking management across a number of streets/locations. • Implement residential parking schemes at a number of locations. • Introduce a multi-storey car park at Broadway Meadow, creating additional parking space to improve parking capacity and therefore access to Wilmslow centre. • Review of stay durations for on-street parking on London Road in Alderley Edge. • Introduce electric vehicle charging points at Council owned car parks within Wilmslow and Alderley Edge. |
| 2 Supporting access from Alderley Edge and rural communities to key services and employment | <ul style="list-style-type: none"> • Introduce electric vehicle charging points at Council owned car parks within Alderley Edge. • Addressing airport parking on the highway within Styal which is close to Manchester Airport. • Increasing car parking at Broadway Meadow into a multi-storey car park will allow those living in rural areas to access Wilmslow Station services. |
| 3 Improve transport connections along key corridors to and from Handforth, Manchester Airport, Macclesfield, Knutsford, and Greater Manchester, including access to key services such as Macclesfield District Hospital | <ul style="list-style-type: none"> • Parking not applicable to supporting this objective. |
| 4 Supporting access to education and employment sites including Wilmslow High School, Alderley Park, Waters, the Royal London Campus, and Manchester Airport | <ul style="list-style-type: none"> • Parking not applicable to supporting this objective. |
| 5 Strengthening the transport network to accommodate development sites such as | <ul style="list-style-type: none"> • Providing EV charging points at development sites. |

| Objective | How the Parking Package Supports |
|-------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
| the Royal London Campus in the Local Plan | <ul style="list-style-type: none"> 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 Development Plan adoption, two Parking schemes could potentially be developed. Within the Medium Term of the Development Plan a further ten schemes could potentially be developed and in the Long-Term one scheme is identified for potential development.

5.5 Highway Schemes Package

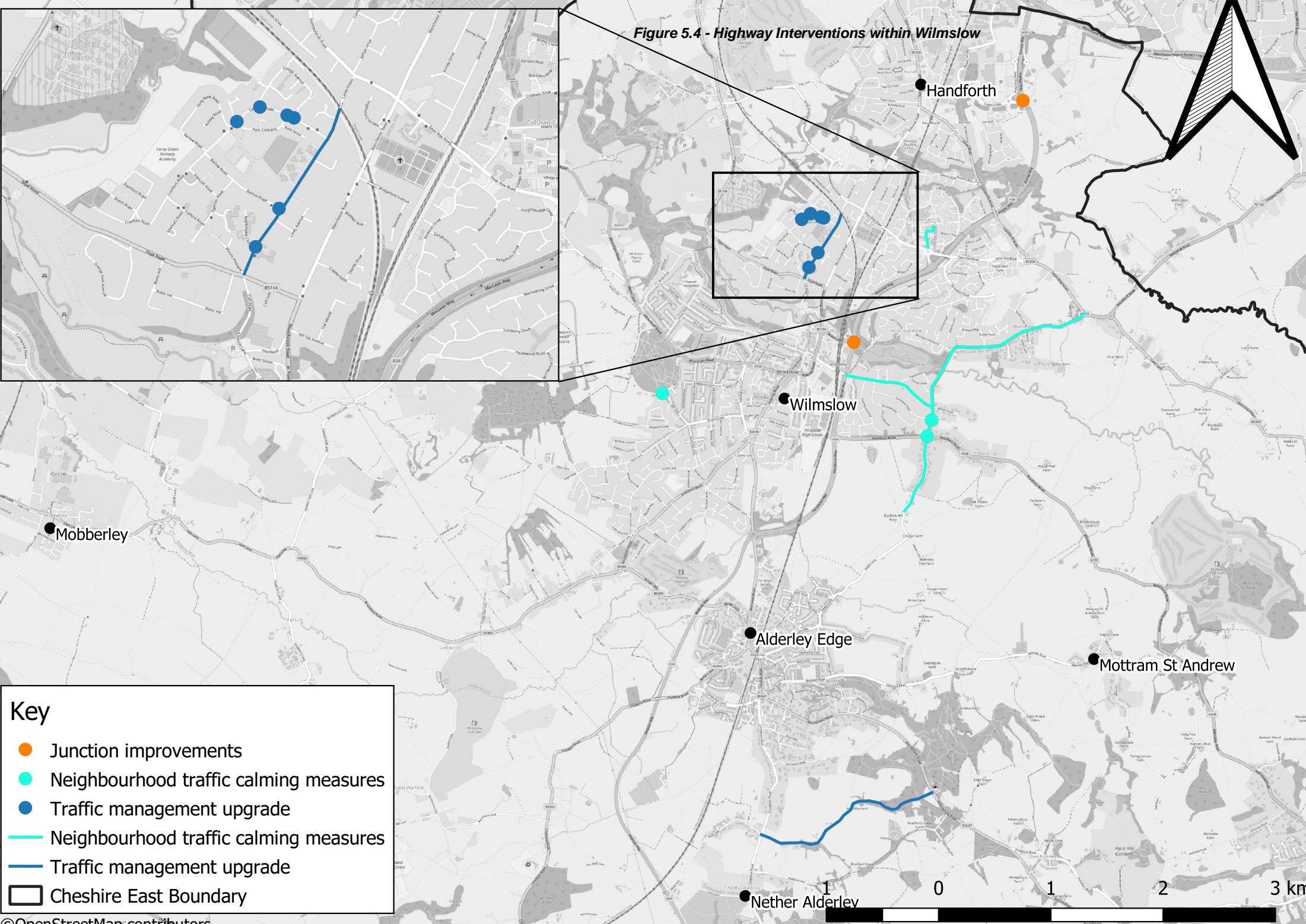
A total of fourteen of the transport schemes identified for Wilmslow and the wider area relate to Highway Transport schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Development Plan process. The Highway schemes fall into three 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. |
| Traffic Management Upgrades | Measures to improve traffic management, for example routing choice and capacity. |
| Neighbourhood Traffic Calming | Measures to reduce the impact of traffic on a neighbourhood, for example speed management. |

Table 5.7 Highway Scheme Categories

Figure 5.4 plots out the location and scheme identified. Schemes such as developing appropriate 20mph areas and traffic management in residential areas are to be developed from Concept stage for some schemes 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 Wilmslow



Key

- Junction improvements
- Neighbourhood traffic calming measures
- Traffic management upgrade
- Neighbourhood traffic calming measures
- Traffic management upgrade
- ▭ Cheshire East Boundary

A primary focus of the Highway schemes is delivering the local transport objectives for Wilmslow. 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 to Wilmslow and Alderley Edge centres to support a thriving economy | <ul style="list-style-type: none"> Junction improvements for example at Manchester Road/A538/Mill Street roundabout. Considering lower speed limits, 20mph zones and traffic calming in numerous locations in line with the adopted Speed Management Strategy. |
| 2 Supporting access from Alderley Edge and rural communities to key services and employment | <ul style="list-style-type: none"> Various highways improvements for A34 providing access to key services. |
| 3 Improve transport connections along key corridors to and from Handforth, Manchester Airport, Macclesfield, Knutsford, and Greater Manchester, including access to key services such as Macclesfield District Hospital | <ul style="list-style-type: none"> Junction improvements for example on the A34 at MacLean Way/Birrell Way, Handforth Dean / Coppice Dean junction of the A34. Updating traffic signage to direct traffic along new A555. |
| 4 Supporting access to education and employment sites including Wilmslow High School, Alderley Park, Waters, the Royal London Campus, and Manchester Airport | <ul style="list-style-type: none"> Improving the Alderley Road junction with the A34 Whitehall Roundabout adjacent to the Royal London Campus. |
| 5 Strengthening the transport network to accommodate development sites such as the Royal London Campus in the Local Plan | <ul style="list-style-type: none"> Improvements to Alderley Road as part of Royal London housing development. Considering lower speed limits, 20mph zones and traffic calming in numerous locations in line with the adopted Speed Management Strategy. |

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 Development Plan adoption, two Highway schemes could potentially be developed. Within the Medium Term of the Development Plan a further ten schemes could potentially be developed and in the Long-Term two 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 Wilmslow. 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 to Wilmslow and Alderley Edge centres to support a thriving economy | | | | |
| 2 Supporting access from Alderley Edge and rural communities to key services and employment | | | | |
| 3 Improve transport connections along key corridors to and from Handforth, Manchester Airport, Macclesfield, Knutsford, and Greater Manchester, including access to key services such as Macclesfield District Hospital | | | | |
| 4 Supporting access to education and employment sites including Wilmslow High School, Alderley Park, Waters, the Royal London Campus, and Manchester Airport | | | | |
| 5 Strengthening the transport network to accommodate development sites such as the Royal London Campus in the Local Plan | | | | |

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

6. Summary and Next Steps

6.1 Summary

The Wilmslow Transport Development Plan is the result of an evidence led process. This included developing a set of five local transport objectives with 79 identified and assessed schemes that will support the development and vitality of Wilmslow over the life of the current Local Transport Plan.

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

6.2 Funding Summary

The Development Plan has 79 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 Wilmslow Transport Development Plan will provide a framework to inform the annual capital programme for transport and highways. In total eleven Transport Development 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 Development Plan will be made through the Council's existing budgetary procedures. At the time of adoption of the Development Plan most schemes identified are unfunded and awaiting budget approval.

6.3 Next Steps

Following the adoption of the Development 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 proportionality 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 schemes assessment will be reviewed, given that more information will become available.

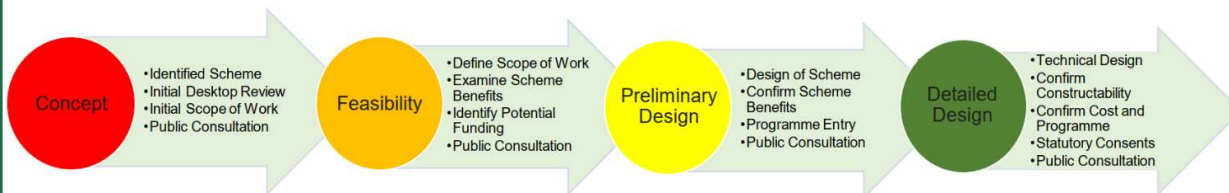


Figure 6.1 Scheme Development Stages

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 Development Plan are at Concept stage 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 to receive funding to develop to the next stage.

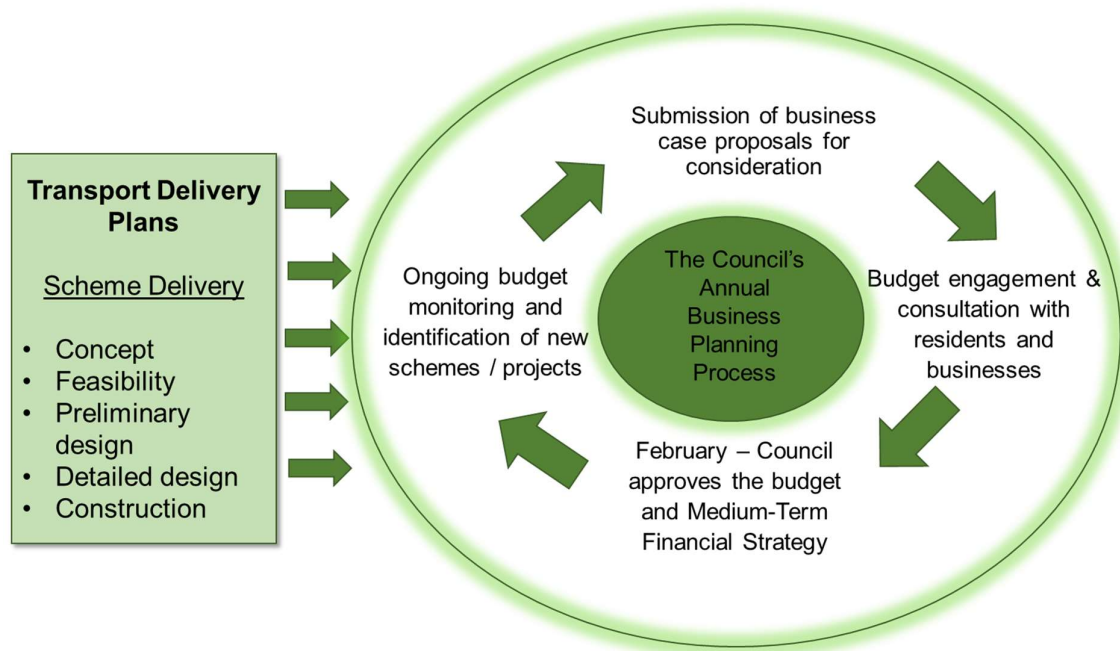


Figure 6-2 LTDP Budget Cycle

Appendix A – Options Long List & Assessment

[illegible]

Appendix B – Sequencing & Packaging of options

| ID | Category | Scheme Description | Timeframe | | | Funding Status |
|-----------------------------------------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|----------------------|-----------------|----------------|
| | | | Short (< 2 Years) | Medium (2 - 5 Years) | Long (5+ Years) | |
| WLM 21 | Active Travel | Junction improvements to accommodate walking and cycling access at Dean Row Road / Handforth Road. | | X | | F |
| WLM 1b / WLM 1c | Parking | Greater management of on-street parking on Buckingham Road and Bourne Street. | | X | | N |
| WLM 1d / WLM 1e / WLM 1f / WLM 1g / WLM 1j / WLM 1h | Parking | Greater management of on-street parking to improve traffic flow and parking turnover on Hawthorn Lane, Cliff Road, Church Street, Altrincham Road, Hawthorn Grove and Hawthorn Walk. | | X | | N |
| WLM 1i | Highways | Measures to improve traffic flow, junction access and review the need for residents parking on Lacey Green. | | X | | N |
| WLM 2a / WLM 2b / WLM 2c / WLM 2d | Parking | Implementation of resident priority parking on Stoney Lane, South Oak Lane, Oak Lane and Northward Road. | | X | | N |
| WLM 2f / WLM 2g / WLM 2h / WLM 2i / WLM 2j / WLM 2k | Parking | Parking management to improve junction access and on-street parking at Old Road, River Street, Hill Top Avenue, The Meade, Bridgefield Avenue, and Deanway. | | X | | N |
| WLM 2e | Parking | Improve residential parking facilities on Alma Lane. | | X | | N |
| WLM 0 | Parking | Parking management measures to improve junction access and safety at: Oaklands Close/Handforth Road junction, Leaside Way/Prestbury Road junction, Leaside Way/Burnside Close junction, Leaside Way/Glenside Drive junction, Pownall Road/Carrwood Road junction, Alma Lane and Beech Lane including any junctions, Oak Lane including any junctions, Northward Road including any junctions, Gravel Lane, Gravel Lane/Ashdene Road, Ashdene Road/Knutsford Road, Gravel Lane/Poplar Avenue, Gravel Lane/Newlands Drive, New Street/Moor Lane, Gravel Lane/Knutsford Road, Buckingham Road including junction with Westward Road, Bourne Street including junction with Westward Road, Westward Road/South Close, Nursery Lane, Nursery Lane/Gravel Lane, Gravel Lane/Knutsford Road, South Oak Lane/Gravel Lane, Gravel Lane/Stoney Lane, Stoney Lane/Knutsford Road and Cliff Road/Old Road. | | X | | N |
| WLM 3b | Highways | Measures to improve traffic flow and pedestrian access at Ringstead Drive in accordance with the adopted Speed Management Strategy. | | X | | N |
| WLM 3c | Highways | Measures to improve traffic flow and address issues due to parking on Adlington Road, Hough Lane and Hough Lane roundabout, Macclesfield Road and Torkington Road/Hough Lane junction. | | X | | N |
| WLM 0 | Highways | Measures to improve traffic flow and junction access within the Lacey Green area, including Nightingale Close/Lacey Green junction, Barlow Road/Lacey Green junction, Twinnies Road/Clough Avenue junction, Twinnies Road/Clough Avenue junction, Twinnies Road/Park Crescent junction, Twinnies Road/Car Mill Mews junction in accordance with the adopted Speed Management Strategy. | | X | | N |
| WLM 3r | Parking | Parking management measures to improve junction access along Manchester Road, including the Manchester Road/Copperfields junction | X | | | N |
| WLM 121 | Parking | Multi-storey car park at Broadway Meadow. | | | X | N |
| WLM 104 | Parking | Priority resident parking and traffic calming measures around Wilmslow town centre and Railway Station. | | X | | N |
| WLM 89 | Parking | Review of stay durations for on-street parking on London Road in Alderley Edge. | | X | | N |
| WLM 0 | Active Travel | Improve pedestrian crossing points by providing dropped kerbs and reducing the junction mouth width where appropriate at numerous locations including Hawthorn Walk and Hall Road junctions with the A538 Altrincham Road. | | X | | N |
| WLM 119 | Active Travel | Encourage further schools in the Wilmslow and Alderley Edge area to engage with the Sustainable Modes of Travel to School programme, and to register with Modeshift STARS to implement School Travel Plans. | | | | F |
| WLM 12 | Active Travel | Improved cycling links between Wilmslow town centre and Manchester Airport. | X | X | | F |
| WLM 127 | Active Travel | Pedestrian improvements at Vardon Bridge on Adlington Road. | | | X | N |
| WLM 129 | Active Travel | Improvement of Bollin Valley Partnership path between Linneys Bridge and Twinnies Road. | | X | | N |
| WLM 23 | Public Transport | Introduce step-free access to the Manchester Airport platform at Wilmslow Station. | | X | | N |
| WLM 105 | Parking | Introduce electric vehicle charging points at Council owned car parks within Wilmslow and Alderley Edge. | | X | | P |
| WLM 133 | Active Travel | Cycle Repair Stand in Alderley Edge | X | | | N |
| WLM 134 | Active Travel | Improve pedestrian route alongside River Dean. | | | X | N |
| WLM 34 | Public Transport | Improve passenger facilities at Alderley Edge Station. | | X | | N |
| WLM 106 | Highways | Implementing 20mph speed limits and traffic calming on various residential streets within Wilmslow and Alderley Edge – locations to be identified in accordance with the adopted Speed Management Strategy. | | X | | N |
| WLM 107 | Public Transport | Improve bus services linking from Wilmslow and Alderley Edge to Handforth, Macclesfield, Manchester airport and wider Greater Manchester, including the possibility of Bus Rapid Transit in line with BSIP. | | X | | N |
| WLM 139 | Active Travel | Improved access barriers at Handforth Road entrance to Colshaw Farm BMX track. | | X | | N |
| WLM 108 | Public Transport | Improve public and passenger transport (including demand responsive transport such as FlexiLink) serving rural areas such as Styal in line with BSIP. | | X | | N |
| WLM 109 | Public Transport | Work with local groups to deliver community transport specific to local needs in line with BSIP. | | X | | N |
| WLM 110 | Parking | Address airport parking on the highway within Styal. | X | | | N |
| WLM 111 | Highways | Consider reducing speed limits and introducing traffic calming on some roads within Styal in accordance with the adopted Speed Management Strategy. | | X | | N |
| WLM 140 | Active Travel | Improvements to walking and cycling routes from Alderley Edge to Alderley Park. | | X | | P |
| WLM 114 | Highways | Improvements to Manchester Road/A538/Mill Street roundabout. | | X | | N |
| WLM 115 | Highways | Improvements to MacLean Way/Birrell Way roundabout. | | | X | N |
| WLM 116 | Highways | Improvements to the Handforth Dean / Coppice Way junction of the A34. | | X | | F* |
| WLM 141 | Active Travel | Improvements in pedestrian access on the route to Chapel Lane via Bedells Lane. | | X | | N |

| ID | Category | Scheme Description | Timeframe | | | Funding Status |
|---------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|----------------------|-----------------|----------------|
| | | | Short (< 2 Years) | Medium (2 - 5 Years) | Long (5+ Years) | |
| WLM 143 | Active Travel | Cycle and pedestrian improvements at Station Road/A538/Swan Street junction. | | X | | N |
| WLM 144 | Active Travel | Improving the cycle route on B5359 Wilmslow Road between A34 Whitehall Roundabout and Alderley Edge | | | X | N |
| WLM 117 | Parking | Electric vehicle charging points at train station car parks such as Wilmslow and Alderley Edge. | | X | | P |
| WLM 145 | Active Travel | Improving the walking and cycle route from Wilmslow rail station northwards towards Ladyfield Terrace as part of potential redevelopment scheme. | | X | | P* |
| WLM 16 | Active Travel | Cycling links into the town centre including Adlington Road and Prestbury Road. | | X | | N |
| WLM 1a | Active Travel | Measures to improve traffic flow and access for pedestrians on Chapel Lane, Wilmslow. | | X | | N |
| WLM 120 | Public Transport | Investigate feasibility of improving bus and shuttle bus services to Alderley Park in line with BSIP. | | X | | N |
| WLM 101 | Public Transport | Trial tram-train route on the existing rail line between Wilmslow and Manchester Airport. | | | X | N |
| WLM 82 | Highways | Improvements to Alderley Road as part of Royal London housing development. | X | | | P* |
| WLM 39 | Active Travel | Improved cycling links between Wilmslow town centre and Handforth via Cliff Road and Manchester Road | X | | | P |
| WLM 42 | Active Travel | Increase the number and quality of pedestrian crossing points along Manchester Road between Wilmslow and Handforth. | X | | | P |
| WLM 45 | Active Travel | Cycle and walking route from Manchester Road/Dean Row Road junction to Styal Railway Station. | | X | | N |
| WLM 125 | Highways | Further traffic calming at mini-roundabout on Racecourse Road / Oak Lane in accordance with the adopted Speed Management Strategy. | | | X | N |
| WLM 5 | Active Travel | Improving cycle parking facilities at Wilmslow train station. | X | | | N |
| WLM 59 | Active Travel | Improved cycling links between Wilmslow, the potential development site north of Alderley Edge southwards to Alderley Edge. | | X | | N |
| WLM 132 | Public Transport | Bus service between Alderley Edge and Wilmslow Station in line with BSIP. | | X | | N |
| WLM 61 | Active Travel | Improved cycling links on key corridors including Manchester Road route from London Road/Congleton Road cycle route. | | | X | N |
| WLM 79 | Active Travel | Improved walking and cycling links, Northern access route for pedestrians and cyclists to Wilmslow High School. | | X | | P |
| WLM 135 | Highways | Reduction of speed limit along Artist's Lane from 60mph in accordance with the adopted Speed Management Strategy. | | X | | N |
| WLM 80 | Active Travel | Cycle route from the planned business park between Wilmslow High School / rail line and A34 through to the wider cycle network. | | X | | F* |
| WLM 85 | Active Travel | Improved walking route to Lindow Community Primary School. | | X | | N |
| WLM 86 | Active Travel | Improved cycling and walking links to Wilmslow town centre and rail station via path between Wilmslow High School and rail line. | | X | | N |
| WLM 142 | Highways | Introduction of "Quiet Lanes" traffic calming measures in Nether Alderley in accordance with the adopted Speed Management Strategy. | | X | | N |
| WLM 88 | Active Travel | Cycle/walking route from Summerfields to Town Centre including ramp to replace existing steps. | | X | | N |
| WLM 93 | Active Travel | Handforth Garden Village cycle/walking link to Wilmslow via Colshaw Farm and parallel to MacLean Way. | | | X | N |
| WLM 99 | Active Travel | Multiuser path for walking and cycling between The Carrs and Quarry Bank Mill/Styal addressing forty-one steps. | | | X | N |
| WLM 146 | Highways | Installing 20mph speed limit in Alderley Edge centre in line with adopted Speed Management Strategy | X | | | P |

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 to Wilmslow and Alderley Edge centres to support a thriving economy | Significantly impacts access into Wilmslow and Alderley Edge centres | Has some impact on accessing Wilmslow and Alderley Edge centres | Neither impacts or improves access into Wilmslow and Alderley Edge centres | Provides some improvement into Wilmslow and Alderley Edge centres | Provides significant improvement to access into and within Wilmslow and Alderley Edge centres |
| Supporting access from Alderley Edge and rural communities to key services and employment | Significantly negatively impacts access from Alderley Edge and rural communities around Wilmslow to key services and employment | Has some negative impact on access from Alderley Edge and rural communities around Wilmslow to key services and employment | Neither impacts or improves access from Alderley Edge and rural communities around Wilmslow to key services and employment | Provides some improvement from Alderley Edge and rural communities around Wilmslow to key services and employment | Provides significant improvement from Alderley Edge and rural communities around Wilmslow to key services and employment |
| Improve transport connections along key corridors to and from Handforth, Manchester Airport, Macclesfield, Knutsford and Greater Manchester, including access to key services such as Macclesfield District Hospital | Significantly impacts access on key routes and to and from key destinations | Has some impact to access on key routes and to and from key destinations | Neither impacts or improves access on key routes and to and from key destinations | Provides some improvement to access on key routes and to and from key destinations | Provides significant improvement to access on key routes and to and from key destinations |
| Supporting access to education and employment sites including Wilmslow High School, Alderley Park, Waters, the Royal London Campus, and Manchester Airport | 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 |
| Strengthening the transport network to accommodate development sites such as the Royal London Campus in 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 LTP 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 |