Poynton Local Cycling and Walking Infrastructure Plan (LCWIP)

Cheshire East Council

Enabling prosperity and wellbeing for all

Cheshire East Council

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1. Introduction

1.1. Background and Geographical Context

The Active Travel England (ATE) Self-Assessment in December 2023 identified that Cheshire East Council (CEC) has published Local Cycling and Walking Infrastructure Plans (LCWIP) for all population centres over 20,000 but to improve performance in this criterion, LCWIPs are needed for all centres over 10,000. For CEC to demonstrate progress in the next assessment period, LCWIPs are to be developed for:

- Alsager;
- Handforth;
- Knutsford;
- Middlewich;
- Nantwich;
- Poynton; and
- Sandbach.

This LCWIP will deliver a prioritised list of walking routes and cycling routes for the town of Poynton that are capable of attracting central government support and funding. The plans will look at improvements to active travel links within Poynton. Approximately three walking routes and a Core Walking Zone, and three cycling routes will be prioritised for Poynton and will be considered separately for both walking and cycling.

Local authorities were encouraged to begin developing LCWIPs following the publication of the Department for Transport's (DfT) Cycling and Walking Investment Strategy (CWIS). Whilst the preparation of LCWIPs is not mandatory, those local authorities which develop LCWIPs are better placed to make the case for future investment. Therefore, CEC are working to deliver a prioritised list of walking and cycling routes across Cheshire East capable of attracting central government support and funding.

LCWIPs reflect on the current cycling and walking infrastructure provision, identify priorities for improvement, and outline strategies and implementation plans for improvements and active travel network development. The overarching objectives of an LCWIP are to promote active travel through the creation of safe, accessible, and sustainable infrastructure for pedestrians and cyclists. Fundamentally, an LCWIP is a strategic transport planning document developed as a tool for network planning, securing funding and collaborating with a range of stakeholders.

The core aim of an LCWIP is to facilitate and encourage active travel journeys to be taken. The specific aims and objectives for this LCWIP include:

- Encourage active travel such as walking and cycling, reducing dependency on private vehicles.
- Create safe and accessible infrastructure for pedestrians and cyclists.
- Promote sustainability, health, and quality of life in communities.
- Enhance connectivity, accessibility, and mobility within the community.
- Reduce congestion and greenhouse gas emissions.
- Foster economic development and tourism.
- Promote community involvement and engagement in the planning process.

The main outputs for the initial stages of the LCWIP is a network plan for walking and cycling, identifying key walking and cycling connections and routes.

To assist local authorities in the development of the LCWIP, the DfT published guidance[2] which outlines the core elements and tasks that should be considered. The guidance provides a methodological approach to planning the delivery of walking and cycling infrastructure which can be adapted to a given

[2] Local Cycling and Walking Infrastructure Plans Technical Guidance

local authority's context, geographic scope, and resources. The study approach used for the Poynton LCWIP reflects the DfT guidance.

1.2. Report Structure

The following sections of the report are reflective of stages 1-6 of the LCWIP guidance[3] which is outlined in Table 1-1 below.

Table 1-1 LCWIP Guidance Stages

Stage	Name	Description
1	Determining Scope	Establish the geographical extent of the Poynton LCWIP, and arrangements for governing and preparing the plan.
2	Gathering Information	Identify existing patterns of walking and cycling within Poynton and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.
3	Network Planning for Cycling	Identify origin and destination points and cycle flows within Poynton. Convert flows into a network of routes and determine the type of improvements required.
4	Network Planning for Walking	Identify key trip generators, core walking zones and routes within Poynton, audit existing provision and determine the type of improvements required.
5	Prioritising Improvements	Prioritise improvements to develop a phased programme for future investment in Poynton.
6	Integration and Application	Integrate outputs into Poynton local planning and transport policies, strategies, and delivery plans.

This report comprises:

- Section 2 Policy and Previous Study Context (Stage 2): reviews relevant policies for Cheshire East and Poynton specifically;
- Section 3 Gathering Information (Stage 2): identifies existing patterns of walking and cycling through a review of existing conditions and identifies barriers to cycling and walking;
- Section 4 Network Planning for Walking (Stage 3): converts desire lines from Section 3 into a network of walking routes and determines types of interventions that may be appropriate;
- Section 5 Network Planning for Cycling (Stage 4): converts desire lines from Section 3 into a network of cycling routes and determines types of interventions that may be appropriate;
- Section 6 Prioritising Improvements (Stage 5): improvements that are needed to development the programme in the future;
- Section 7 Integration and Application (Stage 6): how this LCWIP can be integrated in broader policy and ensure delivery cuts across a wide range of future investment programmes; and
- Section 8 Public Consultation: A summer of the LCWIP consultation undertaken in 2025.

1.3. LCWIP Boundary

This LCWIP will consider the full extent of the area outlined in Figure 1-1 to develop a long-term plan to enhance walking and cycling infrastructure across Poynton. The full extent of the area will be

[3] Local Cycling and Walking Infrastructure Plans Technical Guidance

considered, including employment areas and development sites, and all other trip attractors and destinations to develop a network of routes.

Figure 1-1 Poynton LCWIP Boundary



2. Policy and previous study context

Prior to developing an evidence base, it is important to undertake a review of existing policies and local documentation. Poynton is located to the north west of Stoke-on-Trent and to the east of Crewe. National, regional and town specific documentation will be reviewed to assess existing policies, identify any gaps and to help with the proposal of interventions.

2.1. Key National Active Travel Guidance

LTN 1/20 Cycle Infrastructure Design[4]

LTN 1/20 Cycle Infrastructure Design was published by the UK Government's DfT in July 2020 and provides guidance to local authorities on delivering quality cycle infrastructure and recommends that the design of cycle networks and routes are based on five core design principles:

- Coherent: Cycle networks should be planned and designed to allow people to reach their day-to-day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality;
- Direct: Cycle routes should be at least as direct – and preferably more direct – than those available for private motor vehicles;
- Safe: Not only must cycle infrastructure be safe, it should also be perceived to be safe so that more people feel able to cycle;
- Comfortable: Comfortable conditions for cycling require routes with good quality, well maintained - smooth surfaces, adequate width for the volume of users, minimal stopping and starting and avoiding steep gradients; and
- Attractive: Cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive materials and be places that people want to spend time using.

The LTN also highlights the importance of engraining accessibility and inclusivity through all the core design principles.

LTN 1/20 will be integrated into the LCWIP development and will guide the design of schemes identified as part of the LCWIP. The five core design principles will also be considered when carrying out the Cycle Level of Service and the Walking Route Audit Tool.

Local Cycling and Walking Infrastructure Plans – Technical Guidance[5]

Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Government's Cycling and Walking Investment Strategy (CWIS), are a strategic approach to identifying cycling and walking improvements required at the local level.

An LCWIP should provide the outputs of:

- A network plan for walking and cycling which identifies preferred routes and core zones for further development;
- A prioritised programme of infrastructure improvements for future investment; and
- A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

The LCWIP process includes six stages, where overall the LCWIP should enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle. These stages are set out in Table 1-1 in Section 1.2.

[4] LTN 1/20 Cycle Infrastructure Design 2020

[5] Local Cycling and Walking Infrastructure Plans Technical Guidance

This policy is relevant in creating this LCWIP as it provides all the essential steps that need to be taken to identify cycling and walking improvements required at the local level. By following these steps, this LCWIP will create a prioritised programme of infrastructure improvements for future investment.

2.2. Regional Documentation

Cheshire and Warrington LEP Transport Strategy 2023/24[6]

The Cheshire and Warrington Local Enterprise Partnership[7] (LEP) published an updated delivery plan for 2023/24 with a focus on continuing to support Cheshire and Warrington, national Government and businesses to achieve their mission of becoming the "the healthiest, most sustainable, inclusive and growing economy in the UK." The LEP plan is part of plans being developed that set out in more detail how priorities of the Strategic Economic Plan will be delivered up until 2040.

The strategy's central theme highlights improving connectivity, to unlock strategic and wider development sites for housing and employment and relieving congested areas.

The LEP document sets out key challenges for the transport network that will be addressed through the strategy:

1. Congestion on strategic routes;
2. Cross boundary movement;
3. Sub regional movement;
4. Dominance of car for mode share;
5. Low bus use;
6. Rural connectivity;
7. Accommodating development growth;
8. Modernising local rail services;
9. Increasing levels of cycling and walking; and
10. Digital connectivity.

This LCWIP will prioritise improving walking and cycling links within Poynton, aiming to increase levels of walking and cycling, supporting the LEP Transport Strategy challenges.

A Plan for Walking and Cycling in Stockport 2019-2029[8]

Currently, congestion is a major challenge in Stockport, which is impacting residents and businesses and reducing the quality of the environment for local communities. By 2029, Stockport Borough Council aim to deliver a high quality and fully connected walking and cycling network that promotes walking and cycling in Stockport.

In addition to creating a multi-modal transport strategy for Stockport, walking and cycling is helping to improve the health and wellbeing of residents, improve air quality and reduce carbon emissions. As well as, improving the local environment quality in neighbourhoods and encouraging and attracting investment in Stockport.

The following objectives have been identified to be achieved by 2029:

1. Create and maintain high quality and fully connected walking and cycling networks within Stockport;

2. Enable 'last mile' walking and cycling to enable interconnection with public transport;

[6] Cheshire and Warrington LEP Transport Strategy 2023/24
[7] Known formally now as Enterprise Cheshire and Warrington
[8] A Plan for Walking and Cycling in Stockport 2019-2029

3. Use targeted promotion and training to enable all groups to consider walking and cycling;
4. Ensure that neighbourhoods and district centre are "walking and cycling friendly: to encourage local trips by bike and on foot";
5. Ensure that employment, residential, retail and leisure activities in the town centre are accessible by bike and on foot; and
6. Improve and maintain high quality walking and cycling connections with local networks, ensuring that areas adjacent to Stockport are fully integrated.

Poynton is located in close proximity to Stockport therefore, if there of the proposed Poynton LCWIP routes run close to Stockport, ensure these are integrated with the LCWIP and fit with the objectives as set out in this document.

Transport for Greater Manchester Bee Network[9]

The Bee Network is Greater Manchester Combined Authorities vision for a London-style transport system which brings together buses, trams, cycling and walking to create an integrated transport system. The Bee Network will ensure the transport network is accessible, affordable, equitable and easy to use. Integrating a daily fare cap and multi-modal ticketing to ensure a seamless end-to-end journey within the city region.

Alongside creating an integrated transport system, the Bee Network aims to create the UK's largest cycling and walking network. This includes 127 miles of Beeways[11], which are new dedicated cycling and walking routes that encourage active travel across the region. As well as there being Busy Beeways which are Dutch style cycle lanes protected from traffic which provide a secure environment for cyclists.

The Bee Network will ensure that the walking and cycling routes seamlessly integrate with the tram, train and bus services in the region, to ensure active travel compliments other modes of transport.

Poynton is located on the border of Greater Manchester, therefore any proposed walking and cycling routes from this LCWIP will need to integrate well with thew existing Bee Network and any proposed walking and cycling links in the future.

2.3. Cheshire East Documentation

Cheshire East Local Plan – Local Plan Strategy 2010 – 2030[12]

The Cheshire East Local Plan, adopted in July 2017, sets out the council's plans for sustainable economic growth up until 2030. It is the council's most important tool in ensuring development of the Cheshire East area.

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

- Promote economic prosperity by creating conditions for business growth;
- Create sustainable communities where all members are able to contribute and where all the infrastructure required to support the community is provided;
- Protect and enhance environmental quality of the built and natural environment; and
- Reduce the need to travel, manage car use and promote more sustainable modes of transport and improving the road network.

[9] TfGM Say yellow to the Bee Network
[11] Greater Manchester Bee Network
[12] Cheshire East Local Plan - Local Plan Strategy 2010-2030

Within the Local Plan, the following policy applies to the transport aspects of a development:

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

The Local Plan sets out how the economy can continue to thrive by providing new land for development, whilst minimising the impact on the natural environment.

Cheshire East Council is preparing a new Local Plan in accordance with the Government's recently reformed plan-making system. A formal scoping consultation will be undertaken between 21 July and 1 September 2026 to help inform the development of the Plan.

Developments within the Local Plan are vital to take into consideration when developing an LCWIP. Development of the LCWIP will also help to meet Policy CO1.

Cheshire East Council Local Transport Plan[13]

Cheshire East Council adopted its LTP Strategy and Investment Framework in May 2026, which together set out a transport vision and policies, and a structured approach to investment that are robust, relevant and responsive to the needs of residents throughout Cheshire East.

The LTP Strategy sets out how the council will improve the way people travel around borough in the years ahead, shaped by today's challenges, new opportunities and the latest evidence. The LTP vision is "a well-connected, safe and sustainable transport network, accessible to all, that supports a healthy, prosperous Cheshire East".

The LTP has identified four aims and six policies that set out how the borough will move towards the vision, recognising that different areas and communities have different travel needs.

One of the key aims of the new Local Transport Plan (LTP) is 'Improving Connections for All', ensuring that everyone travelling within, to and from Cheshire East has access to a range of transport options and attractive alternatives to private car use. Supporting the aims and priorities of the LTP are a series of cross-cutting policies that provide a clear framework for achieving the Plan's vision and objectives. Policy LTP3 seeks to promote initiatives and infrastructure that support environmental sustainability and the transition to carbon neutrality, while Policy LTP4 aims to prioritise transport improvements in accordance with the transport user hierarchy. As shown in Figure 2-1, walking, wheeling and cycling sit at the top of Cheshire East Council's Transport User Hierarchy, reflecting the council's commitment to promoting active and sustainable travel choices.

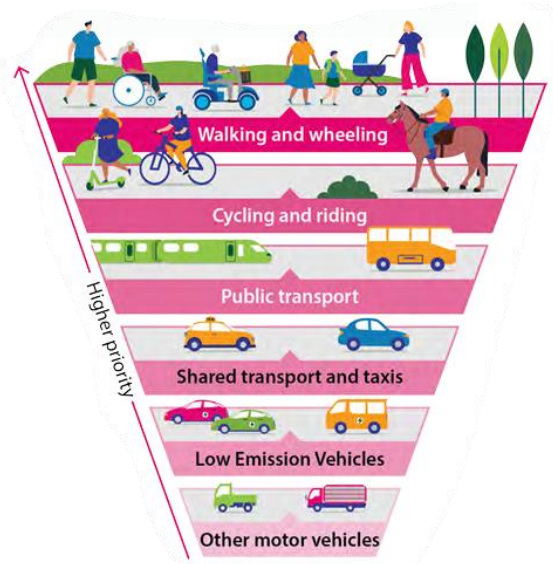


Figure 2-1 LTP Transport User Hierarchy

Alongside the LTP, the Investment Framework[15] guides how the council plans, prioritises, and delivers transport improvements across Cheshire East. This sets the way forward for a network that works for everyone: supporting growth, improving wellbeing, reducing environmental impacts and enhancing connections.

Development of this LCWIP will be in line with CEC's LTP, specifically though supporting the actions listed above.

[13] Cheshire East Local Transport Plan Strategy, 2026

[15] Cheshire East Council Investment Framework, 2026

Active Travel Strategy[16]

Cheshire East has developed an Active Travel Strategy, published in 2026, which sets out the vision for walking, wheeling and cycling across Cheshire East. This strategy replaces the existing Cheshire East Cycling Strategy (2017), bringing the vision up to date to ensure a more holistic, active travel approach, rather than solely focusing on one mode and responds to our rapidly changing world.

The Active Travel Strategy identifies five key opportunities to increase active travel across borough:

- Improving public health;
- Supporting our town and local centres and leisure destinations;
- High potential for a shift to more sustainable travel including public transport;
- Collaboration with partners and the community to develop active travel solutions; and
- Technology can support active journeys.

The Strategy sets out an ambitious vision for active travel in Cheshire East as "A borough where walking, wheeling and cycling is the easy option for short journeys, achieved through a connected, safe and accessible network that supports a healthy Cheshire East". This vision aligns closely and supports the overarching vision for the council's LTP. To help realise this ambition, the Strategy identifies three priority themes that will encourage active travel to become the first choice for appropriate journeys. These themes are intended to be delivered through a coordinated and integrated approach to support better outcomes and deliver demonstrable change:

- Create – create a more connected network for walking, wheeling and cycling and horse riders where appropriate;
- Culture – support a culture where walking, wheeling and cycling are the easy choices for local, short journeys; and
- Collaborate - collaborate with local communities, businesses and within the council to create a unified approach to walking, wheeling and cycling

Supporting the Collaborate theme, the council has an appointed an active travel champion. This individual helps encourage more people to travel by bike on safe cycle networks and to walk more of their day to day journeys.

An appendix to the Strategy, the Access Control Barrier Policy, further supports the council's active travel objectives by improving accessibility across the transport network and promoting greater consistency in service delivery across the borough. The policy establishes a clear, consistent and transparent approach to providing access for all users across the highway network, PRoW and wider access routes and sites. By reducing barriers to access wherever possible, the policy supports the council's priority of encouraging active travel and outdoor leisure activities.

The Poynton LCWIP will promote walking, wheeling and cycling through the creation of safe, accessible and sustainable infrastructure, aligning with the main ambitions, priorities and actions of the Active Travel Strategy.

The Joint Local Health and Wellbeing Strategy 2023-2028[18]

The Cheshire East Health and Wellbeing Board provides vision and a coordinated drive to address the health and wellbeing needs of the local population in Cheshire East, to reduce unacceptable and avoidable variations in health and healthcare. It acts as a link between NHS bodies, local authorities and other agencies (Police, Fire, 3rd Sector) and gives local people greater say in how care is provided.

The Joint Local Health and Wellbeing Strategy (JLHWS) was developed based on the Joint Strategic Needs Assessment, a review into the borough's health, wellbeing and social care needs and challenges such

[16] Cheshire East Council Active Travel Strategy
[18] Joint Local Health and Wellbeing Strategy

as healthier places, mental wellbeing, ageing well and starting well. The JLHWS proposes how Cheshire East's Health and Wellbeing Board aims to have a positive impact on individual lives by ensuring it is responding to the needs of people now and in the future.

This policy is relevant to the LCWIP as the JLHWS aims to prioritise new walking and cycling infrastructure in areas with higher levels of deprivation and to promote active travel.

Air Quality Strategy[20]

Cheshire East Council produced a new Air Quality Strategy (AQS) in 2024 to update its approach to meeting statutory air quality responsibilities.

Improving air quality continues to be essential for protecting public health, as certain pollutants pose significant risks, particularly to vulnerable groups such as children, older adults, and people with respiratory or cardiovascular conditions. Road transport remains the primary contributor to local air pollutant emissions in Cheshire East.

The objectives of the AQS include maintaining and improving air quality across Cheshire East; embedding air quality considerations across all council functions through a coordinated, multi-disciplinary approach; supporting wider council priorities and initiatives, including progressing toward net zero by 2045 target; raising awareness and understanding of air quality impacts on health, the environment, and biodiversity among stakeholders and communities; and strengthening collaboration with neighbouring authorities, businesses, and residents while acting as a central source of air quality information.

In relation to transport and air quality, the AQS aims to promote opportunities for active travel and other sustainable mobility options. This includes enabling walking, cycling, improved public transport, and cleaner vehicle technologies to support reductions in transport-related emissions.

The Poynton LCWIP will set out a network of walking/wheeling and cycling routes in Poynton. These routes will encourage individuals to walk or cycle more and lower usage of their private vehicles. This will in turn have benefits to the air quality of Poynton and wider Cheshire East.

Sustainable Modes of Travel to School Strategy 2018[22]

Cheshire East adopted their Sustainable Modes of Travel to School Strategy (SMOTS) in 2018, where the aim is to work together with schools and other delivery partners in the borough to implement measures that will provide opportunities for sustainable modes of travel to school.

As part of the strategy, the council has identified targets to increase the number of schools participating in promotional campaigns. The Air Quality and Parking Enforcement Team at Cheshire East Council are looking at working with schools in collaboration with Living Streets on their Walk Once a Week (WOW) initiative. The council is also looking at increasing the number of schools/colleges with bronze level accreditation via Modeshift STARS, however this is currently under review.

If these targets are achieved and if Cheshire East schools improve the number and quality of their Travel Plans through the usage of the Modeshift STARS system, the implementation of measures will increase the number of children using sustainable modes of travel to school.

An increase in children using sustainable modes of travel to school will result in various outcomes, including:

- Outcome 1: a reduction in vehicle emissions;
- Outcome 2: an overall improvement to air quality;

[20] Cheshire East Air Quality Strategy

[22] Sustainable Modes of Travel to School Strategy 2018

- Outcome 3: improved road safety;
- Outcome 4: increased health and wellbeing of students, staff and parents/carers; and
- Outcome 5: increased educational attainment.

This strategy is supported by the LCWIPs as by providing higher quality and more accessible walking and cycling networks within Poynton, individuals may change the mode of transport to school from private vehicles to active travel modes such as walking and cycling. By making this change and increasing the number of children walking and cycling to school, Cheshire East will move towards achieving their five outcomes mentioned above.

Cheshire East Rights of Way Improvement Plan 2011-2026[23]

In 2011, Cheshire East Council published its Rights of Way Improvement Plan (ROWIP) with an aim to correctly record the Public Rights of Way network in Cheshire East, so it is easy to use, free from obstructions and delivers health and wellbeing, social, economic and environmental benefits.

Section 60 of the Countryside and Rights of Way Act, published in 2020, requires all local authorities to have a Right of Way Improvement Plan that aims to;

- Assess to what extent local rights of way and other countryside access resources meet the current and future needs of the public;
- Assess the opportunities for exercise and enjoyment of the local authority area; and
- Assess the accessibility of local rights of way and routes to visually impaired people and those with mobility problems.

The ROWIP supports the Cheshire East LTP and Active Travel Strategy by prioritising the needs of users who walk, wheel or cycle.

Cheshire East has a vision for the ROWIP which is to:

- Recognise the economic, social and heritage value of public rights of way and the important means of accessing the countryside;
- Improve local rights of way to promote and encourage the use and enjoyment of them;
- Enhance opportunities for sustainable travel and development; and
- Maintain the public rights of way network and keep it in a good condition.

Cheshire East Council is in the process of creating a new ROWIP for 2026 to 2036, which was consulted on in Spring 2026[24].

Public rights of way are essential in encouraging people to walk and cycle. With the creation of the Poynton LCWIP, more walking and cycling routes will be provided in the borough, supporting walking and cycling. The ROWIP routes will also be considered during the LCWIP route identification process.

2.4. Local Documentation

Poynton Local Transport Development Plan[26]

Eleven Local Transport Development Plans (LTDPs) were created in 2022 across the Borough for the two principal towns and nine Key Service Centres which includes Poynton.

The plans identify how a coordinated and integrated transport network can be delivered, covering all forms of transport including walking, cycling, buses, rail, and roads. Improvements included in the plans are complementary to regeneration plans across the Borough.

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[23] Cheshire East Rights of Way Improvement Plan 2011-2026

[24] Correct as of July 2026

[26] Poynton Local Transport Development Plan

Poynton's LTDP objectives are shown in Table 2-12 below.

Table 2-1 Local Transport Objectives

Number	Local Transport Objective	How the Active Travel package supports the 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	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 B5092 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	Providing a walking and cycling route between Poynton and new development in the Woodford area. Providing a walking and cycling Greenway route alongside the B5092 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	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	Various walking and cycling route improvements as noted under Objective 1. Improving cycle parking facilities at Disley railway station.
5	Improving leisure routes and access from rural communities around Poynton and Disley to key services and employment	Providing a cycling route along the B5092 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	Providing a walking and cycling Greenway route alongside the B5092 between Prestbury and Poynton, linking into Adlington Business Park.

Within the LTDP, 38 transport schemes have been identified that relate to active travel schemes and initiatives which are displayed in Figure 2-1.

The Poynton LCWIP will aim address some of the objectives in the LTDPs in relation to active travel, walking and cycling. The potential interventions and schemes as mentioned in Table 2-12 and Figure 2-1 will be considered further in this piece of work.

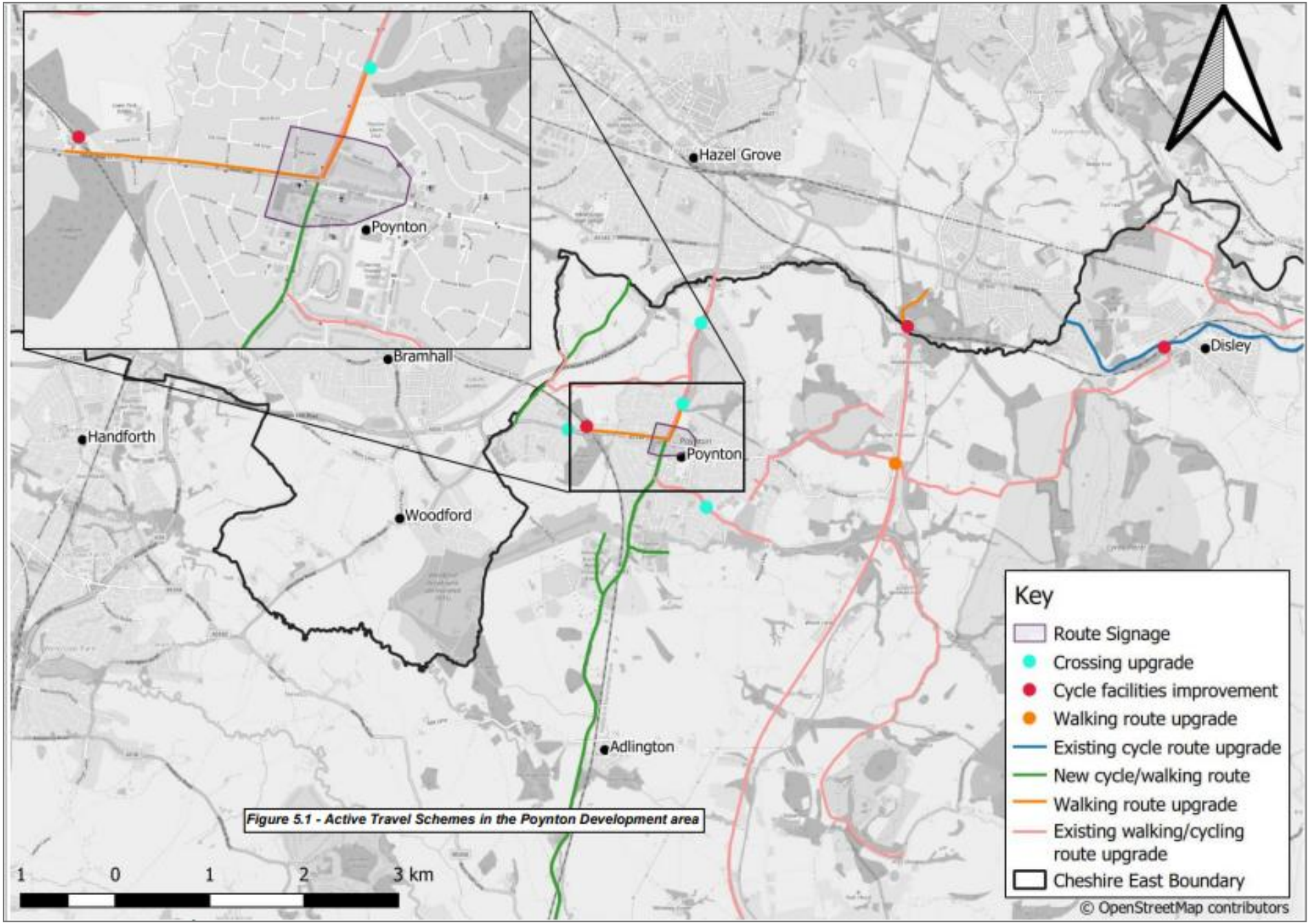


Figure 2-2 Active Travel Interventions in Poynton (LTDP)

Poynton Neighbourhood Development Plan 2016-2030[27]

The Poynton Neighbourhood Development Plan (NDP) is a comprehensive planning framework designed to shape future development in Poynton. Poynton's NDP has successfully passed examination and was subject to a referendum in 2019, which led to the final Referendum Version of the NDP created in 2019.

Poynton has a vision over the next 15 to 20 years of devolving and developing in a way that respects and reflects the views of its community. Development in Poynton will be of a high quality, sustainable and matched by the provision of infrastructure and services. Whilst, retaining character and its heritage as 'a small town with a village feel' bounded on all sides by the Green Belt.

The NDP has five main objectives, with underlying themes and subobjectives, these are outlined below;

1. For the environment;
    - To preserve and enhance the distinctive character of Poynton which Is achieved by the role of Green Belt in maintaining an open buffer between Poynton and surrounding towns, by protecting the surrounding countryside from development, by ensuring that built development is concentrated in the town and by protecting key views from and within Poynton.
    - To protect and enhance Poynton's green spaces, its natural and built environment, its heritage assets and its landscapes, so as to provide for and improve the lives of the local community.
2. For housing;
    - To enable and support sustainable development which is appropriate for the future needs of Poynton's community and age groups, whilst ensuring all development is sympathetic to the protection of the Green Belt and the preservation of the village atmosphere. By so doing this will maintain Poynton as a vibrant and aspirational place to live and work.
3. For transport;
    - 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.
4. For the town centre and business; and
    - To achieve a distinct identity and 'village feel' for Poynton through management of all of the aspects of the town centre (including property, architecture, streetscape and traffic).
    - To develop community land and buildings (for health, recreation, adult education etc) through the allocation of land and cooperation with relevant organisations;
    - To support businesses and employment in Poynton through policies for property use and for the comprehensive provision of high speed broadband.
5. For health and wellbeing.

[27] Poynton Neighbourhood Plan

- To provide an environment which is clean and healthy; an infrastructure which supports walking, cycling and access to green spaces and the countryside; a healthy lifestyle encouraged by the provision of recreational exercise, sports and swimming facilities; outstanding education and learning; and a comprehensive healthcare provision for all age groups in the community.

The Poynton NDP recognises the importance of pedestrian friendly infrastructure, with commitment to ensuring this by expanding the footpath network in the area to connect residential areas, schools, parks and commercial centres, whilst ensuring the network is safe and accessible to all. The NDP also emphasises the need for well-marked pedestrian crossings at busy intersections and near schools, which is essential to encouraging walking within Poynton.

The NDP has plans to encourage the creation of dedicated cycle lanes and routes though Poynton, connecting residential areas, employment areas and recreational spaces. By doing this, traffic congestion will be reduced throughout Poynton, hence improving air quality.

Poynton emphasises the importance of integrating walking, cycling and public transport within the borough, whilst encouraging the development of transport hubs where commuters can easily switch between modes of travel.

By providing a network of walking and cycling routes for cyclists and pedestrians, the LCWIP contributes to creating a more sustainable and active transportation network in Poynton which is in line with the NDP.

Poynton Town Council Strategic Plan for Poynton Residents[29]

The Poynton Town Council Strategic Plan for Poynton Residents sets out priorities under three themes:

- Health, Wellbeing and Safety: improve residents' health, wellbeing and safety through projects addressing young people and men's mental health, dementia, greenspaces for wellbeing, protecting elderly and vulnerable residents, youth engagement activities and biodiversity, supported by appropriate internal and external funding;
- Engagement and Communication: strengthen understanding of the Town Council's role and responsibilities through social media and printed media, an expanded and promoted free calendar of events, and improved engagement with residents, businesses and community groups; and
- Town Infrastructure: enhance the town's appearance and support its flora and fauna by developing plans for Town Council-owned green spaces and assets, improving the wider physical environment in partnership with councillors, Cheshire East Council, volunteers and groups, and enhancing biodiversity.

The plan's priorities relevant to the LCWIP include greenspaces for wellbeing, improvements to the town's physical environment and partnership working with the local community. These provide a broader context for considering improvements to walking, wheeling and cycling routes.

The published summary does not specify a plan period or make explicit commitments to active travel infrastructure or integration with public transport. The LCWIP therefore provides an opportunity to complement its health, wellbeing and town infrastructure priorities, rather than deliver transport measures expressly identified in the plan.

[29] Poynton Town Council Strategic Plan for Poynton Residents

This plan aligns with the production of this LCWIP as it emphasises key priorities that directly impact active transportation, including, improving accessibility for all Poynton residents and making Poynton a destination place that attracts residents and visitors which links to the new LCWIP.

Poynton Town Centre Vitality Plan 2023[30]

Cheshire East Council is committed to supporting the vitality and viability of all Town Centres within the borough. The Poynton Town Centre Vitality Plan (TCVP) provides a sense of direction and identifies initiatives to support the town to better fulfil their potential, with its own unique opportunities and specific challenges and local groups/stakeholders.

The vision of the Poynton TCVP is to evolve and develop in a way that respects and reflects the views of its community by ensuring high quality, sustainable development matched by the provision of infrastructure and services. This will ensure current and future generations will enjoy a strong and inclusive sense of community, good access within Poynton and to neighbouring towns and villages.

Action 1 of the Poynton TCVP is to connect green assets and encouraging walking and cycling. Poynton has a number of good quality green spaces within its immediate centre catchment, such as Poynton Park, Deva Park, and Brecon Park however they are not well accessed by good quality walking and cycling routes. The Action Plan identifies Poynton's opportunity to better promote sustainable movement between these green assets and reconnect them with the centre of Poynton. To achieve this walking and cycling routes should be barrier-free, to allow unrestricted access for all users. In many locations this may mean removing existing barriers that exclude disabled people from using the PROWs. Good quality surfacing and drainage is particularly important to maintain year-round use and accessibility.

This LCWIP will contribute towards achieving the ambitions for a network of walking and cycling routes in Poynton that encourage active travel for short trips. Suggestions within the TCVP will be considered in development of the routes.

Woodford Aerodrome Opportunity Site Supplementary Planning Document[31]

The Supplementary Planning Document (SPD) for Woodford Garden Village places a strong emphasis on developing a robust walking and cycling infrastructure. The SPD emphasises the importance of integrating sustainable development principles, including enhancing biodiversity, improving damaged and derelict land, and providing opportunities for outdoor sport and recreation. It also addresses key infrastructure needs such as highways, transportation, and utilities, ensuring that the development is well-connected and equipped to support future growth. The plan includes the creation of dedicated pedestrian and cycle routes that connect key areas within the village and link to surrounding communities. This network is designed to promote sustainable transportation, reduce reliance on cars, and enhance the overall quality of life for residents by providing safe and convenient options for walking and cycling.

Additionally, the SPD outlines the integration of green spaces and public amenities along these routes to encourage outdoor activities and social interaction. The design principles focus on creating a pleasant and accessible environment, with well-maintained paths, adequate lighting, and clear signage. By prioritising walking and cycling infrastructure, the development aims to foster a healthier, more active community while also contributing to environmental sustainability.

[30] Poynton Town Centre Vitality Plan 2023

[31] Woodford Aerodrome Opportunity Site SPD, 2013

This LCWIP will aim to link into the Woodford Garden Village to create a more sustainable and active transport network.

3. Gathering Information

3.1. Introduction

In order to develop the Poynton LCWIP routes, baseline data across Cheshire East has been gathered and analysed. This analysis has been carried out to help gain insight into the current and potential future demand for walking and cycling within the Poynton area, along with the barriers towards active travel.

The analysis included the following datasets:

- Population Information;
- Population Density;
- Workplace Density;
- Car Ownership;
- Index of Deprivation;
- Planned New Development;
- Public Rights of Way;
- Rights of Way Improvement Plan;
- Existing Cycle Network;
- Method of Travel to Work;
- Distance Travelled to Work;
- Propensity to Cycle Tool;
- Strava Metro;
- Amenities; and
- Origin Destination Mapping.

3.2. Population and Demographics

Population Information

Figure 3-1, Figure 3-2 and Figure 3-3 show the percentage of each age category in Poynton using MSOA 2021 Census Data taken from ONS[32]. Analysis of these maps is shown below.

Ages 15 and under

Figure 3-1 illustrates the distribution of young residents (aged 15 and under) within Poynton. It reveals a higher concentration in the west of the town, particularly near the railway station and in areas to the north and south of Chester Road. Some locations closer to the town centre, to the east of Wigwam Wood exhibit higher distributions of people aged 15 and under of between 18-25%. To the east of Poynton centre, the proportion of individuals aged under 15 is still relatively high at between 14-18%.

Aged 16 to 64

Figure 3-2 shows that the areas with the highest percentages of individuals aged between 16 and 64 years old are found outside of the centre of Poynton, both in the east and west fringes of the LCWIP boundary. In the east, Wardsend, Middlewood and other more rural communities away from Poynton centre have the highest percentage of individuals aged between 16 and 64 (60-66%). Outside of the LCWIP boundary, areas to the west of Poynton such as Bramhall and Woodford also exhibit higher proportions of people aged between 16 and 64, between 60 and 66%.

As distance to Poynton town centre increases, the percentage of individual aged 16 to 64 also increases. In Poynton centre, between 52 and 60% of the population are aged 16 to 64, slightly higher in the west of the town than the east.

Aged 65 and over

Figure 3-3 reveals a high percentage of individuals aged 65 and older are located within Poynton's town centre, particularly towards the east of the centre. Areas around Park Lane, Dickens Lane and around Poynton Park exhibit a significant proportion of 28% or more of the population aged 65 and above. South of Poynton towards Booth Green and Wardsend, the percentage of individuals aged 65 and older remains high. In the west of the town centre and in the eastern and western outskirts of Poynton such as Middlewood and Woodford, there are slightly lower proportions of people aged 65 (between 24 and 28%).

It is important to ensure that good walking and cycling links are provided throughout the centre of Poynton to ensure individuals no matter what age have the ability to access their everyday amenities with ease and confidence. As well as ensuring walking and cycling routes are accessible for all. Without good transport connectivity, individuals will not be able to access education and employment, which can in turn have an impact on GDP of the area.

[32] Age by Five-Year Age Bands - 2021 Census

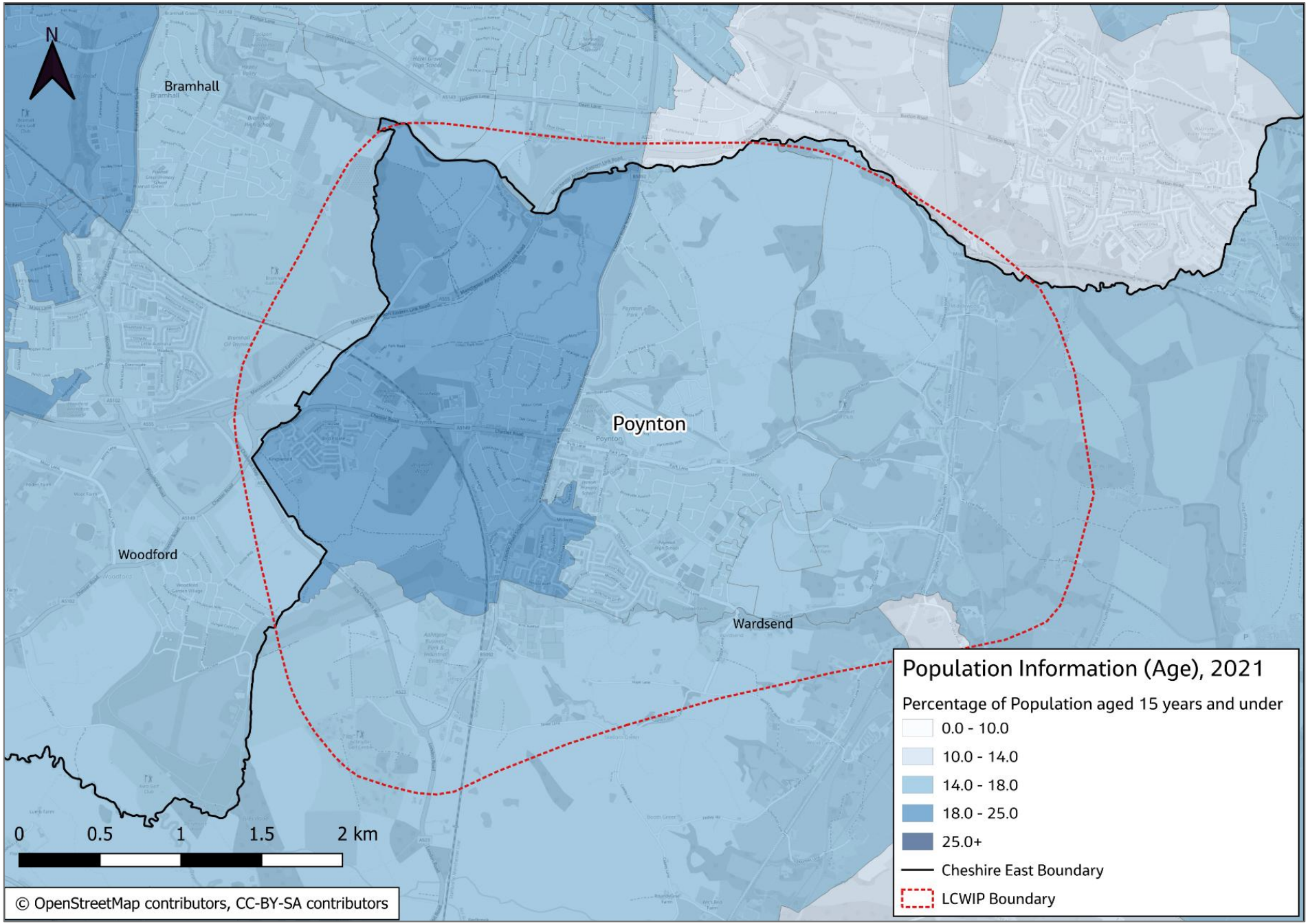


Figure 3-1 Percentage of the population aged 15 and under

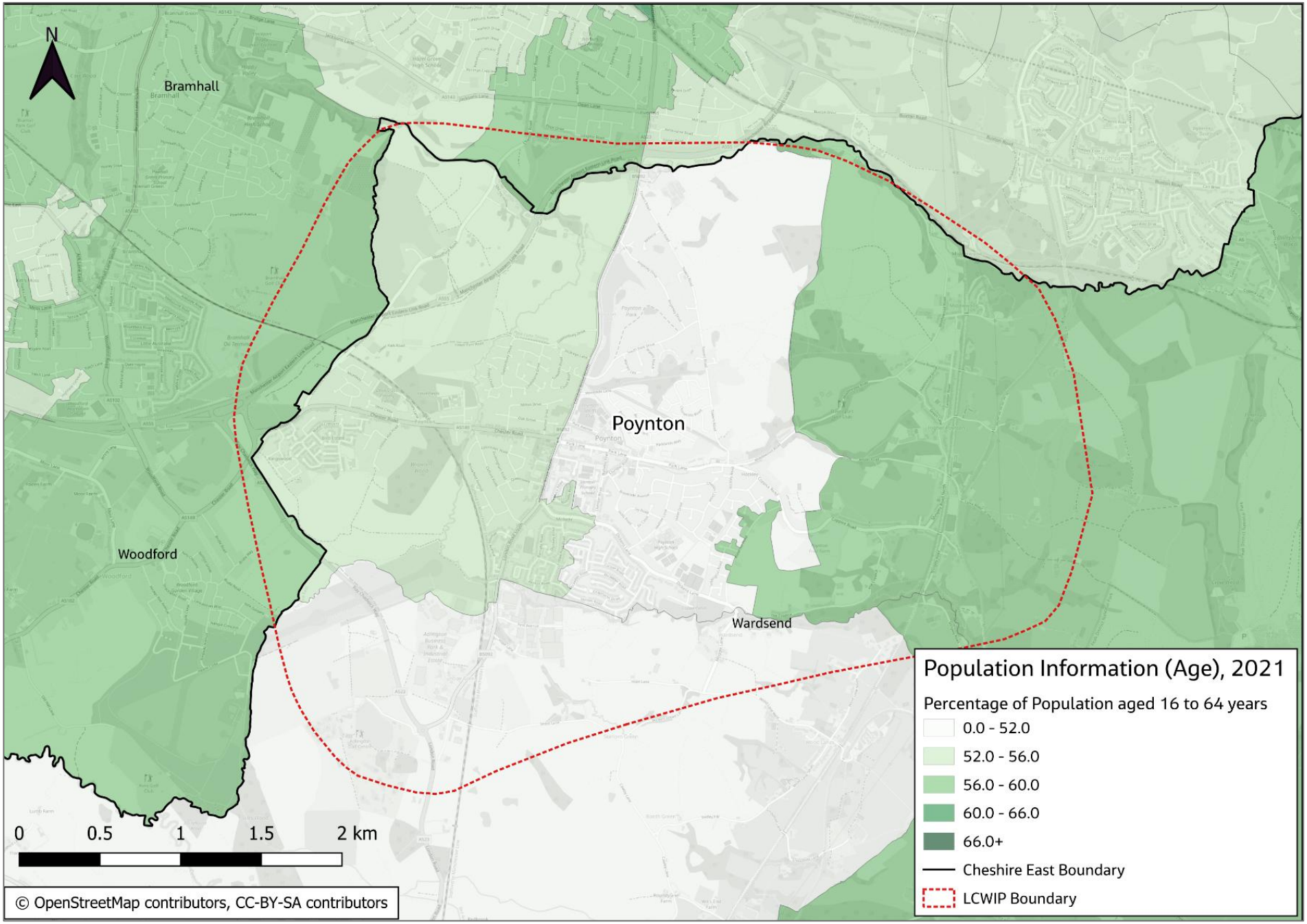


Figure 3-2 Percentage of population aged 16 to 64

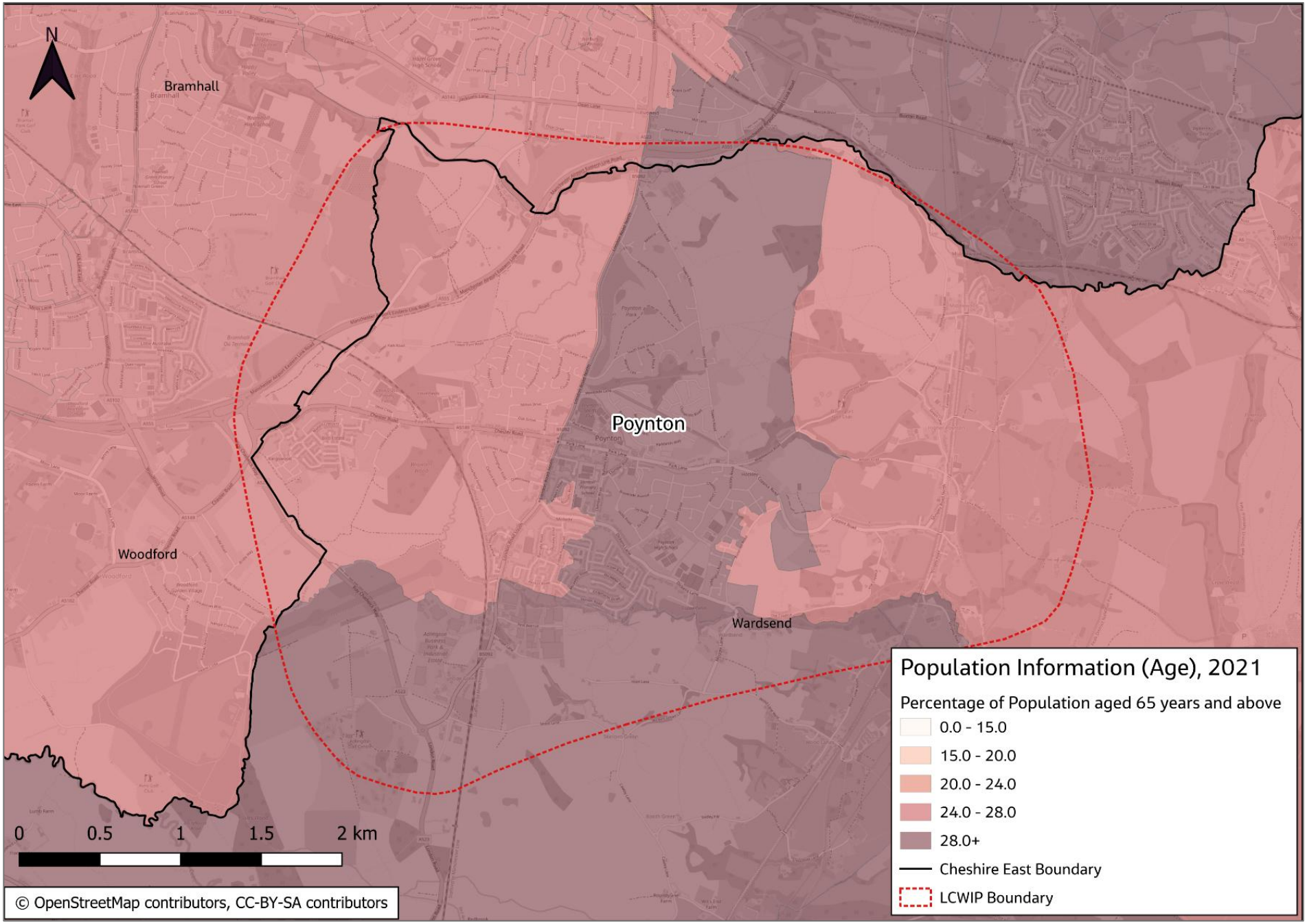


Figure 3-3 Percentage of the population aged 65 and older

Population Density

Figure 3-4 displays the population density across Poynton[33], revealing areas where there are higher and lower concentrations of residents.

Figure 3-4 shows that the areas with the highest population density and most residents per square kilometre are located directly in Poynton town centre, especially around Park Lane, Midway and Dickens Lane. These areas have a population density of between 2,500 to 7,500 residents per square kilometre. As the distance increases from Poynton town centre, population density decreases to between 0 to 500 residents per square kilometre on the peripheries, as shown in Middlewood and Wardsend.

Given the town centre has an urbanised environment with good access to shops, schools, doctors and public transport, there is a higher population density in Poynton centre. This suggests that there needs to be extensive walking and cycling links in these areas to ensure all individuals living in and around the town centre can access their everyday amenities with ease and without having to use a car.

[33] Population Density - 2021 Census

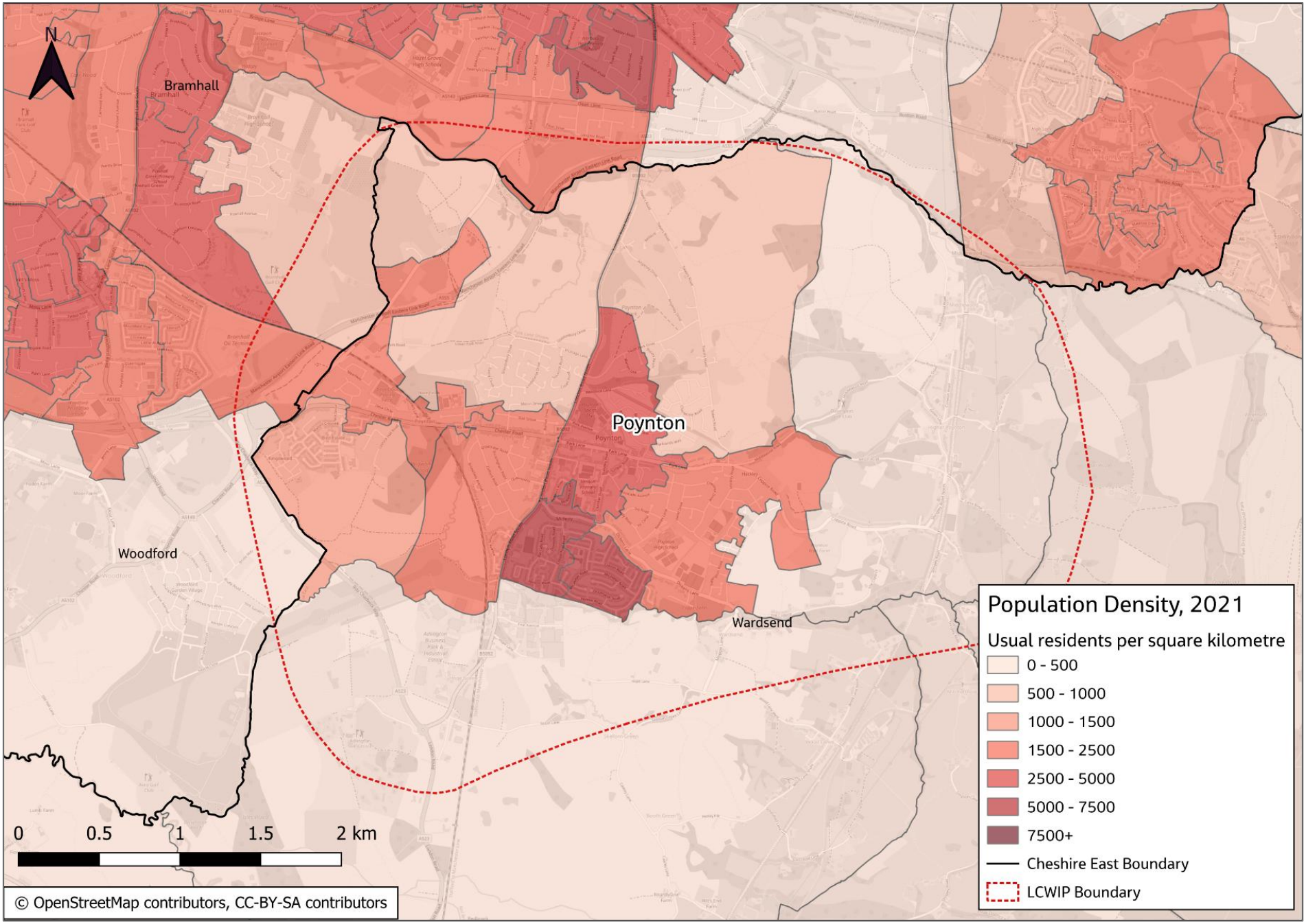


Figure 3-4 Population density of Poynton, usual residents per square kilometre

Workplace Density

Figure 3-5 depicts the density of the workplace population[34] across Poynton, providing an indication of job density within Poynton town centre. The figure is based on data collected during the 2011 Census. The 2021 Census was conducted during the lockdown caused by the COVID-19 pandemic when many individuals were forced to work from home. Therefore, the 2011 Census gives a more accurate representation of workplace density within Poynton.

Similar to the population density shown in Figure 3-4, many areas with high numbers of residents also exhibit high job densities. The plot shows that a higher employment density is concentrated towards Poynton town centre, which ranges between 5 and 8 people per hectare. In contrast, more rural areas in the east of Poynton, such as Wardsend and Middlewood show significantly lower employment densities, with only 0-1 person per hectare.

These results show a higher proportion of individuals working within Poynton town centre, likely due to its urban environment offering a wider range of job opportunities. As a result, prioritising good walking and cycling links in these high employment density areas is neseccary to ensure there are sustainable travel options for individuals commuting to work.

[34] Workplace Population Density - Census 2011

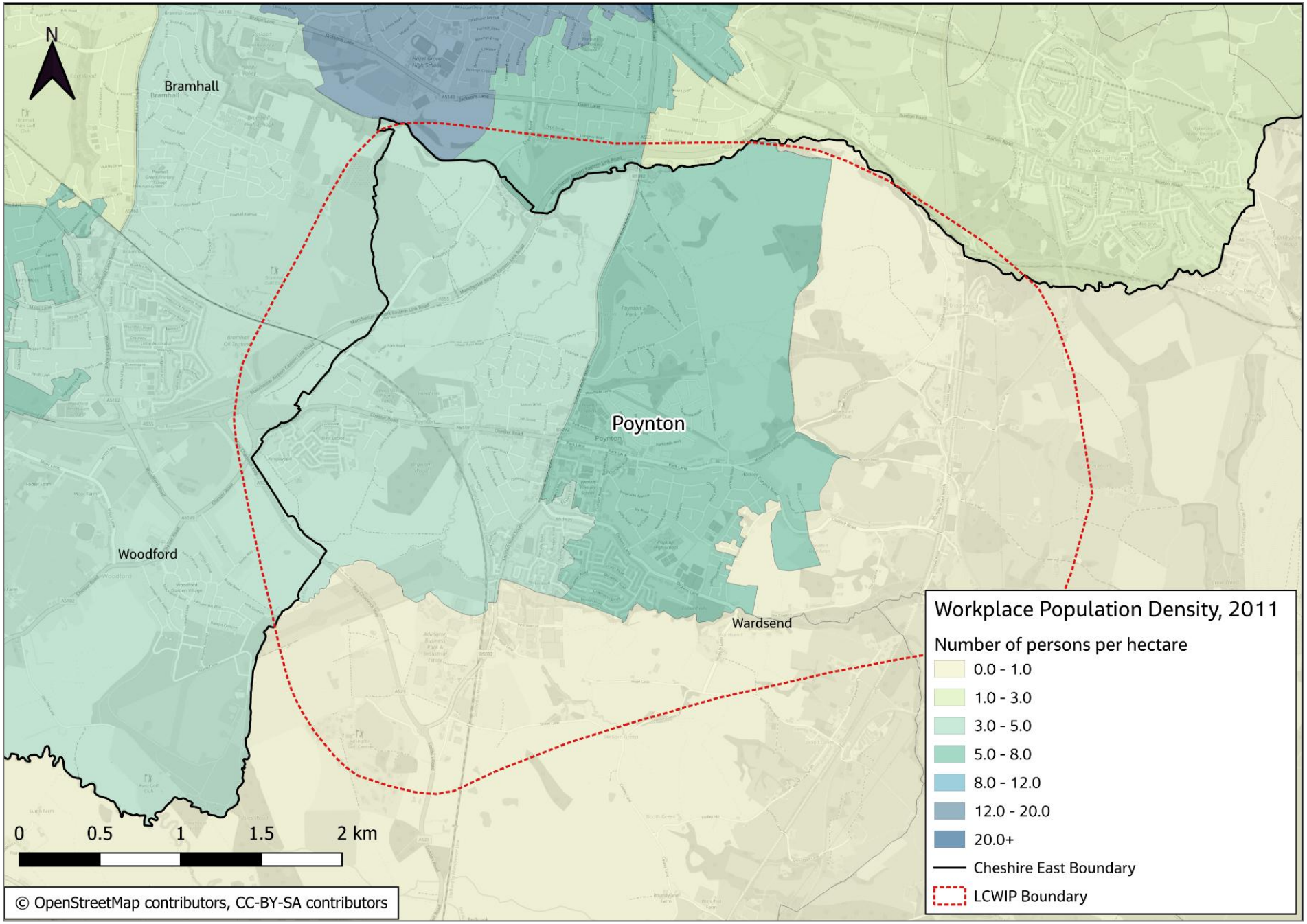


Figure 3-5 Workplace population density, number of persons per hectare

Car Ownership

Figure 3-6 shows the percentage of households in Poynton that do not own a car or a van, taken from the 2021 Census[35].

Whilst car ownership is generally high across the study area, the percentage of households without cars is highest (15-20%) near Poynton town centre. The percentage of households who do not own cars progressively increases away from the town centre. The north of Poynton, particularly along Towers Road, exhibits the highest car ownership in the area (less than 5%). Similarly, areas in the south and the east of Poynton also have high car ownership with between only 5 and 10% of the households in Wardsend, Middlewood and Booth Green not owning cars.

The areas of high car ownership in Poynton highlight the need for enhancements to the existing cycle and walking network, prioritising safety and attractiveness to encourage more active travel within Poynton and reduce reliance on private vehicles for journeys to the town centre. Given the lower car ownership rates in the centre of Poynton, well-connected cycling and walking routes within the town centre itself, linking to key services and employment areas, are crucial. Additionally, ensuring good connections between these walking and cycling links and public transport is essential. This will provide sustainable travel options for those working in locations further afield. Providing good walking and cycling links to areas with high car ownership will encourage modal shift if quality facilities are available in the area.

Furthermore, there is a link between Index of Multiple Deprivation and car ownership. Higher income areas with less deprivation tend to own more cars per household, as seen in Figure 3-6, which can lead to traffic congestion and pollution. It is therefore important that good walking and cycling links are provided to provide an alternative to the private car to help reduce the number of short car trips and hence decrease air pollution levels.

[35] Car or Van Availability - 2021 Census

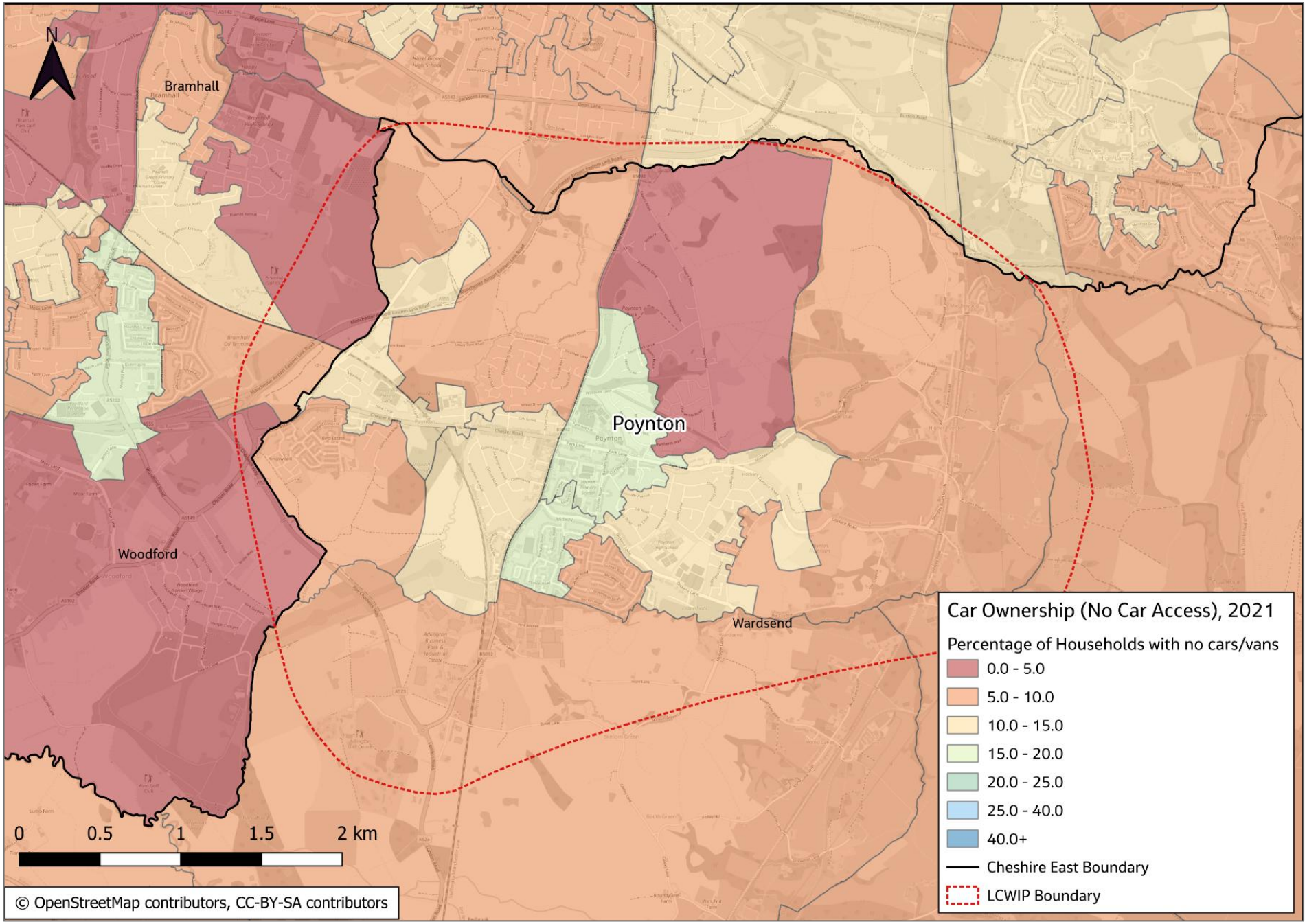


Figure 3-6 Car ownership, percentage of households with no cars or vans

Index of Multiple Deprivation

Figure 3-7 illustrates the 2019 Indices of Multiple Deprivation[36] in Poynton. Index of Multiple Deprivation measures relative levels of deprivation by Lower Super Output Area (LSOA) boundaries. The Index of Multiple Deprivation tool measures many different factors, such as, income, health, crime, living environment and barriers to house and services. The scoring system of 1 represents the most deprived areas and 10 represents the least deprived areas.

Figure 3-7 shows that the majority of Poynton town centre sits within the top 10% to 20% of least deprived areas nationally. Even though the majority of this area is affluent, it is important that there are well connected walking and cycling links. These links can help promote physical activity and reduce health inequalities.

[36] Indices of Multiple Deprivation 2019 - Ministry of Housing, Communities and Local Government

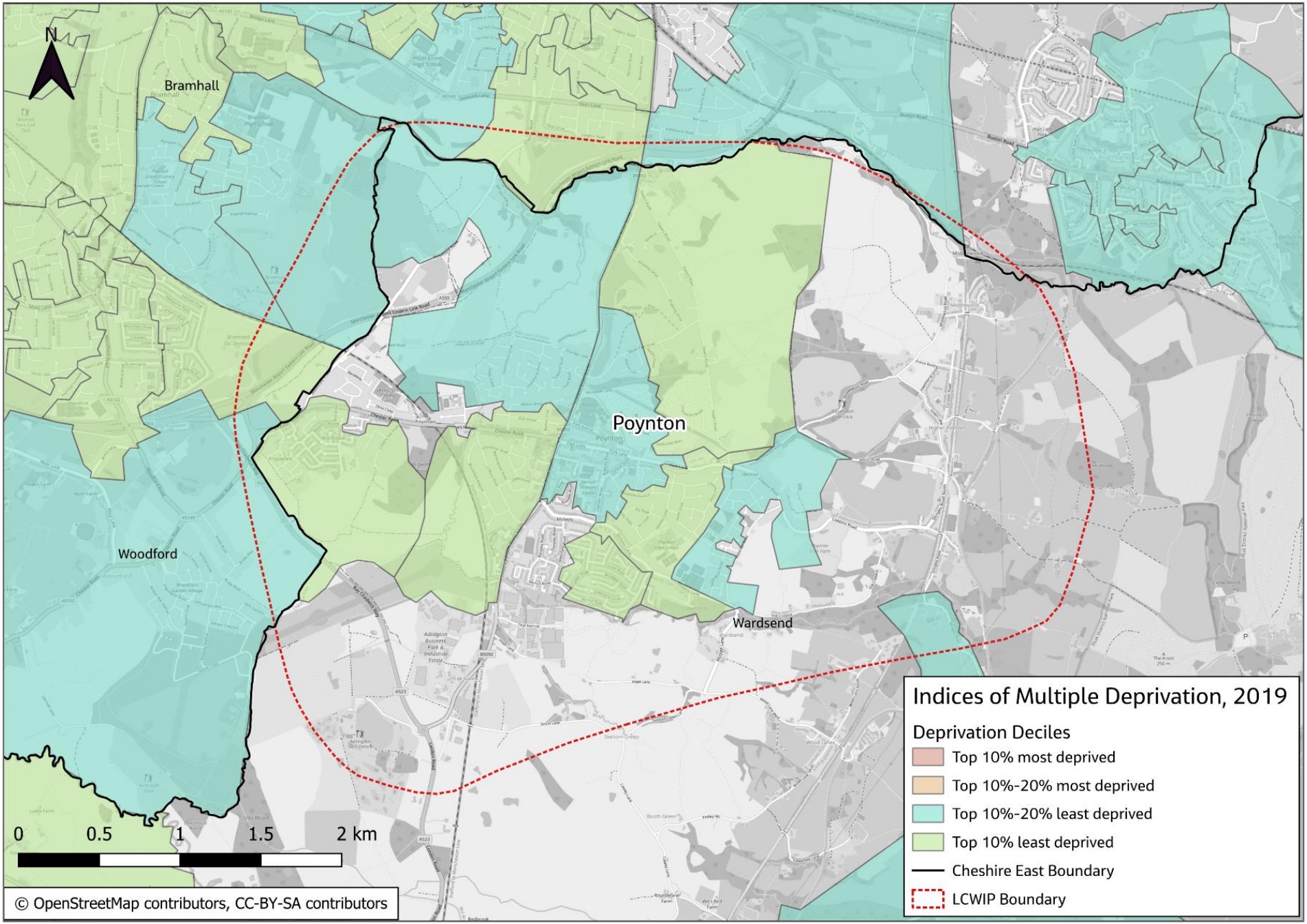


Figure 3-7 Index of Multiple Deprivation, 2019

3.3. Local Plan Sites and Development

Figure 3-8 shows the future development and land use for Poynton, taken from the Cheshire East Local Plan Strategy 2010-2030[37].

Areas of employment development can be seen in the south of Poynton:

- Adlington Business Park Extension – 10 hectares of employment land and the incorporation of green infrastructure, including greenways, and the provision of new pedestrian and cycle links to new and existing residential areas, and shops.

Areas of housing development can be seen in the west of Poynton, along Chester Road, as well as in Wardsend to the east. Each of these developments include the delivery of improved pedestrian and cycle links to key amenities, the town centre and Poynton railway station. These allocations are:

- Chester Road – Delivery of around 150 new homes.
- Hazelbadge Road – Delivery of around 150 new homes.
- Sprink Farm – Delivery of around 150 new homes.

Safeguarded land has been identified to meet longer term development needs:

- Woodford Aerodrome – 22 hectares.

Many of these proposed developments and infrastructure includes the provision of walking and cycling links in and around the town centre, it is essential these are considered when developing the LCWIP routes for Poynton. Furthermore, to ensure the long-term viability of these routes, connections to future housing and employment developments should be factored into the LCWIP planning process.

[37] Cheshire East Local Plan Strategy 2010-2030

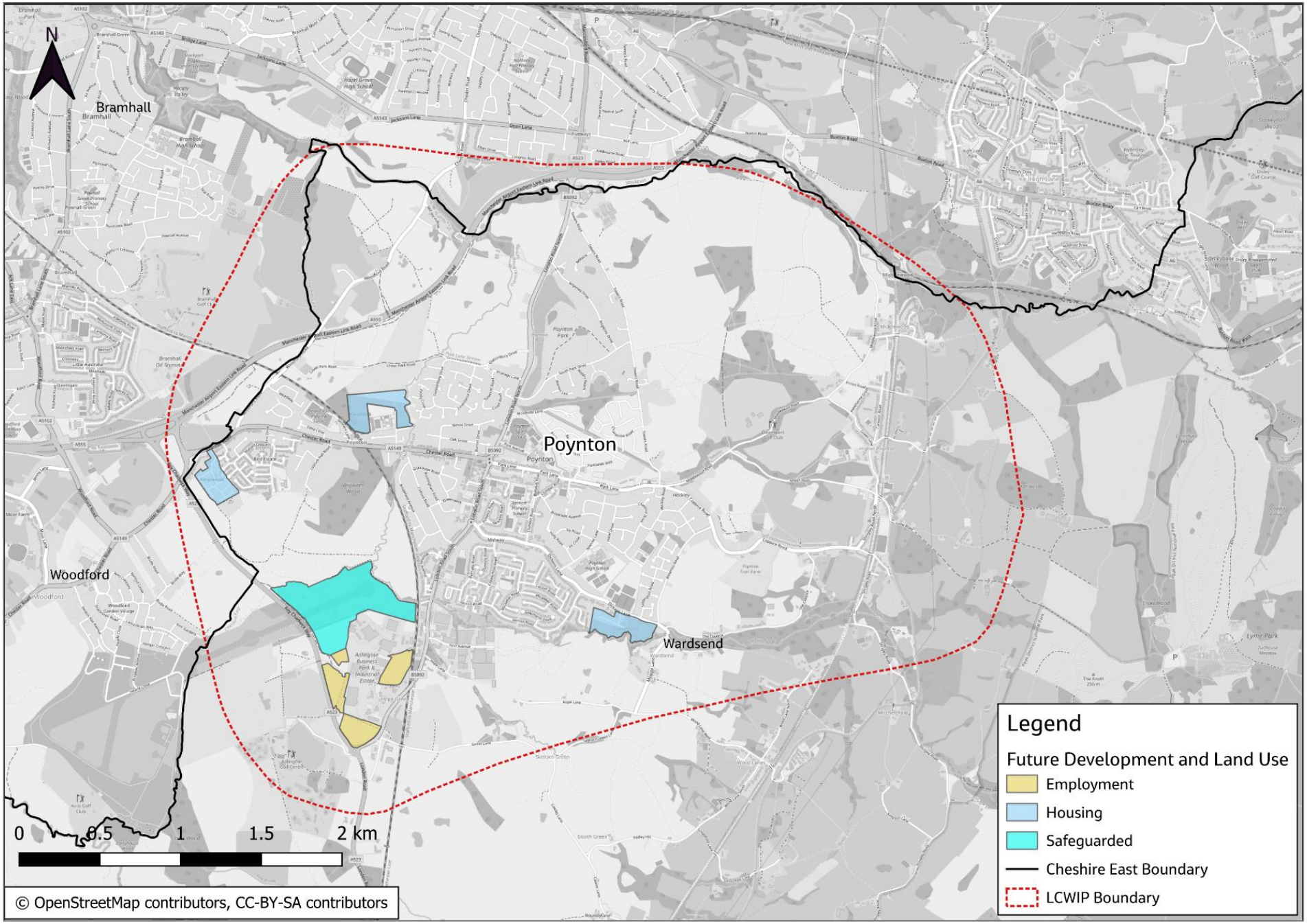


Figure 3-8 Future development and land use in Poynton

3.4. Transport Network and Movements

Public Rights of Way

Public Rights of Way (PRoW) allow the public to walk, cycle, ride or sometimes drive along specific routes over land which may belong to somebody else, and the land is normally privately owned.

PRoW's can provide a leisure route for individuals to use as well as providing access to work, education and local facilities. This in turn can benefit the local economy due to increase footfall to local businesses. Due to individuals having access to PRoW's throughout the Poynton area, individuals may choose to walk instead of using the private vehicle, therefore reducing congestion, and improving air quality.

PRoW are split into four different categories:

- Footpaths – for walking, running, mobility scooters or powered wheelchairs;
- Bridleways – for walking, horse riding, bicycles, mobility scooters or powered wheelchairs;
- Restricted byways – for any transport without a motor and mobility scooters or powered wheelchairs; and
- Byways open to all traffic (BOAT) – for any kind of transport, including cars (but they're mainly used by walkers, cyclists and horse riders).

Figure 3-9 shows that there are a high number of public footpaths throughout Poynton. Footpaths provide the ability for people to walk around the town easily. The existing PRoW network in Poynton, combined with the proposed Poynton LCWIP walking and cycling routes will create an attractive option for individuals wanting to walk throughout the area.

Figure 3-9 shows that there is only a small section of bridleway located in the south-west of Poynton, therefore there may be opportunities within the development of the proposed LCWIP to upgrade some of the existing footpaths to bridleways, so routes can be accessed by cyclists and horse riders.

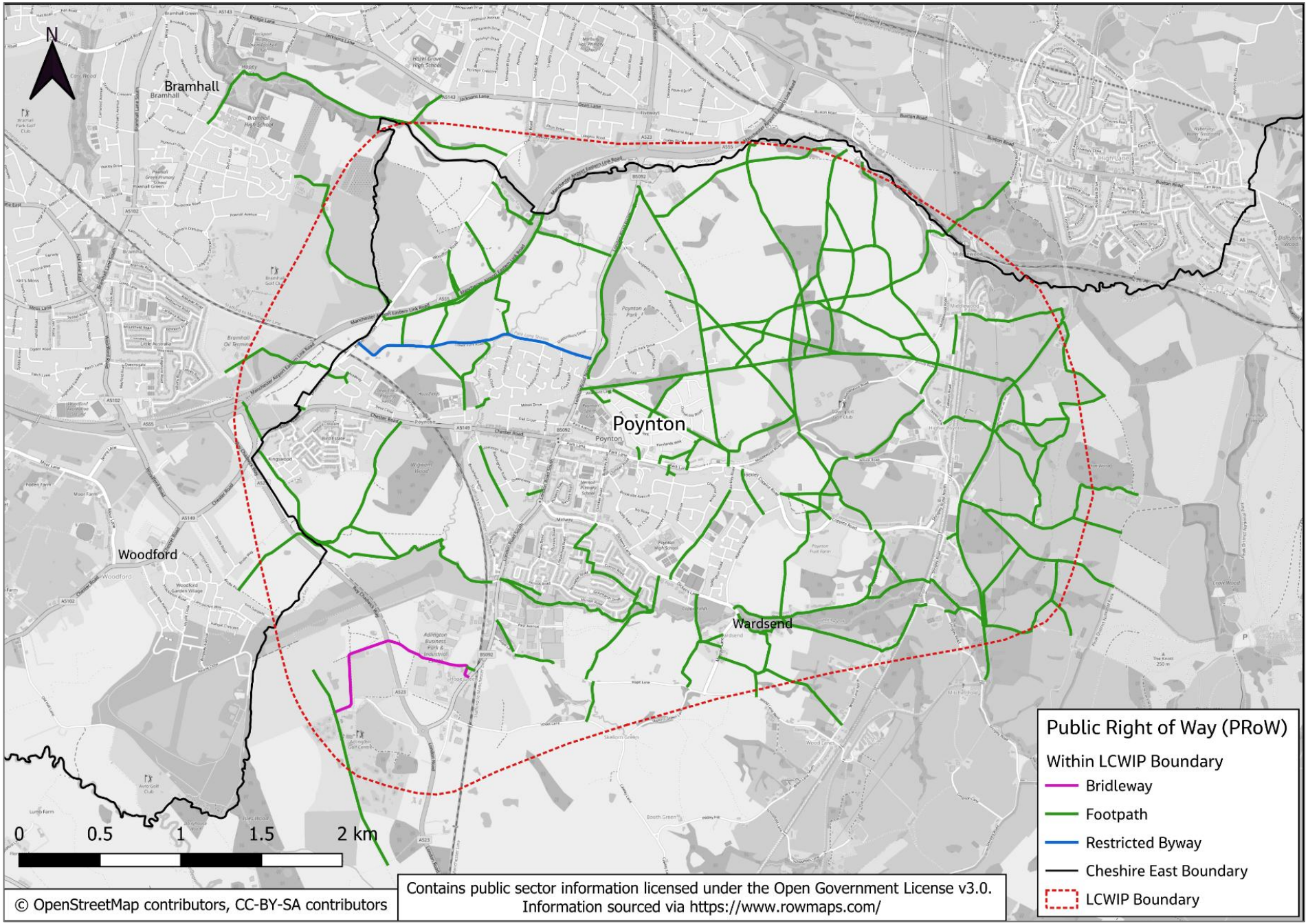


Figure 3-9 Public Rights of Way

Rights of Way Improvement Plan

A RoWIP, set out in Section 60 of the Countryside and Rights of Way (CROW) Act 2000 requires local authorities to publish a Rights of Way Improvement Plan (ROWIP). The aim of a ROWIP is to[38]:

- Assess the extent to which local rights of way and other countryside access resources meet the present and likely future needs of the public;
- Assess opportunities for exercise and other forms of open-air recreation and enjoyment of the authority's area; and
- Assess the accessibility of local rights of way and other routes to blind or partially sighted people and others with mobility problems.

Figure 3-10 illustrates Cheshire's RoWIP routes within Poynton. The plan highlights equestrian use as the category with the most opportunity for improvement, as well as there being significant pedestrian suggestions around the centre of Poynton. The figure reveals a limited number of improvements for cycle routes. Therefore, the LCWIP's cycle route development will need to focus on identifying new routes and infrastructure improvements for cyclists. The suggested improvements will help guide the proposed walking and cycling routes within the Poynton LCWIP, ensuring routes can be used by pedestrians, cyclists and other users.

[38] Cheshire Rights of Way Improvement Plan (2011-2026)

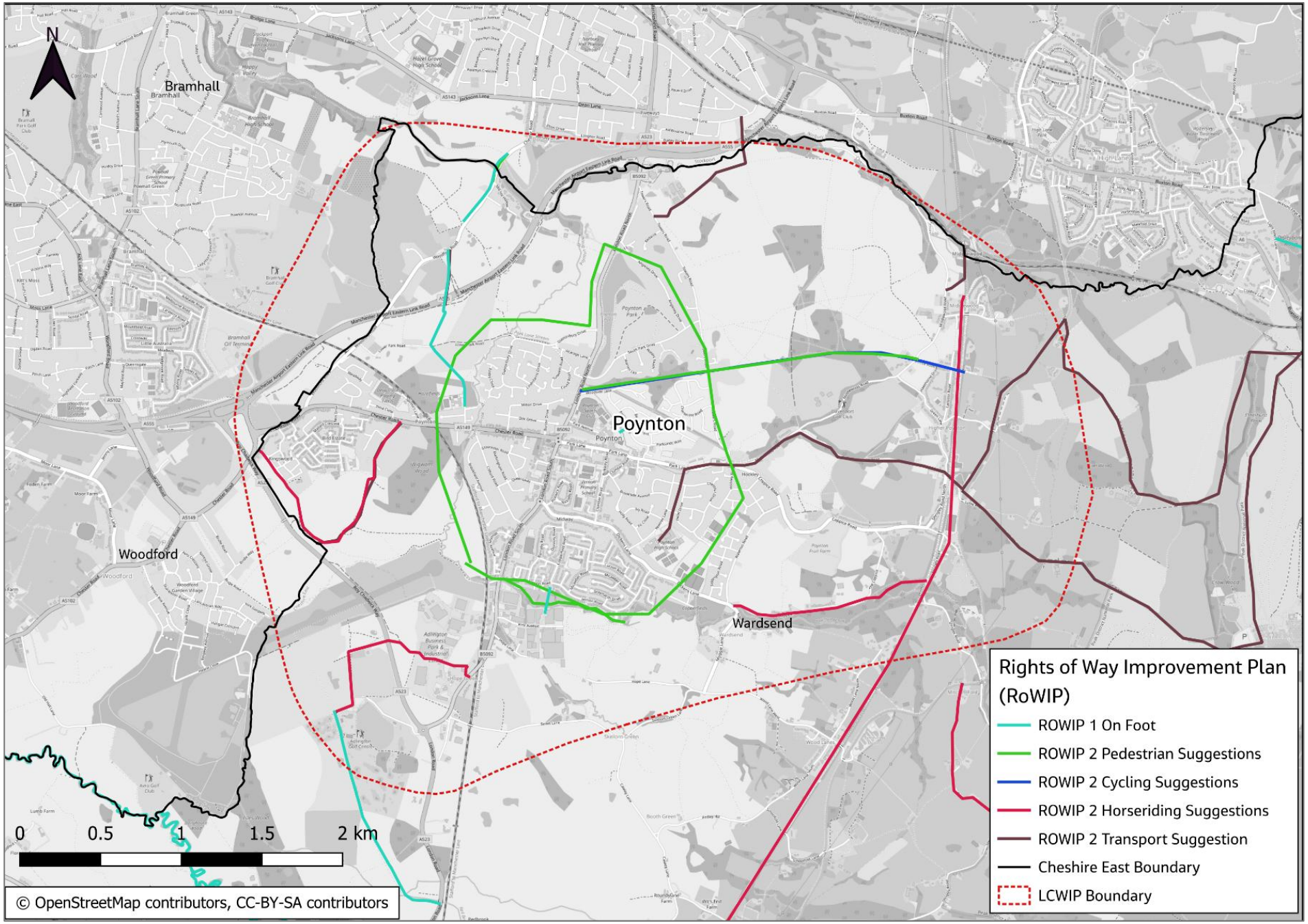


Figure 3-10 Rights of Way Improvement Plan

Existing Cycle Network

National Cycle Network

The Sustrans Cycle Network is a UK-wide network of signed paths and routes for walking, wheeling, cycling and exploring the outdoors[39].

Figure 3-11 shows that existing cycle routes within Poynton are limited to only the National Cycle Network 55 (NCN55) which routes along Middlewood Way to the east of Poynton. This north-south route follows a former railway line, providing a connection for cyclists and walkers between Stockport and Macclesfield. The path offers a relatively flat, well-maintained surface.

The map of the existing cycle networks highlights the requirement for more dedicated cycle routes throughout Poynton, particularly those facilitating access to the town centre. With the provision of the existing NCN and the proposed LCWIP routes, Poynton will have enhanced accessibility around the town centre, in turn providing the opportunities for increased levels of walking and cycling.

[39] The National Cycle Network - Sustrans.org.uk

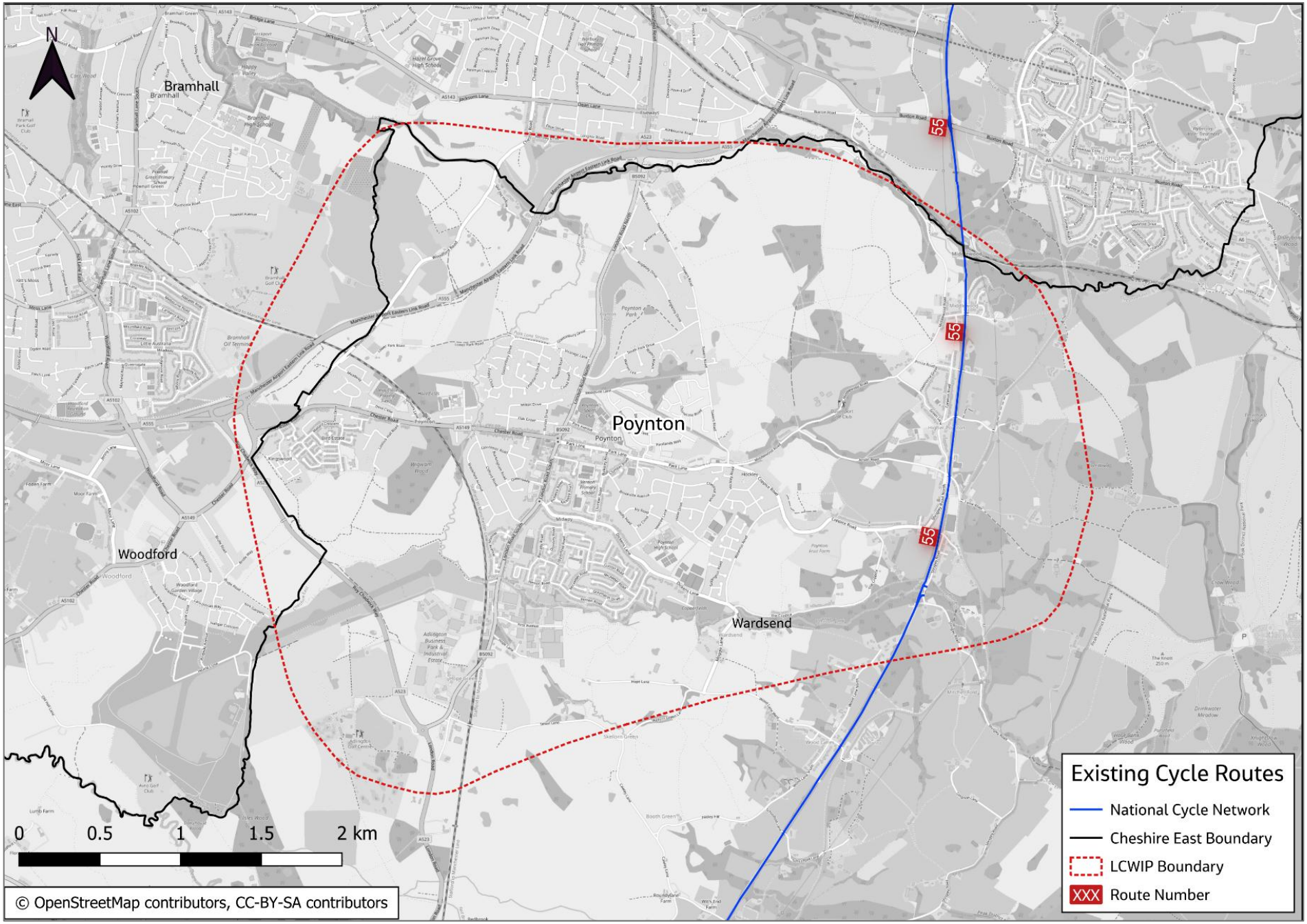


Figure 3-11 Existing Cycle Routes in Cheshire East

Method of Travel to Work

Figure 3-12 and Figure 3-13 show the percentage of employed people within Poynton that cycle and walk to work. This data is taken from the 2011 Census[40], this is due to the 2021 Census being carried out during the COVID-19 pandemic, therefore data may be skewed and not reliable as many people worked from home during the COVID-19 Pandemic. Therefore, the 2011 data provides a more accurate representation on the percentage of employed population that cycle to work.

Cycling

Figure 3-12 shows that the highest percentage of individuals cycling to work can be seen north east of the town centre around Poynton Park and Towers Road, as well as around the rail station on Chester Road. In these areas, 3%+ of the population are cycling to work as their mode of travel. A higher percentage of individuals are seen cycling to work around the north of the town centre, around the Manchester Airport Link Road and Jacksons Lane, where 2-3% of individuals are cycling to work. To the south of the town centre, around Wardsend, only 0-1% of individuals cycle to work.

Walking

Figure 3-13 shows that the highest percentage of individuals walking to work can be seen to the south west of the town centre around the rail station. On Chester Road, London Road South and Dickens Lane, 10%+ of individuals are walking to work as their mode of travel. Higher percentage of individuals walking to work can also be seen to the east of the town centre around the Middlewood Way and the centre of the Poynton, where between 5-10% of individuals walk to work. To the west and north east of the town centre around Woodford and Towers Road, only 0-4% of individuals are walking to work.

The percentage of individuals walking and cycling to work is still low when compared to other modes of transport, even in the town centre. The Poynton LCWIP will target improvements to areas within the towns, to improve the number of people walking and cycling to work so it can be made to be a more attractive option.

[40] Method of Travel to Work (2011 Census)

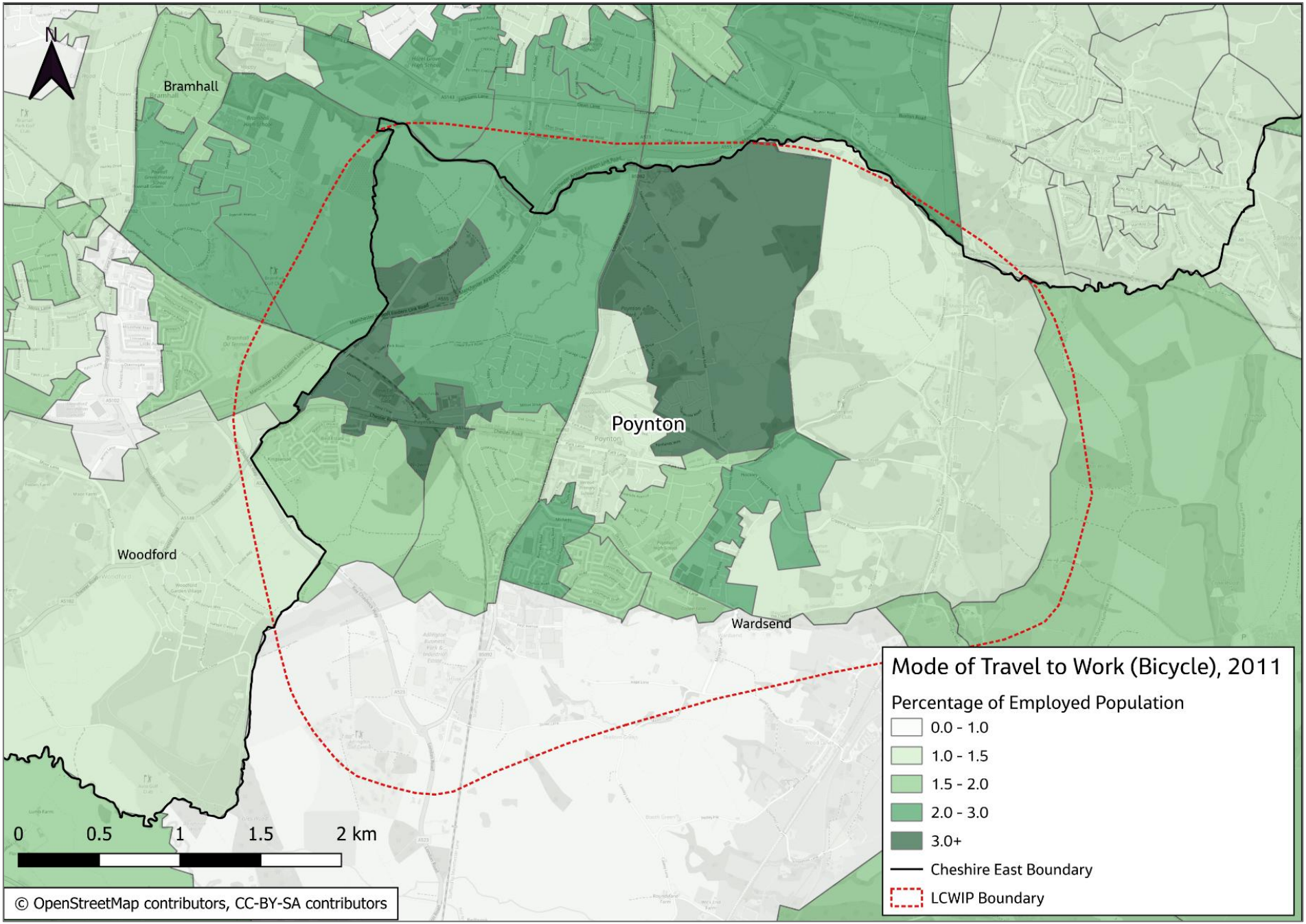


Figure 3-12 Percentage of trips to work via bicycle, 2011

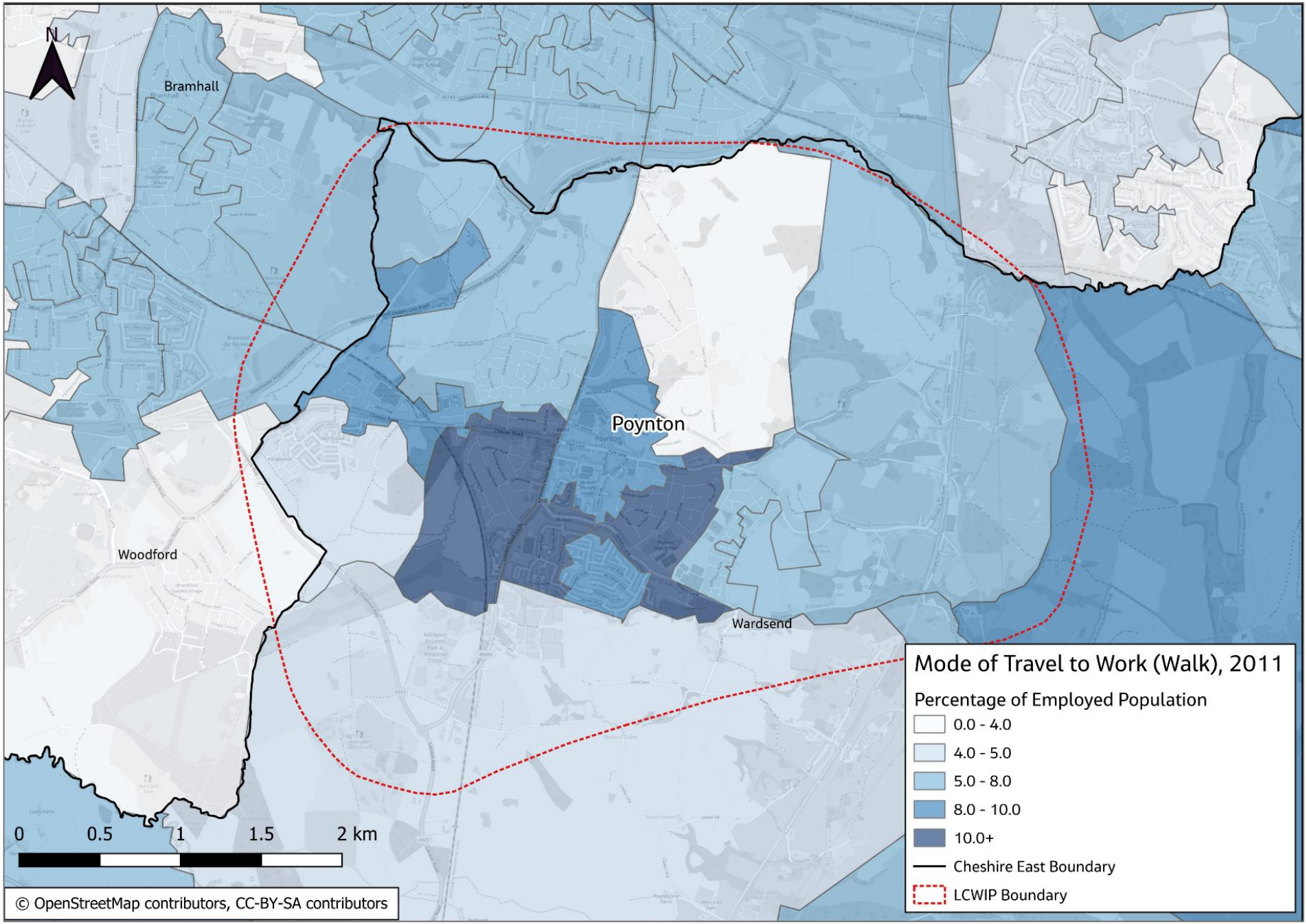


Figure 3-13 Percentage of trips to work via walking, 2011

Distance Travelled to Work

LCWIP guidance states that a realistic walking distance that people will walk is around 2.5km and the distance someone is willing to cycle is around 5km. Therefore, trips under 5km have been looked at for the Poynton area. This data represents the 2021 Census, however 2011 MSOA data has been looked at and trends are very similar between 2011 and 2021.

Figure 3-14 shows the percentage of work trips that are under 2km and Figure 3-15 shows the percentage of work trips under 5km using the 2021 Census.

Under 2km

Figure 3-14 shows the highest concentration of trips to work under 2km is found in residential areas to the south of Poynton town centre, particularly east of Wigwam Wood and south of Dickens Lane. 20-25% of all trips to work from these locations are under 2km.

Poynton town centre also exhibits a relatively high percentage (15-20%) of trips to work under 2km. This percentage generally gets lower with increasing distance from the centre. The proportion of trips under 2km in the north of Poynton falls to 10-15%. Similarly, communities further to the south and east of Poynton, such as Middlewood and Wardsend, show the lowest percentages of only 5-10%.

Under 5km

Figure 3-15 exhibits a similar distribution as Figure 3-14 with the highest concentration of trips to work under 5km found in residential areas to the south of Poynton town centre (30 – 40%). Additionally, areas in the west of Poynton, around Chester Road have high percentages of work trips under 5km. Other locations in Poynton, including the town centre, all show slightly lower percentages of between 20 and 30%.

Areas exhibiting a higher concentration of short work trips of under 2km and 5km present a significant opportunity to promote active travel. By creating accessible walking and cycling routes throughout Poynton, residents are more likely to choose active modes for commuting, reducing reliance on private vehicles.

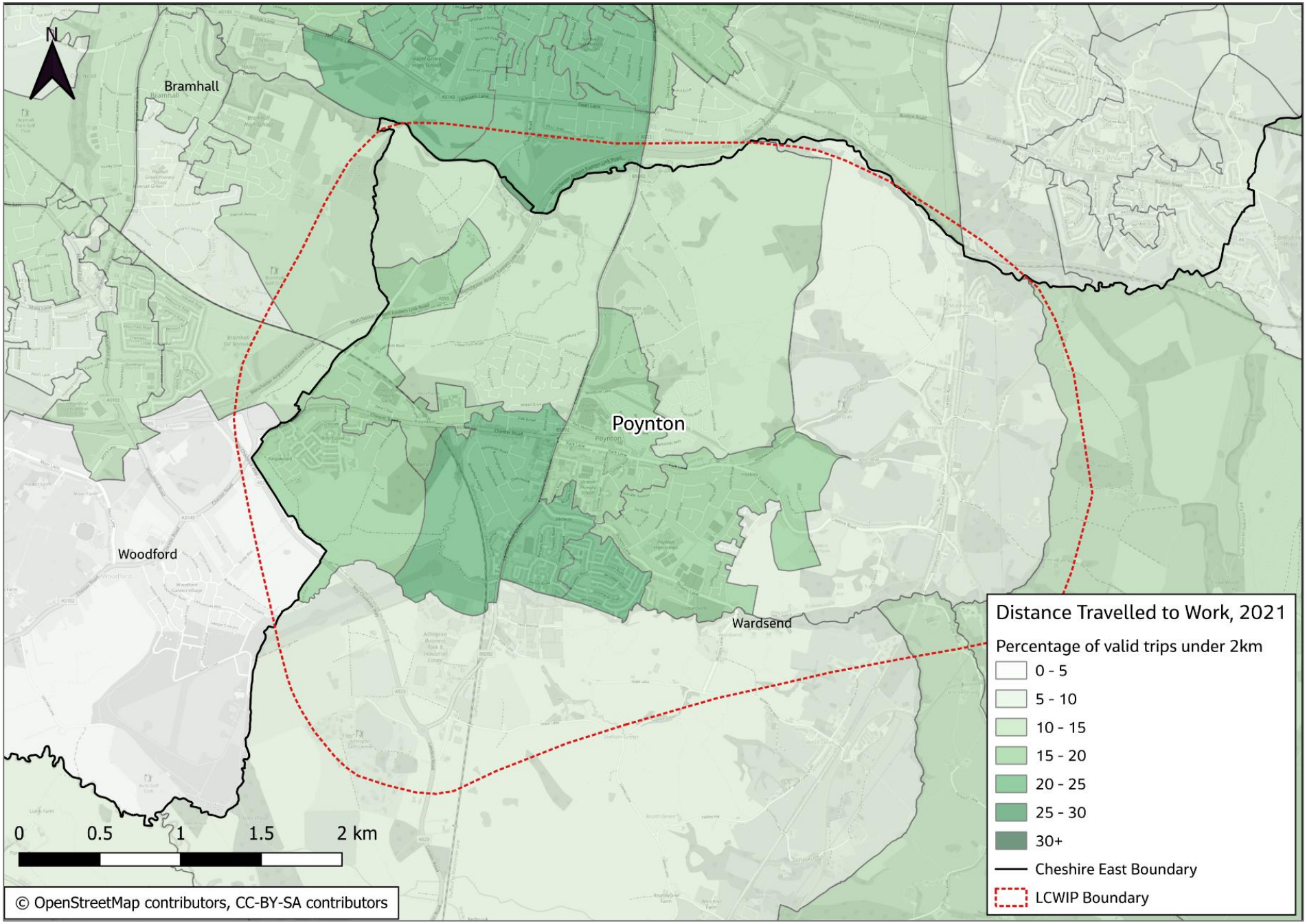


Figure 3-14 Percentage of trips to work under 2km, 2011

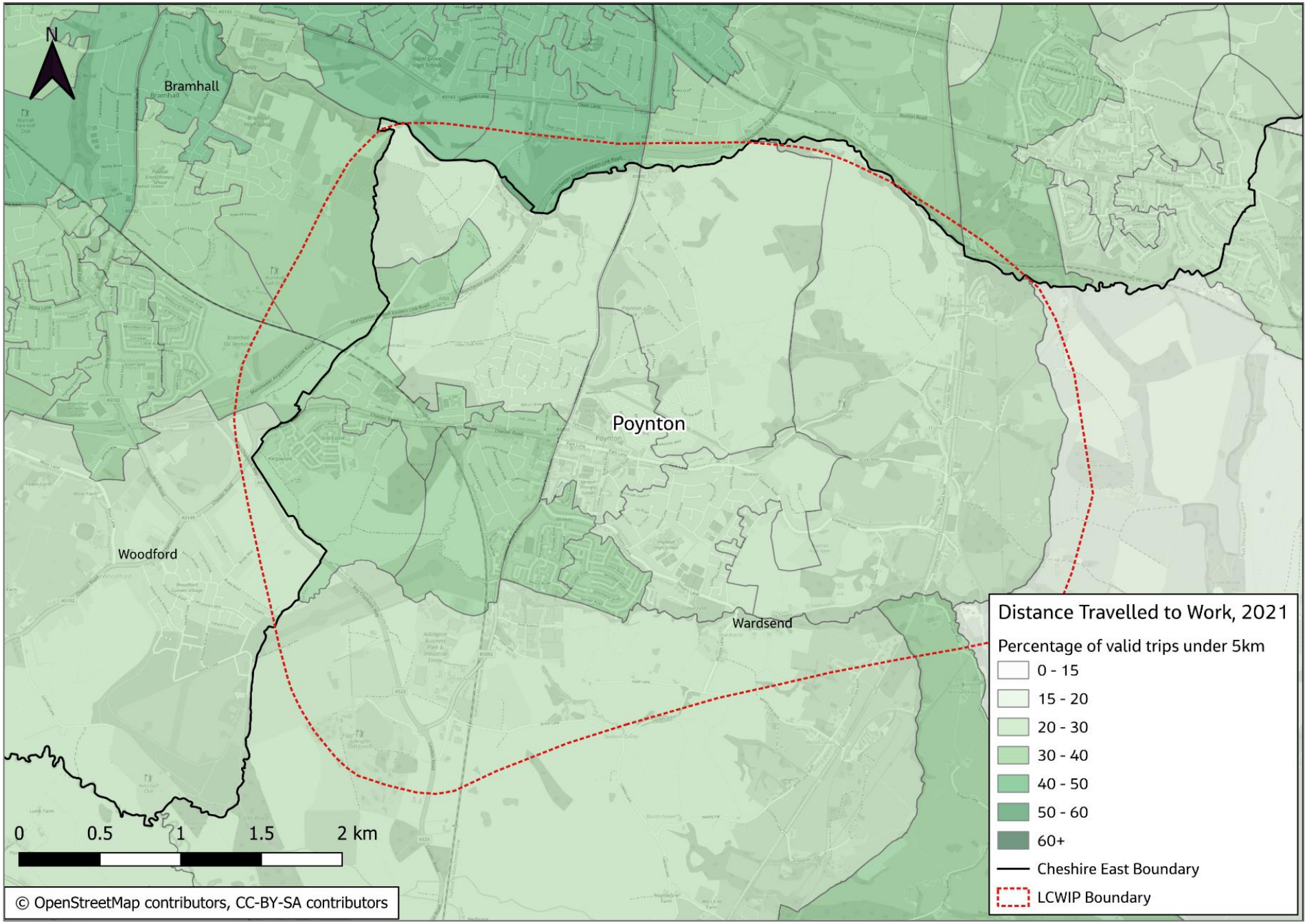


Figure 3-15 Percentage of trips to work under 5km, 2021

3.5. Understanding Desire Lines

Travel to Work Flows

Figure 3-16 and Figure 3-17 illustrate travel to and from work patterns in Poynton at MSOA level by all modes of transport. It is important to note that the figures represent travel flows based on each MSOA's central point. Therefore, some flows may depict trips originating or terminating at locations that are not necessarily the most populated areas within the MSOA.

The travel to work flows are based on data collected during the 2011 Census. The 2021 Census was conducted during the lockdown caused by the Covid-19 pandemic when many individuals were forced to work from home, and as a result travel to work flows decreased. Therefore, the 2011 Census gives a more accurate representation of regular commuting patterns within Poynton.

Outflows – out of Poynton

Figure 3-16 illustrates the main travel to work flows for residents in Poynton. The figure reveals a significant volume of internal commuting trips within Poynton, with strong flows occurring between eastern and western areas of the town. There are substantial travel to work flows of between 100 and 300 trips from each Poynton MSOA towards Manchester in the north and Adlington Business Park and Prestbury to the south. The data also suggests a high number of residents (75-100 from each Poynton MSOA) commute to Macclesfield for work. Furthermore, the map highlights a concentration of residents travelling westward for employment in Woodford, Handforth, and Wilmslow.

Inflows – into Poynton

Figure 3-17 depicts the key flows for individuals commuting into Poynton for work. Similar to Figure 3-16, the map reveals a high volume of internal work trips within Poynton itself. Additionally, it shows there is a high number of commuting trips from Middlewood and Disley of over 60 as well as a high number of trips coming from Stockport in the north.

These areas where there are higher flows will be taken into consideration when proposing the walking and cycling routes for Poynton.

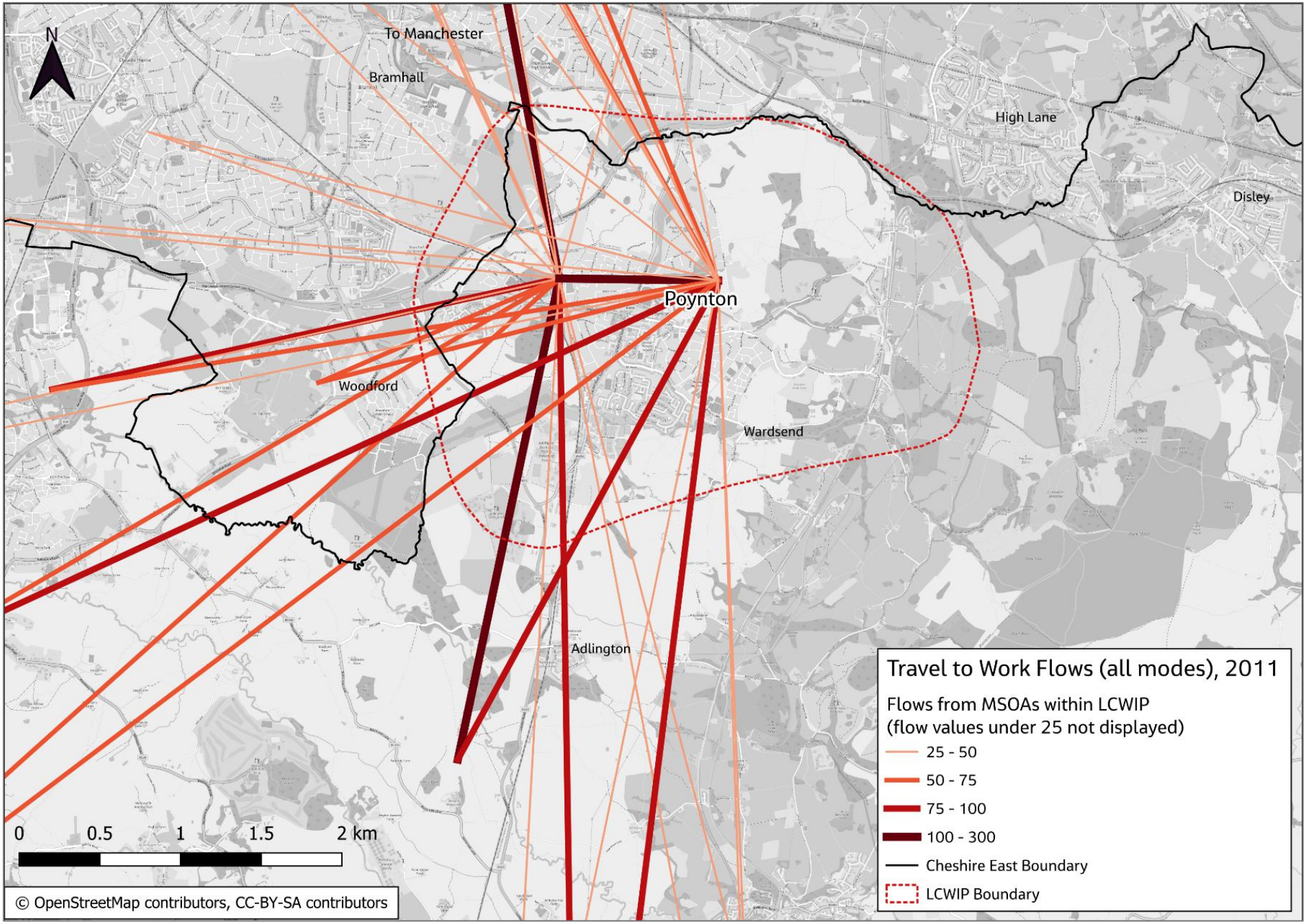


Figure 3-16 Flows from MSOAs within Poynton

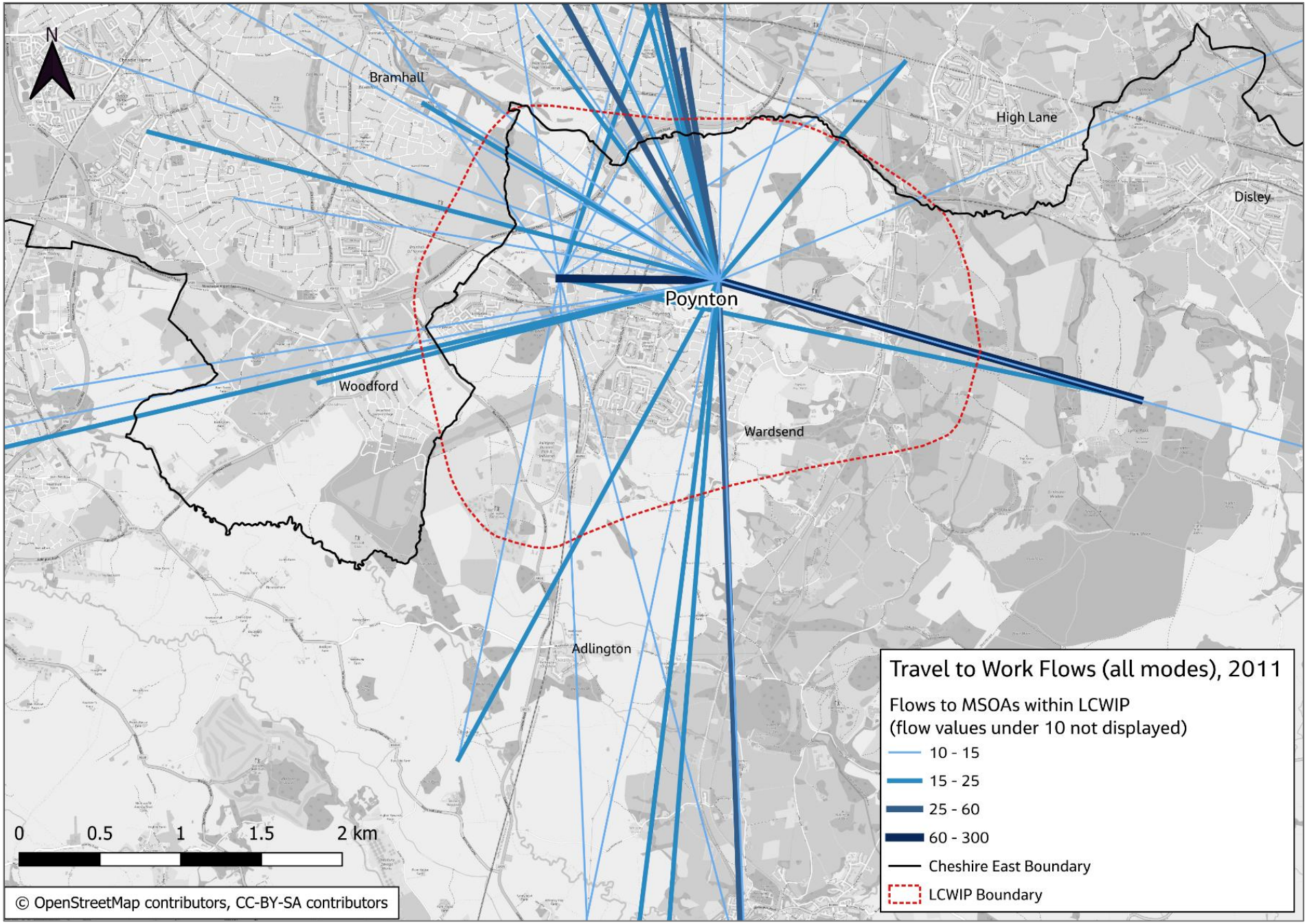


Figure 3-17 Flows to MSOAs within Poynton

Propensity to Cycle Tool

The Propensity to Cycle Tool (PCT) is a web-based mapping tool that was designed to help prioritise investments and interventions to promote cycling[41].

The PCT allows users to explore different cycling scenarios and cycling potential is calculated using functions based on trip distance (people are likely to cycle a shorter trip compared to a longer trip) and the hilliness (people are more likely to cycle on flatter routes and be discouraged by trips involving slopes).

The PCT has been used for the scenario of Government Target (Near Market). This scenario models a doubling of cycling nationally, corresponding to the proposed target in the Department for Transports draft Cycling Delivery Plan, to double cycling in England between 2013 and 2025. The Government Target (Near Market) models the increase as occurring as a function of trip distance and hilliness, plus sociodemographic and geographical characteristics. This includes age, ethnicity, income deprivation and more. The PCT has also been used to model the 'Go Dutch' scenario which envisions achieving cycling levels comparable to the Netherlands by considering local terrain, land use, and trip distances in England and Wales. It aims to create a cycling-friendly future where infrastructure and cultural norms align to encourage widespread cycling.

Levels of cycling to work (%)

Figure 3-18 shows the PCT for the Government Target (near market) scenario for Poynton. The figure shows that the highest levels of cycling to work are located in the north and the west of the town, around Poynton Park, Towers Road and Chester Road where 3-5% of individuals cycle to work. Other areas of Poynton have lower levels of cycling to work, with only around 1-2% of residents in the town centre opting to commute by bike. This data shows that Poynton currently has relatively low levels of cycling to work. Therefore, enhancing the active travel links within and around the town has the potential to significantly encourage more residents to choose cycling for work and school trips, especially considering the short distances involved.

Cyclist flows

Figure 3-18 also shows cycling flows within Poynton. The highest flows of between 3 and 10 are exhibited on several of the key routes into Poynton town centre including Chester Road, Park Lane and the B5029. In contrast, some areas in the south-east of the town, such as those connecting Wardsend to the town centre, show lower cycling flow volumes of only 0 – 1. These areas will be taken into consideration when creating walking and cycling routes for the Poynton LCWIP.

Travel to school

Figure 3-19 shows the percentage of the population cycling to school and cycle flows between LSOAs in Poynton, taken from the 2011 School Census[42]. The map shows that the major attractors of cycling to school are along Park Lane, London Road North, Yewtree Lane, Clumber Road and Brookside Avenue. Even though there are many flows in this area, cycling to school levels are low at around 0-3%. This shows that there is potential to increase cycling to school in Poynton.

[41] Propensity to Cycle Tool (PCT)

[42] Propensity to Cycle Tool - Cheshire

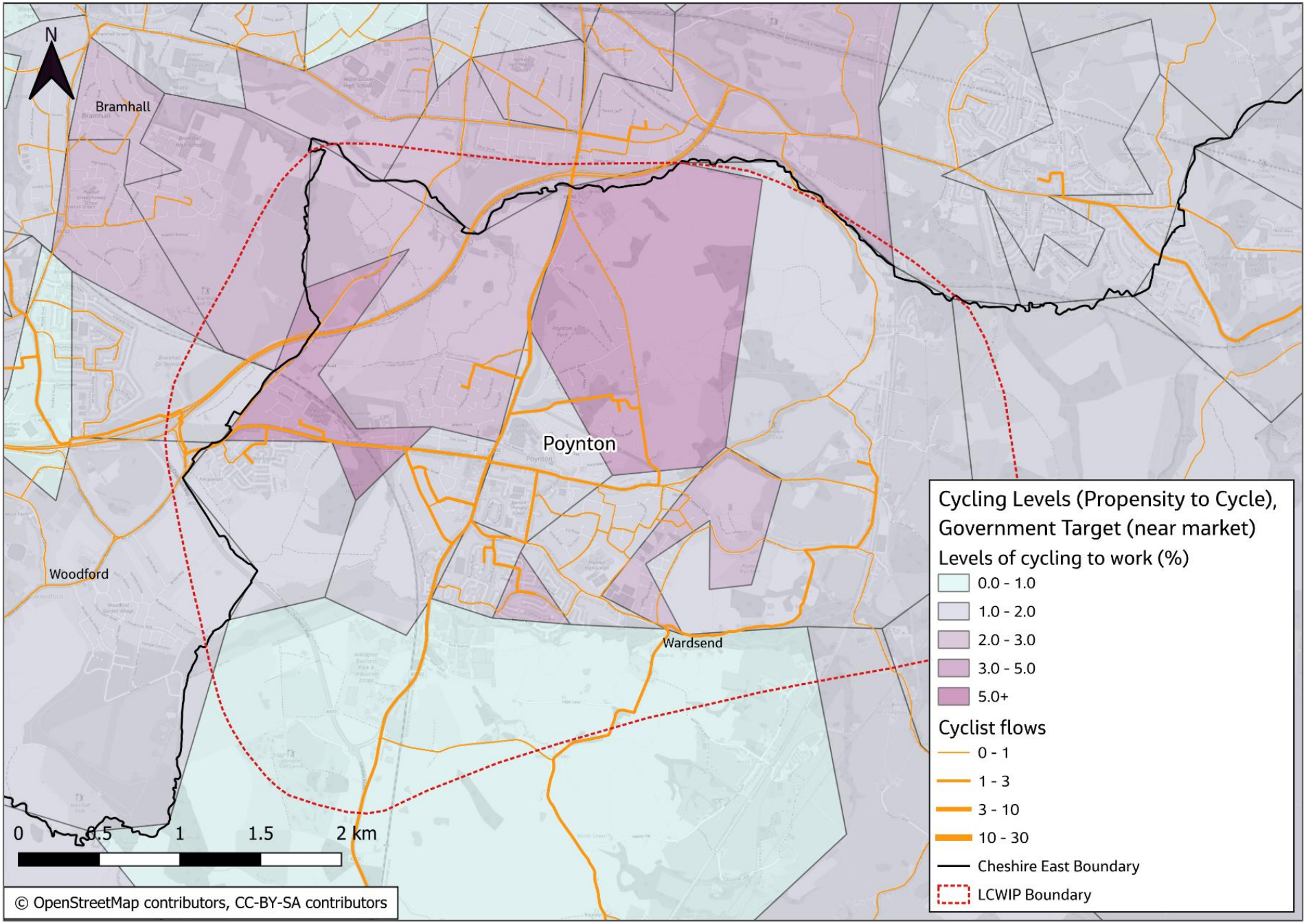


Figure 3-18 Propensity to Cycle Tool

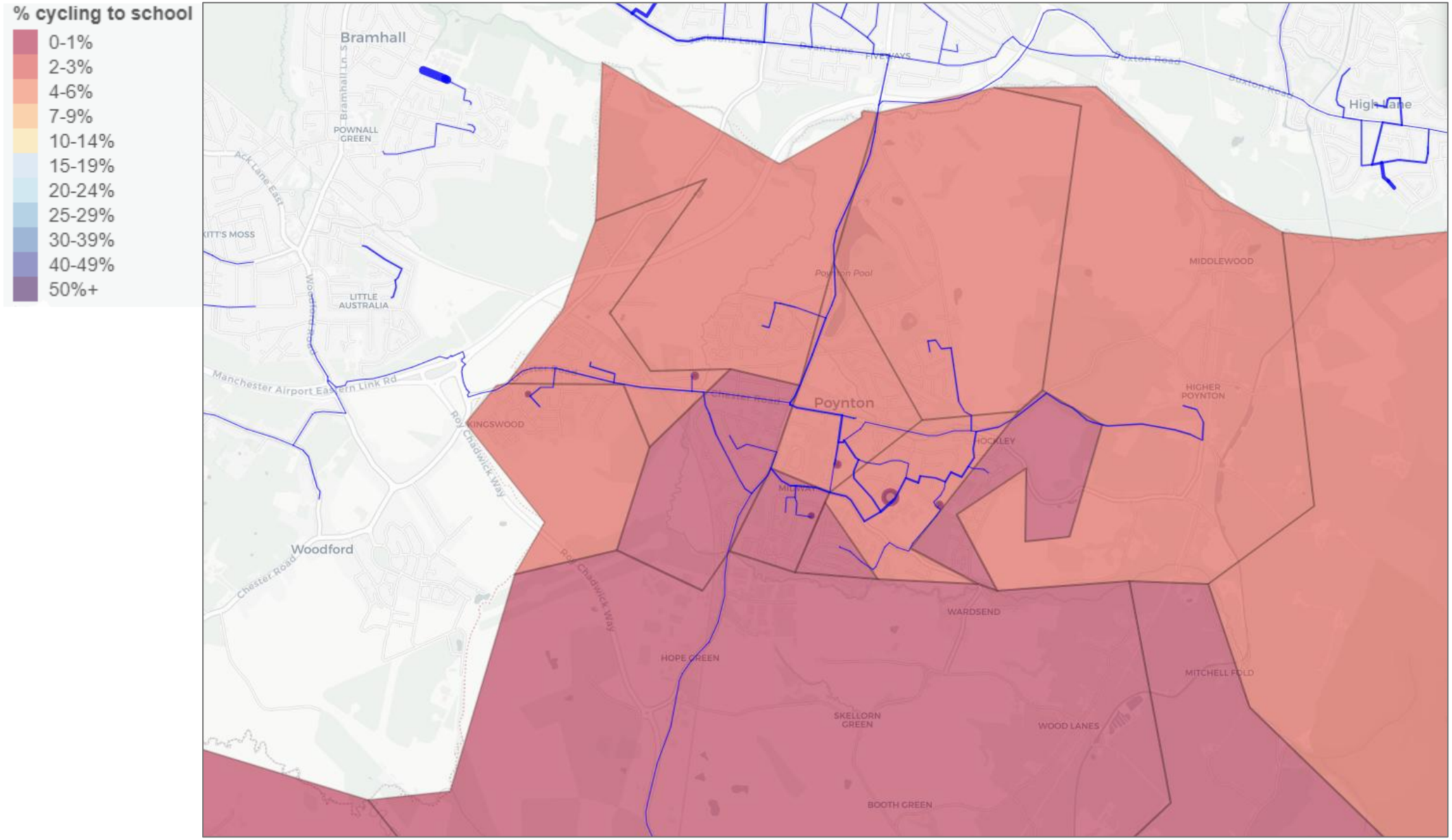


Figure 3-19 Percentage of the population cycling to school and cycle flows between LSOAs (2011 School Census)

Strava Metro

Strava Metro[43] is a free tool which analyses data from those using the Strava app to track their walking and cycling movements using mobile phone GPS. This data enables Strava Metro to collate a vast data source, showing trends of movements within a given area, such as which routes people favour.

As this is an opt-in source, Strava Metro does not cover the entire population and is more associated with leisure and tourism movements, however, studies have shown that this is representative of the overall population. Users also have the opportunity to identify journeys as leisure or commuting, although this is not required, so gives some insight into both types of journeys. Some statistics are set out below:

Cycling:

- In 2023 the total number of cycling trips completed in Cheshire was 489,684. The 2022 total was 544,050. This means that there was 45,366 fewer cycling trips completed in 2023 compared to 2022.

Walking:

- In 2023 the total number of walking trips completed in Cheshire was 1,850,641. The 2022 total was 1,657,256. This means there was 193,385 more walking trips completed in 2023 compared to 2022.

Figure 3-20 and Figure 3-21 show the number of walking and cycling trips between 2019 and 2023.

The number of trips has shown a high increase for walking, however, a decrease for cycling. This increase in walking trips between 2022 and 2023 is partly due to Strava Metro becoming a more popular app for leisure, and also the impact of COVID-19 resulting in more people walking and cycling locally for leisure. However, the decrease in cycling trips may be partially due to the weather in 2023 being worse than 2022, therefore putting people off going cycling for leisure or commuting purposes.

Data has been analysed from Strava Metro using the streets and heatmap function to find the most commonly used roads for walking and cycling in Poynton, these have been outlined below:

- Walking
    - Chester Road;
    - Park Lane;
    - London Road North and London Road South;
    - Prince's Incline; and
    - Manchester Airport Eastern Link Road.
- Cycling
    - Chester Road;
    - Park Lane;
    - London Road North and London Road South;
    - Manchester Airport Eastern Link Road; and
    - Roy Chadwick Way.

Due to these areas in Poynton having the highest levels of walking and cycling activity, these roads and locations will be considered when creating the potential routes for the Poynton LCWIP. This is due to these

[43] Strava Metro | Dashboard

areas having the highest demand for walking and cycling, therefore this demand needs to be met with high quality walking and cycling routes.

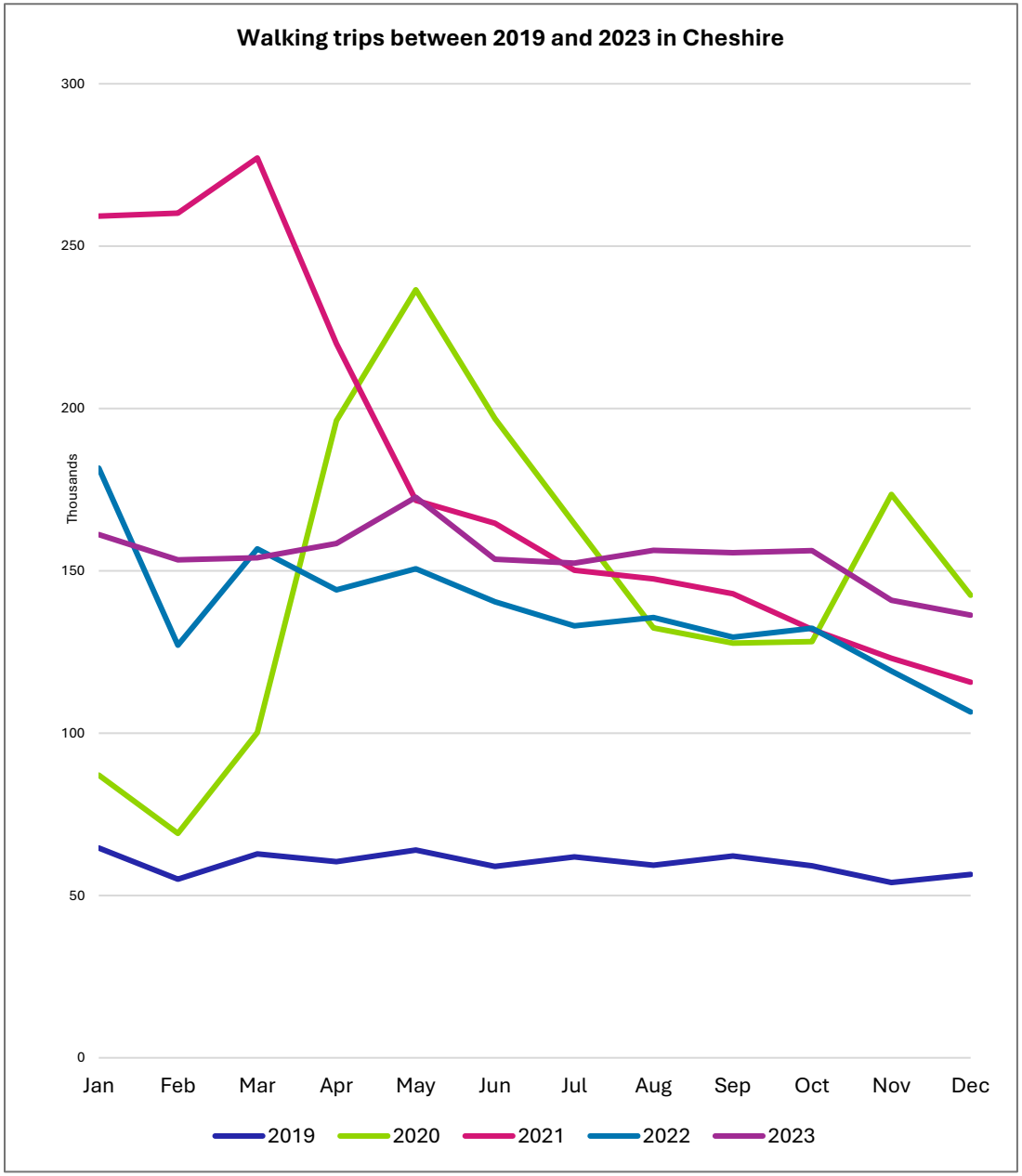


Figure 3-21 Number of walking trips in Cheshire between 2019 and 2023 (Strava Metro)

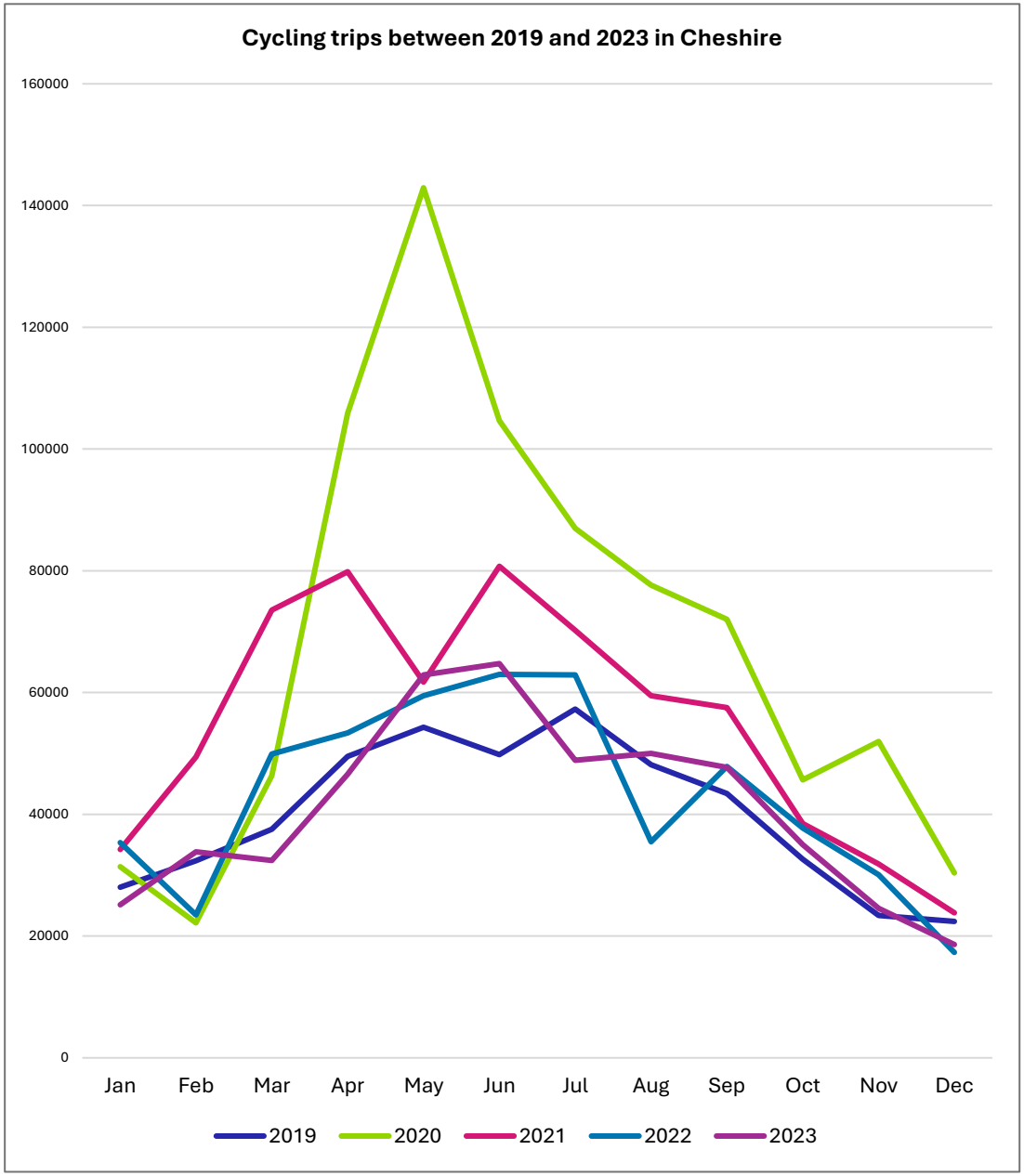


Figure 3-20 Number of cycling trips in Cheshire between 2019 and 2023 (Strava Metro)

Location of Key Attractors

Figure 3-22 presents an overview of key points of interest within Poynton. This includes educational establishments, public transport options, healthcare facilities, leisure centres, and other local services.

The figure shows that there is a cluster of amenities in the town centre, particularly along Park Lane and London Road South. Seven schools are located within Poynton, with a majority situated in the south-eastern and western areas. These include Lower Park Primary, Vernon Primary, Lostock Hall Primary, St Paul's Primary, Worth Primary, Poynton High School, and Poynton Sixth Form College.

The map also shows several healthcare facilities, with a concentration close to the centre of Poynton. In terms of public transport, Poynton railway station is located just to the north of Chester Road in the west of the town. Additionally, the eastern side of the study area, towards Middlewood, features some key amenities including Middlewood railway station.

The concentration of amenities in Poynton highlights the importance of improved access for walking and cycling into the town centre. This would enable residents to conveniently reach everyday necessities on foot or by bicycle. The proposed Poynton LCWIP will prioritise connecting these amenity clusters when proposing walking and cycling routes.

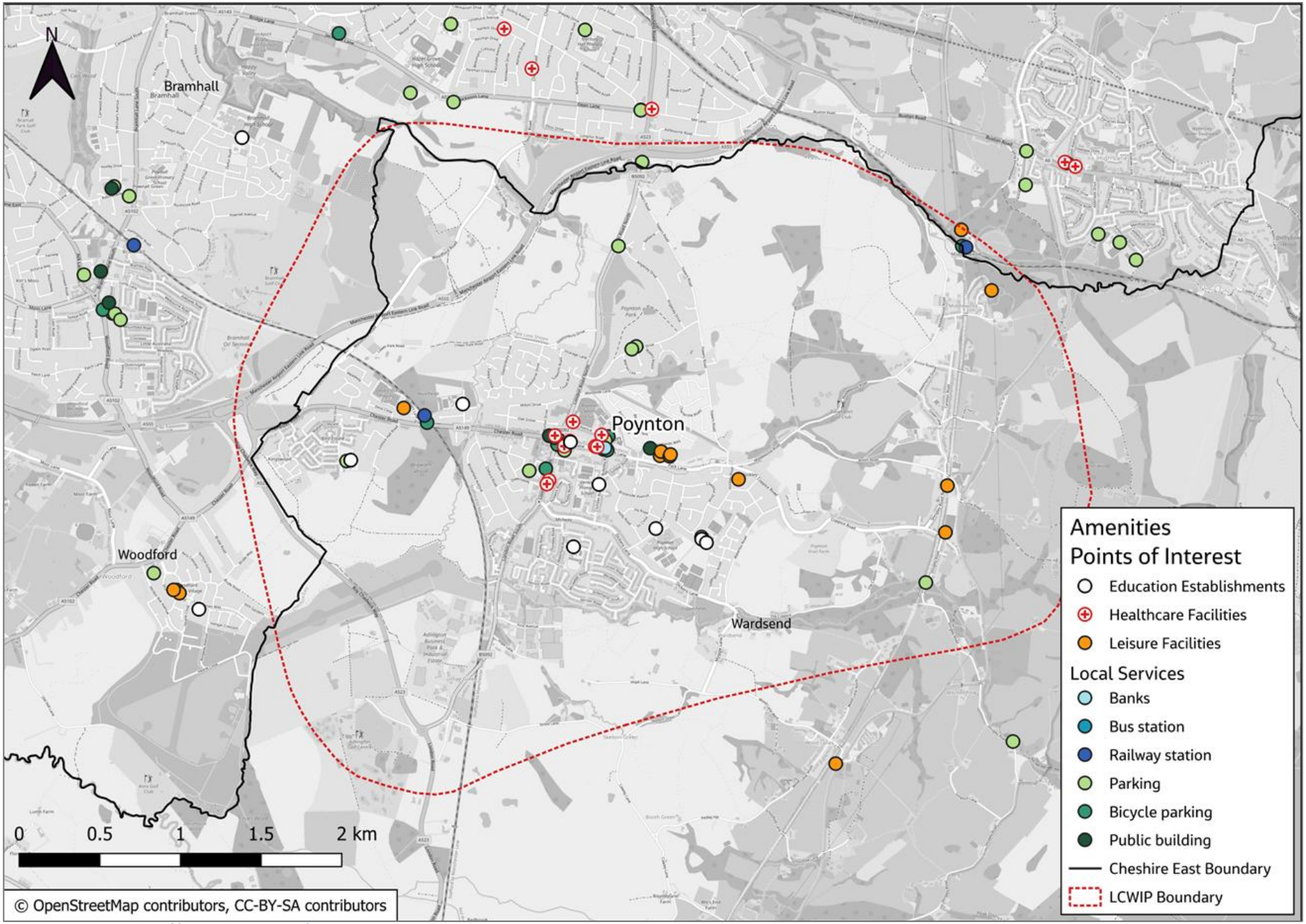


Figure 3-22 Location of key attractors and services in Poynton

Mapping Origin and Destination Points

Origin and destination points were identified across Poynton.

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

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

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

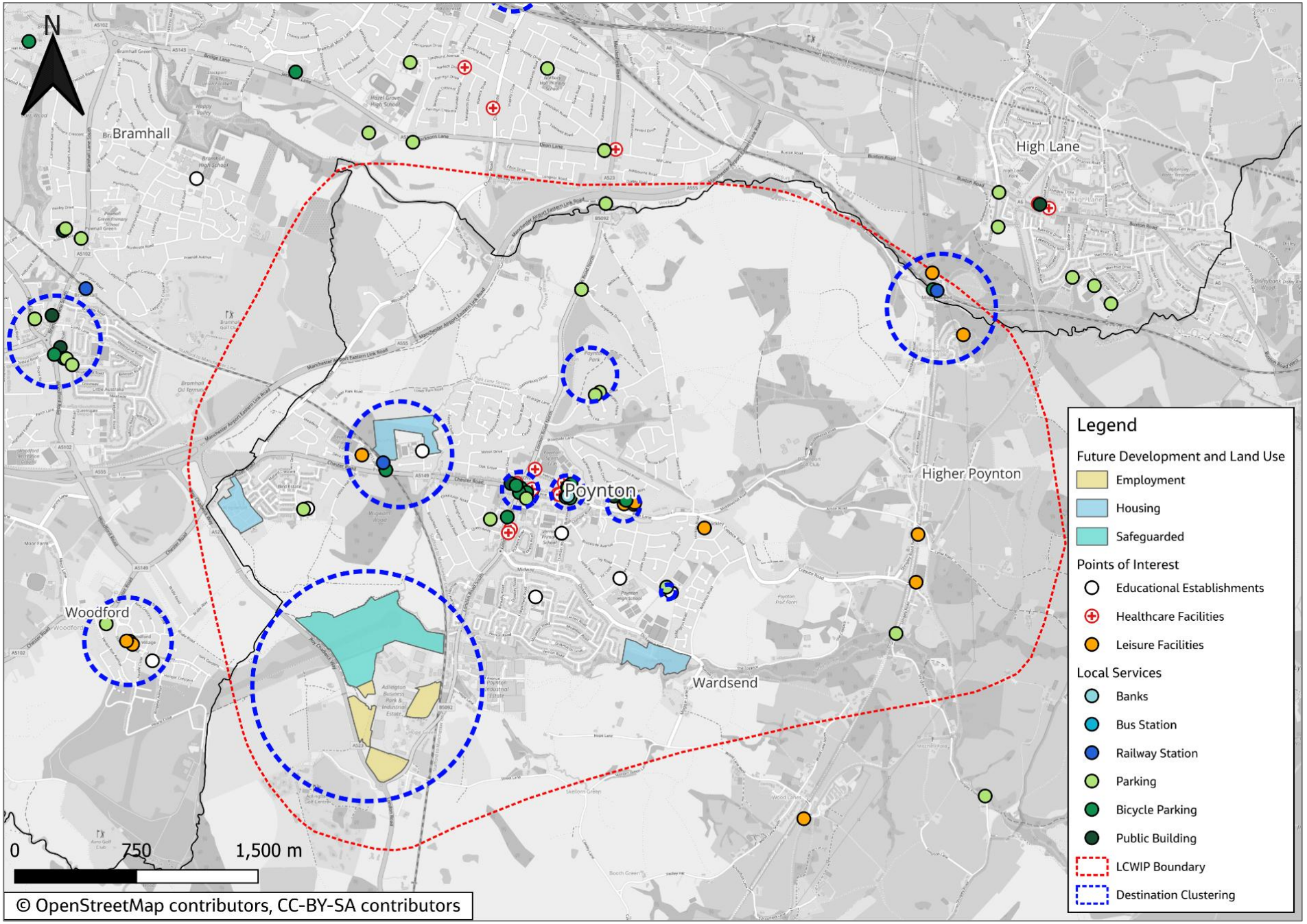


Figure 3-23 Origin and destination points in Poynton

Identification and Classification of Desire Lines

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

Desire lines have been created for shorter routes, between 0 to 2km and for longer routes that are 2km and over.

Originally, desire lines were created using travel to work Census data, Strava Metro data and the PCT to assist the identification of key cycle desire lines within the LCWIP area. The Government Target Near Market scenario was used for the PCT tool.

Once the original desire lines were created, an appraisal was carried out against deliverability and the objectives of the LTP4. These objectives include:

- Growth and economic strength through connectivity;
- Improve access to services;
- Protect and improve built and natural environment;
- Promote health, wellbeing and physical activity;
- Improve maintenance and management of transport networks; and
- Improve organisational efficiency and effectiveness.

The shortlist of the desire lines can be found in Figure 3-25, these desire lines were then taken forward to create routes for this LCWIP.

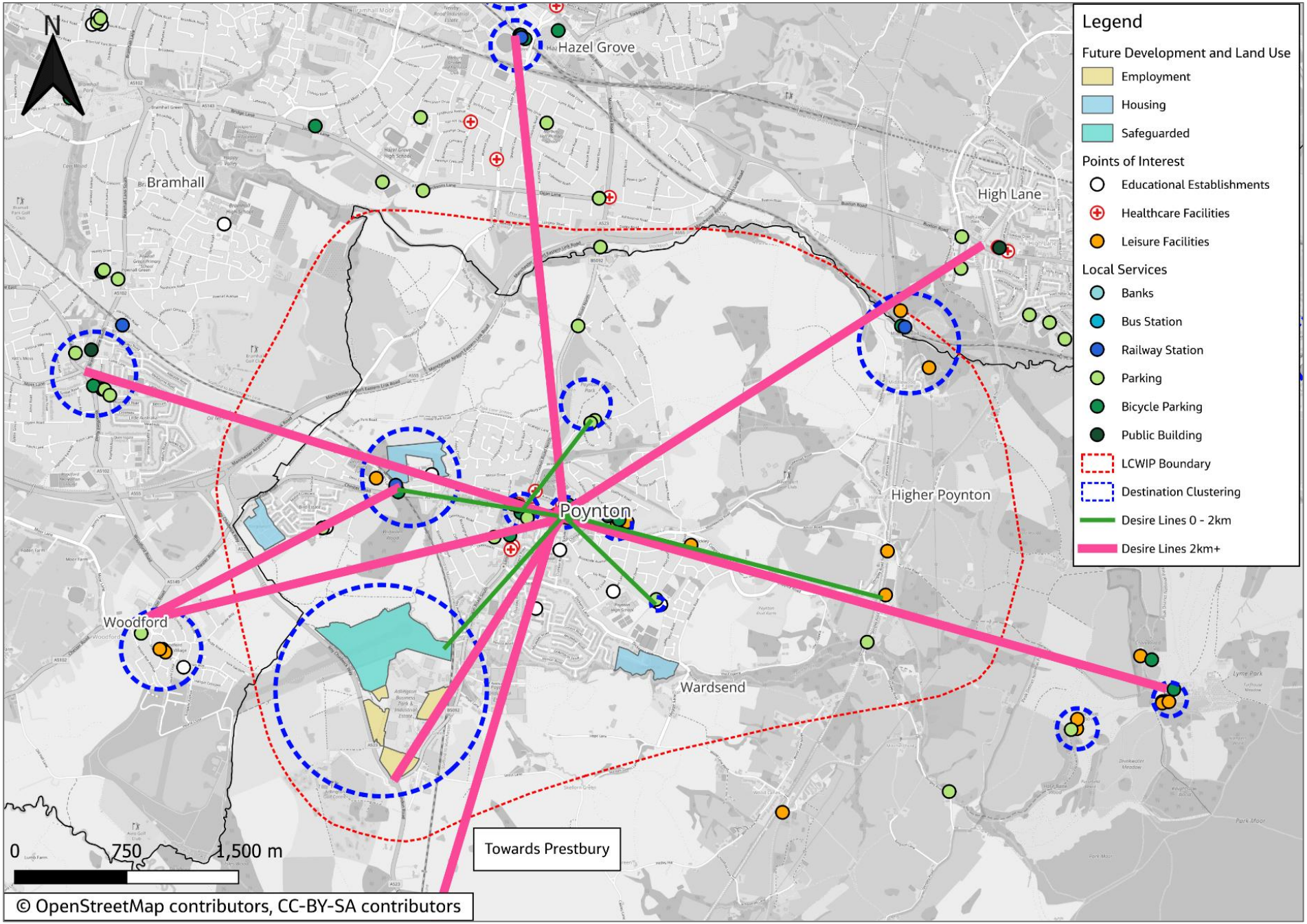


Figure 3-24 Original 0-2km and 2km desire lines in Poynton

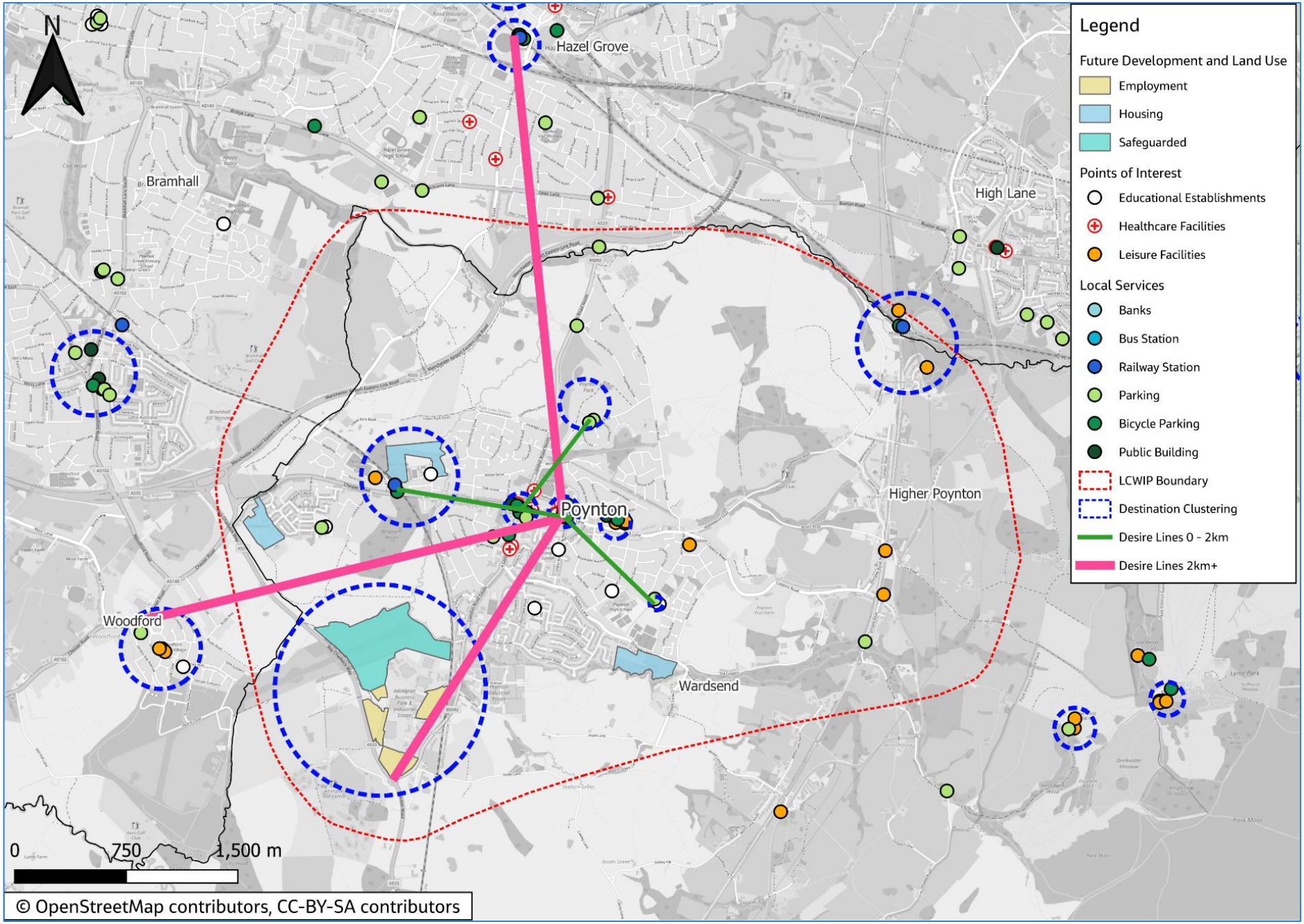


Figure 3-25 Shortlisted 0-2km and 2km desire lines in Poynton

3.6. Summary

A review of baseline data for Poynton has demonstrated that:

- A higher population density in Poynton centre suggests the need for extensive walking and cycling links in these areas to ensure all individuals living in and around the town centre can access their everyday amenities with ease and without having to use a car.
- Significant volumes of internal commuting trips within Poynton, with strong flows occurring between eastern and western areas of the town provide an opportunity to increase the number of journey to work made by walking and cycling.
- The Cheshire East Local Plan outlines future development sites within Poynton. Adlington Business Park Extension and housing developments within the town centre will help inform LCWIP routes.
- Waking and cycling to work is generally low within Poynton. Suggesting there is potential to increase the number of journeys to work via walking and cycling.
- Travel patterns indicate strong internal commuting flows within Poynton and significant travel to nearby areas like Manchester and Macclesfield. Desire lines have been identified using the PCT Tool, travel to work flows and Strava Metro, to help identify potential trip origin and destinations that can be converted into routes.
- Key amenities are clustered in the town centre, highlighting the need for improved access via walking and cycling routes.

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- Significant volumes of internal commuting trips within Poynton, with strong flows occurring between eastern and western areas of the town provide an opportunity to increase the number of journey to work made by walking and cycling.
- The Cheshire East Local Plan outlines future development sites within Poynton. Adlington Business Park Extension and housing developments within the town centre will help inform LCWIP routes.
- Waking and cycling to work is generally low within Poynton. Suggesting there is potential to increase the number of journeys to work via walking and cycling.
- Travel patterns indicate strong internal commuting flows within Poynton and significant travel to nearby areas like Manchester and Macclesfield. Desire lines have been identified using the PCT Tool, travel to work flows and Strava Metro, to help identify potential trip origin and destinations that can be converted into routes.
- Key amenities are clustered in the town centre, highlighting the need for improved access via walking and cycling routes.

4. Network Planning for Walking

4.1. Introduction

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

The future walking network plan has been derived through identifying links between those areas which are identified as trip origins and trip destinations. As part of this process, corridors have been identified, incorporating the route which most pedestrians and cyclists will follow to access a particular destination. Through creating a network plan, this LCWIP identifies the core routes which require improvement.

As part of this process, meetings were held on Wednesday 17th July 2024 at 6pm and Monday 29th July 2024 at 10am via Teams. Local representatives, including town councillors and representatives of local walking and cycling groups, with a good knowledge and local understanding were invited including representatives from the Town Council to help inform the walking routes created in this LCWIP. The walking network map was also consulted on and updated as part of public consultation in 2025, the details of which are included in Chapter 8.

4.2. Network Plan

A Core Walking Zone (CWZ) has been identified, comprising a number of walking trip generators that are located within the town centre. The intention of a CWZ is to create an attractive walking environment without specific routes. Such an environment could include separation between pedestrians and motorists, public realm improvements, or wide footways/footpaths.

The CWZ within Poynton encompasses the town centre and extends to include Vernon Primary School, Dickens Lane, St George's Church, Poynton Sports Club, as well as Poynton Library and Community Centre.

The walking network plan for Poynton are displayed below in Figure 4-1.

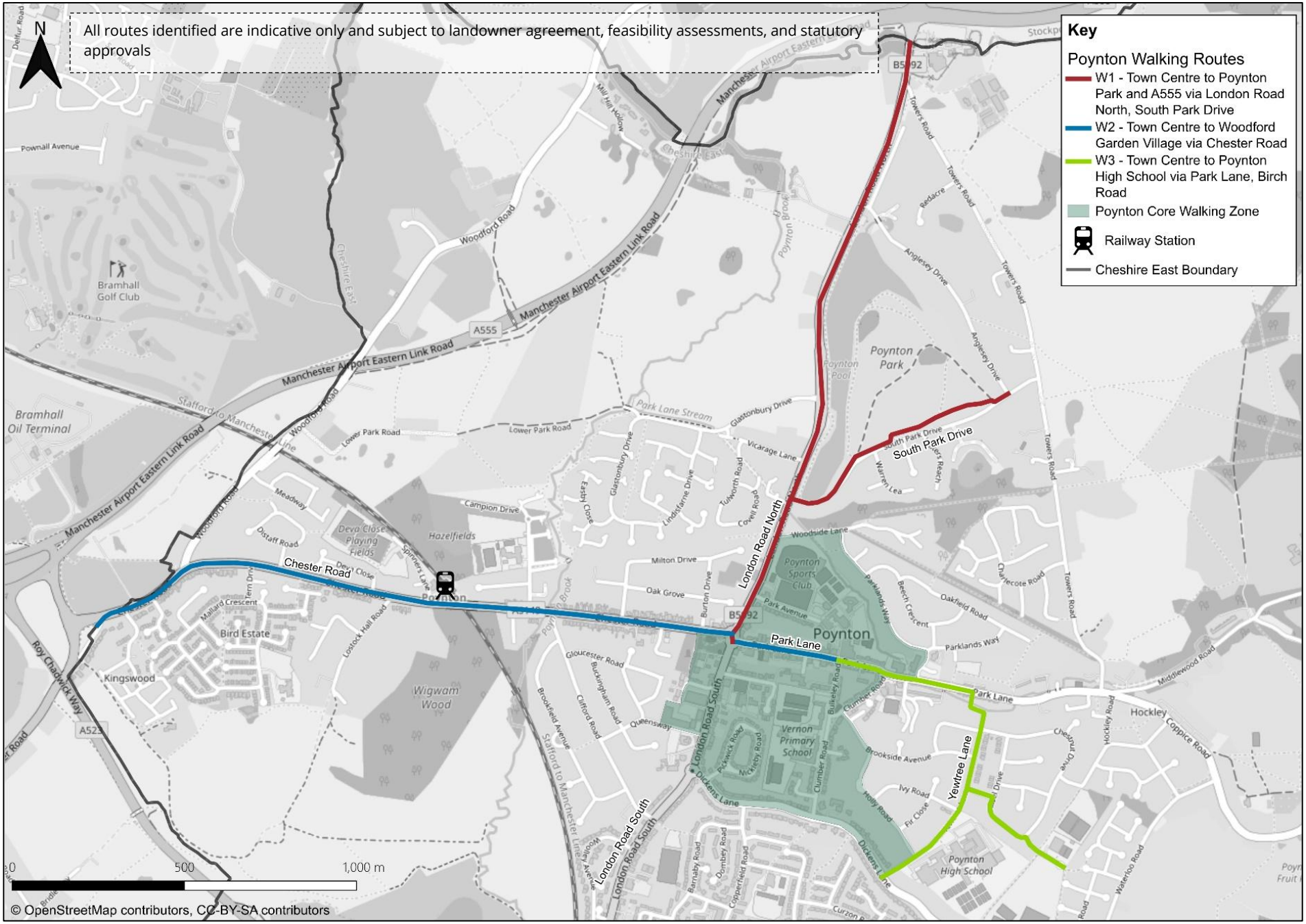


Figure 4-1 Poynton Network Plan for Walking

4.3. Key Area for Improvement – Walking

To identify the areas where improvements to walking infrastructure are required, and the types of interventions which are most suitable, the routes were audited utilising the Walking Route Audit Tool (WRAT). Audits were undertaken using local knowledge, knowledge obtained through site visits and online research.

The WRAT comprises an auditing methodology which is focused around the five core design outcomes for pedestrian infrastructure. These design outcomes are similar to those required for cycling. The core design outcomes are:

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

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

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

- **W1** – vegetation cut back and maintenance, narrow footway width, high traffic volumes, dropped kerbs and tactile paving is needed.
- **W2** – vehicles parked along the footway, barriers along the footway blocking the path for pedestrians.
- **W3** – vegetation required maintenance and cut back along the route, footway width is limited, dropped kerbs and tactile paving is needed.

These routes are outlined within Table 4-1 below along with their WRAT scores pre and post intervention.

Table 4-1 Walking Route Audit Tool Results

Route	Audited walking route	WRAT score (max. score of 40)	Potential score with interventions (max. score of 40)
1	Poynton Town Centre to Poynton Park	32	37
2	Poynton Town Centre to Lower Park School and Poynton Train Station	31	37
3	Poynton Town Centre to Poynton High School	27	36

The WRAT then informed the selection of interventions on the routes.

4.4. Establishing Walking Infrastructure Improvements

During the development of the LCWIP, improvements for walking have been identified along each route to create a high-quality network that aligns with the LCWIP design objectives.

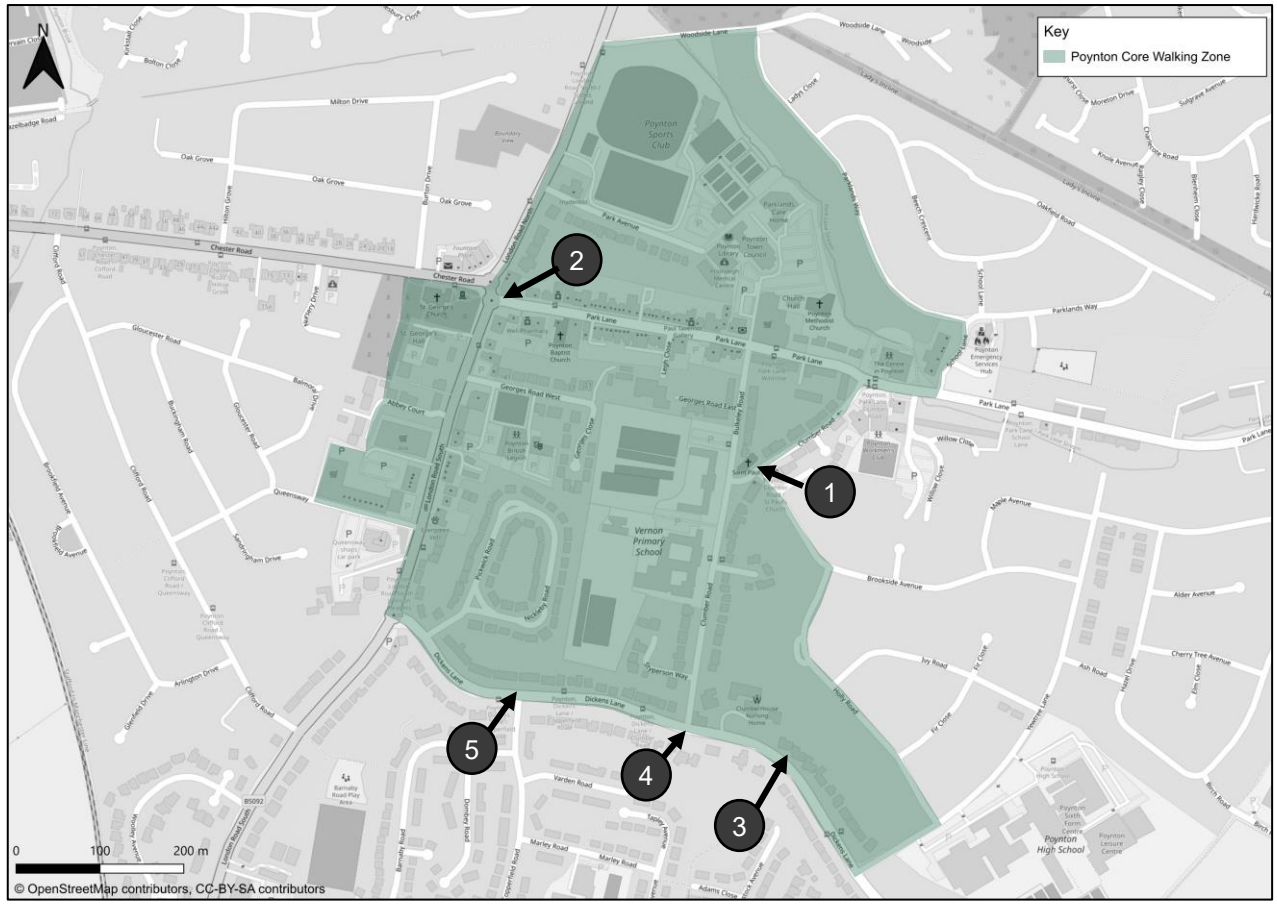
Further feasibility and design work is required to understand in more detail the opportunities, constraints and detailed costings alongside any impacts or benefits for stakeholders.

A wide range of design guidance can be utilised to develop schemes to ensure high quality streets and pedestrian links. Interventions have been suggested that are aligned with national guidance and lessons learnt from the delivery of previous active travel schemes.

The proposed route improvements on the walking network are outlined in more detail in the detailed maps and interventions below.

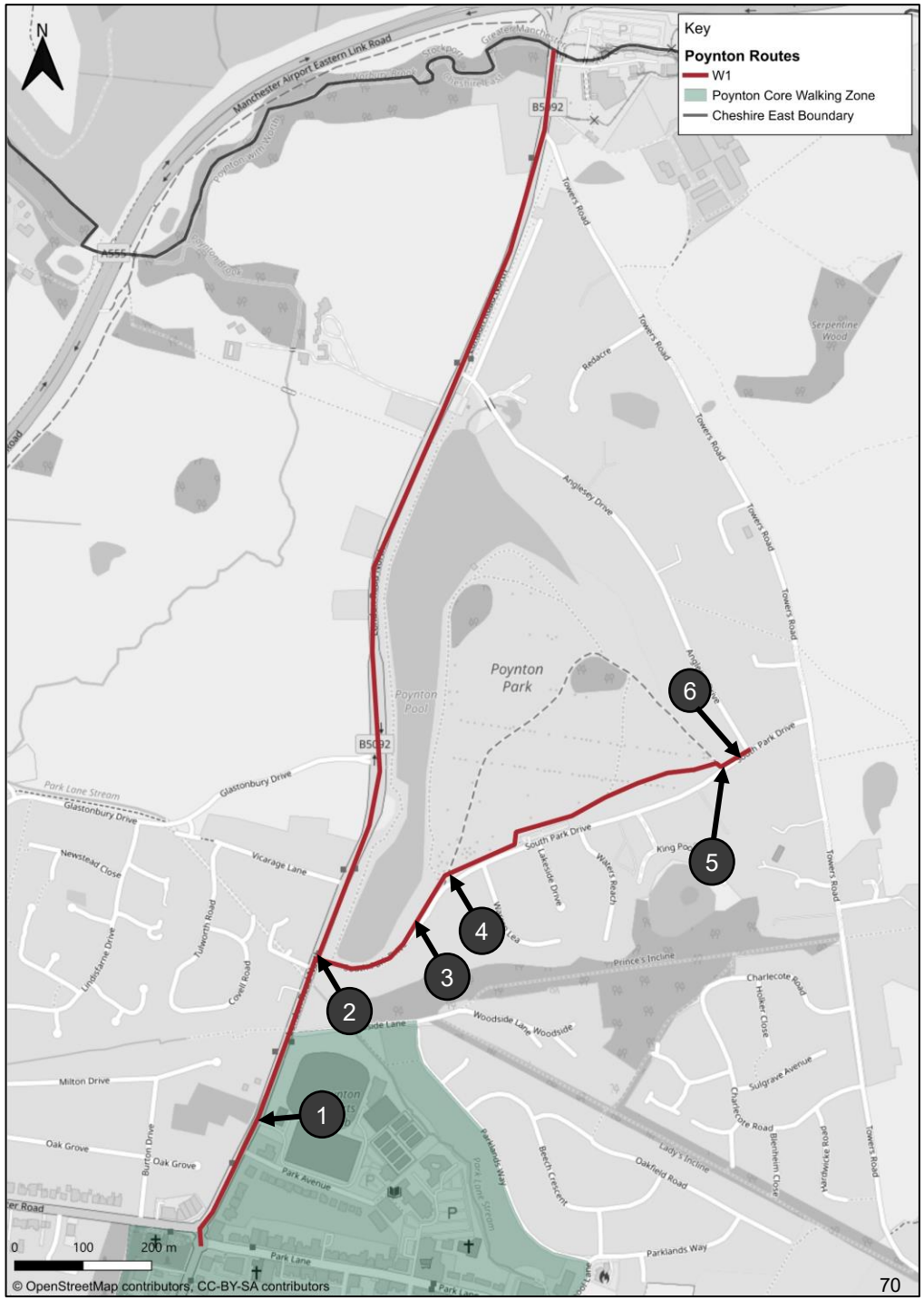
Core Walking Zone

Ref	Location	Description of walking interventions
-	**Town Centre**	Secure, safe, cycle parking at key locations within the town centre.
-	**Town Centre**	Traffic calming and potential restrictions in accordance with the adopted Speed Management Strategy.
-	**Throughout**	Improvement and renovation of street furniture where appropriate and consider urban realm enhancements.
-	**Throughout**	Improvements to pavement surfacing for worn and damaged sections within the centre.
-	**Throughout**	Improved wayfinding and signage throughout to key destinations / attractors e.g. shops, leisure and rail station.
-	**Throughout**	Install new and renovate existing dropped kerbs and tactile paving throughout the area.
1	**Clumber Road / Brookside Avenue**	20mph on Clumber Road / Brookside Avenue to improve access to the High School.
2	**Park Lane / London Road**	Improved crossing points on Park Lane and London Road.
3	**Dickens Lane between Yewtree Lane and Clumber Road**	Open up the entrance to the football pitches off Dickens Lane, remove the railings to ensure everyone can access the area, in line with CEC Access Control Policy.
4	**Dickens Lane**	Widen the footway using the grass verges along Dickens Lane.
5	**Dickens Lane / Copperfield Road**	Review / remove / rationalise street furniture to ensure access for all pedestrians, such as the give way sign in the middle of the footway.



W1 - Poynton town centre to Poynton Park

Ref	Location	Description of walking interventions
1	**London Road North between Park Avenue and Woodside Lane**	Hedges and vegetation have overgrown into the footway, cut back and maintenance required to allow pedestrians to use full width of the footway.
2	**London Road North / South Park Drive**	Junction tightening and introduce a raised table on the South Park Drive arm to enable easier crossing for pedestrians. Signs to warn vehicles of pedestrians crossing the road to access Poynton Pool and Park. Wayfinding signs installed for Poynton Park.
3	**South Park Drive**	Where the footway narrows, there is scope to widen pavement using the grass verges outside residential areas to appropriate widths. Existing footway along South Park Drive in good condition. Consider reduction to speed limit to lower vehicle speeds.
4	**Footpath throughout Poynton Park**	Utilisation of footpaths within Poynton Park parallel to South Park Drive. Some sections of the path consist of grass/dirt surfaces. Consider whether improvements to surfacing are required to enable use throughout the year.
5	**Poynton Park / South Park Drive**	Wayfinding signs needed on entry and exit to Poynton Park.
6	**South Park Drive**	Review / remove / rationalise street furniture to ensure access for all pedestrians, such as the lamp post in the middle of the footway.



Interventions have not been suggested for some sections of W1 because this route was amended following public consultation. Full feasibility and design of routes will be undertaken if and when funding is awarded for specific routes



Google Maps: Vegetation cut back is required along London Road North.



Google Maps: Grass verges along South Park Drive.



Google Maps: Access to Poynton Park off South Park Drive.



Site visit: Quality of footpath through Poynton Park.



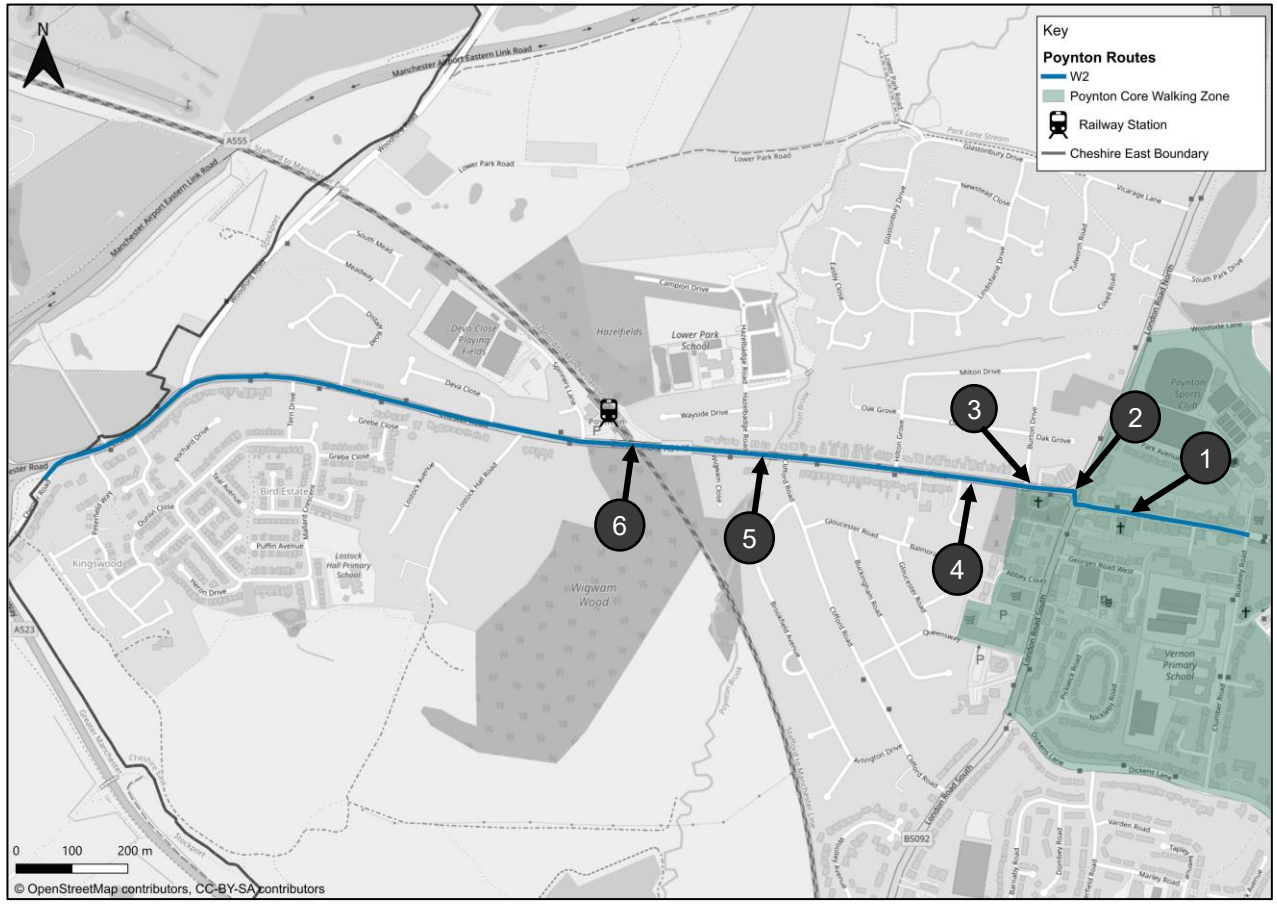
Google Maps: Access to Poynton Park off South Park Drive.



Google Maps: Lamp post obstructing the footway along South Park Drive.

W2 – Poynton town centre to Poynton train station and Lower Park School

Ref	Location	Description of walking interventions
-	**Throughout**	Consider a reduction of the speed limit in line with CEC Speed Management Strategy. Ensure that all street furniture and signage does not impede pedestrians and act as a barrier. Replace or removal, where necessary.
1	**Park Lane**	Potential to introduce parking management or double yellow lines along Park Lane to ensure vehicles do not park along the footway and obstruct pedestrians.
2	**Fountain Place roundabout**	Review existing facilities and consider improvements to aid pedestrian crossing to cross onto Chester Road to follow the desire line.
3	**Chester Road / Burton Drive**	Maintain street furniture and trees to ensure they do not become trip hazards.
4	**Chester Road between Burton Road and Hilton Grove**	Review of on-street parking. Vehicles mounting the footway are reducing width for pedestrians. Potential to introduce single or double yellow lines to address this issue, where feasible.
5	**Chester Road between Clifford Road and Hazelbadge Road**	Review / remove / rationalise street furniture to ensure access for all pedestrians, such as the cycling signpost on Chester Road. Relocate to the rear of the footway, adjacent to the cycleway.
6	**Chester Road - bridge over railway**	The bridge over the railway is a pinch point where there is currently narrow pedestrian provision. There is work ongoing to consider the refurbishment or replacement of the bridge. This should include shared paths for pedestrians and cyclists to suitable widths. If this isn't feasible, consider the introduction of traffic lights controlling a single motor traffic lane over the railway bridge alongside introduction of a suitable footpath / cycle route.



Interventions have not been suggested for some sections of W2 because this route was amended following public consultation. Full feasibility and design of routes will be undertaken if and when funding is awarded for specific routes



Google Maps: Consider pedestrian crossing onto Chester Road.



Google Maps: Ensure street furniture and trees are maintained so they do not impede individuals crossing Burton Road.



Google Maps: Parking on the footway along Chester Road, obstructing the existing advisory cycle lane.



Google Maps: Cycling signpost on Chester Road obstructing footway.



Google Maps: Parking on the footway along Hazelbadge Road.



Google Maps: New housing development off Hazelbadge Road.



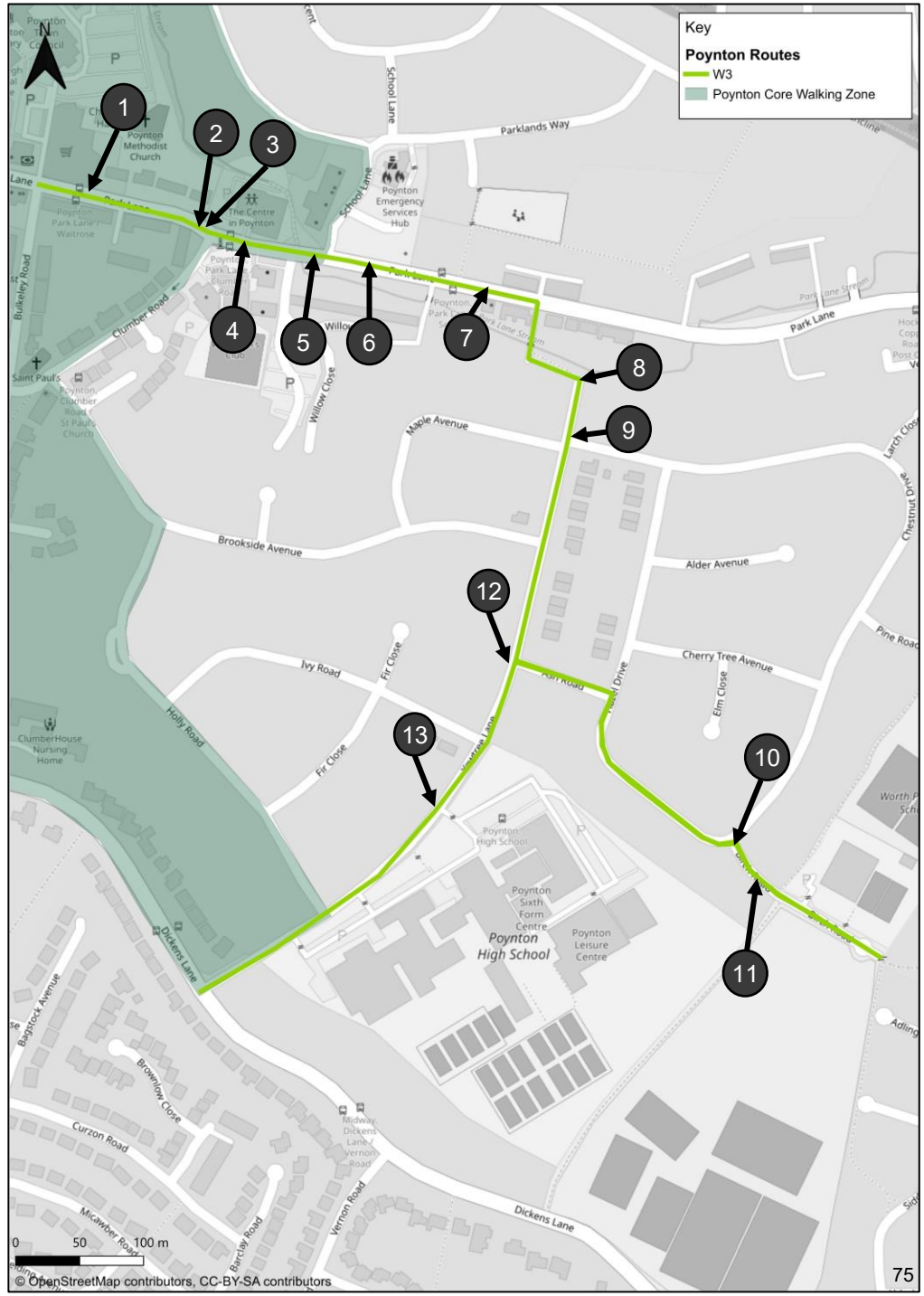
Google Maps: Footway from Poynton train station.



Google Maps: Bridge over rail line along Chester Road.

W3 – Poynton town centre to Poynton High School

Ref	Location	Description of walking interventions
-	**Throughout**	Improve wayfinding and signage throughout the route.
1	**Park Lane**	Notable pinch point for pedestrians where footway narrows. Explore widening options to improve this for pedestrians.
2	**Community Centre off Park Lane**	Gateway feature by the community centre to create a visually appealing and welcoming entrance to Poynton town centre which will help draw people in and encourage them to explore the area.
3	**Park Lane / Clumber Road Junction**	Raised table to encourage drivers to slow down to maintain control, making it a safer experience for pedestrians.
4	**Park Lane between Clumber Road and Willow Close**	Introduce a pedestrian crossing e.g. Zebra crossing, due to better footway width on the northbound side of the carriageway after Clumber Road.
5	**Park Lane / School Lane**	Introduce tactile paving. The entrance to School Lane is wide and could be tightened along with the introduction of a raised table. To improve wayfinding, remove footway closest to the road and utilise the footway set back near the hedge. Would need to ensure this is suitable for Fire Engines with the Fire Station being situated on School Lane.
6	**Park Lane east of School Lane**	Consider formalising on-street parking where Park Road widens, east of School Lane. This would prevent parking on the footways.
7	**Park Lane**	On-street parking here for housing which reduces the road to one lane. Footpaths are narrow, however limited options for widening. Further consideration is required to determine improvements for pedestrians.
8	**PRoW off Park Lane to Yewtree Lane**	Remove railing to access Yewtree Lane and cut back overspilling vegetation. Consideration of improvements to PRoW in consultation with landowner.
9	**Yewtree Lane / Maple Avenue / Chestnut Drive**	Place new dropped kerbs and tactile paving throughout the residential area to ensure those individuals with visual impairments and mobility difficulties can cross the road safely.
10	**Hazel Drive / Birch Road / Chestnut Drive**	Review / remove / rationalise street furniture to ensure access for all pedestrians, such as the streetlight obstructing the footway.
11	**Birch Road**	Currently an informal crossing is in place to access the school. Dropped kerbs and tactile paving are required. Signs to warn vehicles of pedestrians crossing the road.
12	**Ash Road / Yewtree Lane**	Place new dropped kerbs and tactile paving throughout the residential area to ensure individuals with visual impairments and mobility difficulties can cross the road safely.
13	**Yewtree Lane outside Poynton High School**	Place new dropped kerbs and tactile paving on the entry and exit to Poynton High School to ensure those individuals with visual impairments and mobility difficulties can cross the road safely.





Google Maps: Raised table to encourage drivers to slow down to maintain control at Clumber Road junction.



Google Maps: Footway along Park Lane.



Google Maps: Pedestrian crossing is required across Park Lane.



Google Maps: Parking along the footway along Park Lane.



Site visit: Narrow footway along Park Lane.



Site visit: Footway accessing Yewtree Lane from Park Lane.



Google Maps: Remove railing to access Yewtree Lane and vegetation cut back from Park Lane.



Google Maps: Dropped kerbs and tactile paving needed along Yewtree Lane.



Google Maps: Streetlight on Chester Road obstructing footway.



Google Maps: Dropped kerbs and tactile paving required at informal crossing along Birch Road.



Google Maps: New dropped kerbs and tactile paving on the entry and exit to Poynton High School are needed.



Google maps: New dropped kerbs and tactile paving on the entry and exit to Poynton High School are required.

5. Network Planning for Cycling

5.1. Introduction

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

The future cycling network plan has been derived through identifying links between those areas which are identified as trip origins and trip destinations. As part of this process, corridors have been identified, incorporating the route which most cyclists will follow to access a particular destination. Through creating a network plan of routes, this LCWIP identifies the core cycle routes which require improvement.

As part of this process, meetings were held on Wednesday 17th July 2024 at 6pm and Monday 29th July 2024 at 10am via Teams. Local representatives, including town councillors and representatives of local walking and cycling groups, with a good knowledge and local understanding were invited including representatives from the Town Council to help inform the cycling routes created in this LCWIP.

5.2. Network Plan

This section sets out the proposed cycle routes. They have been recommended based on an analysis of the information including information from the PCT, awareness of existing infrastructure projects and growth in employment and housing. Investing in these routes as a priority is likely to have the biggest impact in achieving growth in cycling levels in the study area.

Illustrated below are the four cycling routes that have been identified for Poynton.

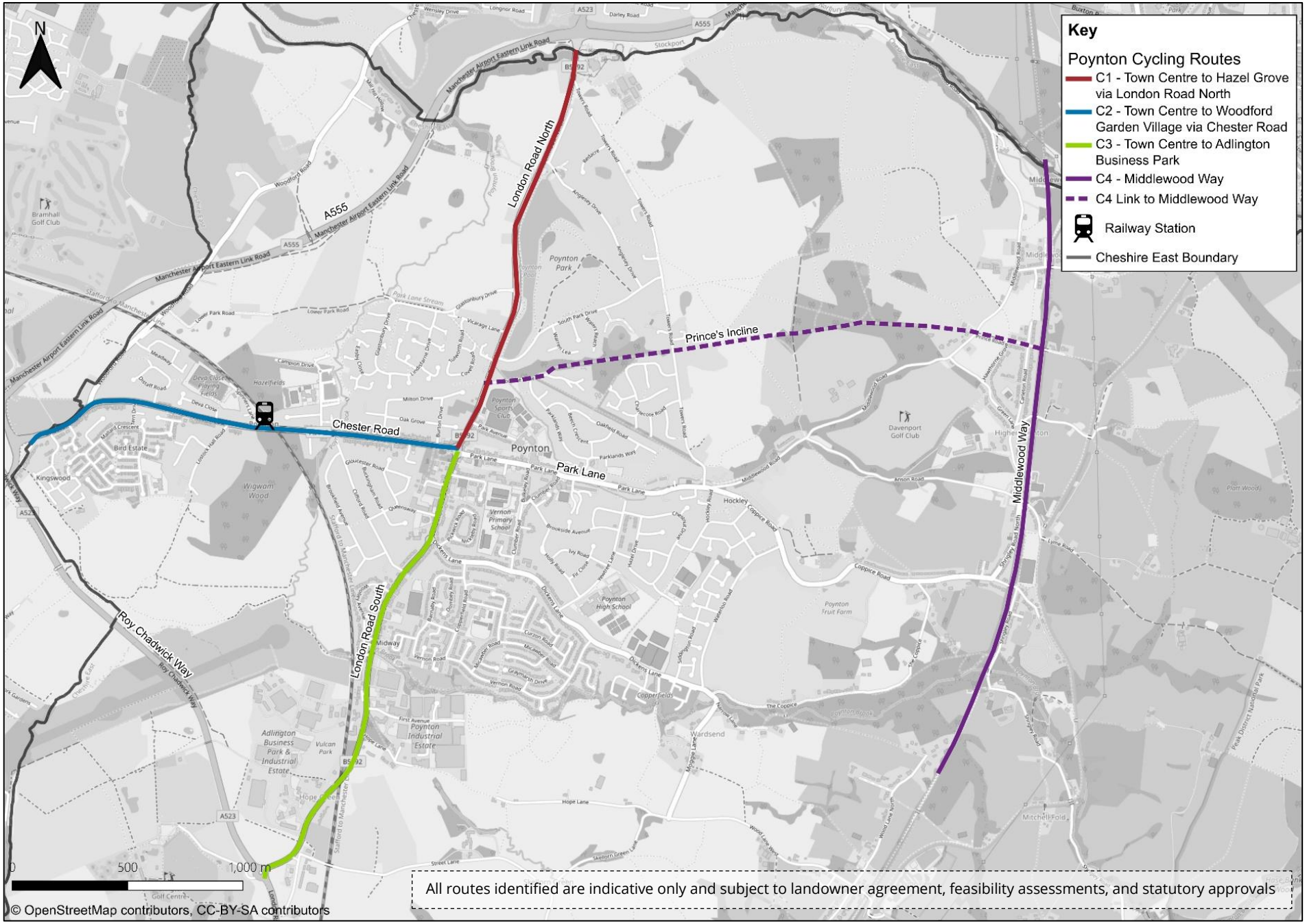


Figure 5-1 Poynton Network Plan for Cycling

5.3. Key Area for Improvement – Cycling

To identify the areas where improvements to cycling infrastructure are required, and the types of interventions which are most suitable, the routes were audited utilising the Cycling Level of Service Tool (CLOS). Audits were undertaken using local knowledge, knowledge obtained through site visits and online research.

The CLOS comprises an auditing methodology which is focused around the five core design outcomes for cycling. These design outcomes are similar to those required for walking. The core design outcomes are:

1. Cohesion (connections, wayfinding, density of network);
2. Directness (distance, gradients, time delay);
3. Safety (speed of traffic, risk of collision, design);
4. Comfort (surface quality, wayfinding); and
5. Attractiveness (social safety, impact on pedestrians, street clutter, cycle parking).

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

- **C1** – narrow junction widths, limited signage along the route, no cycle infrastructure, resurfacing is needed along the route.
- **C2** – side roads and pinch points along the route, lack of signage, no segregated cycle facilities, PRoW resurfacing is needed to ensure cyclists can use the route.
- **C3** – high speeds, no existing cycle facilities, trip hazards due to lack of maintenance, poor signage.
- **C4** – improve access down to the station, poor footway condition in certain parts along the route, poor signage and lighting.

These routes are outlined within Table 5-1 along with their CLOS scores pre and post intervention.

Table 5-1 Cycle Level of Service Results

Route	Audited cycling route	CLOS score (max. score of 50)	Potential score with interventions (max. score of 50)
1	Poynton Town Centre to A555	16	32
2	Poynton Town Centre to Roy Chadwick Way	15	37
3	Poynton Town Centre to Adlington Business Park	17	39
4	Middlewood Way	34	45

The CLOS then informed the selection of interventions on the routes.

5.4. Establishing Cycling Infrastructure

During the development of the LCWIP, improvements for cycling have been identified along each route, which aims to create a high-quality network in line with LCWIP design objectives.

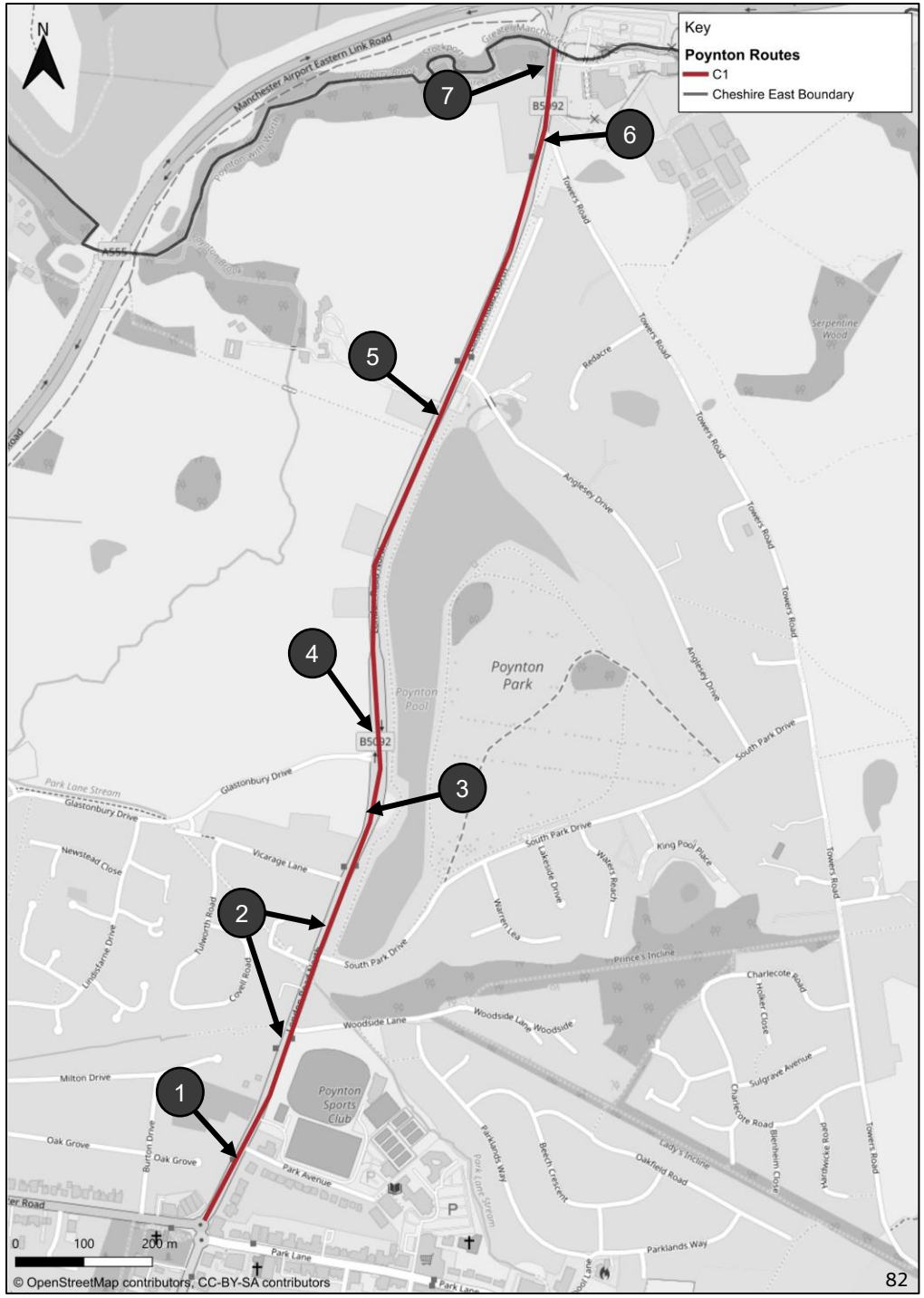
Further feasibility and design work is required to understand in more detail, the opportunities, constraints and detailed costings alongside any impacts or benefits for stakeholders.

A wide range of design guidance can be utilised to develop schemes to ensure high quality streets and pedestrian links. Interventions have been suggested that are aligned with national guidance and lessons learnt from delivery of previous active travel schemes. All schemes developed will be in accordance with the latest guidance - LTN 1/20 Cycle Infrastructure Design where feasible.

The proposed route improvements on the future cycling network are outlined in more detail in the maps and interventions below.

C1 - Poynton to Hazel Grove

Ref	Location	Description of cycling interventions
-	**Throughout**	Light segregation along most of the route, if feasible. Requires maintenance which needs to be thought through. Ensure there is tactile paving and dropped kerbs throughout the whole route, especially on side roads such as Woodside Lane and Vicarage Lane.
-	**London Road North between Fountain Place to A555**	Light segregated cycle space on either side of carriageway. Reduce carriageway widths and replace road markings with single centreline where practical.
1	**London Road North (shared space area) between Fountain Place and Park Avenue**	Consider converting footway to shared-use facility so that cyclists can avoid traffic. Repositioning of bus shelter on northbound footway to ensure continuity. Consider resurfacing of paved section to less slippery material. Signage improvements providing clarity on how cyclists should use the space.
2	**Along London Road North**	Upgrade existing pedestrian refuge crossing points with Toucan crossing.
3	**London Road North between Glastonbury Drive to A555**	Refurbish markings and signs along London Road North. Potential to install average speed camera along London Road North, if feasible, to ensure vehicles stick to the speed limit, making the route safe for pedestrians and cyclist. If not feasible, reduce the speed limit in line with CEC Speed Management Strategy.
4	**Glastonbury Drive / London Road North junction**	Removal of dedicated left turn only traffic lane due to conflict with cycle facility.
5	**London Road North, south of Anglesey Drive**	Cannot remove the pedestrian refuge due to access to the PRoW. Refurbish the existing pedestrian refuge in line with the proposed measures of creating a shared-use facility
6	**London Road North**	Removal of the pedestrian refuge and replace road markings with a single centreline to create space.
7	**London Road North / A555 junction**	Cycle provision to tie-in to existing shared-use facility prior to A555 junction. Work alongside Stockport Council to ensure work is tied into existing facilities correctly.





Google Maps: Narrow carriageway on approach to Fountain Place on London Road North.



Site visit photo: Resurfacing / improvements to materials required along some sections of shared spaced area.



Google Maps: Parts of shared space area can be slippy when wet.



Google Maps: Narrow carriageway on approach to shared space on London Road North.



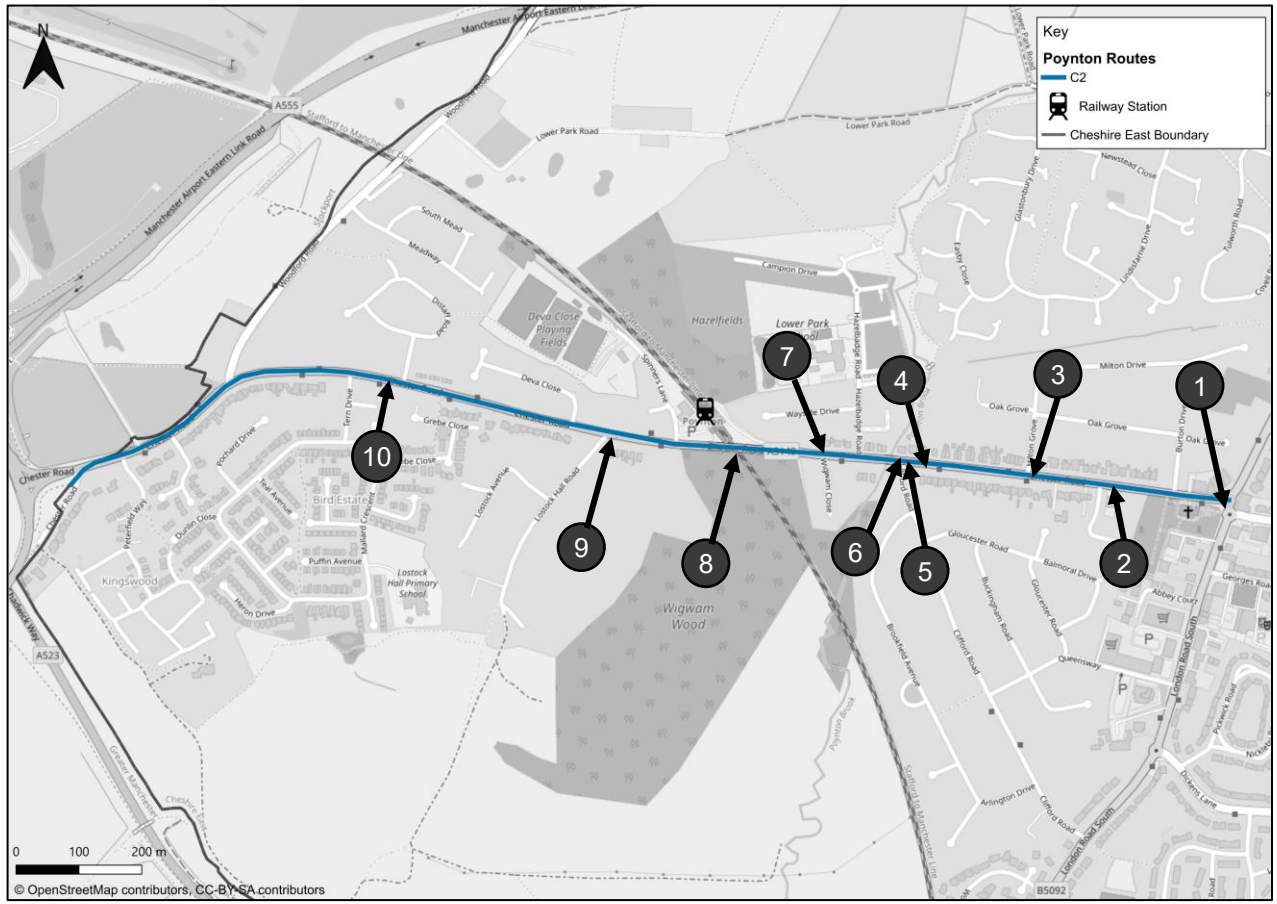
Site visit photo: Potential to widen footway by maintaining vegetation overspill.



Google Maps: Start of shared-use path on approach to A555 junction.

C2 – Poynton town centre to Woodford Garden Village via Chester Road

Ref	Location	Description of cycling interventions
1	**Chester Road approaching Fountain Place**	Potential to convert footway to shared-use facility so that cyclists can avoid traffic, if widths allow. Consider resurfacing of paved section to less slippery material to reduce likelihood of accidents.
2	**Chester Road / Nursery Drive junction**	Raised table and cut back of protruding vegetation.
3	**Chester Road / Hilton Grove**	Footway widening on westbound side of carriageway throughout Chester Road, where possible utilising carriageway width, to create a 3m shared path for cyclists and pedestrians.
4	**Along Chester Road**	Review of on-street parking along Chester Road. Vehicles mounting the kerb are reducing footway width which limits the width available for shared space.
5	**Chester Road opposite Clifford Road**	Removal of bicycle sign obstructing the eastbound footway, if feasible.
6	**Chester Road / Clifford Road**	Consider removal of narrow refuge on Clifford Road junction and replace with raised table with potential for priority crossing and junction tightening.
7	**Chester Road / Wigwam Close**	Upgrade existing signalised crossing to Toucan, allowing cyclists access. Continuation of widening to create shared-use path if widths allow on eastbound side of carriageway to avoid railway bridge pinch point and provide access to the station.
8	**Chester Road - bridge over railway**	The bridge over the railway is a pinch point where there is currently narrow pedestrian provision. There is work ongoing to consider the refurbishment or replacement of the bridge. This should include shared paths for pedestrians and cyclists to suitable widths. If this is not feasible, consider the introduction of traffic lights controlling a single motor traffic lane over the railway bridge alongside the introduction of a suitable footpath/cycle route.
9	**Chester Road between railway station and A555 junction**	Raised tables, tactile paving and junction tightening where applicable. Footway widening and some potential resurfacing on eastbound side of carriageway between Spinners Lane and Merton Road. Continuation of interventions on westbound side of carriageway between Tern Drive and Poynton Relief Road.
10	**Chester Road between Tern Drive and Merton Road**	Remove refuge at existing crossing and replace with Toucan crossing facility.





Google Maps: Wide footway along Chester Road approaching Fountain Place.



Google Maps: Paving along Chester Road / Burton Drive.



Google Maps: Bicycle sign obstructing footway along Chester Road.



Google Maps: Chester Road.



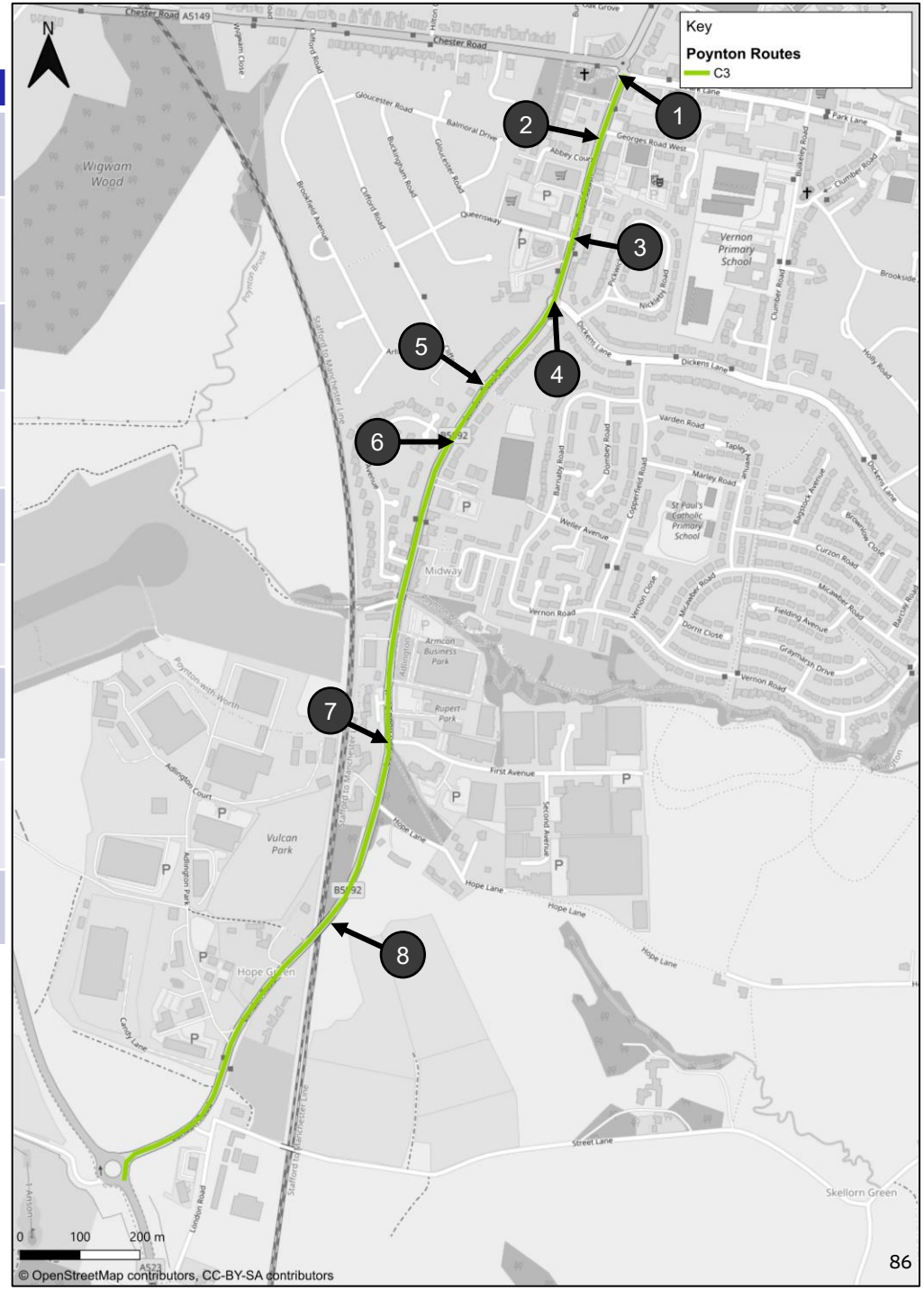
Google Maps: Chester Road / Spinners Lane junction.



Google Maps: Cars parked on footway along Chester Road.

C3 - Poynton town centre to Woodford Garden Village via Adlington Business Park

Ref	Location	Description of cycling interventions
1	**London Road South**	Potential to use footway as a combined used facility for pedestrians and cyclists. Consider resurfacing of the paved section to a less slippery surface and maintain surfacing where required.
2	**London Road South to Clifford Road**	Review on-street parking on the southbound side of the road. Potential to create a 1.5m stepped cycleway along the northbound side of the carriageway. If not feasible, widen the footway utilising the grass verge to create a 3m shared space for walking and cycling. Central carriageway markings to be narrowed and replaced with centreline.
3	**London Road South between ALDI and Queensway**	Consider upgrading existing pedestrian crossing to a Toucan crossing to allow cyclist access.
4	**London Road South / Dickens Lane roundabout**	Consider formal cycle/pedestrian crossing to replace refuge crossing point at mini roundabout. This will provide a safer access to schools. Review of roundabout to ensure that left turn / right turn lanes at Dickens Lane are required.
5	**Junctions along London Road South**	Where feasible, raised tables and tactile paving at junctions on footway along western side of carriageway.
5	**London Road South from Clifford Road to First Avenue**	Potential for a segregated cycleway utilising space from the carriageway, currently the approximate lane width is 4m wide. If not feasible, utilise some of the carriageway width to create a 3m shared space for cyclists and pedestrians on the northbound footway.
6	**London Road South / First Avenue**	Toucan crossing is required just north of First Avenue to cross onto the southbound side of the carriageway to provide access to Poynton Industrial Estate and utilise wider footway space. Potential for junction tightening and a raised table at First Avenue junction.
7	**London Road South between First Avenue and railway bridge**	Consider extending 30mph speed limit and street lighting provision to the railway bridge. Undertake maintenance of protruding vegetation to utilise this space to increase width for shared-use facility. Potential to narrow the existing carriageway to increase space for active travel users.
8	**London Road crossing the ralline**	Investigate the potential to provide a parallel bridge with facilities, however noting considerable challenges and costs. Undertake detailed analysis to establish options available at this location.



Interventions have not been suggested for some sections of C3 because this route was amended following public consultation. Full feasibility and design of routes will be undertaken if and when funding is awarded for specific routes



Google Maps: Wide footways, London Road South.



Site visit: Worn paving, London Road South.



Google Maps: On-street parking on London Road South.



Google Maps: Signalised crossing, London Road South.



Site visit: Dickens Lane / London Road South Roundabout.



Google Maps: Wide pathways, London Road South Northbound.



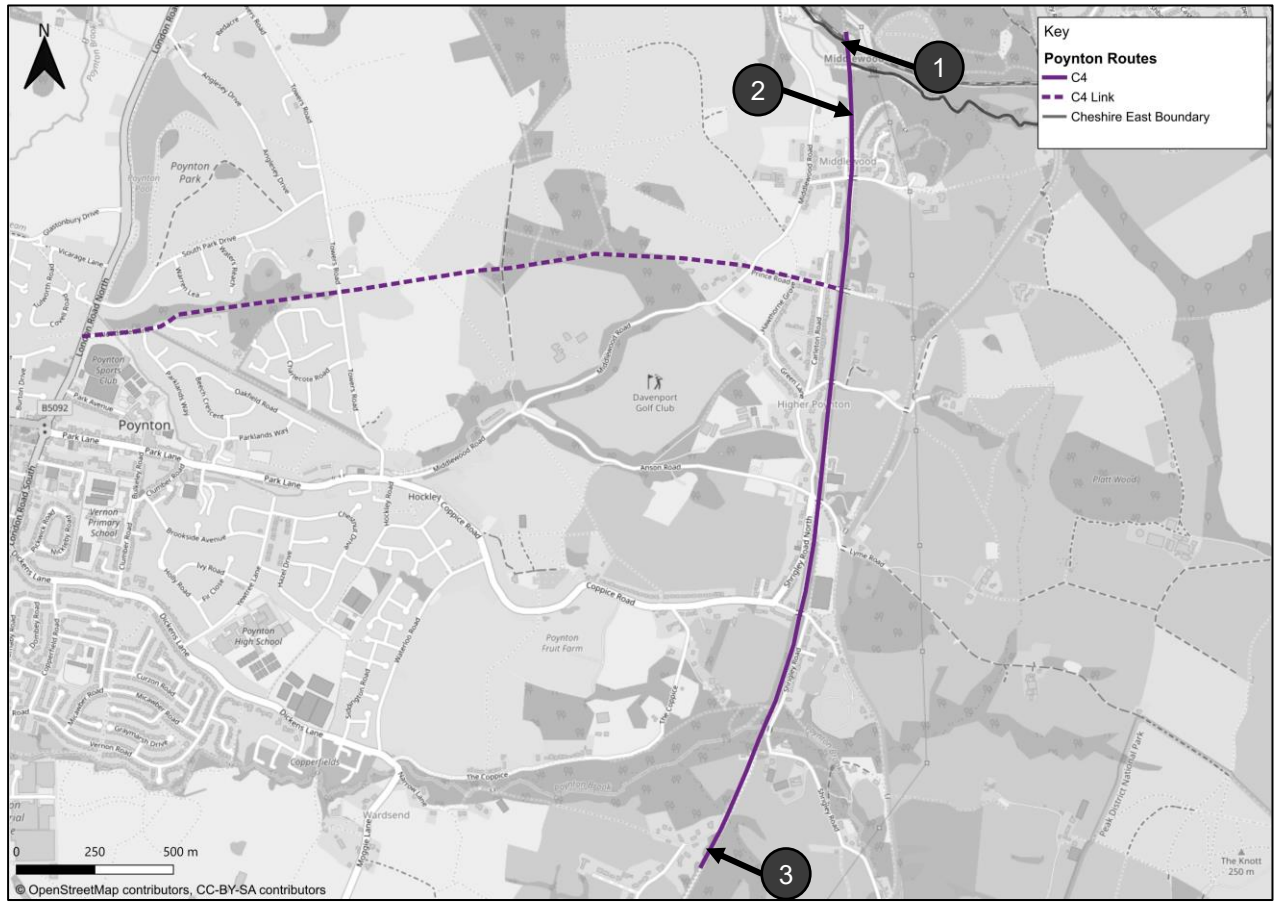
Google Maps: Narrow Pathway, London Road Southbound



Google Maps: Bridge over rail line along London Road

C4 – Middlewood Way

Ref	Location	Description of cycling interventions
-	**Middlewood Way**	Provide lighting throughout full length of route to ensure pedestrians and cyclists can use the route during all times of the day and year.
-	**Middlewood Way**	Ongoing regular maintenance and cut back of vegetation along the route to ensure the maximum width of the path is available.
-	**Middlewood Way**	Provide wayfinding and signage throughout the length of the route to guide all users to key destinations.
-	**Middlewood Way**	Consider resurfacing sections of the route if the quality is not of an appropriate standard.
1	**Link to Middlewood Train Station**	Conversion of stepped access down to the station to a ramp to ensure all pedestrians and cyclists can use the facilities and access the station. If feasible, provide a gully to the side of the steps so cyclists can push their bike up from the station to Middlewood Way. Work alongside partners such as Network Rail to achieve this.
2	**Northern end of Middlewood Way**	Work with Stockport council to continue improvements further north into Stockport.
3	**Southern end of Middlewood Way**	Potential for continuing improvements further to the south towards Adlington and Bollington, both of which are within Cheshire East.



Interventions have not been suggested for some sections of C4 because this route was amended following public consultation. Full feasibility and design of routes will be undertaken if and when funding is awarded for specific routes



Google Maps: Access to Middlewood Train Station from Middlewood Way.



Site visit: Provide lighting throughout the full length of Middlewood Way.



Google Maps: Maintenance of the surface conditions along Middlewood Way.



Google Maps: Provide wayfinding and signage throughout Middlewood Way



Site visit: Ongoing regular maintenance and cut back of vegetation along Middlewood Way.

6. Prioritising Improvements

Sections 4 and 5 have outlined the vision for the future walking and cycling network across Poynton and potential interventions required to enable this vision. High quality infrastructure and a cohesive network is required to achieve a step change in the levels of people walking and cycling. The full network will need to be delivered to encourage a significant uptake in walking and cycling for everyday journeys. There is a range of funding sources available but there is a limit on the number of schemes which can be taken forward at any one time. This chapter of the report sets out key evidence and rationale to prioritise improvements to the walking and cycling network.

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

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

In addition to delivering schemes on the ground it will be important to develop more long term and ambitious schemes in parallel, which entail greater levels of feasibility, planning and design. Ensuring that whilst delivering in the short term, a forward programme of investment is developed. For more ambitious and large-scale schemes such as roundabouts and links with segregated cycle tracks, external funding (i.e. funding not possessed by CEC) is likely to be needed. For some external funding sources, there are short timescales for developing bidding documents, and having scheme concepts already developed can enable authorities to submit high quality bids that leverage substantial investment.

It is important to deliver value for money from improvements and build the case for future investment. Investment in walking and cycling routes has been shown to give a high return on investment which is evidenced within a wide range of studies. Walking and cycling provide a broad range of benefits to both the users of the new infrastructure, and the communities the infrastructure is built within.

6.1. Appraisal

In order to determine sequencing and route prioritisation, improvements have been appraised against the following criteria:

- Policy fit;
- Cost scale construction and maintenance;
- Funding and affordability;
- Effectiveness;
- Existing number of cyclists on the route (cycle routes only);
- Design challenges and technical feasibility;
- Acceptability; and
- Land.

Due to the long distances of some routes, they were divided into sections at points where it would be practical to start and end a route. For example, a change from PRoW to a main A road. Table 6-1 shows the scoring matrix and Table 6-2 shows the full appraisal for walking and cycling route improvements, with summary information provided below in Table 6-1.

Table 6-1 Objectives Appraisal for Route Improvements

Scheme ID	Route	Total Score	Rank	RAG		
				Design challenges / technical feasibility	Acceptability	Land
W1	Poynton Town Centre to Poynton Park	12	2			
W2	Poynton Town Centre to Poynton train station and Lower Park School	17	1			
W3	Poynton Town Centre to Poynton High School	12	2			
C1	Poynton Town Centre to Hazel Grove	19	1			
C2	Poynton Town Centre to Woodford Garden Village via Chester Road	15	2			
C3.1	Poynton Town Centre to Adlington Business Park	14	3			
C3.2	Adlington Business Park to Woodford	13	4			
C4	Middlewood Way	11	5			

6.2. Recommended Sequencing of Investment

An indicative sequencing of investment has been set out in Table 6-2 below to guide future scheme development and delivery, based on the appraisal in Section 6.1. This sequencing seeks to balance the

various evidence outlined above into a practical and evidence led programme. This investment programme has a number of work streams that are recommended to deliver short term improvements and develop more ambitious schemes for future delivery.

As W2 and C1 have scored the highest, these are recommended to be progressed in the short term.

Table 6-2 Recommended Sequencing of Investment for Walking and Cycling routes

Scheme ID	Route	Timescale			Rationale and risks for delivery
		Short-term (0-2 years)	Medium-term (3-5 years)	Long-term (5 years+)	
W1	Poynton Town Centre to Poynton Park				• Challenges at Poynton Park • Connecting Poynton town centre to A555
W2	Poynton Town Centre to Poynton train station and Lower Park School				• Work with Network Rail needed • Connects Poynton Town Centre to Poynton train station
W3	Poynton Town Centre to Poynton High School				• Narrow widths along the route • Connect Poynton town centre to Poynton High School
C1	Poynton Town Centre to Hazel Grove				• Connecting Poynton town centre to A555 • No or minor design challenges along the route
C2	Poynton Town Centre to Woodford Garden Village via Chester Road				• Work with Network Rail is needed over the railway • Connects Poynton town centre to Chester Road
C3.1	Poynton Town Centre to Adlington Business Park				• Land purchase may be required to create a cycling facility over the rail line

Scheme ID	Route	Timescale			Rationale and risks for delivery
		Short-term (0-2 years)	Medium-term (3-5 years)	Long-term (5 years+)	
C3.2	Adlington Business Park to Woodford				• Delivered after C3.1 • Connects to a development
C4	Middlewood Way				• Improvement to access Middlewood station is needed

6.3. Benchmark Costs

A high-level indicative cost has been developed for walking route W2 and cycle route C2 using benchmark costs for similar interventions, based on the intervention tables in Sections 4.4 and 5.4. W1 was costed as this scored the highest in the appraisal as set out in Table 6-3. C2 was costed which scored second as high level costs for C1 have already been obtained by CEC.

The costs are in 2025 prices and give an initial idea of the cost, however, are subject to change when more detailed costs are calculated in future based on specific scheme designs. The following assumptions have been applied:

- Preliminaries and traffic management – assumed 45% of cost
- Project / design team fees – 20% of cost and preliminaries
- Risk / contingency – 20% of the cost, preliminaries, and project / design team fees
- Inflation has not been factored in

As the routes overlap, there is an overlap between costs for routes W2 and C2 and therefore some double counting as routes have been costed separately. In reality, there would be efficiencies if delivered together as one scheme. The indicative costs for the Poynton routes can be found in Table 6-3 below. The total cost has been rounded to the nearest £5,000.

Table 6-3 Indicative Costs

Summary of Costs	W2	C2
Cost based on benchmarking	£2,790,000	£3,910,000
Preliminaries & Traffic Management	£1,255,500	£1,759,500
Project / Design Team Fees	£809,100	£1,133,900
Risk / Contingency	£970,920	£1,360,680
Total Cost	**£5,825,000**	**£8,165,000**

7. Integration and Application

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

7.1. Sustainable Modes of Travel Strategy (SMOTS)

Encouraging young people to walk and cycle has a wide range of benefits associated with reducing congestion as part of the school run, reducing parking issues in proximity of educational establishments, and crucially helping our children to be healthier and happier. This LCWIP details a number of walking and cycling route improvements in the vicinity of schools and educational sites. As part of the ongoing SMOTS programme these improvements should be considered for funding. Over and above the routes nearby to schools identified within this LCWIP, there may be additional locations where walking routes to schools need to be improved within Poynton to make them available for school children to use to walk to school.

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

7.2. Development Management

A crucial early priority for implementation of the LCWIP will be working with developers as part of the planning process to ensure walking and cycling and are delivered to a high quality standard.

The National Planning Policy Framework makes clear the importance of sustainable development, noting “transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives”.

Given the scale of development coming forward over the coming years there will be scope for delivery of key schemes and linkages into development sites through the planning process via Section 106 / 278 or within the footprint of development itself. Future developments are at varying stages of the planning process, developments that are at a stage in which there is potential for key routes within the future walking and cycling network to be incorporated into the sites, should be continually identified.

Funding secured from developers to mitigate impacts to the transport generated from new development should fund walking and cycling route improvements

7.3. Funding Submissions

CEC is increasingly benefiting from the Government's move towards consolidated multi-year transport funding settlements, which provide greater certainty over future investment and support a more strategic approach to the planning and delivery of transport improvements across the borough.

In 2025/26, Active Travel England funding was provided through the Consolidated Active Travel Fund (CATF), which combined the former Active Travel Fund and Capability Fund into a single allocation supporting the planning, design and delivery of walking, wheeling and cycling infrastructure, together

with associated engagement, training and behaviour change activities. Cheshire East received a direct CATF allocation as a Local Transport Authority.

The Government has since introduced wider reforms to local transport funding through the Local Transport Grant (LTG), which replaces the former Integrated Transport Block and provides longer-term consolidated funding for local transport improvements. The LTG comprises both capital and resource funding from 2026 to 2027 onwards. This approach gives local authorities greater flexibility to direct investment towards locally identified transport priorities.

As devolution arrangements for Cheshire and Warrington develop, there may be opportunities for transport investment to be coordinated at a sub-regional level through the Cheshire and Warrington Combined Authority. This could provide additional opportunities to align funding and investment decisions across the area and support a more coordinated approach to transport planning and delivery.

CEC will continue to secure additional funding from a range of external sources, including developer contributions through Section 106 agreements and grants from organisations such as the Walk Wheel Cycle Trust and other partners. By complementing core transport funding, these resources can support the earlier delivery of LCWIP priorities, unlock further investment opportunities and enable a wider programme of walking, wheeling and cycling improvements to be delivered across Cheshire East.

7.4. Next Steps

This LCWIP has detailed a review of the existing walking and cycling network in the town of Poynton, that identifies areas for improvement. On-site observations have informed the suggested interventions and routes that should form the future cycling and walking network in the LCWIP study area. The recommendations create a long-term investment programme that will need sustained investment to deliver a step change in levels of walking and cycling across the Poynton area.

As such, key recommended next steps include:

- Continual development of the Active Travel rolling programme of investment for current funding streams controlled by CEC;
- Developing scheme designs and feasibility schemes;
- Working with Development Management colleagues to secure improvements through the planning process;
- Engaging Walk, Wheel, Cycle Trust (formally Sustrans) regarding funding for improvements to the National Cycle Network and regional cycle network; and
  Preparing bids to other external funding opportunities.

8. Public Consultation

8.1. Consultation background

An eight-week consultation was undertaken in July and August of 2025 to seek the views of stakeholders, residents and community groups on the draft LCWIP routes, as set out in Sections 4 and 5 of this report.

The consultation was promoted widely, including to:

- Residents of Cheshire East and the public through press releases and social media promotion;
- The Cheshire East Digital Influence Panel;
- Businesses in Cheshire East and in neighbouring authorities;
- Specialist active travel user groups;
- Equality groups;
- Town and Parish Councils;
- Elected Members; and
- Neighbouring Authorities.

As part of wider engagement, online focus groups were held to gather further feedback on each of the 7 draft LCWIPs. In total, 749 consultation responses were received (684 survey responses and 65 email responses).

Following the 2025 consultation, a number of LCWIP routes have been updated in response to comments received from stakeholders and the public. These revisions have been informed by local knowledge, technical expertise, and a more detailed understanding of local conditions, helping to refine the network and improve its deliverability and effectiveness.

8.2. Walking Route Updates

Table 8-1 sets out the changes that were made to the Poynton walking routes as a result of consultation feedback and analysis.

Table 8-1 Poynton Walking Route Changes

Route	Changes made to the route
Core Walking Zone	No change
W1	Extended the route along London Road North to the Stockport boundary
W2	Extended the route down Chester Road to the Stockport boundary Removed spur around the back of Lower Park School
W3	No change

8.3. Cycling Route Updates

Table 8-2 sets out the changes that were made to the Poynton cycling routes as a result of consultation feedback and analysis.

Table 8-2 Poynton Cycling Route Changes

Route	Changes made to the route
C1	No change
C2	No change
C3	Reroute down London Road South past Adlington Business Park & Industrial Estate to London Roundabout
C4	New link to the Middlewood Way via Woodside Lane and Prince's Incline

Appendix A – Appraisal Scoring Matrix

CATEGORY	CRITERIA	0	1	2	3	4	5
Stage 1	**Policy fit (Cheshire East)** *Performance against key policies within the LTP, cycle strategy for example*	Does not meet policy objectives	Marginally meets policy objectives	Moderately meets policy objectives	Majorly meets policy objectives	Significantly meets policy objectives	Fully meets policy objectives
	Costs of construction and maintenance	£££££	????	£££	??	£	No required costs
	Funding / affordability *Analysis based on the likeliness for funding to be available or attracting funding from funding sources*	No match funding or other funding sources available, and unlikely to meet any funding requirements	Match funding or other sources of funding anticipated to be available in the future for application	Match funding or other sources of funding could be applied for	Match funding or other sources of funding likely	Match funding or other sources of funding highly likely	Match funding or other sources of funding guaranteed
	Effectiveness *Estimated populations/employment areas anticipated to benefit from the interventions, likely impact of increasing walking and cycling*	0 residents/employment areas/visitors will benefit/use the route	A very low number (1 to 200) to of residents/employment areas/visitors will benefit/use the route	A low number (200 to 500) of residents/employment areas/visitors will benefit/use the route	A medium number (501 to 1,000) of residents/employment areas/visitors will benefit/use the route	A high number (1,001 to 2,000) of residents/employment areas/visitors will benefit/use the route	A very high number (More than 2,001) of residents/employment areas/visitors will benefit/use the route
	Existing number of cyclists on the route Using the PCT tool, how many individuals currently use the route, 2011 Census	Zero existing users along the route	1 to 20 existing users along the route	21 to 50 existing users along the route	51 to 100 existing users along the route	101 to 200 existing users along the route	More than 200 existing users along the route

		RED	AMBER	GREEN
Stage 2	**Design challenges / Technical Feasibility** *Analysis based on whether the proposed scheme is feasible through a design solution*	Design challenges cannot be resolved	Some design challenges which likely can be resolved	No / minor design challenges
	Acceptability *Professional judgement of whether the proposed route will be accepted by the public and/or politically*	Will not be accepted by the public or politically	Some public and political buy-in, active support from advocacy groups, stakeholders and a number of councillors/local government	Large public and political buy-in, active support for project
	Land *Analysis of whether land is required or is within LHA boundary or is a PRoW or requires 3rd party agreement*	Land required which cannot be purchased	Land required but can be purchased at a moderate or low cost and obtains required support from the land owner (1-19% of route requires land)	Land required is within LHA boundary

Appendix B – Appraisal

Poynton LCWIP		Stage One						Stage Two			Timescales			
Scheme	Route	Policy fit (Cheshire East)	Costs of construction and maintenance	Funding / affordability	Effectiveness	Existing number of cyclists on the route	TOTAL (max score 25 for cycling, 20 for walking)	Design challenges/ technical feasibility	Acceptability	Land	RANK	Short-term (0-2 yrs)	Medium-term (3-5 yrs)	Long-term (5 yrs+)
W1	Poynton Town Centre to Poynton Park	3	4	2	3		12				2			
W2	Poynton Town Centre to Poynton train station and Lower Park School	5	3	4	5		17				1			
W3	Poynton Town Centre to Poynton High School	3	3	2	4		12				2			
C1	Poynton Town Centre to Hazel Grove	4	3	4	4	4	19				1			
C2	Poynton Town Centre to Woodford Garden Village via Chester Road	4	1	2	4	4	15				2			
C3.1	Poynton Town Centre to Adlington Business Park	3	1	3	3	4	14				3			
C3.2	Adlington Business Park to Woodford	3	4	3	1	2	13				4			
C4	Middlewood Way	3	3	3	1	1	11				5			