



Poynton Transport Development Plan

Rev 0

May 2022

Working for a **brighter future** together

OFFICIAL



DRAFT Poynton Transport Development Plan

Project No: BRJ10654
 Document Title: Poynton Transport Development Plan
 Document No.: BRJ10654_01
 Revision: 0
 Date: May 2022
 Project manager: DC
 Author: VV / LS
 File name: BRJ10654 Poynton LTDP May Rev0

Jacobs U.K. Limited

© Copyright 2022 Jacobs U.K. Limited. The concepts and information contained in this document are the property of Jacobs. Use or copying of this document in whole or in part without the written permission of Jacobs constitutes an infringement of copyright.

Limitation: This report has been prepared on behalf of, and for the exclusive use of Jacobs' Client, and is subject to, and issued in accordance with, the provisions of the contract between Jacobs and the Client. Jacobs accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this report by any third party.

Document history and status

Rev	Date	Description	By	Review	Approved
0	May 2022	Final Report	LS	LO / JD	PS

Contents

1.	Introduction	3
1.1	Local Context	3
1.2	Background to the Poynton Transport Development Plan	3
1.3	What does the Development Plan do for Poynton?	4
1.4	Objective Setting and Scheme Options Development	4
1.5	Report Structure	5
2.	Policy & Background Information	7
2.1	Policy Context and Background Information	7
2.2	Summary of Relevant Local Policy	7
2.3	Existing Transport Situation	10
3.	Objectives Overview	17
3.1	Overview	17
3.2	Poynton Local Transport Objectives	17
3.3	Public consultation Feedback on Local Transport Objectives	17
3.4	Logic Mapping	18
4.	Options Overview & Assessment	20
4.1	Overview	20
4.2	Assessment Process	20
4.3	Scheme Sequencing Process	22
5.	Packaging & Sequencing of Options	24
5.1	Introduction	24
5.2	Active Travel Schemes Package	24
5.3	Public Transport Schemes Package	28
5.4	Parking Schemes Package	31
5.5	Highway Schemes Package	34
5.6	Summary of Transport Scheme Packages Support for Objectives	37
6.	Summary and Next Steps	39
6.1	Summary	39
6.2	Funding Summary	39
6.3	Next Steps	39
	Appendix A – Options Long List & Assessment	
	Appendix B – Sequencing & Packaging of options	
	Appendix C – Objectives & scoring criteria	

1. Introduction

1.1 Local Context

Poynton's origins lie as a small mining village. However, the decline of mining and its accessibility to Greater Manchester led to significant growth during the 20th Century. Much of the mining infrastructure has therefore been lost as the town expanded, but remnants of the associated landscape still exist. It has a population of 13,000 and lies in the north-eastern corner of the borough, 11km north of Macclesfield and 8km south of Stockport. The shopping centre has about 120 retail units. A programme of urban realm and environmental improvements has been completed in the town centre.

Two buses per hour serve the town, providing links to Bollington, Stockport, and Macclesfield. The railway station is on the western side of the town and has one train per hour serving stations between Manchester and Stoke-on-Trent.

Disley is situated by the A6 and is a village in the north-east of Cheshire East near to both the Peak District and Greater Manchester. Poynton and Macclesfield both act as service centres for Disley, however there are also strong travel links with the Peak District, Stockport and wider Greater Manchester.

1.2 Background to the Poynton 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 Poynton 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 Poynton. 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 Poynton and the supporting 'long list' of schemes (including presenting the evidence for these) was undertaken between the 23rd of November 2020 and 31st of March 2021. In total, 145 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 six local transport objectives for Poynton 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. The plan covers Poynton, Disley, Kettleshulme and Disley. 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.

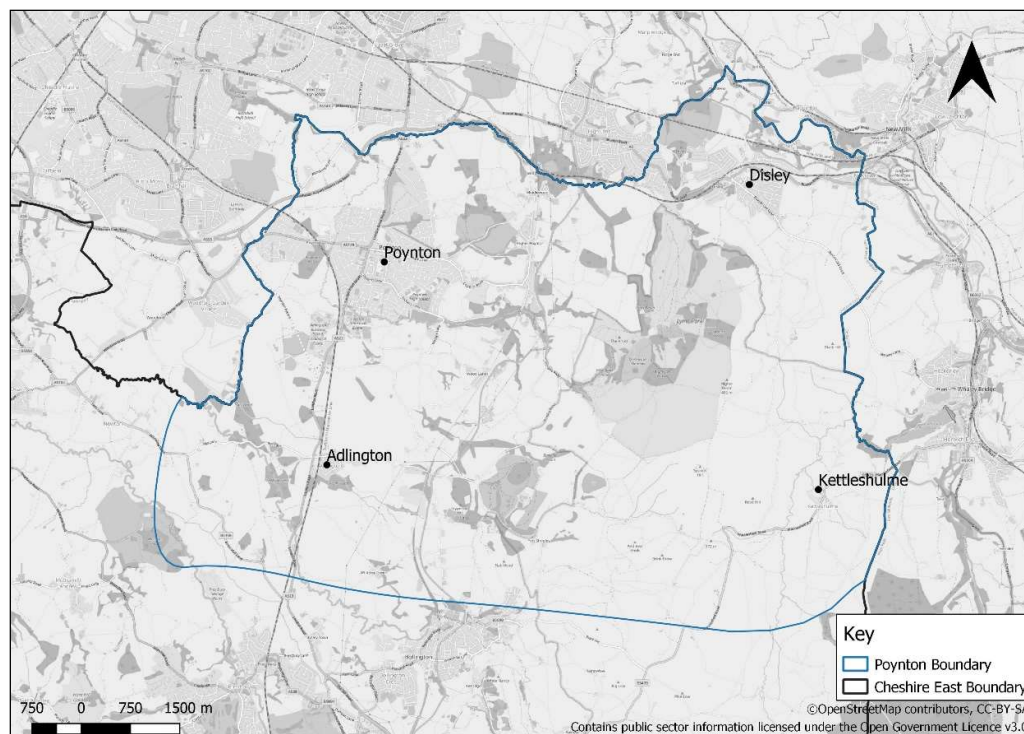


Figure 1.1 Poynton Development Plan Area

1.3 What does the Development Plan do for Poynton?

The Transport Development Plan for Poynton:

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

1.4 Objective Setting and Scheme Options Development

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

1. **Improve transport connections along key corridors to and from Poynton and Disley to Macclesfield, Wilmslow, Handforth, the Peak District and wider Cheshire East and Greater Manchester;**
2. **Strengthening the transport network to accommodate development sites such as the Adlington Business Park extension and potential developments in Greater Manchester;**
3. **Complementing Poynton Relief Road with measures around the town centre to further improve the environment for residents and visitors;**

4. Reducing the impact of the A6 on Disley;
5. Improving leisure routes and access from rural communities around Poynton and Disley to key services and employment; and
6. Supporting access to education and employment including both Poynton and Adlington Industrial Estates.

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 82 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 Poynton (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 Poynton 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 Poynton, 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 Poynton.

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 Poynton.

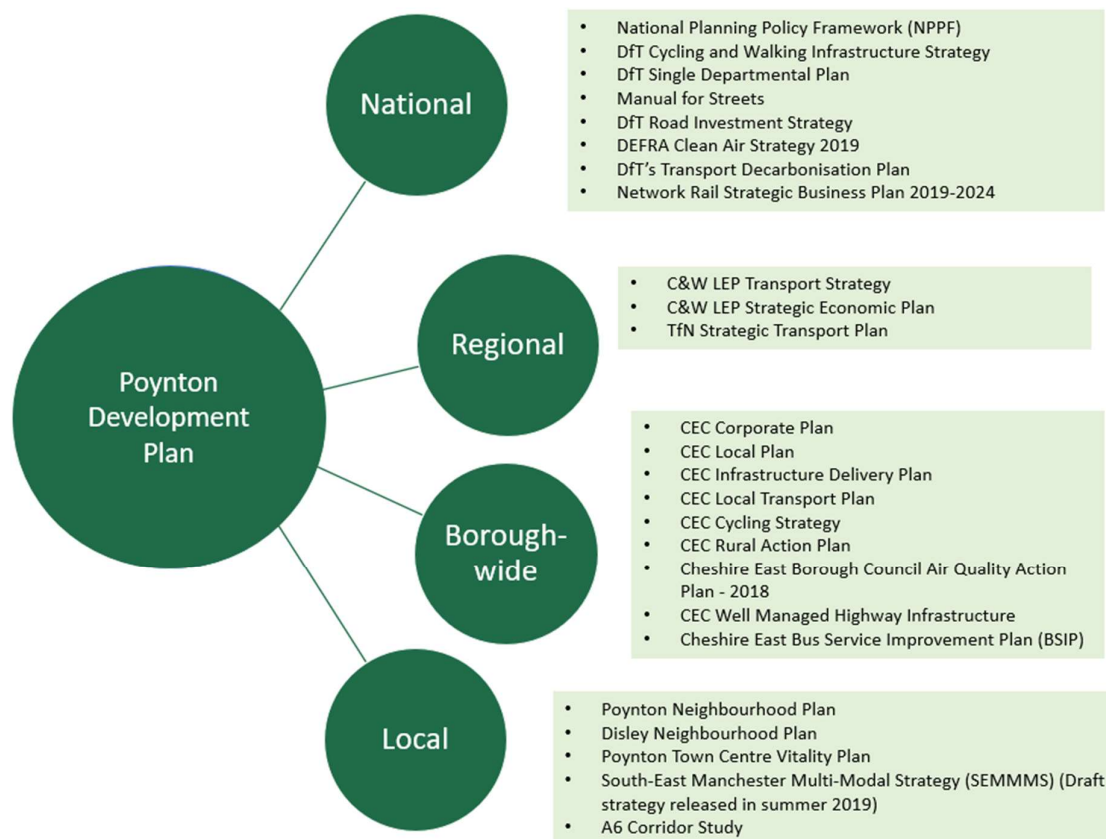


Figure 2.1: Policy Overview

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 Poynton 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 Poynton which consists of 150 new homes on the land adjacent to Hazelbadge Road, 150 new homes on land

at Sprink Farm and 150 new homes on the land south of Chester Road (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.

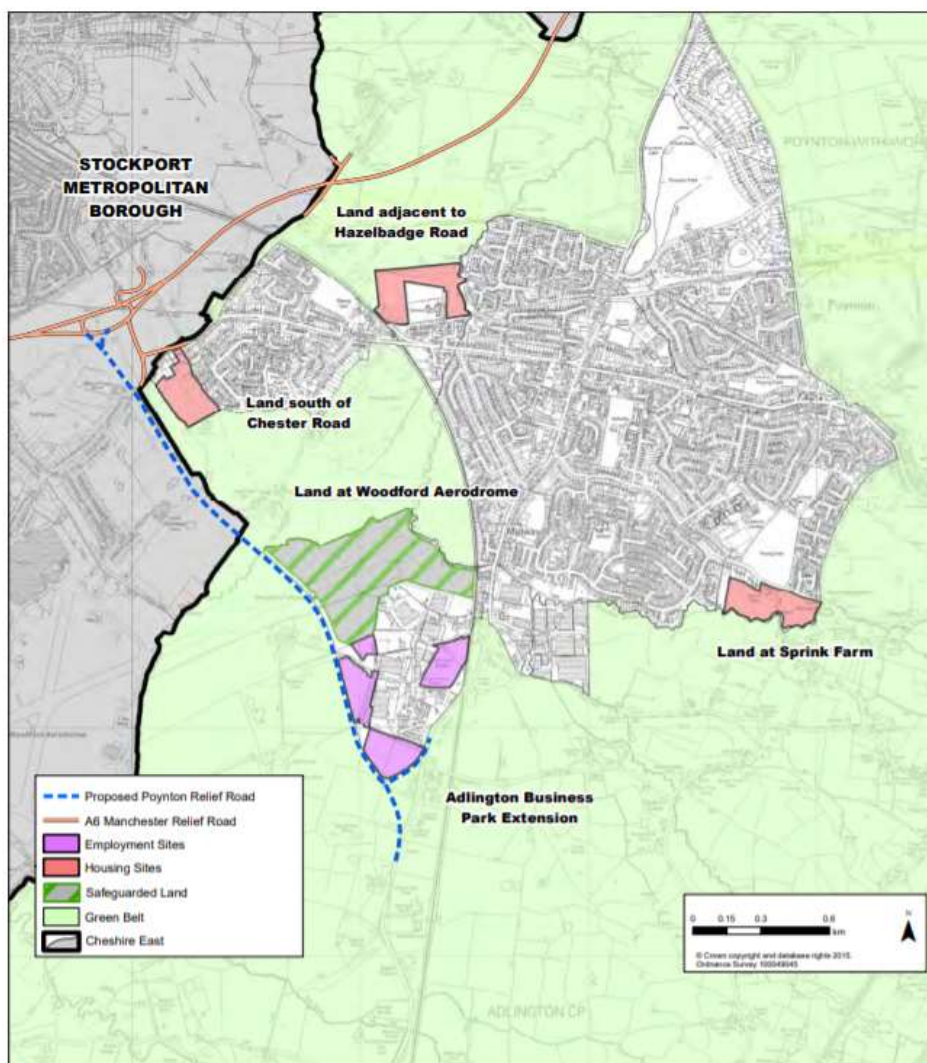


Figure 2.2 Poynton Local Plan Sites

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 Poynton 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 Poynton Neighbourhood Plan

The Poynton 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.

For transport, the Poynton Neighbourhood Plan outlines the following objective:

“To improve access, supported and encouraged through the provision and enhancement of safe and secure walking, cycling and mobility scooter/ wheelchair routes in and around Poynton. To improve rail infrastructure and rail and bus services in order to help reduce car use.”

In addition, the Neighbourhood Plan outlines concerns regarding housing growth within Poynton such as the land adjacent to Hazelbadge Road and other development sites within the Local Plan, such as LPS 49 (land at Sprink Farm). There is a need to integrate these developments into the transport network, linking to the station, for example, in order to create sustainable growth.

Within the production of this Local Transport Development Plan the issues and opportunities set out in the Poynton Neighbourhood Plan have been used to inform the development of the 'long-list' of scheme and support in the assessment work. The Council has also consulted with Poynton Town Council in the development of this plan.

2.2.4 Disley Neighbourhood Plan

The Disley 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.

Transport issues identified within the Neighbourhood Plan include:

- Car parking issues within the village centre including on-street parking and pavement parking which causes obstruction;

- The need to upgrade the Peak Forest Canal to create a high-quality route for walkers and cyclists; and
- Air quality, noise and severance issues caused by high traffic levels and HGVs on the A6.

Within the development of this Local Transport Development Plan the issues and opportunities set out in the Disley 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 consulted with Disley Parish Council in the development of this plan.

2.2.5 South-East Manchester Multi-Modal Strategy (SEMMMS) (Draft strategy released in summer 2019) / A6 Corridor Study

The refreshed draft 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 and long-distance rail services connect to other major UK cities and towns, such as Poynton.

The refresh of the SEMMM Strategy considered existing transport related problems, with a focus on the main movement corridors and east-west orbital connectivity. Within the Poynton Development Plan study area, a number of issues are identified:

- Poynton Relief Road will increase the flow on the A523 in Adlington and Butley Town;
- 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;
- Concerns over withdrawn bus services in Disley; and
- No direct public transport to the Airport from Woodford or Poynton.

Due to uncertainty regarding the spatial development context in Greater Manchester the strategy has not been adopted. CEC and Stockport Council are however working collaboratively to develop an A6 Corridor Study to review options for addressing transport issues and developing a forward programme of work.

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 Poynton and Disley but are now dependent on future sources of funding becoming available:

- Work in partnership with operators to develop integrated and smart ticketing across bus and rail operators; and
- Through future funding mechanisms and working in partnership with bus operators, aiming to secure the levels of revenue funding required to stabilise the local bus network and seek to bring service levels back to the level at which they were pre-Covid and seek to reverse a declining patronage.

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 Poynton 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 Public Rights of Way (PRoW) network within the Development Plan area, although there are gaps in connectivity around both Poynton and Disley. Improving the connectivity of the PRoW network to key trip generators is important to encourage greater walking trips.

The existing network is very well connected to Lyme Park with routes extending outwards to more rural areas with more scenic, attractive, and quieter routes.

As well as dedicated off road walking routes and PROWs, many pedestrians use the wide network of existing footpaths adjacent the highway to connect to destinations. Within the Development Plan area these are to varying widths and standards. The public consultation for the Development Plan highlighted problems in some areas with

inappropriate parking of vehicles on the footways causing a conflict between pedestrians and cars. Improved pedestrian crossing points were also raised as being a requirement.

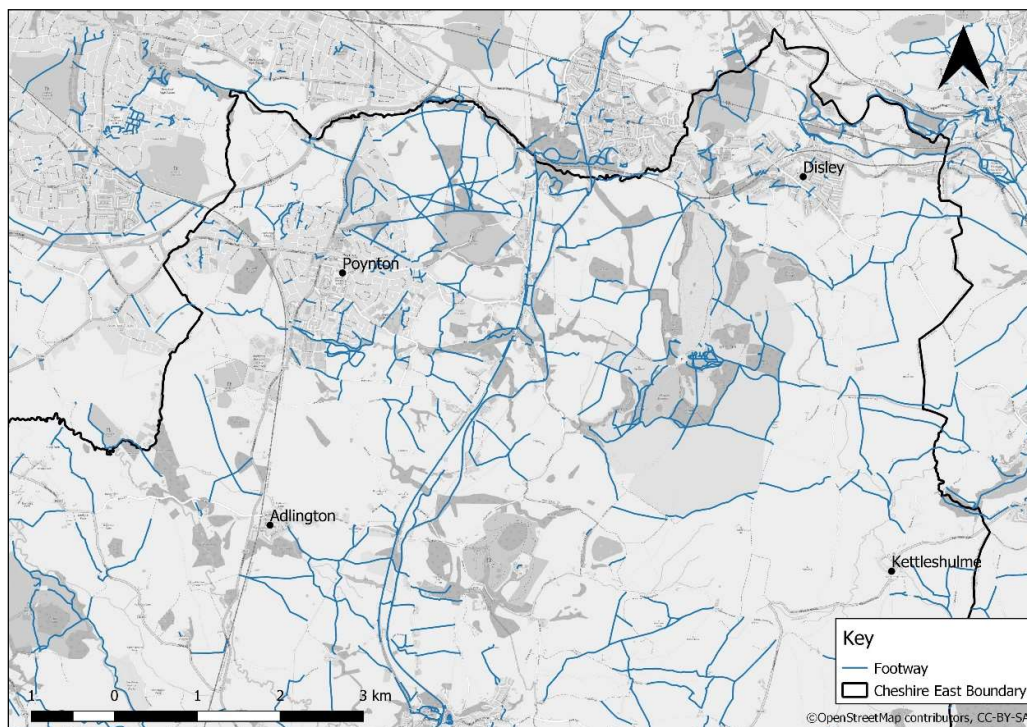


Figure 2.3 Public Right of Way (PRoW) within the Study Area

2.3.2 Cycling

There is a lack of high-quality cycle routes that go directly through Poynton and Disley. The Middlewood Way offers a good quality north-south route however connections to this from Poynton and Disley are limited. There is currently no high-quality and continuous cycle route connecting between Poynton and Disley.

In the Poynton area, 11% of residents travel under 2km to work which is an ideal distance for walking and cycling trips. Similarly, 10% travel under 5km (ONS, 2011) which is an ideal distance for cycling.

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.

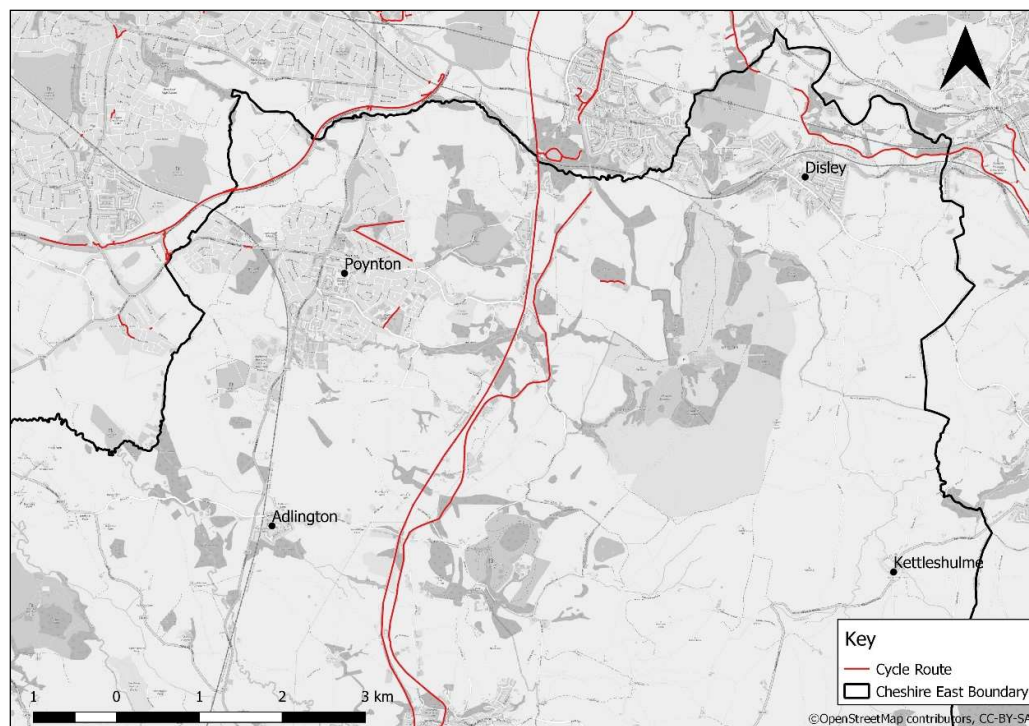


Figure 2.4 Cycle Network within the Development Plan Area

2.3.3 Public Transport (Bus and Rail)

Both Poynton and Disley are currently served by two bus services operating Monday to Saturday to destinations including Macclesfield, Stockport, Hazel Grove and Manchester Airport. At the time of writing there were two buses every 90 minutes on Mondays to Saturdays serving Poynton. The public consultation undertaken for the Development Plan had feedback that improvements to the frequency of bus services was needed. Lack of real time information and poor connectivity to the train station were also issues raised. Stakeholders in Disley also raised the need for a bus service between Disley and Poynton to access GPs, schools, and CEC services.

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.

Poynton Station is located approximately 800m west of the town centre. Poynton Station has one train per hour that links to Manchester Piccadilly and Stoke-on-Trent. The nearest bus stop to Poynton Station is 160m away and buses are infrequent and departure/arrival times are not well coordinated.

Disley railway station is in the centre of Disley and has one train per hour to Manchester Piccadilly and Buxton. The nearest bus stop to Disley Station is 150m away however departure/arrival times are not well coordinated.

Other local stations include Middlewood Railway Station and Adlington Station. Middlewood Railway Station is an unmanned station and like Disley Railway Station

runs along the Buxton Line, and serves Middlewood and Higher Poynton, it is 1.75 miles from Poynton Centre. Access to the station is only by woodland paths including the Middlewood Way and has services to Buxton and Manchester Piccadilly.

Adlington Railway Station is an unstaffed station and serves the village of Adlington, just over 2 miles from Poynton Centre. The station provides hourly services to Stoke-on-Trent and Manchester Piccadilly.

The public consultation highlighted more frequent rail services would be of benefit for residents alongside services to Manchester Airport, Sandbach and Crewe. Regarding the bus services, concerns were raised around the quality of the services particularly journey time unreliability.

2.3.4 Parking

Poynton and Disley and both have two car parks operated by CEC. Overall, there are 254 parking spaces in Poynton and 60 parking spaces in Disley. In Poynton there is a CEC owned car park in the town centre although a proportion of this carpark is operated by Waitrose. There is also a CEC owned car park at Nelson Pit. There is one significant privately-operated car park in Poynton which is located adjacent to Poynton Station, has 20 spaces, and operated by Northern Trains.

All parking spaces in CEC operated car parks in Poynton and Disley are currently free of charge.

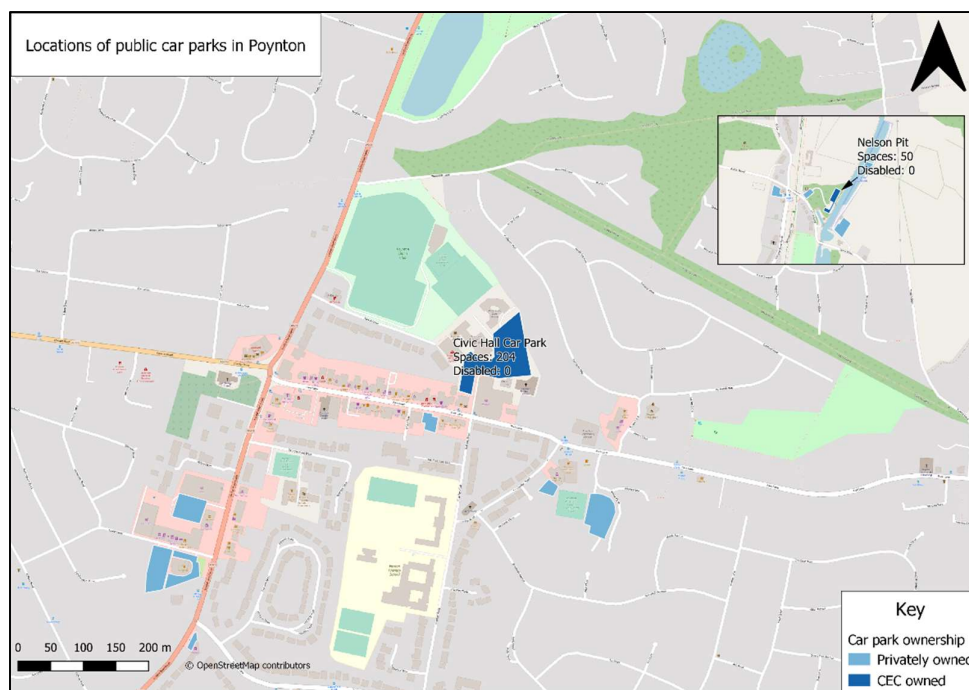


Figure 2.5 Locations of public car parks in Poynton



Figure 2.6 Locations of public car parks in Disley

2.3.5 Highway Network

Poynton and Disley are well connected to the north and south of the country by the Strategic Road Network. Poynton connects to locations such as Stockport via the A523, Manchester via the A555 and M60 to the North and Macclesfield via the A523 in the south.

Disley connects via the A6 to Stockport and Manchester to the north and Buxton in the South as well as Macclesfield via the B5470. The A6 route is heavily used by general traffic and HGVs causing negative impacts for the community in Disley such as poorer air quality and noise.

The Poynton Relief Road is set to be completed by the end of 2022. The Poynton Relief Road will support the economic, physical, and social regeneration of Poynton. The scheme will help alleviate congestion in Poynton and remove through traffic from the town centre. There is an opportunity to complement the Relief Road by bringing forward further improvements for pedestrians and cyclists in Poynton.

The public consultation highlighted residents' concerns that the Poynton / Macclesfield / Congleton corridor is unable to cope with current congestion levels and future traffic from employment increases at Adlington Business Park. Similarly, concerns were raised regarding the impact of traffic and HGVs using the A6 through Disley.

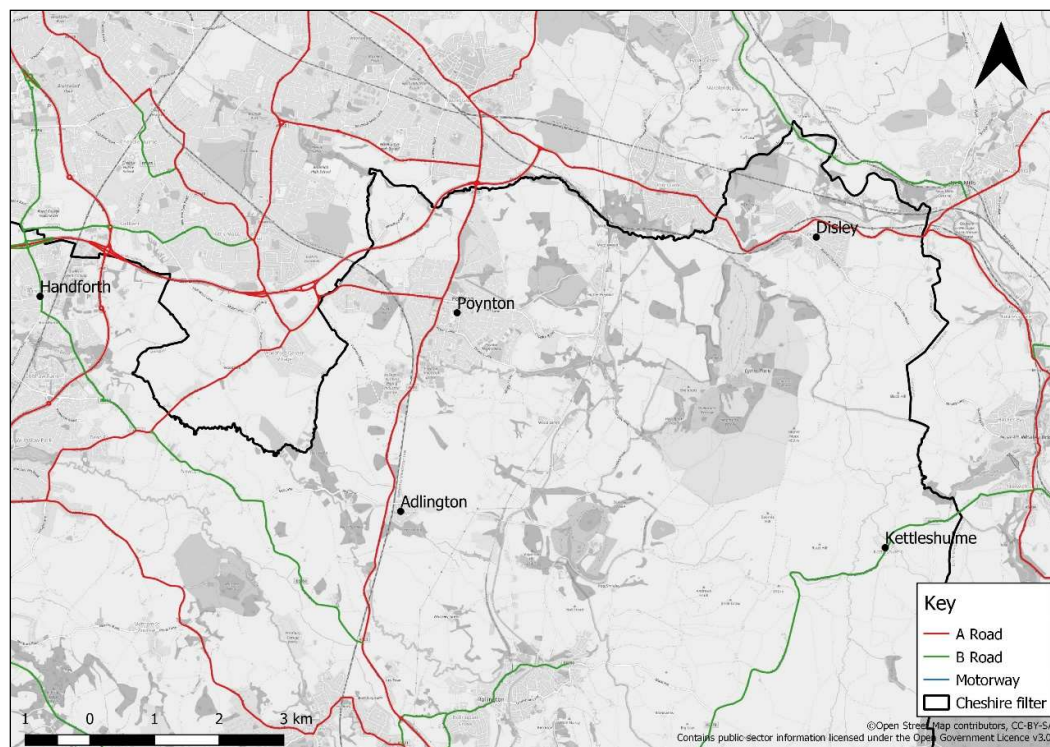


Figure 2.7 Local Road Network

2.3.6 Summary

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

3. Objectives Overview

3.1 Overview

To develop the initial 'long list' of schemes and then support scheme assessments (detailed in Chapter 4), a set of locally focused transport objectives have been developed for Poynton. 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 Poynton Local Transport Objectives

The local transport objectives for Poynton 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 Poynton. The local Poynton 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 Poynton.

The town specific transport objectives for Poynton are:

1. **Improve transport connections along key corridors to and from Poynton and Disley to Macclesfield, Wilmslow, Handforth, the Peak District and wider Cheshire East and Greater Manchester;**
2. **Strengthening the transport network to accommodate development sites such as the Adlington Business Park extension and potential developments in Greater Manchester;**
3. **Complementing Poynton Relief Road with measures around the town centre to further improve the environment for residents and visitors;**
4. **Reducing the impact of the A6 on Disley;**
5. **Improving leisure routes and access from rural communities around Poynton and Disley to key services and employment; and**
6. **Supporting access to education and employment including both Poynton and Adlington Industrial Estates.**

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	145	128 (88%)

2	142	90 (63%)
3	143	118 (83%)
4	144	114 (79%)
5	142	124 (87%)
6	141	105 (74%)

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

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 schemes objectives are to be achieved. The logic map will also be used when developing the monitoring and evaluation of schemes in the future.

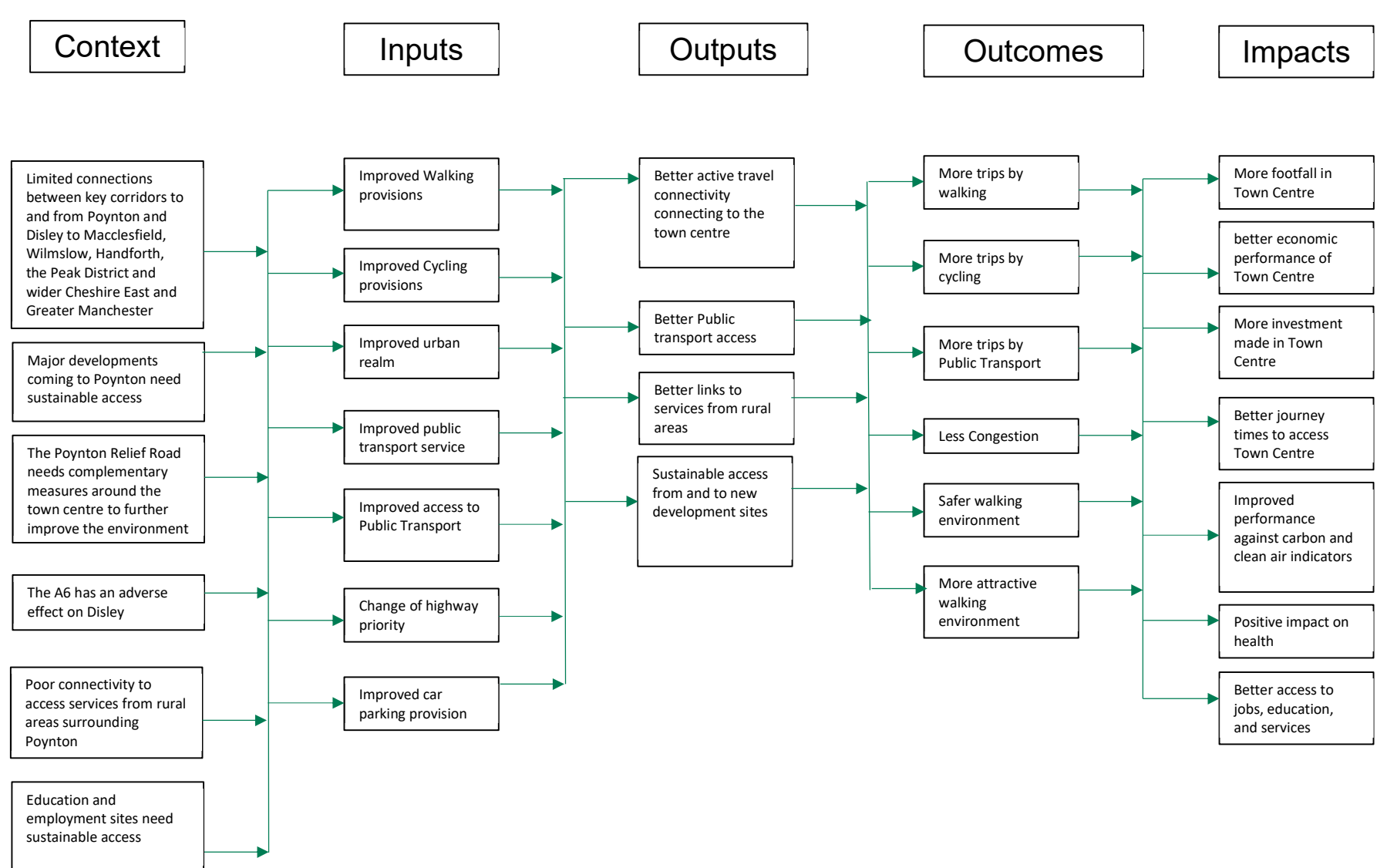


Figure 3.1 Poynton Transport Development Plan Logic Map

4. Options Overview & Assessment

4.1 Overview

This section sets out the process undertaken to develop the Development Plans' package of schemes. 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 145 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 six Poynton Specific Transport Objectives:
 - o Improve transport connections along key corridors to and from Poynton and Disley to Macclesfield, Wilmslow, Handforth, the Peak District and wider Cheshire East and Greater Manchester;
 - o Strengthening the transport network to accommodate development sites such as the Adlington Business Park extension and potential developments in Greater Manchester;
 - o Complementing Poynton Relief Road with measures around the town centre to further improve the environment for residents and visitors;
 - o Reducing the impact of the A6 on Disley;
 - o Improving leisure routes and access from rural communities around Poynton and Disley to key services and employment; and
 - o Supporting access to education and employment including both Poynton and Adlington Industrial Estates.
- 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 Poynton. These have been developed following the initial issues and options work undertaken for the Development Plan; the public consultation which followed this; and the assessment undertaken of the emerging schemes (based on their current development stage) against the LTP objectives, the local transport objectives for Poynton (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 82 schemes have been identified for Poynton 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 38 of the transport schemes identified for Poynton 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 nine 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 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 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.



© OpenStreetMap contributors

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

Local Transport Objective	How the Active Travel Package Supports Objective
1 Improve transport connections along key corridors to and from Poynton and Disley to Macclesfield, Wilmslow, Handforth, the Peak District and wider Cheshire East and Greater Manchester	<ul style="list-style-type: none"> Improving walking and cycling routes along the A6 corridor. Providing a cycling route between Poynton and Disley through Lyme Park. Improving the canal towpath route through Disley and towards Greater Manchester and the Peak District. Providing a cycling route along the A523 London Road North and connections into Greater Manchester.
2 Strengthening the transport network to accommodate development sites such as the Adlington Business Park extension and potential developments in Greater Manchester.	<ul style="list-style-type: none"> Providing a walking and cycling route between Poynton and new development in the Woodford area. Providing a walking and cycling Greenway route alongside the A523 between Prestbury and Poynton, linking into Adlington Business Park.
3 Complementing Poynton Relief Road with measures around the town centre to further improve the environment for residents and visitors	<ul style="list-style-type: none"> Improving walking and cycling connections within Poynton to complement Poynton Relief Road. Considering lower speed limits, 20mph zones and traffic calming in numerous locations in line with the adopted Speed Management Strategy.
4 Reducing the impact of the A6 on Disley	<ul style="list-style-type: none"> Various walking and cycling route improvements as noted under Objective 1. Improving cycle parking facilities at Disley Rail Station.
5 Improving leisure routes and access from rural communities around Poynton and Disley to key services and employment	<ul style="list-style-type: none"> Providing a cycling route along the A523 London Road North and connections into Greater Manchester. Considering lower speed limits, 20mph zones and traffic calming in numerous locations in line with the adopted Speed Management Strategy.
6 Supporting access to education and employment including both Poynton and Adlington Industrial Estates	<ul style="list-style-type: none"> Providing a walking and cycling Greenway route alongside the A523 between Prestbury and Poynton, linking into Adlington Business Park.

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

5.3 Public Transport Schemes Package

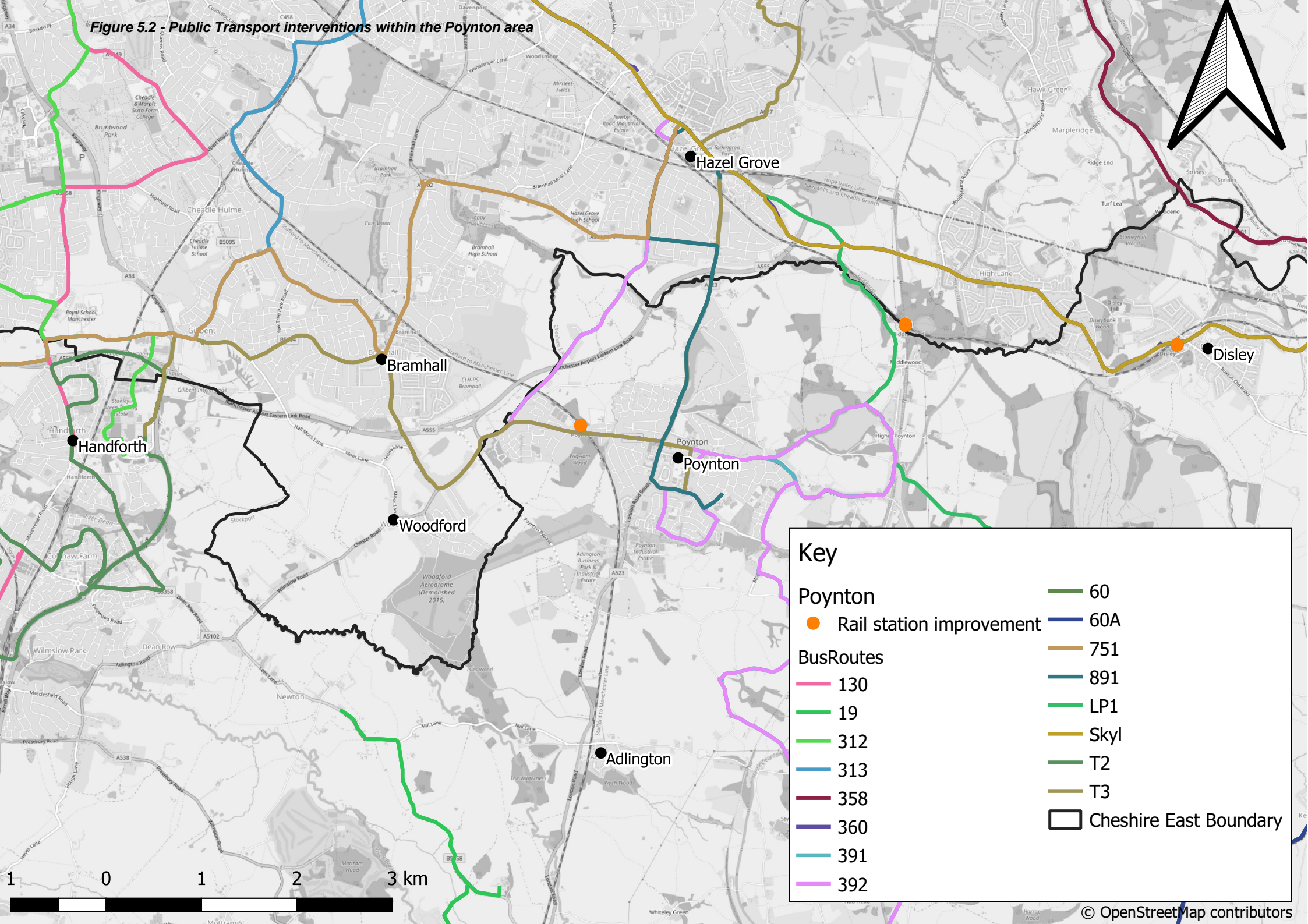
A total of 20 of the transport schemes identified for Poynton and the wider area relate to Public Transport schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Development Plan process. The Development Plan has been developed aligning with the Council's Bus Service Improvement Plan (BSIP). The Public Transport schemes fall into four broad categories as described in Table 5.3 below.

Public Transport Category	Description of measures
Bus service improvements	Providing an enhanced 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.
Rail service improvements	Providing more frequent rail services. Providing new rail services.

Table 5.3 – Public Transport Scheme Categories

Figure 5.2 plots out the current bus network within Poynton 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. Central government has not provided funding for the implementation of the BSIP and although the Council's long term ambitions have not changed the lack of funding will affect the feasibility of improving the network. 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 the Poynton area



Key

Poynton

● Rail station improvement

BusRoutes

130

19

312

313

358

360

391

392

60

60A

751

891

LP1

Skyl

T2

T3

□ Cheshire East Boundary

A primary focus of the Public Transport interventions is delivering on the local transport objectives for Poynton. How the Public Transport schemes will deliver on this is set out below in Table 5.4. Consideration will need to be given to ensuring future investment in the public transport network is in accordance with the Council's Bus Service Improvement Plan.

Local Transport Objective	How the Public Transport Package Supports Objective
1 Improve transport connections along key corridors to and from Poynton and Disley to Macclesfield, Wilmslow, Handforth, the Peak District and wider Cheshire East and Greater Manchester.	<ul style="list-style-type: none"> Consider how bus service or passenger transport can better link Disley and New Mills to Poynton. Improving the frequency and quality of rail services calling at Poynton and Disley rail stations. Considering how a more uniform rail pricing structure between Greater Manchester, Cheshire East and Derbyshire can be provided.
2 Strengthening the transport network to accommodate development sites such as the Adlington Business Park extension and potential developments in Greater Manchester.	<ul style="list-style-type: none"> Providing bus services or passenger transport to link new developments at Woodford and Handforth garden Village into the wider public transport network.
3 Complementing Poynton Relief Road with measures around the town centre to further improve the environment for residents and visitors.	<ul style="list-style-type: none"> Provision of bus shelters in Poynton town centre.
4 Reducing the impact of the A6 on Disley	<ul style="list-style-type: none"> Consider how bus service or passenger transport can better link Disley and New Mills to Poynton. Improving the frequency and quality of rail services calling at Disley rail station. Working with surrounding local authorities to improve public transport links from Derbyshire and Greater Manchester to remove traffic from the A6. Considering how a more uniform rail pricing structure between Greater Manchester, Cheshire East and Derbyshire can be provided.
5 Improving leisure routes and access from rural communities around Poynton and Disley 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 transport groups to support community transport schemes in line with the BSIP.

6 Supporting access to education and employment including both Poynton and Adlington Industrial Estates

- Providing bus services that connect to Adlington Industrial Estate.

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 Short Term of the Development Plan adoption, 2 Public Transport schemes could potentially be developed. Within the Medium Term of the Development Plan a further 11 schemes could potentially be developed and in the Long-Term 4 schemes are identified for potential development.

5.4 Parking Schemes Package

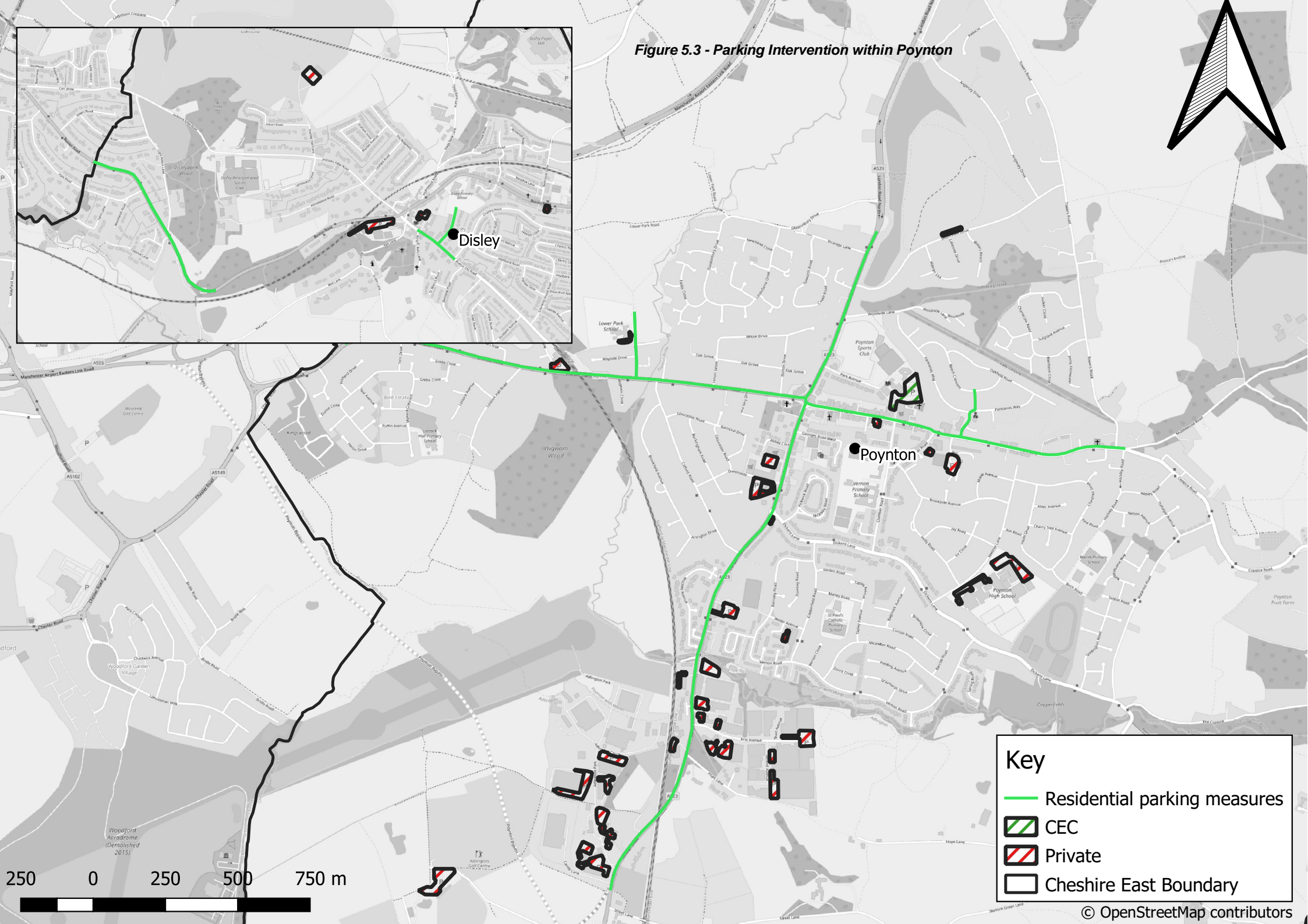
Poynton currently benefits from a few car parks and parking facilities. A total of eight of the transport schemes identified for Poynton relate to Parking Schemes and initiatives. These vary in scale and size with three being at Concept stage and two at feasibility. The Parking schemes fall into three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

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 Intervention within Poynton



Key

- Residential parking measures
- CEC
- Private
- Cheshire East Boundary

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

Objective	How the Parking Package Supports
1 Improve transport connections along key corridors to and from Poynton and Disley to Macclesfield, Wilmslow, Handforth, the Peak District and wider Cheshire East and Greater Manchester.	<ul style="list-style-type: none"> • Increase parking provision in the vicinity of Disley and Poynton rail stations. • Address on-road parking that causes issues on key routes such as the A6.
2 Strengthening the transport network to accommodate development sites such as the Adlington Business Park extension and potential developments in Greater Manchester.	<ul style="list-style-type: none"> • Parking not applicable to supporting this objective.
3 Complementing Poynton Relief Road with measures around the town centre to further improve the environment for residents and visitors.	<ul style="list-style-type: none"> • Providing EV chargepoints in Poynton Town Centre.
4 Reducing the impact of the A6 on Disley.	<ul style="list-style-type: none"> • Increase parking provision in the vicinity of Disley rail stations. • Address on-road parking that causes issues on key routes such as the A6. • Providing EV chargepoints in Disley.
5 Improving leisure routes and access from rural communities around Poynton and Disley to key services and employment.	<ul style="list-style-type: none"> • By improving parking facilities in Poynton and Disley this will help rural residents access key services.
6 Supporting access to education and employment including both Poynton and Adlington Industrial Estates.	<ul style="list-style-type: none"> • Parking not applicable to supporting this objective.

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

5.5 Highway Schemes Package

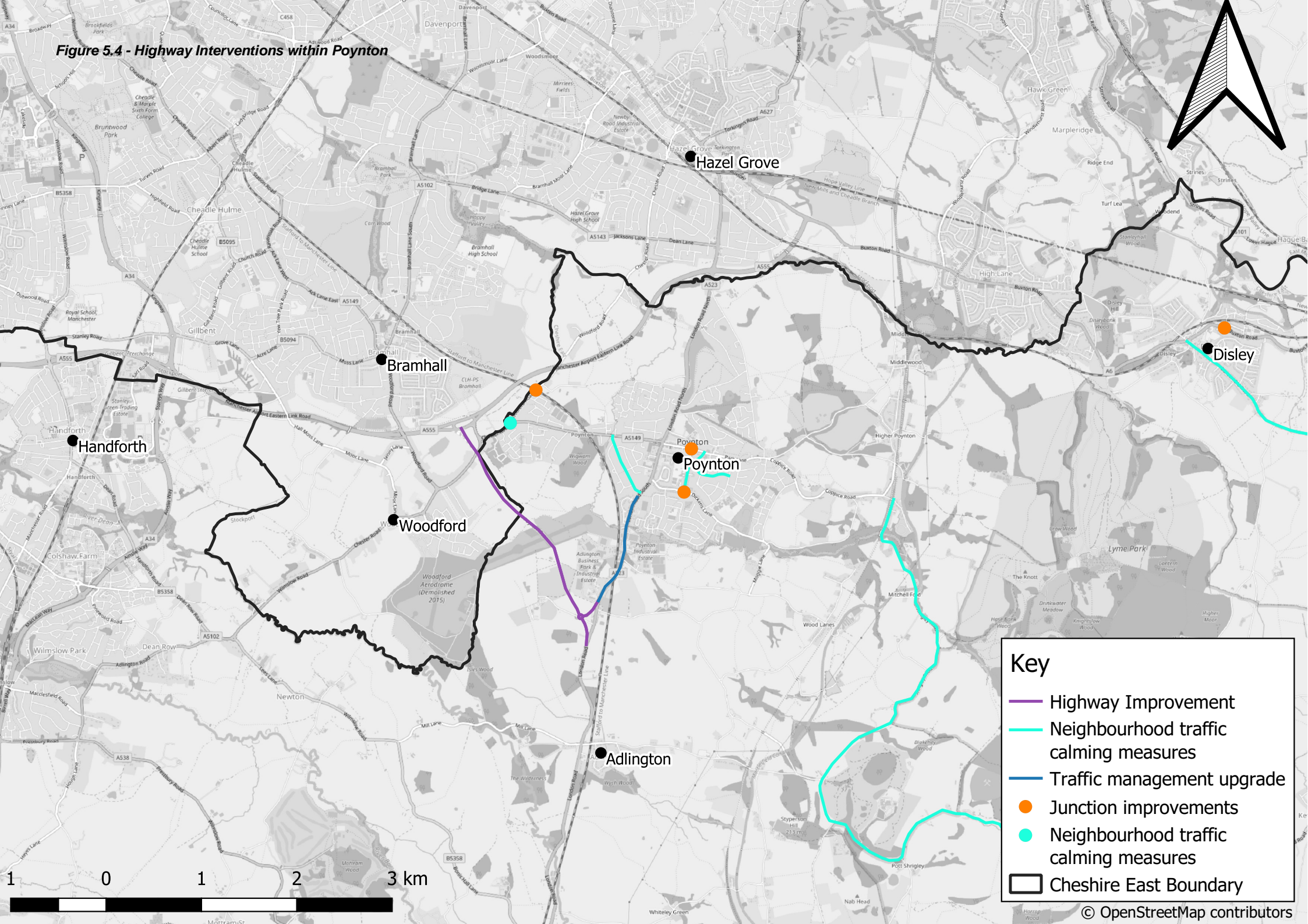
A total of sixteen of the transport schemes identified for Poynton and the wider area relate to Highway Transport schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Development Plan process. The Highway schemes fall into 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 Poynton



Key

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

© OpenStreetMap contributors

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

Objective	How the Highway Package Supports
1 Improve transport connections along key corridors to and from Poynton and Disley to Macclesfield, Wilmslow, Handforth, the Peak District and wider Cheshire East and Greater Manchester	<ul style="list-style-type: none"> • Completing construction of the Poynton Relief Road. • Engage with Greater Manchester Combined Authority (GMCA) on the proposed Clean Air Zone (CAZ) to represent views and minimise impacts on Cheshire East.
2 Strengthening the transport network to accommodate development sites such as the Adlington Business Park extension and potential developments in Greater Manchester.	<ul style="list-style-type: none"> • Completing construction of the Poynton Relief Road. • Improve the transport network and deliver key recommendations from the A6 Corridor Study.
3 Complementing Poynton Relief Road with measures around the town centre to further improve the environment for residents and visitors	<ul style="list-style-type: none"> • Considering lower speed limits, 20mph zones and traffic calming in numerous locations in line with the adopted Speed Management Strategy.
4 Reducing the impact of the A6 on Disley	<ul style="list-style-type: none"> • Improve the transport network and deliver key recommendations from the A6 Corridor Study. • Engage with Greater Manchester Combined Authority (GMCA) on the proposed Clean Air Zone (CAZ) to represent views and minimise impacts on Cheshire East. • Conduct post scheme opening monitoring of traffic flows in the vicinity of the A555. • Working with surrounding local authorities to improve public transport links from Derbyshire and Greater Manchester to remove traffic from the A6.
5 Improving leisure routes and access from rural communities around Poynton and Disley to key services and employment	<ul style="list-style-type: none"> • Traffic lights controlling a single motor traffic lane over the railway bridge Woodford Road including improvements for walking and cycling. • Implement the recommendations of the Well Lane Butley Town Junction Assessment undertaken as part of

	<p>the Poynton Relief Road (A523 London Road and Well Lane).</p> <ul style="list-style-type: none"> Considering lower speed limits, 20mph zones and traffic calming in numerous locations in line with the adopted Speed Management Strategy.
6 Supporting access to education and employment including both Poynton and Adlington Industrial Estates	<ul style="list-style-type: none"> 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.

In the Medium Term of the Development Plan nine schemes could potentially be developed and in the Long-Term four 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 Poynton. 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 Improve transport connections along key corridors to and from Poynton and Disley to Macclesfield, Wilmslow, Handforth, the Peak District and wider Cheshire East and Greater Manchester				
2 Strengthening the transport network to accommodate development sites such as the Adlington Business Park extension and other Local Plan sites and potential developments brought forward as part of Greater Manchester Spatial Framework (GMSF)				
3 Complementing Poynton Relief Road with measures around the town centre to further improve the environment for residents and visitors				
4 Reducing the impact of the A6 on Disley				
5 Improving leisure routes and access from rural communities around Poynton and Disley to key services and employment				
6 Supporting access to education and employment including both Poynton and Adlington Industrial Estates				

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

6. Summary and Next Steps

6.1 Summary

The Poynton Transport Development Plan is the result of an evidence led process. This included developing a set of six local transport objectives with 82 identified and assessed schemes that will support the development and vitality of Poynton 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 82 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 Poynton 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, most 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.

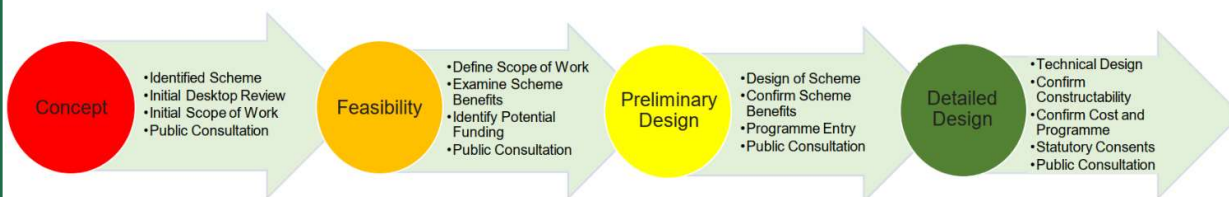


Figure 6.1 Scheme Development Stages

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 in order to receive funding to develop to the next stage.

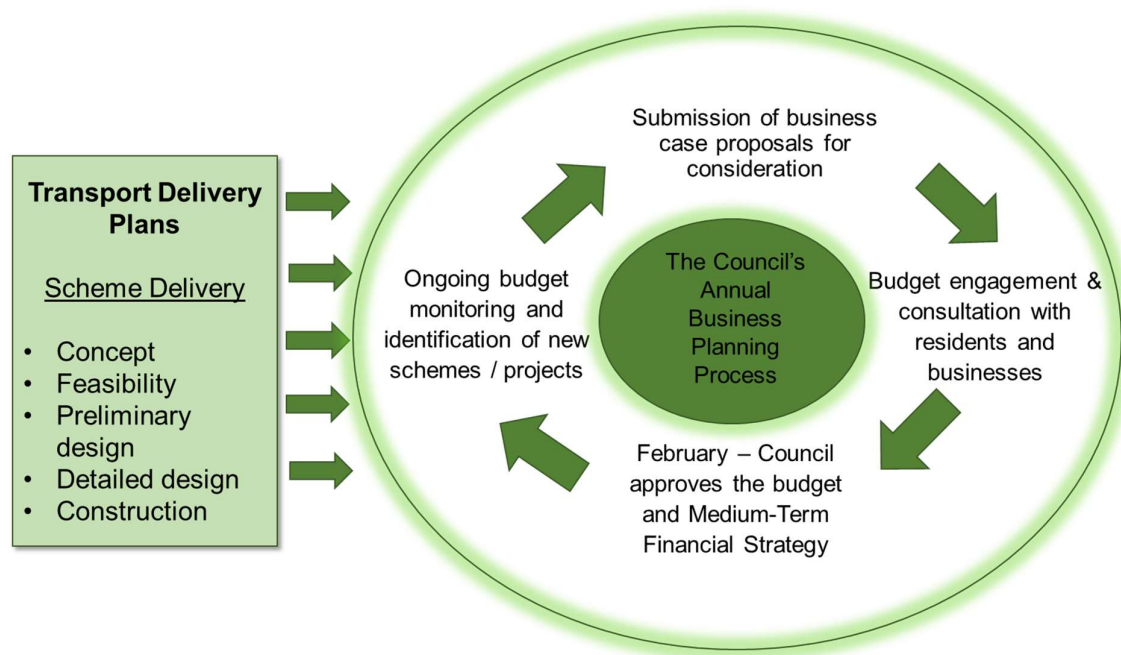


Figure 6-2 LTDP Budget Cycle

Appendix A – Options Long List & Assessment

ID	Category	Scheme Description	LTP4 Objectives						Town Specific Objectives										Development Stage
			Supporting Growth	Access to Services	Protects and Improves the Environment	Heath, Wellbeing and Physical Activity	Maintaining and managing our network assets'	Improve organisational efficiency and effectiveness	Improve transport connections along key corridors to and from Poynton and Disley to Macclesfield, Wilmslow, Handforth, the Peak District and wider Cheshire East and Greater Manchester	Strengthening the transport network to accommodate development sites such as the Adlington Business Park extension and other Local Plan sites and potential developments brought forward as part of Greater Manchester Spatial Framework (GMSF)	Complementing Poynton Relief Road with measures around the town centre to further improve the environment for residents and visitors	Reducing the impact of the A6 on Disley	Improving leisure routes and access from rural communities around Poynton and Disley to key services and employment	Supporting access to education and employment including both Poynton and Adlington Industrial Estates	Technically Feasible	Value for Money	Affordability	Acceptability	
POY12	Active Travel	Improve walking and cycling links between Poynton and Disley through Lyme Park or alternative route to the north.																	Concept
POY101	Active Travel	Improve the walking and cycling route along the A523 London Road North and connections into Greater Manchester.																	Concept
POY102	Active Travel	Improve the canal towpath through Disley linking to Derbyshire and Greater Manchester.																	Concept
POY103	Active Travel	Improve walking and cycling routes between Poynton Town Centre and Middlewood Way (preferred route to be identified).																	Concept
POY104	Active Travel	Walking and cycling route from Poynton to new development at Woodford, potentially reopening public footpaths that cross the former runway of the airfield.																	Concept
POY105	Active Travel	Provide a walking and cycling Greenway route alongside the A523 between Prestbury and Poynton, linking into Adlington Business Park.																	Concept
POY106	Active Travel	Improve walking and cycling connections within the town to complement Poynton Relief Road.																	Concept
POY34	Active Travel	Introduce a crossing on Chester Road, near to Deva Park, west of the railway station.																	Concept
POY42	Active Travel	Introduce a cycle route along Dickens Lane and upgrade the existing uncontrolled crossing near Yewtree Lane.																	Concept
POY107	Active Travel	Extension of the footpath on Yewtree Lane, including widening near the school utilising space on the grass verge.																	Concept
POY28	Active Travel	Work alongside partners to improve facilities such as a waiting room and cycle parking at Poynton Rail Station.																	Concept
POY16	Active Travel	Improve links to Poynton Train Station on the A5149 Chester Road.																	Concept
POY108	Active Travel	Secure, safe, cycle parking at key locations such as within the town centre and wider area such as Disley.																	Concept
POY109	Active Travel	Review the shared space scheme once the Poynton Relief Road has opened, such as parking and signage, and consider whether measures are needed on routes linking into it.																	Concept
POY27	Active Travel	Improve facilities such as a waiting room and cycle parking at Disley Rail Station.																	Concept
POY17	Active Travel	Improve walking and cycling links on the A6 through Disley and working with Derbyshire Council and Stockport Council to continue the route onwards. Study currently being conducted into A6 corridor to recommend future actions.																	Concept
POY14	Active Travel	Middlewood Way improvements to surfacing, lighting and signing.																	Concept
POY22	Active Travel	Improve the cycle route along Hockley Road and Pine Road, including the off road route which leads to Worth Primary School.																	Concept
POY110	Active Travel	Footpath, bus shelter, and lighting along Woodford Road between Hazel Grove and Poynton.																	Concept
POY111	Active Travel	Safe cycle/pedestrian routes need to be identified and constructed from Poynton High School to Woodford, Adlington, Prestbury.																	Concept
POY112	Active Travel	Surfaced all-weather cycle/walk route linking Poynton with Bramhall via the restricted byway of Lower Park Road, then Woodford Road, and then the 'Dog Kennel' Lane.																	Concept
POY113	Active Travel	Installation of a dropped kerb outside the Boars Head on Shrigley Road in Higher Poynton opposite the entrance to the Middlewood Way, at Higher Poynton station platform.																	Concept
POY114	Highways	Traffic lights controlling a single motor traffic lane over the railway bridge on Woodford Road including improvements for walking and cycling.																	Concept
POY116	Active Travel	Improve lighting and bike storage at Middlewood Train Station																	Concept
POY117	Active Travel	Provide a footway on the long distance Ladybrook Valley Interest Trail (LVIT) on Woodford Road at Mill Hill Hollows, Poynton. There is no foot-way on this section of the LVIT between Mill Hill Bridge and Mill Hill Hollows.																	Concept
POY118	Active Travel	Developments (A523 Links) especially to link the new Poynton sports club into cycling links along A523, Lower Park Road.																	Concept
POY119	Active Travel	Resurface and reduce speed limit on the current A523 between Poynton and the A555 to encourage walking and cycling in accordance with the adopted Speed Management Strategy.																	Concept
POY121	Active Travel	Traffic island near the junction of Dryhurst Lane and Greenhill Walk to facilitate pedestrians using Meadow Lane and Hollinwood Road as an alternative to the A6.																	Concept
POY122	Active Travel	Improved and widened paths along the canal and bridleways to connect Marple, Strines, Poynton and New Mills with Disley.																	Concept
POY124	Active Travel	Widen Dickens Lane near the Coppice to allow for footpaths and wider footpaths along Middlewood Road, Shrigley Road and the missing part along Green Lane.																	Concept
POY125	Active Travel	Connect Poynton to the Sett Valley Trail.																	Concept
POY6	Highways	Complete the construction of the Poynton Relief Road.																	N/A - Delivery on site

POY127	Highways	Engage with Greater Manchester Combined Authority (GMCA) on the proposed Clean Air Zone (CAZ) to represent views and minimise impacts on Cheshire East.																	N/A
POY128	Highways	Conduct post scheme opening monitoring of traffic flows in the vicinity of the A555.																	N/A
POY129	Highways	Work alongside neighbouring authorities to understand the feasibility of a High Lane and Disley Relief Road (feasibility work required to identify potential route). Study currently being conducted into A6 corridor to recommend future actions.																	Feasibility
POY130	Highways	Traffic calming and potential for HGV restrictions in Poynton in accordance with the adopted Speed Management Strategy.																	Concept
POY18	Highways	20mph on Clumber Road / Brookside Avenue to improve access to the High School in accordance with the adopted Speed Management Strategy.																	Concept
POY131	Highways	Introduction of 20mph zones, traffic calming and HGV restrictions within Disley in accordance with the adopted Speed Management Strategy.																	Concept
POY10	Highways	Safety and network quality improvements at Butley Town (A523 London Road and Well Lane).																	Feasibility
POY132	Highways	Reduce the speed limit on the A523 between the new Poynton By-pass roundabout at Adlington and the Poynton Town boundary at Hope Green from 40 mph to 30mph in accordance with the adopted Speed Management Strategy.																	Concept
POY134	Highways	Traditional roundabouts with speed cameras in Poynton Village particularly at the Dickins Lane and Park Lane Waitrose Junctions.																	Concept
POY135	Highways	Traffic calming or closure to protect rural routes out of Poynton e.g. Shrigley Road, Bakstonedale Road in accordance with the adopted Speed Management Strategy.																	Concept
POY136	Active Travel	Toucan Crossing at the Park entrance of Poynton Pool towards the village end, and one towards the end of the road, where the footpath ends.																	Concept
POY137	Active Travel	Extend the shared space to the park entrance of Poynton Pool and The Bulls Head pub.																	Concept
POY139	Highways	Filtering of Clifford Road to make it a Low Traffic Neighbourhood in accordance with the adopted Speed Management Strategy.																	Concept
POY140	Active Travel	Improved crossing points on Park Lane and London Road.																	Concept
POY142	Highways	Reduce speed of traffic coming off Chester road onto Woodford Road in accordance with the adopted Speed Management Strategy.																	Concept
POY143	Highways	Speed limit reduction and enforcement in Disley in accordance with the adopted Speed Management Strategy.																	Concept
POY145	Highways	Extend the 30mph speed limit along Buxton Old Road past the current point of the national speed limit in accordance with the adopted Speed Management Strategy.																	Concept
POY24	Parking	Consider the feasibility of a larger car park to operate as a park and ride at Disley Rail Station. Study currently being conducted into A6 corridor to recommend future actions.																	Concept
POY38	Parking	Short stay parking restrictions on Chester Road, London Road, Park Lane, School Lane.																	Concept
POY30	Parking	Parking restrictions on A6 near Lyme Park.																	Concept
POY41	Parking	Implement parking measures linked to the development at Hazelbadge Road.																	Concept
POY29	Parking	Introduce parking restrictions on Buxton Old Road and Dane Bank Drive (near Disley Primary School).																	Concept
POY147	Parking	Introduce a 'school street' (temporary restrictions for motorised traffic at school drop-off and pick-up times) near Lower Park Primary School in Poynton.																	Concept
POY148	Public Transport	Park and ride facilities at Poynton Station.																	Concept
POY149	Public Transport	Park and ride facilities at Middlewood Station.																	Concept
POY150	Parking	Parking restrictions around Poynton Station.																	Concept
POY152	Parking	Additional car parking in the centre of Poynton.																	Concept
POY154	Public Transport	Improve local bus services linking to Poynton and Woodford Garden Village; and investigate the possibility of Bus Rapid Transit (BRT) in line with BSIP.																	Concept
POY155	Public Transport	Improve bus services connecting to Disley including considering direct bus routes to Poynton and Macclesfield in line with BSIP.																	Concept
POY156	Public Transport	More uniform rail pricing structure between Greater Manchester and Cheshire East (Work alongside partners).																	Concept
POY157	Public Transport	Improve rail frequency between Poynton and Macclesfield.																	N/A Work with rail partners
POY158	Public Transport	Improve rail frequency between Disley and Manchester.																	N/A Work with rail partners
POY160	Public Transport	Provision of bus shelters in Poynton town centre.																	Concept
POY161	Public Transport	Extend Flexilink service across weekends and evenings and ensure flexilink serves residents in rural areas who don't have access to other transport in line with BSIP.																	Concept
POY162	Public Transport	Work with local transport groups to support community transport schemes in line with BSIP.																	Concept
POY163	Public Transport	Introduce a bus service to Adlington in line with BSIP.																	Concept
POY164	Public Transport	Introduce a bus service connecting Poynton with Bramhall in line with BSIP.																	Concept

POY165	Public Transport	Improved bus access to education sites, including: Disley to Poynton High School, schools in Wilmslow, schools in Macclesfield in line with BSIP.																Concept
POY166	Public Transport	Extend the franchised 192 and 42B bus services to Adlington Industrial Estate via Poynton, reintroduce the 393 and increase the frequency in line with BSIP.																Concept
POY167	Public Transport	Bus route linking Poynton, Woodford, Wilmslow and Handforth in line with BSIP.																Concept
POY168	Public Transport	Pay stations for tickets, better access and improved, footpath and lighting from Middlewood to High Lane at Middlewood Station.																Concept
POY169	Public Transport	Timetable all trains to stop at Middlewood Station to avoid having to change at Disley.																N/A Work with rail partners
POY170	Public Transport	New Mills Train Station improvements including additional car parking.																Concept
POY172	Public Transport	Extend current bus route from Manchester that currently stops at Woodford into Poynton in line with BSIP.																Concept
POY173	Public Transport	EV charging points installed in public car parks																Concept
POY174	Active Travel	Improvements to byway on Vicarage Lane to enable cycling access through the restricted section.																Concept
POY175	Active Travel	Maintenace and renewal of Glastonbury Sandy Path.																Concept
POY176	Active Travel	Improving accessibility to Adlington Industrail Estate from Midway to Vernon Road area, including bridge over Poynton Brook (route to be determined).																Concept
POY177	Active Travel	Improve pedestrain and cycling signage in Poynton.																Concept
POY178	Active Travel	Develop the Poynton round walking route.																Concept

Appendix B – Sequencing & Packaging of options

ID	Category	Scheme Description	Time Scale			Funding Status
			Short (<2 Years)	Medium (2 - 5 Years)	Long (5+ Years)	Funded (F) / Part Funded (P) / Not Funded (N) / * Subject to Statutory Planning Process
POY12	Active Travel	Improve walking and cycling links between Poynton and Disley through Lyme Park or alternative route to the north.		X		N
POY101	Active Travel	Improve the walking and cycling route along the A523 London Road North and connections into Greater Manchester.		X		N
POY102	Active Travel	Improve the canal towpath through Disley linking to Derbyshire and Greater Manchester.		X		N
POY103	Active Travel	Improve walking and cycling routes between Poynton Town Centre and Middlewood Way (preferred route to be identified).		X		N
POY104	Active Travel	Walking and cycling route from Poynton to new development at Woodford, potentially reopening public footpaths that cross the former runway of the airfield.		X		N
POY105	Active Travel	Provide a walking and cycling Greenway route alongside the A523 between Prestbury and Poynton, linking into Adlington Business Park.			X	F*
POY106	Active Travel	Improve walking and cycling connections within the town to complement Poynton Relief Road.		X		N
POY34	Active Travel	Introduce a crossing on Chester Road, near to Deva Park, west of the railway station.		X		N
POY42	Active Travel	Introduce a cycle route along Dickens Lane and upgrade the existing uncontrolled crossing near Yewtree Lane.		X		N
POY107	Active Travel	Extension of the footpath on Yewtree Lane, including widening near the school utilising space on the grass verge.		X		N
POY28	Active Travel	Work alongside partners to improve facilities such as a waiting room and cycle parking at Poynton Rail Station.		X		N
POY16	Active Travel	Improve links to Poynton Train Station on the A5149 Chester Road.		X		N
POY108	Active Travel	Secure, safe, cycle parking at key locations such as within the town centre and wider area such as Disley.	X			N
POY109	Active Travel	Review the shared space scheme once the Poynton Relief Road has opened, such as parking and signage, and consider whether measures are needed on routes linking into it.	X			N
POY27	Active Travel	Improve facilities such as a waiting room and cycle parking at Disley Rail Station.		X		N
POY17	Active Travel	Improve walking and cycling links on the A6 through Disley and working with Derbyshire Council and Stockport Council to continue the route onwards. Study currently being conducted into A6 corridor to recommend future actions.		X		N
POY14	Active Travel	Middlewood Way improvements to surfacing, lighting and signing.		X		N
POY22	Active Travel	Improve the cycle route along Hockley Road and Pine Road, including the off road route which leads to Worth Primary School.		X		N
POY110	Active Travel	Footpath, bus shelter, and lighting along Woodford Road between Hazel Grove and Poynton.		X		N
POY111	Active Travel	Safe cycle/pedestrian routes need to be identified and constructed from Poynton High School to Woodford, Adlington, Prestbury.			X	N
POY112	Active Travel	Surfaced all-weather cycle/walk route linking Poynton with Bramhall via the restricted byway of Lower Park Road, then Woodford Road, and then the 'Dog Kennel' Lane.			X	N
POY113	Active Travel	Installation of a dropped kerb outside the Boars Head on Shrigley Road in Higher Poynton opposite the entrance to the Middlewood Way, at Higher Poynton station platform.	X			N
POY114	Highways	Traffic lights controlling a single motor traffic lane over the railway bridge on Woodford Road including improvements for walking and cycling.			X	N
POY116	Active Travel	Improve lighting and bike storage at Middlewood Train Station	X			N
POY117	Active Travel	Provide a footway on the long distance Ladybrook Valley Interest Trail (LVIT) on Woodford Road at Mill Hill Hollows, Poynton. There is no foot-way on this section of the LVIT between Mill Hill Bridge and Mill Hill Hollows.			X	N
POY118	Active Travel	Developments (A523 Links) especially to link the new Poynton sports club into cycling links along A523, Lower Park Road.		X		N
POY119	Active Travel	Resurface and reduce speed limit on the current A523 between Poynton and the A555 to encourage walking and cycling in accordance with the adopted Speed Management Strategy.		X		N
POY121	Active Travel	Traffic island near the junction of Dryhurst Lane and Greenhill Walk to facilitate pedestrians using Meadow Lane and Hollinwood Road as an alternative to the A6.	X			N
POY122	Active Travel	Improved and widened paths along the canal and bridleways to connect Marple, Strines, Poynton and New Mills with Disley.		X		N
POY124	Active Travel	Widen Dickens Lane near the Coppice to allow for footpaths and wider footpaths along Middlewood Road, Shrigley Road and the missing part along Green Lane.		X		N
POY125	Active Travel	Connect Poynton to the Sett Valley Trail.		X		N
POY6	Highways	Complete the construction of the Poynton Relief Road.	X			F

POY127	Highways	Engage with Greater Manchester Combined Authority (GMCA) on the proposed Clean Air Zone (CAZ) to represent views and minimise impacts on Cheshire East.				F
POY128	Highways	Conduct post scheme opening monitoring of traffic flows in the vicinity of the A555.				F
POY129	Highways	Work alongside neighbouring authorities to understand the feasibility of a High Lane and Disley Relief Road (feasibility work required to identify potential route). Study currently being conducted into A6 corridor to recommend future actions.			X	F
POY130	Highways	Traffic calming and potential for HGV restrictions in Poynton in accordance with the adopted Speed Management Strategy.		X		N
POY18	Highways	20mph on Clumber Road / Brookside Avenue to improve access to the High School in accordance with the adopted Speed Management Strategy.		X		N
POY131	Highways	Introduction of 20mph zones, traffic calming and HGV restrictions within Disley in accordance with the adopted Speed Management Strategy.		X		N
POY10	Highways	Safety and network quality improvements at Butley Town (A523 London Road and Well Lane).		X		N
POY132	Highways	Reduce the speed limit on the A523 between the new Poynton By-pass roundabout at Adlington and the Poynton Town boundary at Hope Green from 40 mph to 30mph in accordance with the adopted Speed Management Strategy.		X		N
POY134	Highways	Traditional roundabouts with speed cameras in Poynton Village particularly at the Dickins Lane and Park Lane Waitrose Junctions.			X	N
POY135	Highways	Traffic calming or closure to protect rural routes out of Poynton e.g. Shrigley Road, Bakestonedale Road in accordance with the adopted Speed Management Strategy.			X	N
POY136	Active Travel	Toucan Crossing at the Park entrance of Poynton Pool towards the village end, and one towards the end of the road, where the footpath ends.		X		N
POY137	Active Travel	Extend the shared space to the park entrance of Poynton Pool and The Bulls Head pub.			X	N
POY139	Highways	Filtering of Clifford Road to make it a Low Traffic Neighbourhood in accordance with the adopted Speed Management Strategy.		X		N
POY140	Active Travel	Improved crossing points on Park Lane and London Road.		X		N
POY142	Highways	Reduce speed of traffic coming off Chester road onto Woodford Road in accordance with the adopted Speed Management Strategy.		X		N
POY143	Highways	Speed limit reduction and enforcement in Disley in accordance with the adopted Speed Management Strategy.		X	X	N
POY145	Highways	Extend the 30mph speed limit along Buxton Old Road past the current point of the national speed limit in accordance with the adopted Speed Management Strategy.		X		N
POY24	Parking	Consider the feasibility of a larger car park to operate as a park and ride at Disley Rail Station. Study currently being conducted into A6 corridor to recommend future actions.		X		N
POY38	Parking	Short stay parking restrictions on Chester Road, London Road, Park Lane, School Lane.		X		N
POY30	Parking	Parking restrictions on A6 near Lyme Park.		X		N
POY41	Parking	Implement parking measures linked to the development at Hazelbadge Road.		X		F*
POY29	Parking	Introduce parking restrictions on Buxton Old Road and Dane Bank Drive (near Disley Primary School).		X		N
POY147	Parking	Introduce a 'school street' (temporary restrictions for motorised traffic at school drop-off and pick-up times) near Lower Park Primary School in Poynton.		X		N
POY148	Public Transport	Park and ride facilities at Poynton Station.			X	N
POY149	Public Transport	Park and ride facilities at Middlewood Station.			X	N
POY150	Parking	Parking restrictions around Poynton Station.		X		N
POY152	Parking	Additional car parking in the centre of Poynton.			X	N
POY154	Public Transport	Improve local bus services linking to Poynton and Woodford Garden Village; and investigate the possibility of Bus Rapid Transit (BRT) in line with BSIP.		X		N
POY155	Public Transport	Improve bus services connecting to Disley including considering direct bus routes to Poynton and Macclesfield in line with BSIP.		X		N
POY156	Public Transport	More uniform rail pricing structure between Greater Manchester and Cheshire East (Work alongside partners).			X	N
POY157	Public Transport	Improve rail frequency between Poynton and Macclesfield.				N
POY158	Public Transport	Improve rail frequency between Disley and Manchester.				N
POY160	Public Transport	Provision of bus shelters in Poynton town centre.	X			N
POY161	Public Transport	Extend Flexilink service across weekends and evenings and ensure flexilink serves residents in rural areas who don't have access to other transport in line with BSIP.		X		N
POY162	Public Transport	Work with local transport groups to support community transport schemes in line with BSIP.		X		N
POY163	Public Transport	Introduce a bus service to Adlington in line with BSIP.		X		N
POY164	Public Transport	Introduce a bus service connecting Poynton with Bramhall in line with BSIP.		X		N

POY165	Public Transport	Improved bus access to education sites, including: Disley to Poynton High School, schools in Wilmslow, schools in Macclesfield in line with BSIP.		X		N
POY166	Public Transport	Extend the franchised 192 and 42B bus services to Adlington Industrial Estate via Poynton, reintroduce the 393 and increase the frequency in line with BSIP.		X		N
POY167	Public Transport	Bus route linking Poynton, Woodford, Wilmslow and Handforth in line with BSIP.		X		N
POY168	Public Transport	Pay stations for tickets, better access and improved, footpath and lighting from Middlewood to High Lane at Middlewood Station.		X		N
POY169	Public Transport	Timetable all trains to stop at Middlewood Station to avoid having to change at Disley.			X	N
POY170	Public Transport	New Mills Train Station improvements including additional car parking.			X	N
POY172	Public Transport	Extend current bus route from Manchester that currently stops at Woodford into Poynton in line with BSIP.		X		N
POY173	Public Transport	EV charging points installed in public car parks	X			N
POY174	Active Travel	Improvements to byway on Vicarage Lane to enable cycling access through the restricted section.		X		N
POY175	Active Travel	Maintenace and renewal of Glastonbury Sandy Path.		X		N
POY176	Active Travel	Imporoving accessibility to Adlington Industrail Estate from Midway to Vernon Road area, including bridge over Poynton Brook (route to be determined).		X		N
POY177	Active Travel	Improve pedestrain and cycling signage in Poynton.		X		N
POY178	Active Travel	Develop the Poynton round walking route.		X		N

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree
Scoring criteria	1	2	3	4	5
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
Heath, 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
Improve transport connections along key corridors to and from Poynton and Disley to Macclesfield, Wilmslow, Handforth, the Peak District and wider Cheshire East and Greater Manchester	Significantly impacts access on key routes and to key destinations	Has some impact to 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
Strengthening the transport network to accommodate development sites such as the Adlington Business Park extension and other Local Plan sites and potential developments brought forward as part of Greater Manchester Spatial Framework (GMSF)	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
Complementing Poynton Relief Road with measures around the town centre to further improve the environment for residents and visitors	Significantly negatively impacts the environment of the town centre	Has some negative impact on the environment of the town centre	Neither impacts or improves the environment of the town centre	Provides some improvement to the environment of the town centre	Provides significant improvement to the environment of the town centre
Reducing the impact of the A6 on Disley	Significantly negatively impacts traffic volumes on the A6 through Disley	Has some negative impact on traffic volumes on the A6 through Disley	Neither impacts or improves the traffic volumes on the A6 through Disley	Provides some improvement to the traffic volumes on the A6 through Disley	Provides significant improvement to the traffic volumes on the A6 through Disley
Improving leisure routes and access from rural communities around Poynton and Disley to key services and employment	Significantly negatively impacts access from rural communities around Poynton and Disley to key services and employment	Has some negative impact on access from rural communities around Poynton and Disley to key services and employment	Neither impacts or improves access from rural communities around Poynton and Disley to key services and employment	Provides some improvement from rural communities around Poynton and Disley to key services and employment	Provides significant improvement from rural communities around Poynton and Disley to key services and employment
Supporting access to education and employment including both Poynton and Adlington Industrial Estates	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
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