

## **Covid-19 Walking/Cycling/Social Distancing Interventions – Macctastic Transport Sub-group 27/05/2020**

This document provides a summary of the recommendations for Covid-19 response measures gathered by the Macctastic Transport sub-group to facilitate increased levels of walking and cycling and to allow social distancing during and after the lockdown.

The attached powerpoint deck sets out a summary of these measures and a series of plans illustrating them. This page summarises priority measures, with other ideas included within the Powerpoint presentation.

<b>Area/Route</b>	<b>Objective</b>	<b>Description</b>
<b>Town Centre to Hospital Key Worker Route</b>	<p>Required to enable safe and socially distanced movement between Town Centre and Hospital</p> <p>Already identified as a route within the CEC Local Cycling and Walking Infrastructure Plan - chance to accelerate delivery</p>	<ul style="list-style-type: none"> <li>• Removal of no cycling restrictions on King Edward Street and potential for consideration of contra flow provision on King Edward Street</li> <li>• Crossing of Prestbury Road roundabout</li> <li>• Footway widening and removal of guardrails on Cumberland Road</li> </ul>
<b>Town Centre</b>	Package of measures to enable delivery of additional space for pedestrians and cyclists in the town centre to facilitate the re-opening of the town	<ul style="list-style-type: none"> <li>• Increase traffic free hours in the town centre</li> <li>• Remove restrictions on cycling</li> <li>• Widen footways on key approaches such as Churchill Way, Park Lane and Sunderland Street</li> <li>• To facilitate the above consideration could be given to converting stretches of Churchill Way, Park Lane and Sunderland Street to one-way operation</li> </ul>
<b>Hurdsfield and Tytherington</b>	Enable travel by bike from communities in the north of Macclesfield	<ul style="list-style-type: none"> <li>• Create safe routes for cycling through Hurdsfield via Queens Drive and Hulley Road</li> <li>• This could be facilitated through pop up cycle facilities, or potentially restricting through traffic (access only)</li> <li>• London Road, Tytherington has an existing painted cycle lane that could be upgraded using temporary infrastructure such as armadillos or wand orcas. This then connects Tytherington and the High School to the Town Centre</li> </ul>
<b>Prestbury Road</b>	Enabling safe walking and cycling considering the potential opening of the re-located Kings school in September	<ul style="list-style-type: none"> <li>• 20mph limit plus cycle lane plus footpath widening.</li> <li>• This route is heavily used by school-children and will be used by more after September</li> <li>• At present the footpath is very narrow in several places and there is only one crossing</li> </ul>

# Macctastic Transport sub-group

Ideas for temporary/emergency measures to facilitate cycling and walking during and after the lockdown May 2020; to allow social distancing; and anticipate peak hour pinch points.

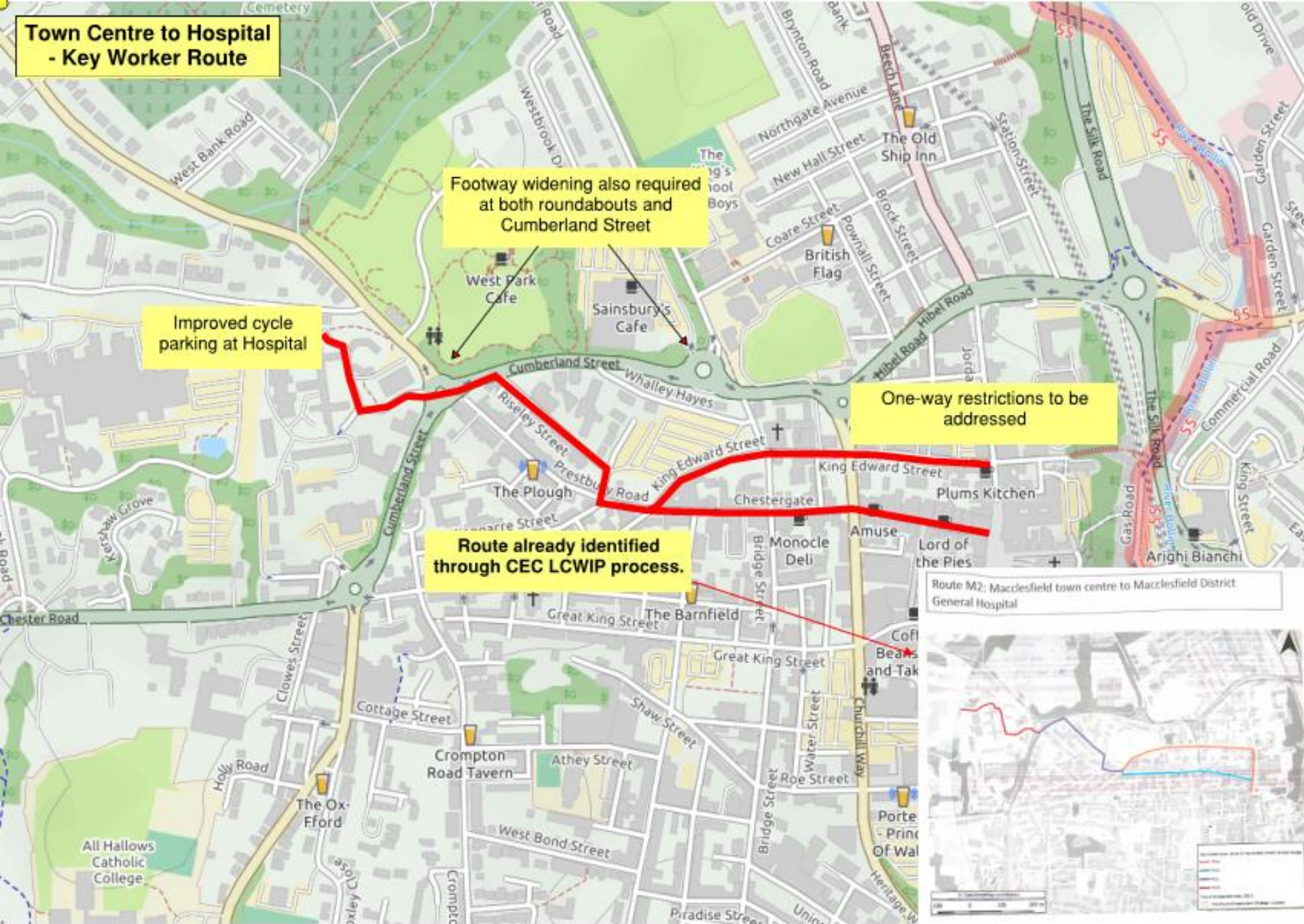
# Town Centre to Hospital.

This route has been identified in the 2019 CE LCWIP

1. Cycle route: Prestbury Road – West Park development.
  - Crossing the Prestbury Road/Cumberland Street roundabout presents a problem
  - Route through West Park development needs to be clarified and clearly signed
  - Needs more cycle-parking at the hospital

2. Walking route: Riseley St – Prestbury Road – West Park development
  - This includes 2 pelican crossings
  - The main problem is the restricted width created by the barrier between the 2 crossings. Generally there is a also a requirement to remove the guard-railing and widen footways on Cumberland Street.
  
3. Suspension of no-entry for cyclists: King Edward St
  - Cycle lane should be coned off on right going into town, wide enough to allow cyclists to travel in both directions

**Town Centre to Hospital  
- Key Worker Route**





nd. Estate

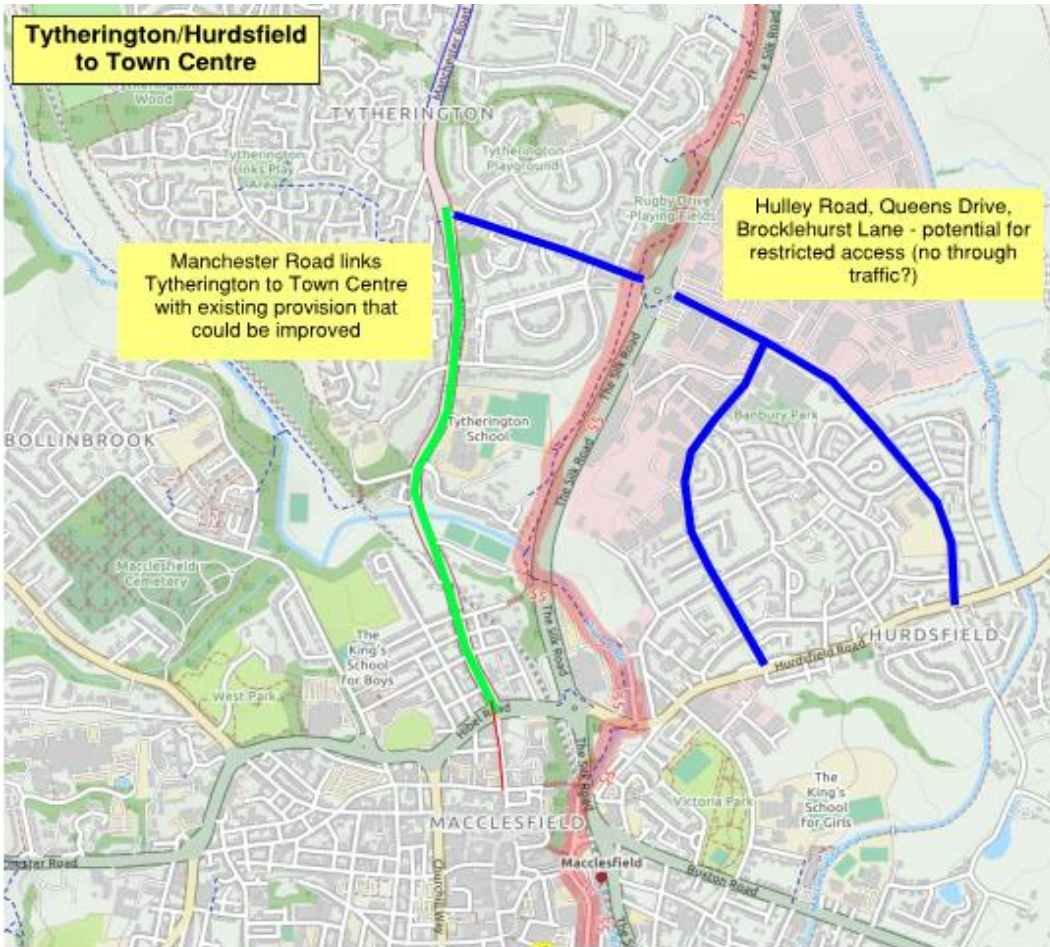


# Hurdsfield Industrial estate

4. Cycle lane along Brocklehurst Way, Queens Avenue and Hulley Road
  - Main problem is the roundabout on the Silk Road. Cyclists can dismount and walk across at pelican crossing
  - Manchester Road from Tytherington into Town is a good candidate for improvement, there is some painted cycle provision already (and a bit of segregated), so wouldn't take much to turn it into a more or less fully protected route (light segregation such as wand orcas). We should use this as an opportunity to turn some of the existing sub standard infrastructure into a decent standard.



# Manchester Road



Quick win – use light segregation to create protected lanes in place of existing paint





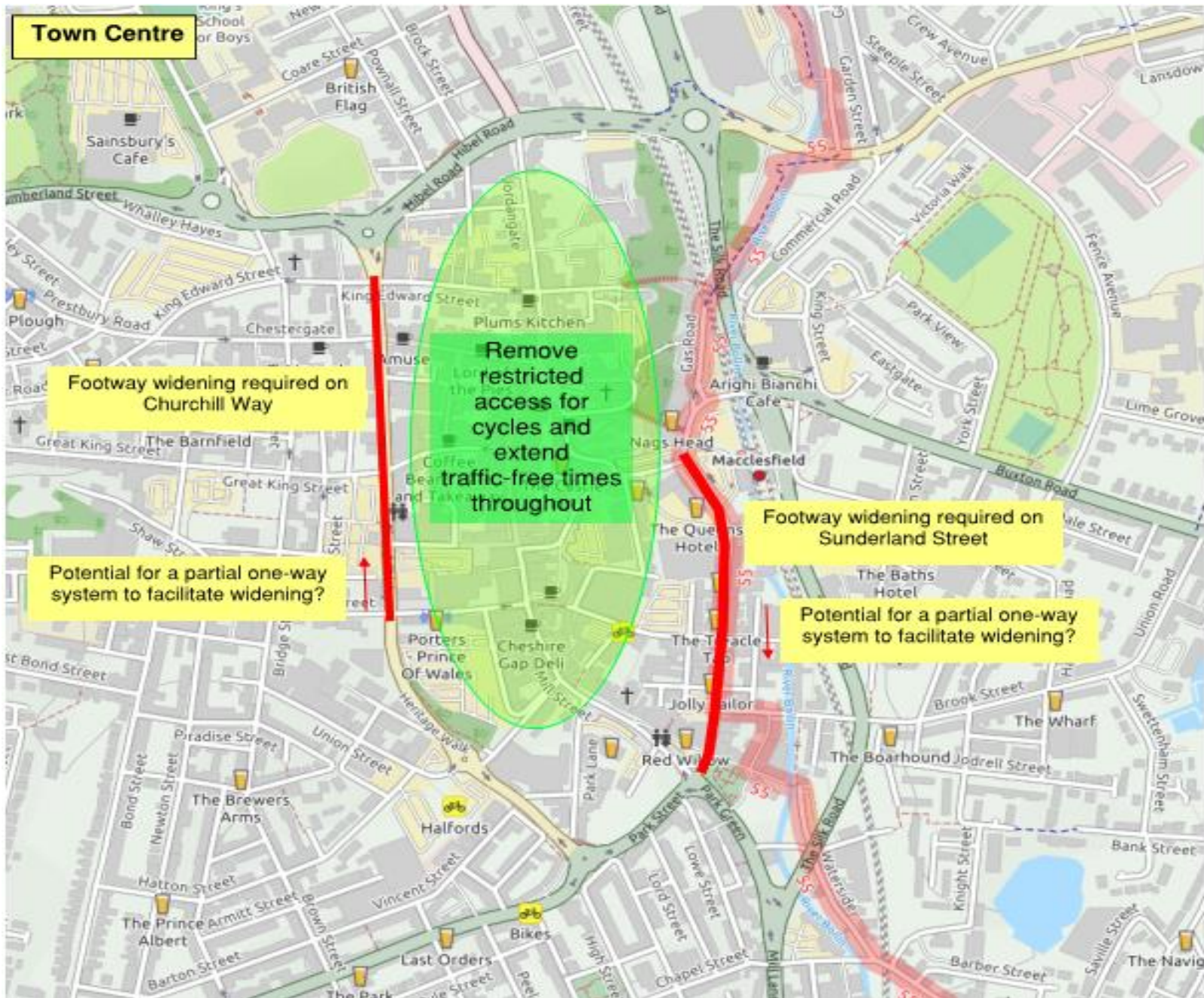
# Town centre and Sunderland St.

5. Widened footpath and 20mph limit along Churchill Way (mauve line)
  - Footpath should be widened on town-centre side
6. Pedestrianised area to become shared space for pedestrians and cyclists – no-cycling rule suspended.
  - Extend traffic-free periods to reduce conflict.

7. Widened footpath and 20mph limit along Sunderland St.

- Widened footpath along town-centre side

8. Consider making Churchill way, Park Street and Sunderland St one-way, releasing extra space for cycling and walking





# Additional suggestions from Macctastic transport group

- Shared spaces might cause problems for visually impaired people
- Short one-way section in the town along the side of WH Smiths leading to the town centre Tesco. This should be open to cyclists and in both directions.
- Needs to be more bike stands.

# Prestbury Road from junction with Victoria Road to new King's school site

- 20mph limit plus cycle lane plus footpath widening.
- This route is heavily used by school-children and will be used by more after September
- At present the footpath is very narrow in several places and there is only one crossing

# Shared space

- If cyclists are to be allowed to share pedestrianised areas it should be noted pedestrians have right of way on such routes.



# Victoria Road

- Victoria Road from the Prestbury Road mini roundabout as far as the entrance to the Parkside development, given the number of parked cars on both sides close to the hospital is hazardous for cyclists and pedestrians.
- Suggest banning parking on one side, widening the pavement on the hospital side and allowing shared space with cyclists

# London Road and south Macclesfield

- There is no safe cycling route to the Lyme Green Retail Park.
- 20mph limit and temporary cycle lane between junction with Byron's Lane and retail park
- Existing cycle route from the Moss Estate through South Park to town centre to be clearly signed.

# Coare Street

- Coare Street: obvious cycle route but clogged by traffic ignoring the access only signs
- Should there be a barrier to cars/vehicles half-way along?
- 20mph speed limits



# Further considerations

- Advance-stopping areas for cyclists could easily be painted at all controlled junctions
- Consider more comprehensive and available cycle training

# Quiet Lanes and “Greenways”

- 2 people have been in touch to argue for the maintenance/development/introduction of shared space routes in the countryside around Macclesfield. Sutton/Langleigh is already a pilot scheme, but it seems to have been forgotten
- Is this in our remit?