

Highways and Transport Committee

Agenda

Date: Wednesday, 2nd March, 2022
Time: 10.30 am
Venue: The Capesthorne Room - Town Hall, Macclesfield SK10 1EA

PLEASE NOTE –This meeting is open to the public and anyone attending this meeting will need to wear a face covering upon entering and leaving the venue. It is advised that this only be removed when speaking at the meeting.

In addition there is limited public seating available in the Capesthorne Room with priority being given to those members of public wishing to speak. An overflow room has been provided for those members of public wishing to hear proceedings, however the meeting will be audio broadcast live on the Council's website.

The importance of undertaking a lateral flow test in advance of attending any committee meeting. Anyone attending is asked to undertake a lateral flow test on the day of any meeting before embarking upon the journey to the venue. Please note that it can take up to 30 minutes for the true result to show on a lateral flow test. If your test shows a positive result, then you must not attend the meeting, and must follow the advice which can be found here:

https://www.cheshireeast.gov.uk/council_and_democracy/council_information/coronavirus/testing-for-covid-19.aspx

The agenda is divided into 2 parts. Part 1 is taken in the presence of the public and press. Part 2 items will be considered in the absence of the public and press for the reasons indicated on the agenda and at the top of each report.

It should be noted that Part 1 items of Cheshire East Council decision making meetings are audio recorded and the recordings will be uploaded to the Council's website.

PART 1 – MATTERS TO BE CONSIDERED WITH THE PUBLIC AND PRESS PRESENT

1. Apologies for Absence

For requests for further information

Contact: Sarah Baxter

Tel: 01270 686462

E-Mail: sarah.baxter@cheshireeast.gov.uk with any apologies

To note any apologies for absence from Members.

2. **Declarations of Interest**

To provide an opportunity for Members and Officers to declare any disclosable pecuniary and non-pecuniary interests in any item on the agenda.

3. **Minutes of Previous Meeting** (Pages 5 - 14)

To approve as a correct record the minutes of the previous meeting held on 13 January 2022.

4. **Public Speaking/Open Session**

In accordance with paragraph 2.24 of the Council's Committee Procedure Rules and Appendix on Public Speaking, set out in the [Constitution](#), a total period of 15 minutes is allocated for members of the public to put questions to the committee on any matter relating to this agenda. Each member of the public will be allowed up to two minutes each to speak, and the Chair will have discretion to vary this where they consider it appropriate.

Members of the public wishing to speak are required to provide notice of this at least three clear working days' in advance of the meeting.

5. **Referral of Notice of Motion: Second Winter Gritting Consultation** (Pages 15 - 28)

To consider a report in response to a Notice of Motion on a Second Winter Gritting Consultation.

6. **Highway Winter Service Mid-Season Review** (Pages 29 - 38)

To consider a report on the implementation of the revised policy for the Winter gritting route network in the borough.

7. **Local Transport Delivery Plan - Tranche 1** (Pages 39 - 320)

To consider a report requesting approval of the first set of Local Transport Delivery Plans, which have been prepared as part of the Council's transport strategy framework.

8. **National Bus Strategy - Enhanced Partnership Plan and Scheme(s)** (Pages 321 - 396)

To consider a report on the Council's Enhanced Partnership (EP) Plan and Scheme and to seek the Committee's endorsement prior to its submission to Department for Transport.

9. **Highways and Transport 2022-23 Programmes** (Pages 397 - 414)

To consider a draft report on the capital and revenue budgets available for the highway service for 2022/23 and the allocation of those budgets to the various programmes of work.

10. **Request by Councillor L Gilbert for an item to be included on the work programme in relation to idling vehicle engines**

To consider the following request:-

Central Bedfordshire Council have adopted new legal powers that could result in fixed penalty notices being issued to drivers who are found to be parked whilst their engine is running. The Council had said the aim was to improve air quality and support its sustainability plan.

Councillor L Gilbert would like officers to consider bringing forward a similar scheme for Cheshire East and has requested the matter be debated by the Highways and Transport Committee.

11. **Work Programme** (Pages 415 - 418)

To consider the Work Programme and determine any required amendments.

Membership: Councillors S Akers Smith, M Benson, C Browne (Chair), L Braithwaite, B Burkhill, L Crane (Vice-Chair), H Faddes, A Gage, L Gilbert, M Hunter, M Sewart, D Stockton and P Williams

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CHESHIRE EAST COUNCIL

Minutes of a meeting of the **Highways and Transport Committee**
held on Thursday, 13th January, 2022 in the The Capesthorne Room - Town
Hall, Macclesfield SK10 1EA

PRESENT

Councillor C Browne (Chair)
Councillor L Crane (Vice-Chair)

Councillors S Akers Smith, R Bailey (Substitute), M Benson, B Burkhill,
H Faddes, A Gage, L Gilbert, A Harewood (Substitute), L Jeuda (Substitute),
M Sewart and P Williams

OFFICERS IN ATTENDANCE

Mrs S Baxter (Democratic Services Officer), Mr R Hibbert (Head of Strategic
Transport and Parking), Mr C Hindle (Head of Infrastructure), Mr A Ross
(Director of Infrastructure and Highways) Ms J Traverse (Executive Director-
Place), Ms J Wilcox (Head of Financial Management) and Mrs M Withington
(Principal Lawyer)

42 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors L Braithwaite, M
Hunter and D Stockton.

43 DECLARATIONS OF INTEREST

There were no declarations of interest.

44 MINUTES OF PREVIOUS MEETING

RESOLVED

That the minutes of the meeting held on 9 December 2021 be approved as
a correct record and signed by the Chair.

45 PUBLIC SPEAKING/OPEN SESSION

On behalf of Sue Helliwell, the Democratic Services Officer read out a
number of questions in respect of item 7, Ward Members Highways
Budget Pilot Scheme – Update.

Councillor J Clowes attended the meeting virtually and asked questions in
respect of item 5, Financial Year Review 2021/2022 and spoke in respect
of Item 6, Medium Term Financial Strategy 2022/23 – 2025.

(During consideration of the item, Councillor R Bailey arrived to the meeting).

46 2021/22 FINANCIAL YEAR REVIEW

Consideration was given to a report setting out the financial year review for 2021/22.

Concerns were raised that the figures for expenditure on highways implied that the Council had lost in interest in providing and looking after its transport infrastructure. It was felt that Cheshire East spent less than any of its neighbouring authorities regardless of whether they were more urban, rural or what political control they had. The point was emphasised that the Council needed to focus on spending money on its transport infrastructure.

Further to this it was commented that at the full Council budget meeting which took place in February 2021, it had been agreed by the then merged Portfolio Holder for Waste and Highways that £0.8 million would be transferred from the highways budget to the waste budget. Concerns were raised that whilst the report now showed the Environment and Communities with a £0.5 million underspend, Highways and Transport, which was the lowest funded service per km in comparative areas now had a £0.7 million overspend. Questions were raised as to what the Council was going to do to ensure infrastructure was not neglected and that Cheshire East was on a par with other neighbouring authorities who received less Government funding.

RESOLVED

1. That the report of the Finance Sub-Committee ([Agenda for Finance Sub-Committee on Wednesday, 1st December, 2021, 2.00 pm | Cheshire East Council](#)), specifically the recommendations of that committee be noted.

2. That the financial update and forecast outturn relevant to their terms of reference be noted.

3. That it be noted officers would seek to improve outcomes and the financial outturn across all Committees to mitigate the overall forecast overspend of the Council.

4. That appendix 5 and the following sections specific to this Committee be noted:

- Changes to Revenue budget 2021/22
- Policy Proposals Update
- Corporate Grants Register
- Debt Management
- Capital Strategy
- Reserve Strategy

47 MEDIUM TERM FINANCIAL STRATEGY 2022/23 - 2025/26

The committee received a report on the Medium-Term Financial Strategy for 2022/23 – 2025/26. As part of the consultation process the committee was asked to provide comments and feedback to the Corporate Policy Committee on proposals related to the responsibilities of the committee.

At the start of the debate a proposal was moved by Councillor L Crane which was seconded by Councillor C Browne that the Corporate Policy Committee be recommended to consider allowing the Highways and Infrastructure service to take up to a further £3.9 million increase in its capital budget of which £2.694 million could potentially be funded from the New Homes Bonus Scheme. It was felt this recommendation could address some of the issues raised by Members regarding the lack of spend by the Council on infrastructure. In addition it was anticipated this request would potentially assist with the revenue budget and free up finances to spend on service areas where there had been budget cuts.

Further comments were made as follows:-

(i)Councillor L Crane commented that the Corporate Policy Committee should be asked to consider the delineation between departments and whether the service was receiving the appropriate proportion of the budget for such an important asset;

(ii)Councillor L Gilbert commented that there were reports that the Cheshire East Countryside Access Forum's footpaths maintenance budget had been cut by 62%. There was no reference to this in the report, nor had it been reported to Public Rights of Way (PROW) Committee. There was a concern that this reported cut in budget represented an inconsistent approach to the promotion of the Council's healthy lifestyle agenda and active travel programme;

(iii)Councillor L Gilbert also commented that during the pandemic footpath usage had greatly increased and therefore it was felt it was felt inappropriate to reduce budget and treat maintenance of footpaths as a low priority.

(iv)Councillor L Jeuda commented that funding be made available so all over 60s and young people were offered a free bus pass. This would increase the opportunity for more people to travel by bus thus cutting down the isolation of the older sections of society and promoting a greener way of travel;

(v)Councillor S Akers Smith commented that additional finance for the highways service and Public Rights of Way service areas was essential in order to provide people with the choice if they wanted to walk or cycle.

(vi)Councillor R Bailey felt it was regrettable that the revenue budget had not been used as wisely as it could have and that the £0.8 million

reduction followed by a £0.6million reduction for the next two years thereafter previously agreed at a full Council budget meeting had been a retrograde step;

(viii) Councillor M Sewart stated that focus needed to be on spending more on services and infrastructure;

(ix)The Chair commented that the settlement received was good news even if it only offered certainty of one year. He felt that if investment in the capital budget took place then this potentially could lead to the reduction in some of the revenue spend;

(x)Councillor A Gage suggested if additional capital was made available to undertake level 2/3 repairs then an active listening exercise with each individual Ward Councillor should be conducted prior to any monies being allocated. In response the Chair advised that recommendations from local ward Members and highways engineers already formed part of the assessment process for determining which roads would benefit from the repair work;

(xi)The Chair further commented that if there was a reduction in the money required to be spent on the reactive potholes repairs from the revenue budget as anticipated then the Council should look to see if it could allocate some of the monies to the PROW service;

(xii)Finally Councillor R Bailey requested that further consideration should be given to an overview of the core revenue share currently proposed particularly in terms of the underspend in communities and environment and the overspend in highways and given the two service areas were linked before the introduction of the new committee system.

RESOLVED (Unanimously):

1. That the Corporate Policy Committee be recommended to consider allowing the Highways and Infrastructure service to take up to a further £3.9 million increase in its capital budget of which £2.694 million could potentially be funded from the New Homes Bonus Scheme.
2. That the comments made by individual Councillors as outlined above be fed back to the Corporate Policy Committee for their consideration.
3. That the MTFS 2022 to 2026 Consultation Document (Appendix 1 of the report) be noted.
4. That the following proposals rolling forward from the MTFS 2021-25 relevant to the committee (as part of Appendix 1 (Appendix A of the report) be noted.

87) Carbon Reduction-Replacement of existing illuminated signs and bollards with LED units

5. That the impact of the local government financial settlement as provided at Appendix 2 on the MTFs Consultation Document be noted.
6. That the minutes of the meeting form the consultation response of the Committee for consideration by the Corporate Policy Committee.

48 WARD MEMBERS HIGHWAYS BUDGET PILOT SCHEME - UPDATE

Consideration was given to a report updating Members on the Ward Members Highways Budget Pilot Scheme.

Members generally welcomed the interim report however concerns were raised relating to the length of time before a more detailed report would be considered by the Committee. It was requested that priority be given to ensuring a report was on a future agenda sooner rather than later.

Councillor L Crane encouraged Members to put forward a list of schemes which could then be prioritised. She felt that there should be an opportunity to discuss schemes across all departments within the Place directorate alongside and that consideration should be given to the possibility of increasing ward budgets from £4,200 to £6,000-£7,000. She commented that this might be a more sensible figure and would enable schemes involving for example, Traffic Regulation Orders (TRO's) to be put forward.

Furthermore, it was requested that a detailed list of the type of schemes which would be considered acceptable should be circulated to Members. Officers agreed to recirculate this information after the meeting.

Councillor A Gage asked that when the item was brought back to a future meeting of the Committee there should be detailed information contained within the report as to how final decisions regarding the acceptance or rejection of schemes was reached. He commented that individual Ward Councillors should be responsible for making the final decision given their knowledge of the local area.

RESOLVED

1. That the contents of the report be noted and the intention to submit a further report to this Committee later in 2022 to seek a decision on the future approach to ward budgets also be noted.
2. That the comments outlined above be noted.

49 SUSTAINABLE TRANSPORT PROGRAMMES - UPDATE

Consideration was given to a report updating the committee on the programme of sustainable transport initiatives and improvements across the Borough.

Councillor M Benson raised a question in relation to the listing of Sustainable Modes of Travel to School (SMOTS) whereby several potential new walking routes in the Wychwood Village area which had been discussed with officers in 2019 but were not referred to within the report. It was agreed that an answer to this would be provided outside of the meeting.

Councillor R Bailey suggested when considering the work programme item, the committee could look at the inclusion of a future agenda item in which the Highways and Transport Committee gave further consideration as to how funding for the maintenance of pavements could be addressed.

RESOLVED (Unanimous)

That the Sustainable Transport programmes, as set out in the report be endorsed.

50 WORK PROGRAMME

The committee considered an updated work programme.

It was noted that the items relating to pavement parking and HS2 would not be considered at the March meeting and would be brought to a future meeting of the Committee.

It was also noted that in accordance with the Constitution, a request had been made by Councillor L Gilbert to the Monitoring Officer for the Committee to consider an agenda item relating to traffic fine powers.

Councils outside of London had now been given the ability to apply for new powers to impose fines on motorists for a range of "moving traffic offences", including stopping in yellow box junctions, driving the wrong way on a one-way street, using restricted routes, or performing prohibited turns. Currently, only councils in London and Cardiff had the authority to issue fines for such offences. Officers had advised that there were no plans for the Council to adopt the powers referred to. Councillor L Gilbert felt that a policy decision was required which the Committee should have the opportunity to be involved alongside the submission of a written report by officers.

In response officers advised that the Monitoring Officer was considering the request, however a briefing on the matter could be arranged to take place as part of a pre-committee briefing whereby Members were given

the opportunity to consider the content and ask any relevant questions before deciding whether the item should be included on the work programme.

RESOLVED

That the amendments to the work programme be noted.

51 MINUTES OF THE PUBLIC RIGHTS OF WAY (PROW) SUB-COMMITTEE

The Committee received the minutes of the Public Rights of Way (PROW) Sub-Committee held on 6 December 2021.

Councillor M Benson raised a question regarding the schedule of cases appearing on the Public Rights of Way Sub Committee agendas. He referred to a case in which a planning application site included a route for which a 'claim' had been submitted for a public right of way to be recorded. It was agreed that a response to this question would be provided in writing after the meeting.

RESOLVED

That the minutes of the Public Rights of Way (PROW) Sub-Committee be received and noted.

52 A500 DUALLING FROM MEREMOOR MOSS ROUNDABOUT TO M6 JUNCTION 16 - TO AUTHORISE THE MAKING OF A COMPULSORY PURCHASE ORDER AND SIDE ROADS ORDER FOR DELIVERY OF THE A500 DUALLING SCHEME

Consideration was given to a report on the making of the Compulsory Purchase Order and Side Roads Order for the A500 Dualling Scheme ("the Scheme").

RESOLVED (Unanimous)

1. That recommendation two made by Cabinet on 15 January 2019 be noted.

2. That the ongoing requirement to forward fund expenditure on the Scheme in lieu of external contributions be noted, and that the financial risks as outlined in the financial implications of the report be noted.

3. That the acquisition of the land identified in the Map accompanying The Cheshire East Council (A500 Dualling Meremoor Moss Roundabout to M6 Junction 16) Compulsory Purchase Order 2022 ("the Order Map") attached to the report be confirmed and was necessary for highway purposes.

4. That the draft Statement of Reasons, the draft CPO (including the form and contents of the Schedules to the CPO ("the Schedules") and the draft Order Map both substantially in the form annexed to the report for the purposes of the CPO be approved.

5. That the draft plans accompanying The Cheshire East Council (A500 Dualling Meremoor Moss Roundabout to M6 Junction 16) (Classified Road) (Side Roads) Order 2022 ("the SRO Plans") substantially in the form annexed to the report for the purposes of the SRO be approved.

6. That the draft SRO Schedule substantially in the form annexed to the report for the purposes of the SRO be approved.

7. That the Committee be notified of the Statutory Blight regime that required the Council to respond to Statutory Blight Notices pursuant to Part VI, Chapter II of the Town and Country Planning Act 1990 (as amended) ("the Act") as a consequence of the relevant land becoming blighted by virtue of relevant trigger events as contained within Schedule 13 of the Act.

8. That the Committee be notified of the submission of the Full Business case to the Department for Transport and any material changes to the Scheme funding.

9. That the Director of Highways and Infrastructure in consultation with the Director of Governance and Compliance be authorised to:-

(i) Make minor modifications to the draft Statement of Reasons, draft CPO and draft Order Map as necessary;

(ii) Make minor modifications to The Cheshire East Council (A500 Dualling Meremoor Moss Roundabout to M6 Junction 16) (Classified Road) (Side Roads) Order 2022 ("the SRO Plans") as necessary;

(iii) Determine the form and contents of the Schedules to the CPO ("the Order Schedules"), which identified the interests in the land and new rights to be acquired pursuant to the CPO, as identified within the Order Map;

(iv) Make if necessary, any minor or technical amendment to the CPO and the SRO, prior to the making of the CPO and the SRO;

(v) In the event that any local Public Inquiry was convened to consider objections to the CPO and/or the SRO (as the case may be) to prepare and submit such evidence as was necessary in support of the CPO and/or the SRO, including enlisting the assistance of outside consultants and Counsel to assist in the preparation and presentation of such evidence.

10. That the Director of Governance be authorised to;

Make the Cheshire East Council (A500 Dualling Meremoor Moss Roundabout to M6 Junction 16) Compulsory Purchase Order 2022 ("the

CPO”) pursuant to Sections 239, 240, 246, 250 and 260 of the Highways Act 1980, and Section 3, Parts II and III of Schedule 2 and Schedule 3 to the Acquisition of Land Act 1981 and all other powers as appropriate for the purpose of acquiring the land and new rights shown on the Order Map and described in the Schedules to facilitate the construction of the Scheme, and that the Common Seal of the Council be affixed to the CPO and to the Order Map;

Make the Cheshire East Council (A500 Dualling Meremoor Moss Roundabout to M6 Junction 16) (Classified Road) (Side Roads) Order 2021 (“the SRO”) under Sections 14 and 125 of the Highways Act 1980 and all other necessary powers to improve, stop up existing highways, stop up and/or amend private means of access and provide replacement private means of access, and construct lengths of new highway as required to deliver the Scheme, and that the Common Seal of the Council be affixed to the SRO and the SRO Plans;

Submit the CPO and the SRO to the Secretary of State for Transport for confirmation and to comply with all associated requirements in respect of personal, press and site notices, and to take all other relevant action thereon to promote the confirmation of the Orders, including any necessary modification;

In the event that no objections were received to the CPO (or if any objections made were subsequently withdrawn, or the Director of Governance and Compliance certified that they may be legally disregarded) and no modifications were required to be made to the CPO, to obtain the appropriate Certificate under Section 14A of the Acquisition of Land Act 1981 enabling the Council to confirm the CPO as made;

That as soon as the CPO and the SRO have been confirmed and become operative, to comply with all associated requirements in respect of personal and press notices and to make and give notice of a General Vesting Declaration under the Compulsory Purchase (Vesting Declarations) Act 1981 and/or Notices to Treat and Notices of Entry in respect of the land and rights to be acquired compulsorily;

In the event that any question of compensation in respect of such interests or rights was referred to the Upper Tribunal (Lands Chamber) for determination, to take all necessary steps in relation thereto including advising on the appropriate uses and compensation payable and issuing the appropriate certificates and appointing external legal advisors (including Counsel where required) to represent the Council in respect of any such reference;

In respect of Statutory Blight, delegate authority to the Monitoring Officer in consultation with the Finance Sub-Committee Chair and the Executive Director (Corporate Services) (as necessary) to agree appropriate terms in accordance with statutory provisions.

11. That the Head of Estates be authorised to;

(i) Negotiate and agree terms to seek to acquire the land and rights (or extinguish the same) required for the Scheme by agreement and to instruct the Director of Governance and Compliance to negotiate and enter into the legal agreements necessary to facilitate any such agreements;

(ii) Negotiate and approve the payment of any relevant and reasonable professional fees incurred by landowners and others with compensatable interests in taking professional advice in connection with the acquisition of their interests required for the Scheme and to negotiate, approve and document by way of settlement or other legal agreement payment of all related compensation claims in advancing the development or implementation of the Scheme, including the advance payment of compensation pursuant to Section 52 of the Land Compensation Act 1973 and the settlement of any claims made pursuant to Part 1 of the Land Compensation Act 1973.

Prior to the close of the meeting, the Chair advised that Andrew Ross, Director of Highways & Infrastructure would be retiring in February and therefore this would be his final meeting. On behalf of the committee, he thanked Mr Ross for his hard work, contributions and support to Members and the Committee.

The meeting commenced at 10.00 am and concluded at 12.25 pm

Councillor C Browne (Chair)



Working for a brighter future together

Highways and Transport Committee

Date of Meeting:	02 March 2022
Report Title:	Notice of Motion 'Second Winter Gritting Consultation'
Report of:	John David, Interim Director of Highways & Infrastructure
Report Reference No:	HT/40/21-22
Ward(s) Affected:	All

1. Purpose of Report

- 1.1. This report responds to the Notice to Motion raised at Council relating to the call for a second round of consultation on the amendments to the winter gritting network, entitled "Further Streamlined Winter Service Consultation".
- 1.2. The report outlines the proposed action required to address the issues raised by the Notice to Motion.

2. Executive Summary

- 2.1. This paper proposes a rearrangement and update to the Well Managed Highway Infrastructure(WMHI) web page. This will enable the information requested in the Notice of Motion to be available in one place.

3. Recommendations

The Highways and Transport Committee to note that :

- 3.1. The information requested in the Notice of Motion, where missing, has been added to the web page below:

https://www.cheshireeast.gov.uk/highways_and_roads/road-maintenance/well-managed-highway-infrastructure.aspx.

- 3.2. A link to the WMHI webpage has been added on the Council's public consultation webpage.

4. Reasons for Recommendations

- 4.1. Much of the information that is referred to in the Notice of Motion is already available on the web page, or was published with the relevant reports, but to assist with the response this information will be reorganised and the page updated for clarity. This report addresses the points raised in the Notice to Motion.
- 4.2. These recommendations align with the Council's Corporate Plan aim of being an open council.

5. Other Options Considered

- 5.1. There are no other options to be considered, in the interests of being open the required information will be provided on the WMHI webpage with a further link on the Council's consultation page.

6. Background

- 6.1. The national guidance to which the Council aligns its highway policies and operational procedures 'Well Managed Highway Infrastructure' was released in 2016.
- 6.2. On 04/02/20 Cabinet considered a paper containing proposals relating to the Highway Safety Inspection Policy, Code of Practice for Highway Safety Inspections, Winter and Adverse Weather Policy, Adverse Weather Plan and the Cheshire East Highway Resilient Network Strategy. These documents aligned services with the recommendations of WMHI and had been subject to a round of public consultation.
- 6.3. Cabinet approved the proposals in the paper; however, a call-in request was subsequently received. This call-in related to the winter service element of the proposals.
- 6.4. The call-in request was subsequently considered by the Environment and Regeneration Overview and Scrutiny Committee (EROSC) on 16th March 2020.
- 6.5. At EROSC the following recommendations were made and subsequently accepted by the Cabinet:

That Cabinet be advised to:

- (1) To undertake a further round of streamlined consultation on the winter service element only as part of the annual review of the Well Managed Highways Infrastructure annual review process;
 - (2) That this annual review process be carried out through the Area Highways Groups (AHG), including the involvement of all Parish and Town Councils and relevant community/cycle groups as appropriate, with supporting information to be supplied to the AHG's in advance of the meetings and shared with all schools;
 - (3) That a letter be sent to all schools within the Borough informing them of this additional round of consultation as part of the first annual review;
 - (4) That all schools will be given an appropriate amount of time to respond to the consultation as part of the first annual review. (to be discussed with the Portfolio Holder to take into consideration the current public health issues and school holidays). It should be noted that the above recommendations are taken directly from the EROSC minutes
- 6.6.** This consultation and engagement was undertaken as outlined in Section 7 of this report.
- 6.7.** At Council on 15/12/21 a Notice of Motion relating to the second round of consultation was raised by Cllr. Janet Clowes and seconded by Cllr. Tony Dean.
- 6.8.** The Notice of Motion proposed:
- 1) In line with the Cheshire East Council's Policy Decision of 2014, the results of the Second Winter Gritting Consultation, conducted in 2020 as a result of the call-in to the EROSC, is published on the Cheshire East Website, together with a full report that includes:
 - a) Who was invited to take part in the Consultation.
 - b) Who responded to the Consultation.
 - c) What documentation was provided to those selected to respond to the consultation.
 - d) How the information, presented by respondents, was evaluated by Cheshire East Highways to inform the current Winter Gritting and Adverse Weather Strategy.
 - 2) That as a result of the Consultation, Cheshire East Council publishes details of the well-maintained highways metrics used to determine which routes remained on the gritting schedules, but importantly, which

routes did not remain on the gritting schedule as a result of this consultation and its findings.'

https://www.cheshireeast.gov.uk/council_and_democracy/council_information/consultations/consultation-results/consultations_results.aspx

7. Consultation and Engagement

- 7.1.** As the approach to WMHI was developed, presentations were given to the EROSC on 18/06/18, 15/10/18, 15/07/19 and 21/01/20.

Initial Consultation

- 7.2.** The new approach to winter service was consulted on through public consultation from 2nd July to 27th August 2018, along with proposals to revise the Council's approach to Highway Safety Inspections and the introduction of a Resilient Network.

- 7.3.** This initial consultation engaged:

Cheshire East Residents via the website and public libraries
Elected Members
Parish Councils
The LEP
Transport for the North
Local Transport Operators
Neighbouring Authorities (including Highways England)
The Emergency Services
Manchester Airport
Network Rail
HS2
Local Bus Operators
The Road Haulage Association
Freight Transport Association
Sustrans
Local Cycling Groups
NHS and Health Service Providers
Cheshire East Council Internal Departments

- 7.4.** Presentations were also given to the former AHGs and some amendments were made to the treated routes as a result of this engagement.

- 7.5.** The consultation received 93 responses.

Further Streamline Consultation

- 7.6.** Between 11th September 2020 and 20th November 2020 a further streamlined consultation was held.

- 7.7.** As part of the second consultation, information relating to the routes and methodology were added to a website for the consultees to review and provide feedback.
- 7.8.** The Consultees were:
- The former Area Highway Groups (AHGs)
 - All Schools
 - Community Groups (via AHGs)
 - The Town and Parish Councils within the Borough
 - Cycling Groups
 - Elected Members
 - Emergency Services
- 7.9.** These consultees are detailed on the Council's website:
- https://www.cheshireeast.gov.uk/highways_and_roads/road-maintenance/well-managed-highway-infrastructure.aspx#:~:text=We%20consulted%20all,winter%20treatment%20network.
- 7.10.** The identified consultees received an email containing a covering letter which requested their engagement with the consultation and a consultation response form. The letter contained links to:
- The Risk Assessment Methodology
 - The Winter and Adverse Weather Policy
 - The Winter and Adverse Weather Plan
 - Risk Assessment Scores for Roads Added
 - Risk Assessment Scores for Roads Removed
 - Risk Assessment Scores for Roads Retained
 - Maps of the proposed treated roads in each Area Highway Group area
- 7.11.** Presentations were also given to the AHGs via Teams (this method was used as a result of the pandemic). The AHGs were attended by elected members and town & parish councils. Traditionally not all town & parish councils attended AHGs, so in this instance each town & parish council was asked to provide one representative.
- 7.12.** We received 129 responses as detailed on the WMHI web page. A breakdown of the responses wasn't provided on the WMHI web page; however, they can be categorised into the below groups:

CEC ward members	29
Town and parish councils	41
Schools	15
Cycling groups	2
Emergency services	1

- 7.13.** Although not consulted directly, we also received 41 responses from members of the public. The vast majority of these were as a result of a local campaign. These responses were all considered as part of the consultation.
- 7.14.** The roads identified by the respondents were evaluated against the published methodology, taking into account any additional information provided.
- 7.15.** Following consideration of the consultation responses the winter treatment network was finalised and a letter was sent to the original consultees, the letter included a link to the WMHI webpage which was updated to contain a list of roads added following the further streamlined consultation and a set of updated maps highlighting the additions.
- 7.16.** The updated maps and the list of roads added following the consultation can be found via the below link:
[https://www.cheshireeast.gov.uk/highways_and_roads/road-maintenance/well-managed-highway-infrastructure.aspx#:~:text=Winter%20treated%20roads,Wilmslow%20\(PDF%2C%202.7MB\)](https://www.cheshireeast.gov.uk/highways_and_roads/road-maintenance/well-managed-highway-infrastructure.aspx#:~:text=Winter%20treated%20roads,Wilmslow%20(PDF%2C%202.7MB))
- 7.17.** As a result of the further streamline consultation an additional 43 road lengths were added to the treated network, none were removed.

8. Implications

8.1. Legal

- 8.1.1.** There are no legal consequences of this report.

8.2. Finance

- 8.2.1.** Some staff time will be required to update the webpage. This will be covered through existing highway revenue budgets.

8.3. Policy

- 8.3.1.** There are no policy implication as a result of this Notice of Motion.

8.4. Equality

- 8.4.1.** There are no equality implications as a result of this Notice of Motion.

8.5. Human Resources

8.5.1. There are no Human resource implications as a result of this Notice of Motion.

8.6. Risk Management

8.6.1. There are no risk management implications as a result of this Notice of Motion.

8.7. Rural Communities

8.7.1. There are no rural communities implications as a result of this Notice of Motion.

8.8. Children and Young People/Cared for Children

8.8.1. There are no Children and Young People/Cared for Children implications as a result of this Notice of Motion.

8.9. Public Health

8.9.1. There are no public health implications as a result of this Notice of Motion.

8.10. Climate Change

8.10.1. There are no climate change implications as a result of this Notice of Motion.

Access to Information	
Contact Officer:	Matthew Davenhill Matthew.davenhill@cheshireeast.gov.uk 01260 371026
Appendices:	N/A
Background Papers:	Well Managed Highway Infrastructure, Cabinet Paper of 04/02/20 https://moderngov.cheshireeast.gov.uk/ecminutes/documents/s74342/Well-Managed%20Highway%20Infrastructure%20-%20report%20final.pdf Well Managed Highways – Call In Response, Cabinet Paper of 05/05/20 https://moderngov.cheshireeast.gov.uk/ecminutes/documents/s76270/Well-Managed%20Highways%20-%20report%20final.pdf

	Appendix A – Notice to Motion
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COUNCIL – 15 DECEMBER 2021

NOTICES OF MOTION

Submitted to Council in Accordance with the Council Procedural Rules

1 Second Winter Gritting Consultation

Proposed by Councillor Janet Clowes and Seconded by Councillor Tony Dean

We propose that:

1. In line with Cheshire East Council's Policy Decision of 2014, the results of the Second Winter Gritting Consultation, conducted in 2020 as a result of the call-in to the Environment and Regeneration Overview and Scrutiny Committee, is published on the Cheshire East Website, together with a full report that includes:
 - a) Who was invited to take part in the Consultation.
 - b) Who responded to the Consultation.
 - c) What documentation was provided to those selected to respond to the consultation
 - d) How the information, presented by respondents, was evaluated by Cheshire East Highways to inform the current Winter Gritting and Adverse Weather Strategy.

- 2 That as a result of the Consultation, Cheshire East Council publishes details of the well-maintained highways metrics used to determine which routes remained on the gritting schedules, but importantly, which routes did not remain on the gritting schedule as a result of this consultation and its findings.
https://www.cheshireeast.gov.uk/council_and_democracy/council_information/consultations/consultation-results/consultations_results.aspx

“As part of the Council's commitment to transparency, from August 2014 we will feedback the results of consultations and surveys undertaken by the Council, from a single location”.

References:

Cabinet 4 February 2020:

[Well-Managed Highways Infrastructure](#)

Environment and Regeneration Committee 16 March 2020:

[Call in of Cabinet Decision - Well Managed Highways Infrastructure](#)

2 Low Carbon Advertising

Proposed by Councillor Brian Puddicombe and Seconded by Councillor Quentin Abel

This Council notes

- It is possible for local authorities to implement advertising policies against specific products if they consider them to be harmful to the amenity of an area.
- The Council holds an Advertising Concession Agreement with Clear Channel UK (Adshel) to provide advertising on bus shelters.
- The Council promotes advertising opportunities on roundabouts across the Borough.
- That as a Local Planning Authority this Council is responsible for planning consent for advertising infrastructure.

This Council believes

- That the purpose of advertising is to stimulate demand for goods and services.
- That some advertising content undermines the Council's objectives regarding public health, air pollution and sustainable consumption.

This Council resolves

- To review its Advertising Concession Agreement to investigate the current set of prohibitions to include products that undermine the Council's objectives regarding public health, air pollution and sustainable consumption.
- To implement a Low Carbon Advertising Policy as part of the Council's planning policies to apply to bus stops, billboards and advertising spaces within the jurisdiction of the local planning area.
- To adopt a presumption against planning applications for all new digital advertising screens due to the high electricity use of these technologies.

3 Integrated Rail Plan

Proposed by Councillor Rachel Bailey

Government announced its Integrated Rail Plan on 18 November 2021, a plan which delivers the Crewe Hub ambition of 5 to 7 high speed trains an hour.

“In light of this commitment to Crewe, I propose that this Council accepts that its Policy Committee decision, taken on 4 November, was premature, and calls for an update to be provided no later than July 2022 Council.”

References:

[Integrated Rail Plan for the North and the Midlands](#)

Corporate Policy Committee 4 November 2021:
[HS2 Update](#)

4 Investigation of Costs and Feasibility of a Replacement Recycling Site at Congleton

Proposed by Councillor Denis Murphy and Seconded by Councillor June Buckley

This Council authorises the full Environment and Communities Committee to carry out a full investigation to ascertain the detailed costs and feasibility of an alternative replacement recycling site for the residents of Congleton and surrounding areas following the closure of the former Congleton recycling site in September 2021.

This detailed investigation should also give full consideration to the replacement recycling site to include the provision of a reuse and repair facility as part of this Council’s policy and commitment to work with communities to reduce carbon.

This investigation should also fully consider all potential suitable locations for such a permanent replacement recycling site including all those sites identified as being suitable in the report issued by consultants to the previous Cheshire East Council Administration in 2018 at a cost of about £ 50,000.

The full Environment and Communities Committee to provide a full report of its conclusions from these detailed investigations to full Council for its consideration no later than 30th June 2022.

Background

On 4th May 2021, Cheshire East Council’s cabinet decided not to replace the recycling site for the residents of Congleton and surrounding areas. Cheshire East Council estimated that a replacement recycling site would cost about £ 4 million.

In making that decision, Cabinet admitted that the closure of Congleton's Household Waste Recycling Centre would result in a net increase of CO2 emissions of 158.8 tonnes per year every year.

Cheshire East Council was asked at that cabinet meeting of May 4th 2021, whether detailed information had been obtained from Norfolk Council to ascertain how they can build a recycling site at their Norwich South site for £ 1.9 million.

In response, Councillor Crane advised that Cheshire East Council had contacted Norfolk Council who had confirmed that the cost of £ 1.9 million in relation to their site did not include the purchase of the land or the building of a service road.

However, it would appear that the decision made by cabinet regarding not replacing the Congleton recycling site was based on incomplete information.

Since that decision was made by cabinet on 4th May 2021, the following additional and relevant information has been obtained by a member of the public concerning the Norwich South recycling site.

The Norwich South site at 7,500 sq metres, (1.85 acres), is 4.5 times the size of the former Congleton site of 1,642 sq metres, (0.4 acres).

The Norwich South site has a forecast throughput of 15,000 tonnes which is 5.4 times of the throughput of the former Congleton site for the year ended 31st March, 2020 of 2,783 tonnes. Congleton's throughput for the year to March 2020 had not been significantly impacted by Covid19.

The former Congleton recycling site only had space for about six cars. The Norwich South site has 46 car park spaces, of which 24 have been widened to 3 metres rather than the standard 2.4 metres to enable users safely take items out of the back doors of their cars.

That this cost estimate for the Norwich South site of £ 1.9 million includes a re-use facility of 242 sq metres which is 18.5 metres by 13.1 metres, (61 feet by 43 feet) with solar panels on the roof.

Given that in our opinion the original decision in respect of the replacement recycling site for Congleton made by cabinet on 4th May 2021 was based on inadequate information, it is now appropriate that a detailed investigation is carried out by the full Environment and Communities Committee.

5 Single Use Plastics

Proposed by Councillor Kate Parkinson and Seconded by Councillor Tony Dean.

This Council will lead by example by banning single use plastic from its operations.

Background

In 2019 this Council agreed to move to Net Zero Carbon by 2025 and has a programme of measures in place to try and meet this deadline. One of the simplest of measures to reduce our carbon footprint, and drastically reduce our potential to

pollute the environment with non-biodegradable plastic, would be to cease using single use plastic items. By agreeing this Motion, we can help with the burden of plastic waste which is currently affecting the whole world, and we can also reduce our overall carbon footprint.

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Working for a brighter future together

Highways and Transport Committee

Date of Meeting:	2 March 2020
Report Title:	Highway Winter Service Mid-Season Review
Report of:	John David, Interim Director of Highways & Infrastructure
Report Reference No:	HT/34/21-22
Ward(s) Affected:	All

1. Purpose of Report

- 1.1. This report updates members on the implementation of the revised policy for the Winter gritting route network in the borough.

2. Executive Summary

- 2.1. To accord with the Code of Practice on “Well Managed Highway Infrastructure” and to comply with its duty as Highway Authority, it is important that the council has an up to date Winter and Adverse Weather Policy, including a prioritised gritting network based on clear, evidence based criteria.
- 2.2. The Council recently adopted its new Winter and Adverse Weather policy and in October 2021 implemented new winter gritting routes, following a lengthy process of development and consultation. The application of new criteria across the whole network was necessary to ensure the service provided was consistent with the risk-based approach set out in the national guidelines. It was clear that the previous policy had, over time, resulted some inconsistencies across the network and that the reasoning behind which roads were gritted needed to be tested against the approach advocated in the national guidelines.

- 2.3. The new policy was developed adopting the national guidelines and involved an extensive review of the borough's road network and a comprehensive consultation exercise.
- 2.4. The policy was approved by the then Council Cabinet on 4 February 2020 and the new service began for this winter season, starting in October 2021.
- 2.5. This report details the conditions that have been experienced since the beginning of this winter season up to 07/01/22 along with any issues experienced with the implementation of the new network.
- 2.6. This report recommends that the implementation of the winter gritting network continues to be monitored and that a final report and recommendations will be presented to the Highways and Transport Committee in the summer following the service having operated for the complete winter season.
- 2.7. This report aligns with the Corporate Plan priority of being an Open Council.

3. Recommendations

That the Highways and Transport Committee resolves that:

- 3.1. The implementation of the new winter gritting routes continues to be carefully monitored over the remainder of the winter season.
- 3.2. A report is presented to a future Highways and Transport Committee which; responds to points raised by the Committee, provides detailed analysis of the impacts of the new routes and considers if any changes are required to the new policy.

4. Reasons for Recommendations

- 4.1. Gathering information over a whole season will allow an informed report to be presented to the Highways and Transport Committee during the summer of 2022.
- 4.2. No changes can be made mid-season due to the practicalities and costs of the work required to re-organise and re-optimize the routes, with existing pressures on the revenue budget.

5. Other Options Considered

- 5.1. None - as a full analysis of the whole winter season is required before amendments could potentially be made to the winter service routes. Any such changes will need to be driven by a robust evidence base.

6. Background

- 6.1. Cheshire County Council (CCC) was previously responsible for delivering winter maintenance services across the whole of the county until its abolition in 2009. The gritting routes were aligned to its policy. During this

time, CCC operated from area offices based broadly on the then borough boundaries. Although each office operated to the same policy, they were managed independently and governed through area highway committees. Over the years many roads were added to the gritting routes. The main mechanism for adding roads was through requests made to senior officers by stakeholders, including elected members. There was no formal process or risk assessment. The total length of treated network increased substantially during this time.

- 6.2.** Cheshire East Council continued to operate this inherited policy and its associated gritting routes. During a review carried out in 2016 it was found that approximately 203 km of roads on the gritting routes did not meet the (then existing) CCC policy. Some of these roads were treated as a result of bus routes changing with no subsequent amendments being made to the gritting routes.
- 6.3.** In 2016 the previous industry code of practice “Well Maintained Highways” was replaced by “Well Managed Highway Infrastructure” (WMHI). WMHI was developed by UK Roads Liaison Group (UKRLG) to provide guidance and recommendations on best practice for highway authorities. WMHI recommended a shift from defined, prescriptive guidance to a risk-based approach. WMHI covers all aspects of highway maintenance, including winter service.
- 6.4.** WMHI recommends that a network hierarchy is developed, categorising roads in order of their importance, meaning that the more important roads in the Borough are prioritised. This approach has been used in the development of the new winter service routes. It is important when defending any possible future claims from road users that the Council can demonstrate it is carrying out its duty as a highway authority reasonably by adopting and following a clear service policies which comply with the WMHI Code of Practice
- 6.5.** In February 2020, the Council’s Cabinet considered a paper containing proposals relating to the Highway Safety Inspection Policy, Code of Practice for Highway Safety Inspections, Winter and Adverse Weather Policy, Adverse Weather Plan and the Cheshire East Highway Resilient Network Strategy.
- 6.6.** In respect of the winter gritting routes, every road in the borough was scored using criteria in an evaluation matrix, with the highest scoring roads being included in the network of routes.
- 6.7.** That Cabinet decision was called in and following a further round of consultation and subsequent amendment of the winter service routes, the proposals were implemented.
- 6.8.** Following final approval of the winter treatment network, a route optimisation process was carried out to define the most efficient and cost effective vehicle routes for the gritting treatment. The main criteria used in

this process were the location of the depots, the capacity of vehicles and length of time to undertake standard treatments on the particular types of road in the approved network, using recommended spread rates. This process then defined the requirement for the number and size of vehicles. A total of 16 routes were defined, with 7 to be operated from Wardle and 9 from Macclesfield. The final part of this process was to ensure the availability of sufficient suitably trained drivers, create individual routes for each vehicle and load these routes into the GPS satellite tracking and automated gritting systems for each vehicle and to carry out a series of familiarisation runs prior to the start of the season.

- 6.9.** The current fleet consists of 16 front line gritters, 1 owned spare and 1 hired spare. This fleet has now been procured and is funded from the highways revenue budget.

Treatments

- 6.10.** The new routes have been in operation since the beginning of the season. The first treatments were carried out on 13th October 2021. Table 1 below provides a summary of the precautionary treatments provided up to and including 7th January 2022.
- 6.11.** The Council undertake precautionary treatments after carrying out detailed weather forecasting that considers factors such as air temperature, dew point, humidity, precipitation, cloud cover and road surface temperature. These factors determine the time of gritting, the salt spread rates and if any second runs are required if conditions deteriorate, or if rain or snow occurs for example.
- 6.12.** The weather doesn't always behave as forecasted. Table 1 indicates in the last column the number of instances where the forecast temperature did not occur, even though all forecasting information pointed towards a gritting run being required. This situation is not desirable, due to the costs involved, but it can often be a very marginal call with the importance of road safety weighing heavily in the decision making process.

Domain	No of routes	No of treatments (gritting runs)	No of treatments days	Treatment days when frost/ice did not occur
High East (Macc)	2	47	31	0
East (Macc)	7	24	19	2
South (Wardle)	7	22	18	2

Table 1: Summary of winter treatments

- 6.13.** As can be seen in the above table, the forecasted weather conditions occurred on all but two occasions in the east of the borough and all but two occasions in the south of the borough.

Service Requests and Correspondence

- 6.14.** A total of 274 service requests relating to winter service have been received from members of the public, town and parish councils, ward members and the police between 1st October 2021 and 7th January 2022. This correspondence has been received via email and phone calls to the contact centre.
- 6.15.** A broad analysis has been undertaken of the 274 service requests that have been received, 115 relate to grit bins (largely the replenishment of salt), 13 were from the police, of which 4 related to issues on roads removed from the treatment network and 79 were from the general public related to a few roads removed from the treated network.
- 6.16.** There are a small number of locations which have generated multiple enquiries. Comments regarding these roads are generally that as they are no longer gritted, they have become icy and dangerous, with some reports of road traffic collisions and vehicles leaving the road.
- 6.17.** Enquiries have also been received from parish councils requesting permission to grit parts of the highway network using private, third party contractors. These requests have been considered but not permitted as that approach would lead to gritting of the network which is outside the boundaries of the approved policy. These private arrangements could not comply with the operational requirements (eg forecasting / standby / equipment) to be able to deliver a service which complied with the Council's policy. The Council delivers a 24 hour a day, 7 day a week service that can deliver multiple treatments at controlled spread rates. Non-delivery to these standards could leave the Council open to liability issues as the highway authority has ultimate responsibility for the network.
- 6.18.** There have also been discussions around parish or town councils potentially paying Cheshire East Highways for additional lengths of network to be treated. This would have the obvious disadvantage of being at variance with the need to have a consistent, evidence based gritting network, which was the objective of the recent policy review due to the problems with the previous arrangements described in sections 6.1 and 6.2.

Incidents

- 6.19.** As can be seen in the summary of winter treatments table above, there have been at least 16 days on which road surface temperatures were forecast to fall below freezing and actually did, and hence gritting operations took place. Only on a very small number of occasions were any reports received of any issues.

- 6.20.** At this point in the season, most of the data available is anecdotal, as official accident data from the police is only available up to 31/10/21.
- 6.21.** From the information available it isn't possible to identify any particular trends as most of the issues occurred during the inclement weather which occurred immediately after storm Arwen.

Review at End of Winter Season

- 6.22.** It is proposed to complete an annual review of the winter season and present the findings to the Highway and Transport Committee after the end of the winter season. This review will commence in April 2022. The review will :
- Re-score any roads on which there have been significant representations and consider if they can be included in the gritting programme if they meet the criteria after re-scoring.
 - Consider evidence relating to accidents on the highway network during icy conditions to assess any implications of the recent change.
 - Consider whether there should be minor amendments to the scoring matrix in the light of the winter experience.
 - Present the details of a potential local "top up" scheme and recommend whether this should be taken forward. (see note below)

Notes on the review report

- 6.22.1.** Any such top up scheme could take the form of parish or town councils paying for additional gritting by the Council's contractor on local roads that do not meet the criteria in the policy. Any councils who would wish to take advantage of this would need to express a commitment to participate during the current year. The prices for such additional gritting would very much depend on the level of interest expressed as this would determine the efficiency with which gritting above the core service could be delivered. Obviously, as budgets for 2022/23 have been already set, the scheme could start to operate in winter 2023/24. However, as noted in paragraph 6.18, such a scheme would have the obvious disadvantage of being at variance with the need to have a consistent, evidence based gritting network, which was the main objective of the recent policy review due to the problems with the previous arrangements described in sections 6.1 and 6.2.

7. Consultation and Engagement

- 7.1. In order to align with the recommendations contained in The Code(WMHI), the Council developed a new Winter Service Policy and Adverse Weather Plan.
- 7.2. Consultation on both the process and the adoption of the principles of The Code was carried out between 2nd July and 27th August 2018.
- 7.3. Following the original decision to adopt the proposals at the then Cabinet meeting on 4th February 2020, a call-in request was subsequently received and considered by the Environment and Regeneration Overview and Scrutiny Committee on 16th March 2020. This resulted in a subsequent Cabinet decision on 5 May 2020, 'To undertake a further round of streamlined consultation on the winter service element only as part of the annual review of the Well Managed Highways Infrastructure annual review process.'
- 7.4. This consultation included all council members, the former Area Highway Group chairs, all schools, cycling groups, town and parish councils and emergency services between 11th September 2020 and 20th November 2020. 129 responses were received and considered in the production of the finalised winter treatment network of roads to be gritted.
- 7.5. The documented evidence was contained within the letters we sent out to the consultees.
- 7.6. A total of 129 responses were received. These were all considered and a number of amendments were made to the winter gritting routes.

8. Implications

8.1. Legal

- 8.2. The statutory basis for winter service in England and Wales is Section 41 (1A) of the Highways Act 1980, which was modified on 31st October 2003, by Section 111 of the Railways and Transport Act 2003. The first part of Section 41 now reads:
- 8.3. "a) The authority who are for the time being the highway authority for a highway maintainable at the public expense are under a duty to maintain the highway.
- 8.4. b) (1) In particular, a highway authority are under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice."
- 8.5. This duty is not absolute given its qualification of reasonableness and practicability. In addition, the Traffic Management Act 2004 placed a network management duty on all local traffic authorities in England. It requires Authorities to do all that is reasonably practicable to manage the network effectively to keep traffic moving. In meeting the duty, Authorities should establish contingency plans for dealing promptly and effectively with

unplanned events, such as unforeseen weather conditions, as far as is reasonable and practicable.

8.6. Section 150 puts a responsibility on the highway authority to clear snow from the highway, but only if it is causing an obstruction.

8.7. Finance

8.7.1. Winter service levels for 21/22 have been delivered in line with the budgets available.

8.7.2. Without any growth to the overall highways revenue budgets, any changes to future winter service levels will need to be financed through reduction in other highway service areas.

8.8. Policy

8.8.1. There are no immediate policy implications of this report

8.9. Equality

8.9.1. There are no equality implications of this report

8.10. Human Resources

8.10.1. There are no human resource implications of this report

8.11. Risk Management

8.11.1. There are no risk management implications of this report

8.12. Rural Communities

8.12.1. There are no rural community implications of this report

8.13. Children and Young People/Cared for Children

8.13.1. There are no Children and Young People/Cared for Children implications of this report

8.14. Public Health

8.14.1. There are no Public Health implications of this report

8.15. Climate Change

8.15.1. There are no Climate Change implications of this report

Access to Information	
Contact Officer:	Matthew Davenhill, Contract Asset Manager Matthew.davenhill@cheshire.east.gov.uk 01260 371026

<p>Appendices:</p>	
<p>Background Papers:</p>	<p>Well Managed Highway Infrastructure, Cabinet Paper of 04/02/20 https://moderngov.cheshireeast.gov.uk/ecminutes/documents/s74342/Well-Managed%20Highway%20Infrastructure%20-%20report%20final.pdf</p> <p>Well Managed Highways – Call In Response, Cabinet Paper of 05/05/20 https://moderngov.cheshireeast.gov.uk/ecminutes/documents/s76270/Well-Managed%20Highways%20-%20report%20final.pdf</p>

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Working for a brighter future together

Highways and Transport Committee

Date of Meeting:	2 March 2022
Report Title:	Local Transport Delivery Plan – Tranche 1
Report of:	John David, Interim Director of Highways & Infrastructure
Report Reference No:	HT33/21-22
Ward(s) Affected:	All wards in Crewe, Macclesfield, Knutsford, Sandbach and Nantwich

1. Purpose of Report

- 1.1.** The purpose of this report is to seek approval for the first set of Local Transport Delivery Plans, which have been prepared as part of the Council's transport strategy framework. This report presents Delivery Plans for Crewe, Macclesfield, Knutsford, Sandbach and Nantwich areas for approval by Committee. A second tranche of plans for the remaining 6 Key Service Centre areas will be brought to a later meeting of the committee in Summer 2022.
- 1.2.** In October 2019, the Council adopted a new Local Transport Plan (LTP), outlining the role that transport plays in delivering long-term strategic outcomes of Cheshire East Council. To complement the adopted LTP strategy, a set of Local Transport Delivery Plans have been prepared to identify priority schemes and initiatives to support towns and surrounding areas.
- 1.3.** Delivery Plans have been developed for the two principal towns (Crewe and Macclesfield) and nine Key Service Centres (Alsager, Congleton, Handforth, Middlewich, Nantwich, Knutsford, Poynton, Sandbach, Wilmslow). Each plan extends to the surrounding travel areas, ensuring that all parts of the borough are included in at least one LTP Delivery Plan.
- 1.4.** Local Transport Delivery Plans integrate with other investment programmes to support delivery of the outcomes defined in the Council's Corporate Plan

2021-2025. This report contributes to the following Corporate Plan priority outcomes:

- 1.4.1. **OPEN** – plan development has been informed by public consultation and stakeholder engagement to ensure that plans reflect the views of the community and that the approach to plan preparation is open and transparent.
- 1.4.2. **GREEN** – the plans include proposals to improve sustainable travel across the Borough, enabling greater uptake of walking, cycling, public transport and electric vehicles. These initiatives positively contribute to the Council’s response to the climate emergency and to reducing air quality problems, especially in urban areas.
- 1.4.3. **FAIR** – the proposals are intended to create improved accessibility to schools, employment, key services and leisure opportunities. The plans consider how accessibility can be improved in both urban and rural areas across the Borough for all members of the community.

2. Executive Summary

2.1. The Local Transport Delivery Plans outlined in this report and appendices set out projects and schemes to improve our local transport networks across all modes of transport in Crewe, Macclesfield, Knutsford, Sandbach and Nantwich.

2.2. These plans have been developed in consultation with local stakeholders through an interactive consultation portal

www.cheshireeast.gov.uk/council_and_democracy/council_information/consultations/local-transport-and-car-parking-engagement-2020.aspx

This consultation engaged residents, community groups, businesses and collaborated with Town and Parish Councils with a strong focus on supporting delivery of Neighbourhood Plans and other local priorities.

2.3. We have ensured that planned transport improvements are complementary to regeneration plans for Crewe and Macclesfield, including investment coming forward through the Crewe HS2 Hub, Future High Streets Fund and Town Investment Plan programmes. Transport improvements are also being closely aligned to the emerging Town Vitality Plans.

2.4. The content of each delivery plan will be reviewed periodically to take account of any material changes to either national policy guidance or the local policy context. For example, Government has indicated an intention to update national guidance notes to reflect the contribution of Local Transport Plans to the national Transport Decarbonisation Strategy. Such an approach may require a review of these plans to ensure that they remain relevant and that the Council is well placed to secure transport investment.

2.5. The LTP Delivery Plans for Crewe, Macclesfield, Knutsford, Sandbach and Nantwich are appended to this report, at

- 2.5.1. Appendix A - Crewe
- 2.5.2. Appendix B - Knutsford
- 2.5.3. Appendix C - Macclesfield
- 2.5.4. Appendix D - Nantwich
- 2.5.5. Appendix E - Sandbach

3. Recommendations

- 3.1. The Highways and Transport Committee is recommended to:
 - 3.1.1. Approve the Local Transport Delivery Plans as in Appendices A – E, which will become part of the Councils policy and programme planning framework for transport.
 - 3.1.2. Note that individual projects in any Delivery Plan will be subject to programming of the annual highways and transport capital budgets. Projects will be progressed only after funding has been agreed and subject to all necessary scheme design and development works including consultation with stakeholders.
 - 3.1.3. Note that each Delivery Plan can be reviewed periodically to take account of any significant changes to either national guidelines or relevant local policy context.
 - 3.1.4. Note that the Delivery Plans will be shared with ward councillors and town/parish councils, who will be engaged in meetings and workshops to develop programmes to deliver relevant transport projects.

4. Reasons for Recommendations

- 4.1. The Local Transport Delivery Plans have been developed in line with the principles established in the Council's adopted Local Transport Plan to achieve the Council's wider strategic aims and objectives noted in the Corporate Plan 2021- 2025, most notably regarding environmental, economic and community objectives.
- 4.2. The Local Transport Delivery Plans have been developed through engagement with local communities in each area of the borough to reflect local priorities and opportunities.
- 4.3. Approval of the Local Transport Delivery Plans will enable the Council to proactively develop schemes and seek external funding from central government and other sources.

5. Other Options Considered

- 5.1. An alternative option is noted below in the table alongside information on why this has not been pursued.

Option	Impact	Risk
Do nothing – there is the option of not progressing or approving the plans.	This option would not enable the Council to use the plans to seek external funding and may lead to uncoordinated investment in the transport network.	High risk the Council may not receive some external funding or there would be uncoordinated investment.

6. Background

- 6.1. The Council adopted a new Local Transport Plan (LTP) in October 2019. The LTP strategy considers all forms of transport over the period of 2019-2024 and outlines the role transport will play in supporting the long-term goals of Cheshire East. The LTP strategy includes a comprehensive set of actions to address strategic transport challenges for Cheshire East including:

- Protecting and improving our environment;
- Supporting growth and economic strength through connectivity;
- Ensuring accessibility to services;
- Promoting health, wellbeing and physical activity;
- Maintaining and managing our network assets; and
- Improving organisational efficiency and effectiveness.

- 6.2. These Local Transport Delivery Plans have now been developed to complement these strategic actions, setting out priority schemes to support towns and surrounding areas.

7. Consultation and Engagement

- 7.1. A public consultation on a range of scheme options for improving local transport networks in each area of the borough took place between 23rd November 2020 and 31st March 2021. This consultation set out the Council's understanding of objectives for improving local areas, issues, and options to improve the transport network. The consultation used an interactive mapping system to present information in a user-friendly format. Materials were made available to stakeholders in alternative formats, where requested, including printed materials posted to stakeholders.

- 7.2.** To enable all interested stakeholders to view materials and comment given the pandemic restrictions, the consultation period was extended by two months from the end of January to the end of March 2021. This period also included on-line meetings and workshops with town/parish councils to raise awareness and improve participation in the on-line consultation.
- 7.3.** In total, 1,041 responses were received, including 881 online survey responses, 31 paper survey responses, and 129 email responses. Consultation respondents included many town and parish councils whom submitted detailed feedback, members of the public, community groups, and MPs. Consultation feedback has been analysed and reviewed to inform the final Local Transport Delivery Plans. Further to this, targeted engagement has been conducted during January / February 2022 with Town Councils on Local Transport Delivery Plans presented in this report and accompanying appendices.

8. Implications

8.1. Legal

- 8.1.1.** As the statutory Local Transport Authority, the Council is required to maintain an up-to-date Local Transport Plan that provides a strategic framework for planning and delivery of improvements in local transport provision. It must develop and implement policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within Cheshire East. "Transport" includes transport to meet the needs of people living, working, visiting or travelling through Cheshire East, the transportation of freight and facilities & services for pedestrians. The Local Transport Delivery Plans will form part of the Local Transport Plan framework and in part discharge this legal duty.
- 8.1.2.** In developing and implementing Local Transport Delivery Plans, the Council must have regard to the transport needs of disabled persons and of persons who are elderly or have mobility problems. Proportionate development of schemes will need to be in accordance with statutory and legal requirements for Community Engagement, Equalities Impact Assessment and Strategic Environmental Appraisal.
- 8.1.3.** Members must be fully aware of the equalities implications of the decisions they are taking. This will ensure that there is proper appreciation of any potential impact of any decision on the Council's statutory obligations under the Public Sector Equality Duty. As a minimum, this requires decision makers to carefully consider the content of any Equality Impact Assessments produced by officers.

- 8.1.4. There is no statutory duty to consult on proposals to change the way in which a local authority carries out its duties but there is an expectation enshrined in case law that any local authority making decisions affecting the public will do so fairly and in a way that cannot be said to be an abuse of power.

8.2. Finance

- 8.2.1. There are no direct finance implications from the adoption of the Local Transport Delivery Plans, however, adoption will put the Council in a stronger position to secure external funding.
- 8.2.2. Upon adoption by the Council, the Delivery Plans will provide a framework of prioritised schemes to be considered for inclusion within the approved Capital Programme for Transport and Highways. This would be subject to a funding stream being formally agreed, the schemes are affordable and ensuring the necessary financial approvals are in place.
- 8.2.3. Schemes are anticipated to be funded from a range of sources including: Local Transport Plan Integrated Transport Block; developer funding such as Community Infrastructure Levy, Section 106 & 278 Agreements; the Council's own funds if resources are available, and any other external funding that the Council can secure.

8.3. Policy

- 8.3.1. Development of the Local Transport Delivery Plans is being undertaken to ensure there is a consistent policy-fit with all relevant adopted and emerging local policies including: the Local Transport Plan, Corporate Plan 2021 – 2025; regeneration masterplans for Crewe and Macclesfield; Town Vitality Plans; Cycling Strategy 2017; Education Travel Policy; Sustainable Modes of Travel to School Strategy; Speed Management Policy; and Car Parking Strategy.

8.4. Equality

- 8.4.1. An Equality Impact Assessment (Appendix F) has been completed for the LTP to ensure that the needs and impacts on all residents are understood, especially individuals or groups with identified protected characteristics.

8.5. Human Resources

- 8.5.1. There are no direct implications for Human Resources.

8.6. Risk Management

- 8.6.1. A Project Board has been established chaired by the Head of Strategic Transport to ensure appropriate project governance and strategic direction. A project risk register is maintained detailing mitigation measures.

8.7. Rural Communities

- 8.7.1. The Local Transport Plan includes detailed consideration of transport issues in rural areas throughout the Borough. In principle, the objectives and issues highlighted in the Plan apply throughout the Borough, including all of our rural areas. However, it is also recognised that there can be specific challenges that are of heightened importance in rural areas. Consideration of these is aided by the place-based approach to the planning process. This has put greater emphasis on how our key towns act as service centres which must be accessible to residents of rural areas. As part of the place-based approach, Delivery Plans consider rural areas surrounding towns.

8.8. Children and Young People/Cared for Children

- 8.8.1. Specific transport issues relating to children and young people are incorporated into the Local Transport Plan. Development of the Local Transport Delivery Plans has taken full account of the Sustainable Modes of Travel to Schools (SMOTS) strategy and identified options to improve journeys to schools and education.

8.9. Public Health

- 8.9.1. The Local Transport Plan and Delivery Plans have been aligned with the Council's stated policies and action plans relating to Air Quality management. They consider the impact of transport on issues affecting public health, most notably air quality and the contribution that walking and cycling can make to health & wellbeing. The Local Transport Plan has been coordinated with the Council's wider strategic approaches to addressing public health outcomes.

8.10. Climate Change

- 8.10.1. The Council has committed to becoming carbon neutral by 2025 and to encourage all businesses, residents and organisations in Cheshire East to reduce their carbon footprint. The Council's Environment Strategy 2020-2024 includes a commitment to produce an Electric Vehicles Infrastructure Strategy and supports the strategic objective to increase sustainable transport and active travel. The Local Transport Plan and Delivery Plans have been aligned with wider Council strategies and includes the key objective 'protecting and improving our environment'. The Local Transport Plan includes a wide range of actions to reduce the need to travel and to promote greater reliance on sustainable travel

including walking, cycling, public transport and zero emission vehicles. The Local Transport Delivery Plans have a strong focus on identifying sustainable travel improvements that are required to decarbonise the transport system including encouraging walking and cycling, improving local buses and public transport, and transitioning vehicle fleets to electric vehicles.

Access to Information	
Contact Officer:	Richard Hibbert, Head of Strategic Transport & Parking Richard.hibbert@cheshireeast.gov.uk 07866 157324
Appendices:	A. Crewe Transport Delivery Plan B. Knutsford Transport Delivery Plan C. Macclesfield Transport Delivery Plan D. Nantwich Transport Delivery Plan E. Sandbach Transport Delivery Plan F. Equality Impact Assessment
Background Papers:	Cheshire East Local Transport Plan 2019-2024 www.cheshireeast.gov.uk/public_transport/local_transport_plan/local_transport_plan.aspx



Crewe Transport Delivery Plan

Rev 0

February 2022

Crewe Transport Delivery Plan

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Document history and status

Rev	Date	Description	By	Review	Approved
0	February 2022	Crewe Transport Delivery Plan	VV/DC	PS	DC

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1. Introduction

1.1 Local Context

Crewe is the largest town in Cheshire East. It is a key town in the North West located approximately 30 miles south of Manchester and Liverpool, and 50 miles north of Birmingham. Crewe is a major employment centre with a diversified base in education, manufacturing, services and distribution. Major employers include Bentley Motors, Mornflake and Leighton Hospital. Crewe is the primary shopping centre in the south of the borough, and the town centre is receiving investment, through schemes such as the Crewe Market Hall and the Royal Arcade development.

Crewe evolved around the growth of the railways, with the opening of the station in 1837 and the first rail works in 1840. Soon the industry was employing thousands of people and new housing was built alongside the expanding railway works. Within the centre of the town, the Town and Indoor Market Halls, churches and chapels and later, the Queens Park and Lyceum Theatre were all developed as part of the emerging social infrastructure of the burgeoning town.

Crewe is often referred to as the 'Gateway to the North West'. It was established as a major railway hub in the late 1830s and it remains a significant railway interchange on the West Coast Main Line with over 1.1 million passengers changing trains per year. As a consequence of the existing railway infrastructure, there are associated problems with railway lines and bridges forming significant barriers to connectivity within some parts of the town.

Crewe's unemployment rate is higher than the borough average. In addition, Crewe residents have the lowest average (mean) income within Cheshire East. Several parts of Crewe are particularly disadvantaged and in parts of the town, male life expectancy is around 10 years less than in some of the more affluent areas of Cheshire East; for females, the gap is nearly 15 years.

Crewe has a historic industrial centre and a significant railway hub. Its proximity to the M6 and mainline station gives Crewe a strategic advantage in access to the wider country quickly by road and rail. The planned HS2 route will arrive in Crewe between 2029 – 2033. Work is underway planning for this and the opportunities it will bring, including an enhanced HS2 Hub at Crewe Railway Station where future HS2 rail services will stop.

Crewe plays a vital role within the economy of Cheshire East and the wider Cheshire area, as well as providing key services for nearby rural areas such as Haslington, Shavington, Weston and Willaston. Good local transport in Crewe is important for local residents, businesses and visitors to access shops and services.

1.2 Background to the Crewe Transport Delivery Plan

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

A two-stage approach has been taken in developing the Transport Delivery Plans. The first stage was to develop a 'Transport Issues and Option report' for Crewe. The report developed a set of five provisional local transport objectives and a 'long list' of schemes. This was developed using an evidence led approach from local transport

data; site investigation; forecasted local development; workshops with relevant Council Officers and data from local plans.

An interactive online consultation on the identified local transport objectives for Crewe and the supporting 'long list' of schemes (including presenting the evidence for these) was undertaken between the 23rd November 2020 and 31st March 2021. In total, 67 responses were received by online response and email. Consultation with the Town Council was also undertaken by Council Officers during this period. Respondents were also invited to suggest further schemes they felt should be considered for the Delivery Plan as part of the consultation.

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

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

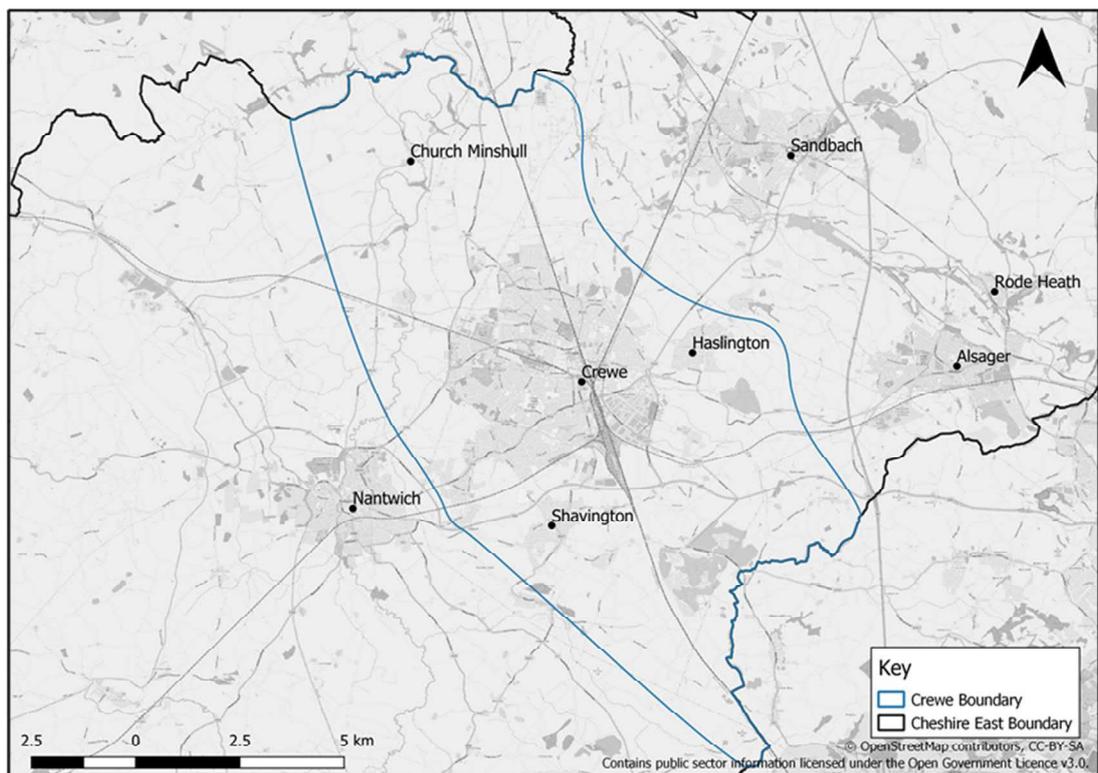


Figure 1.1: Crewe Delivery Plan Area

1.3 What does the Delivery Plan do for Crewe?

The Transport Delivery Plan for Crewe:

- Identifies the transport challenges and opportunities for Crewe and the wider area, drawn from the evidence base;

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

1.4 Objective Setting and Scheme Options Development

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

- 1. Improving access to Crewe town centre and Crewe HS2 Hub to support regeneration and growth of the town.**
- 2. Supporting access to education and employment sites including Crewe Engineering and Design University Technical College, South Cheshire College and other schools, Crewe Business Park, Bentley Motors, Leighton Hospital and Grand Junction Retail Park.**
- 3. Improving transport connections along key routes to and from Nantwich, Sandbach, Middlewich, Chester, and wider Cheshire East and the M6.**
- 4. Strengthening the transport network to accommodate development sites such as North West Crewe in Leighton, Basford East and West, the South Cheshire Growth Village and others included within the Local Plan.**
- 5. Supporting access from Church Minshull, Haslington, Winterley, Shavington, Worleston and Weston and other rural communities to key services and employment within Crewe.**

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

A total of 82 individual transport schemes have been identified and assessed. These include the 'long list' of schemes consulted on with the public between the 23rd November 2020 and the 31st March 2021 plus additional schemes put forward as part of the public consultation. The feedback on schemes from the public consultation was examined and, where appropriate, schemes were updated to reflect public comments. All schemes were then assessed against the objectives of the LTP4; the local transport objectives for Crewe (see above); and four agreed practical objectives (Technical Feasibility, Value for Money, Affordability and Acceptability).

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

1.5 Report Structure

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

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

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

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

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

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

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

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

2. Policy & Background Information

2.1 Policy Context and Background Information

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

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

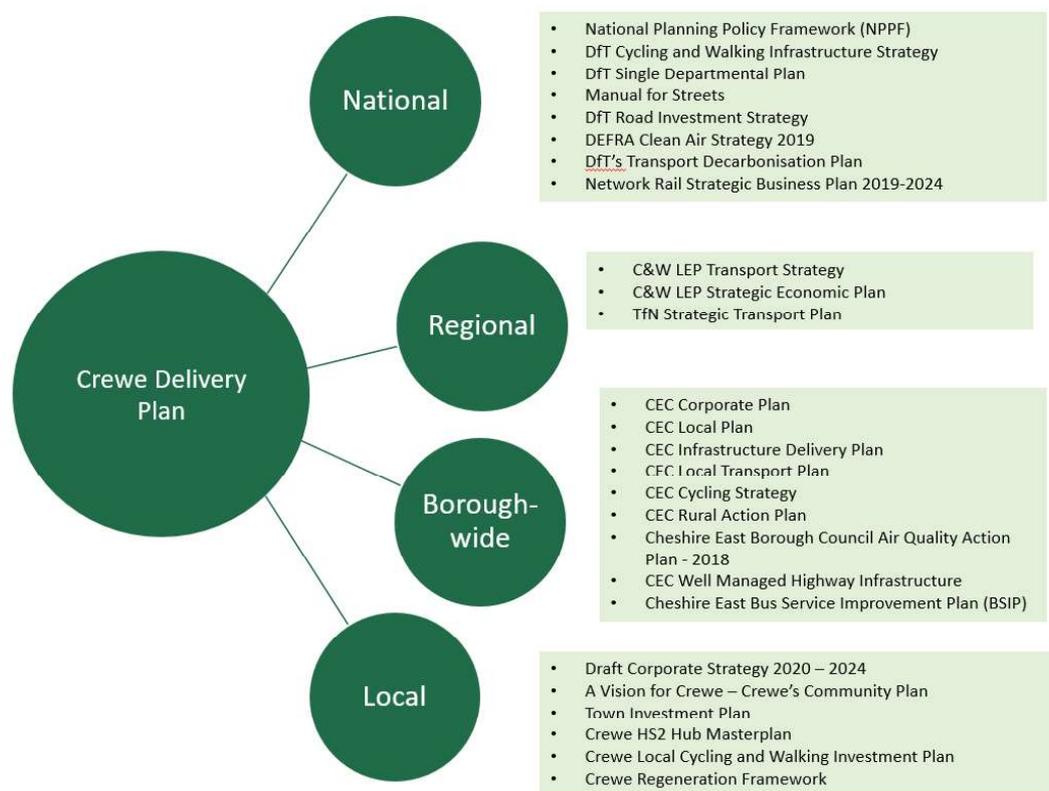


Figure 2.1: Policy Overview

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

2.2 Summary of Relevant Local Policy

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

2.2.1 Cheshire East Local Plan

The CEC Local Plan is the Statutory Development Plan for the borough and was adopted in July 2017. The plan outlines eleven planned development sites including c.3,895 new homes and 51.16 ha of employment land in Crewe (see Figure 2.2).

As shown in Figure 2.2, there is also a considerable amount of further planned housing and employment site growth within the Delivery Plan area. It is important to maintain access to these new development sites and ensure that the transport network has sufficient capacity to support future growth. It is therefore important that these development sites are considered within the options development.

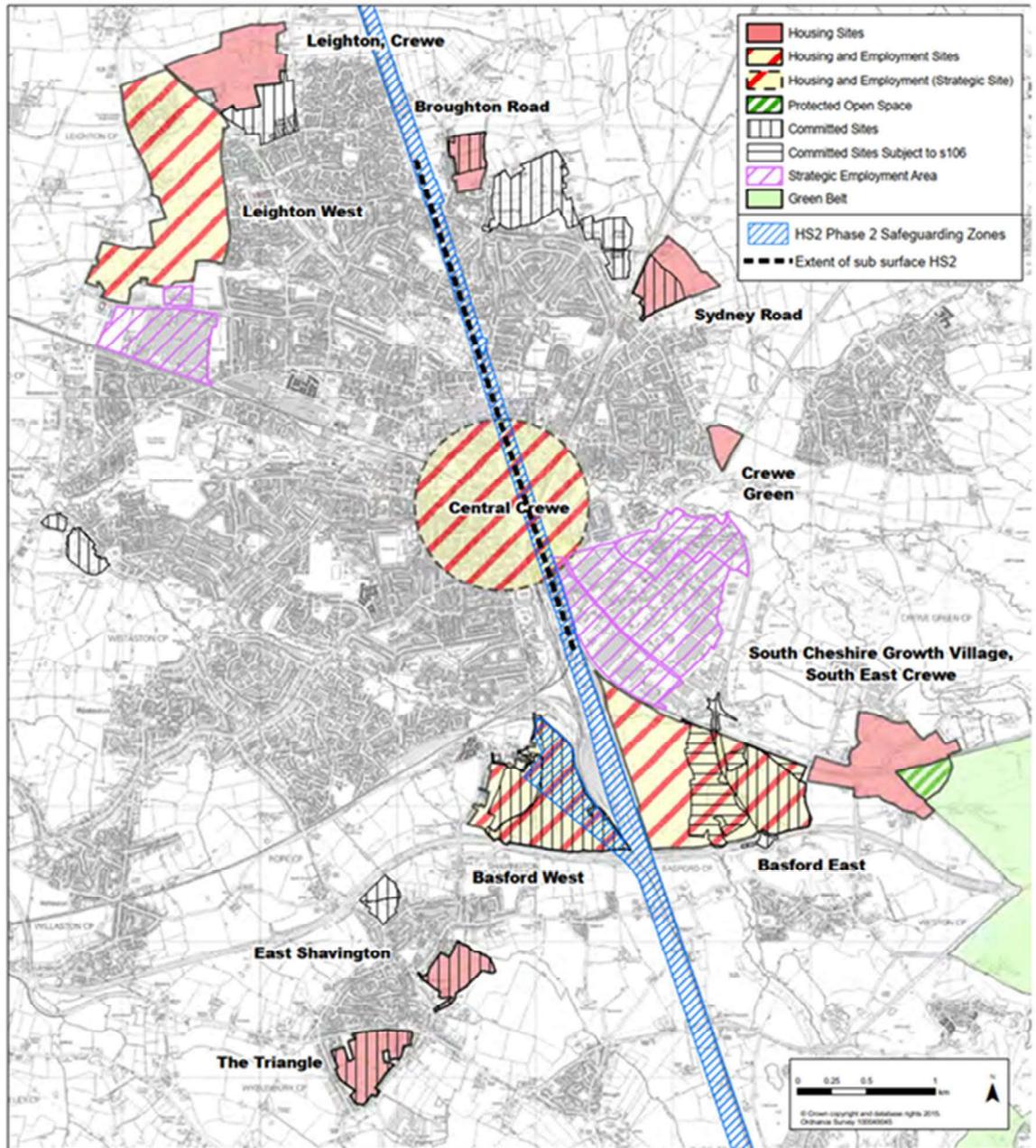


Figure 2.2: Crewe Local Plan Sites

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

2.2.2 Cheshire East Local Transport Plan 4

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

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

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

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

2.2.3 Crewe Regeneration Framework

Cheshire East Council prepared the Regeneration Delivery Framework to set a route map to support the transformation of Crewe Town Centre. The Framework sets out an Action Plan to support the economic prosperity of Crewe Town Centre, it also provides a framework for the potential acquisition and intervention by Cheshire East Council in respect of a number of opportunity sites and to inform the emerging planning policy of Crewe Town Centre to feed into the Local Plan process. The vision set for the framework is:

‘To make the most of development projects planned for Crewe Town Centre, including the Lifestyle Centre and the University Technical College, as well as the proposed HS2 North-West Gateway Hub Station. Also to recognise both the Town’s growing population and heritage and to re-establish Crewe Town Centre as the vibrant and attractive “hub” for South Cheshire, offering a strong range of retail, leisure, employment and residential opportunities serving local businesses, shoppers, residents, students, visitors and rail passengers.’

The framework’s vision is supported with the following objectives:

- To stimulate new investment in the Town Centre including retail, leisure, residential and business by bringing vacant sites back into use, intensifying the use of underperforming sites and utilising Cheshire East Council’s assets;

- To improve accessibility and connectivity to and within Crewe Town Centre making it easier to get into and around the Town Centre by foot, bicycle, bus and car;
- To enhance the quality and increase the amount of public space and public realm that links key spaces, buildings and the Town's heritage and cultural offer in the Town Centre and to the Railway Station/proposed HS2 Hub station;
- To increase the number of Town Centre users and the length of time and money spent in the Town;
- To improve perceptions of Crewe Town Centre;
- To ensure sustainable development, good design and support the Council's renewable energy agenda; and
- To provide a greater choice of housing in and around Crewe Town Centre.

The Framework will be considered to be successful when new jobs are created, further private sector investment is made, more new homes are delivered and new retail and leisure operators are attracted to the Town, new businesses are established in the Town Centre (and they are networking with existing businesses) and there are many more positive headlines about Crewe

2.2.4 Corporate Strategy 2020 – 2024

The Corporate Strategy 2020 – 2024 is Crewe Town Council's second strategy setting out their aspirations for Crewe and their role in delivering that vision.

The strategic goals outlined in the Corporate Strategy 2020 – 2024 focus on:

1. A town to live in

Ensuring the town has a balanced mix of housing to cater for its diverse population, with improved health and wellbeing and where people can feel safe.

2. A town to work in

Enhancing economic prosperity with a spread of quality and sustainable employment and a modern, vibrant town centre. Crewe will become a digital town and have improved services to meet the additional demand as it grows.

3. A town to enjoy

Improving the quality of the public realm, recognising climate change issues, and protecting the local environment and heritage. Improved leisure assets and development of arts and culture provision.

4. A community with pride

Developing a sense of civic pride across all age groups, improving the level of public engagement, and providing a place where people feel positive.

5. A Council to deliver

Developing the capacity and skills within the Council, to equip it to deliver the outward facing priorities efficiently and effectively.

The transport specific objectives included in the strategy focus on:

- Promoting connectivity between neighbourhoods;
- Supporting initiatives which encourage residents to live a healthy lifestyle;
- Reducing social isolation and loneliness by supporting befriending schemes and community transport;
- Supporting better access and facilities for those with disabilities;
- Lobbying for road improvements which improve safety;
- Ensuring the HS2 proposals impact positively on the regeneration of Crewe, with an integrated transport strategy, improved environment, and development which enhances the town; and
- Prioritising the needs of pedestrians and cyclists and promote cycling and walking in the town.

2.2.5 A Vision for Crewe – Crewe’s Community Plan

Crewe’s Community Plan is based on an in-depth survey of the local area carried out by the community itself, initiated by Crewe Town Council. The Community Plan process aimed to assess the needs and aspirations of the community. This included assessing how it develops over the next 5-10 years, as well as creating an action plan to ensure that plans materialise.

The Community Plan focuses on the following five topic areas:

- Arts and Culture;
- Health and Wellbeing;
- Housing;
- Town Centre; and
- Young People.

The issues and opportunities for transport identified in the plan include its impacts on the health and wellbeing in the town. The plan identifies that one of the biggest gaps in access is transport provision and giving residents the means to access the appropriate support and services they need. This has been exacerbated by the loss of some passenger transport services. The plan proposes the use of voluntary car schemes as a way of meeting community transport needs as they are both affordable and flexible.

Considerations for improving the town centre also include improvements to transport such as:

- Routes into the town centre need to be improved to ease traffic flows and make it more enjoyable to walk or cycle into town. There should be good

links between the town centre and Grand Junction Retail Park for pedestrians and shuttle buses. It should be easy for visitors to find the town centre with good signage for pedestrians, particularly from the station;

- Good facilities for public transport, with good links to the railway station;
- Access and parking to the railway station need further improvement to provide a transport interchange, pedestrian and cycle facilities, and to ease congestion on Nantwich Road;
- The proposals for the railway station and Mill Street areas should take account of the need to maintain and reinforce the vibrancy of Nantwich Road. There should be a clear development management framework for uses along Nantwich Road, and a policy for parking provision and management; and
- High-quality mixed-use development should be encouraged on the Mill Street site, incorporating a pedestrian and cycle route linking the town centre to the railway station.

2.2.6 Town Investment Plan

Crewe was selected as one of 101 towns eligible for up to £25m funding from the Towns Fund. The Crewe Town Board led in developing proposals as required by Government. These formed part of a broader 10-year Town Investment Plan which was submitted in January 2021. The latest information can be found on the We Are All Crewe website (<https://weareallcrewe.co.uk/>).

In July 2021, the Government announced that Crewe was one of the latest UK towns to successfully secure a 'Town Deal' with an allocation of up to £22.9 million of funding.

The Plan sets out investment priorities and project proposals to shape Crewe's long-term economic growth and development. Its focus is on the town centre and facilities and infrastructure that will deliver a positive future for Crewe alongside the ongoing major regeneration programme for the town, and our exciting new Future High Streets Fund projects.

2.2.7 Crewe HS2 Hub Masterplan

The Masterplan Vision covers some 120 hectares of land around the proposed hub station and provides a framework to reinvigorate the town centre. This includes creating a new commercial hub around the station; housing over 350,000m² of new commercial floorspace, and deliver an additional 7,000 new homes by 2043.

2.2.8 Crewe Local Cycling and Walking Infrastructure Plan

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

An LCWIP has been adopted for Crewe and sets out ambitious plans to deliver a high quality walking and cycling network for the town. The LCWIP is an evidence-based plan that has identified a sequenced programme of potential walking and cycling

routes in and around Crewe. This takes into consideration demand for walking and cycling and key attractors and destinations. The routes include links to Nantwich, Crewe Station, and Shavington, for example. All routes identified are subject to further detailed development and design work.

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

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

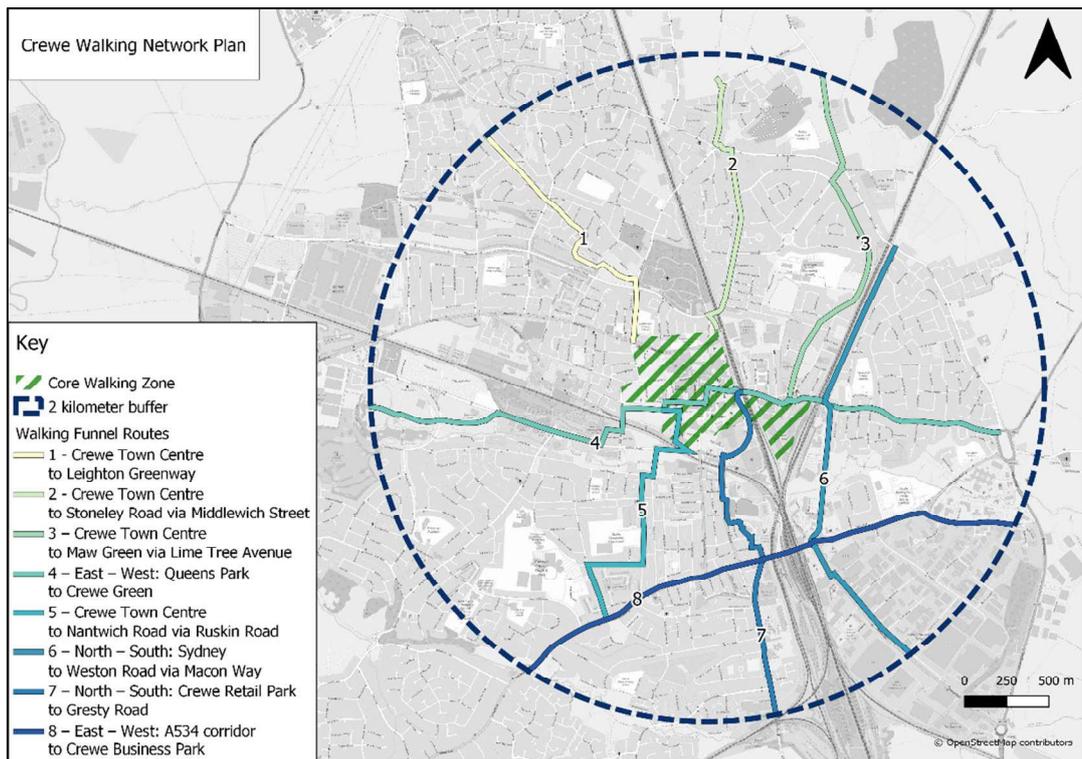


Figure 2.3: Crewe Walking Network Plan (reproduced from the LCWIP)

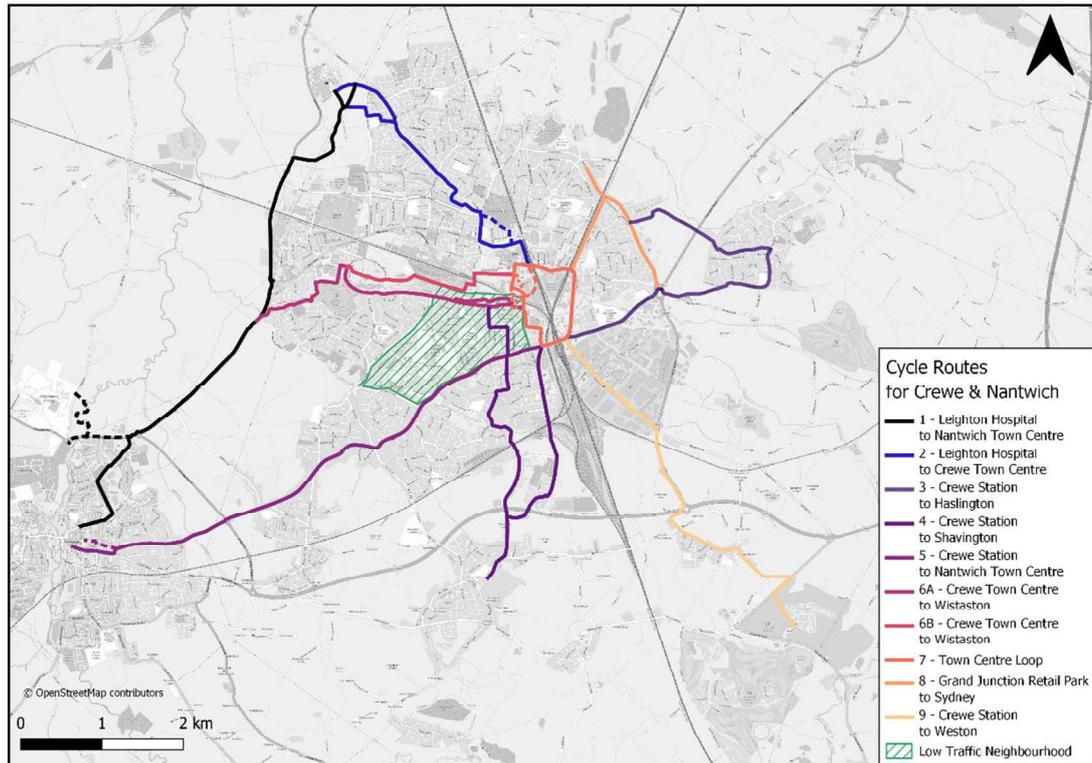


Figure 2.4: Crewe Cycling Network Plan (reproduced from the LCWIP)

2.2.9 Cheshire East Bus Service Improvement Plan

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

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

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

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

- Work alongside partners to incorporate more technology and enhance user experience for bus services;
- Public transport integrated ticketing (bus);
- Improve passenger transport services from rural areas (including demand responsive and community transport);
- Technology has been identified as a potential means of enhancing the bus user experience within Crewe. The installation of Real Time Information and

mobile app technology has the potential to revitalise bus services within Crewe alongside providing an added level of reliability as passengers will be able to track the progress of their bus service and plan their journey timings accordingly;

- Integrated ticketing has been raised as an option for improved bus services. This will require cooperation between bus services and Crewe Railway Station to ensure multi-modal travel is catered for; and
- Improved passenger transport services within rural areas. A Demand Responsive Transport (DRT) service is currently being piloted within the rural area south and west of Nantwich. The success and uptake of this trial will impact the roll out of DRT services elsewhere across the borough. Equally, the socio-economic information used to identify this area of Nantwich as having potential for DRT will be used to assess characteristics around Crewe.

2.3 Existing Transport Situation

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

2.3.1 Walking

There is a limited Public Rights of Way (PRoW) network within the centre of Crewe and poor connectivity via PRoWs to nearby areas such as Haslington and Shavington. There are more extensive links in rural areas outside of the town itself. There is an opportunity to improve the connectivity between Crewe's PRoW networks and surrounding PRoW networks. Improving the connectivity of the PRoW network to key trip generators is important to encourage greater walking trips.

As well as dedicated off road walking routes and PRoWs, many pedestrians use the wide network of existing footpaths adjacent to the highway to travel to destinations. The local walking network can be improved to support future growth in Crewe.

There is potential for improvements including developing a network of walking and cycling routes connecting into the town centre and Crewe Railway Station. There is also an opportunity to create a network of pedestrian and cycling routes across Crewe that connect users to services as identified within the Crewe LCWIP. Improvements to streets in the town centre to make them more attractive could include signage, surfacing, and dropped kerbs, which would all be beneficial.

The public consultation feedback highlighted that improved walking routes can benefit people with better access to services, as well as providing health benefits too.

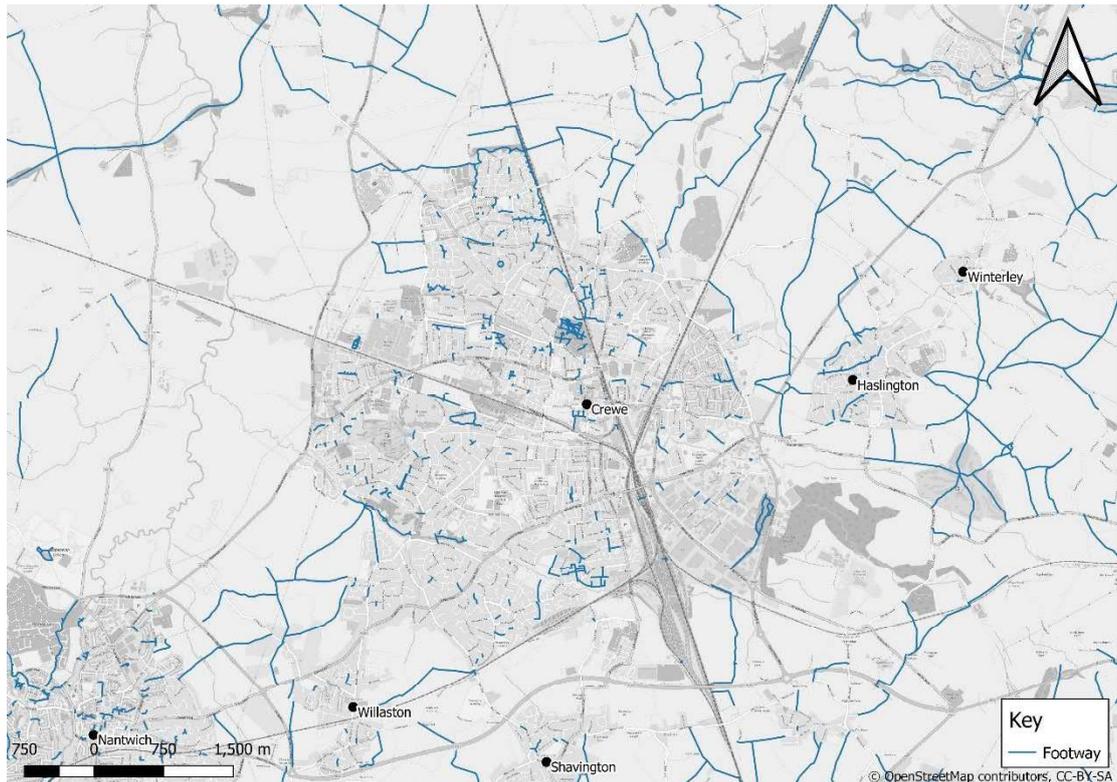


Figure 2.3: Public Right of Way (PRoW) network within the Study Area

2.3.2 Cycling

There is currently no comprehensive cycle network within Crewe. Despite this, 23% of Crewe's residents travel under 2km to work which is an ideal distance for walking and cycling trips. A further 27% travel under 5km which is an ideal distance for cycling trips.

The cycling network could be improved through the town centre, including providing more cycle parking. Developing a network of walking and cycling routes that connect the town centre and Crewe Railway Station (including possible provision of low traffic neighbourhoods) would support a more sustainable transport network for Crewe (as identified within the Crewe LCWIP).

More specifically, there is an opportunity to provide a new rail bridge across Earle Street for pedestrians and cyclists to improve the connection between Grand Junction Retail Park and the town centre. Furthermore, the Council is progressing with plans to enhance walking and cycling facilities as part of the Crewe Hub to link Crewe Railway Station and key destinations such as the town centre. Proposals include a new pedestrian/ cycle bridge parallel to the existing Nantwich Road bridge by Crewe Railway Station, which will improve connectivity and enhance facilities for the arrival of HS2.

The public consultation feedback showed there was a good level of support for the cycling schemes proposed for Crewe. Respondents noted that Active Travel should be a major priority for improving connectivity with Crewe.

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

Senior Officers to help focus Council policies to put cycling at the heart of the planning and design of the borough's streets, communities, and green spaces.

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

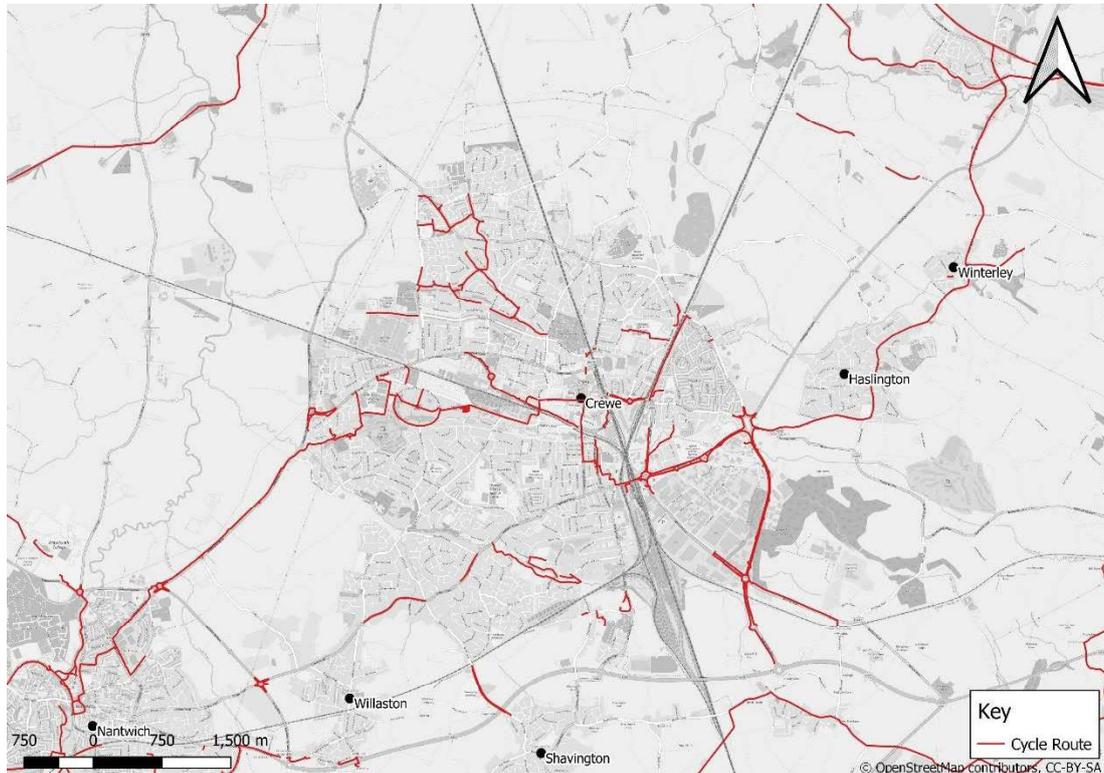


Figure 2.4: Cycle Network within the Delivery Plan Area

2.3.3 Public Transport (Bus and Rail)

Crewe Railway Station is one of the largest stations in the North West and a major interchange on the West Coast Main Line, where six lines converge. Approximately 23 trains call at Crewe every hour. There are three trains an hour from Crewe to Manchester Piccadilly (two per hour to Manchester Airport); hourly services to Wilmslow, Handforth, Sandbach, Stockport and Holmes Chapel; and services to London Euston, Liverpool Lime Street, Birmingham New Street, Glasgow Central, Stafford, Derby and Preston.

HS2 is anticipated to arrive in Crewe between 2029 and 2033 as part of HS2 Phase 2a. There are plans for a Crewe HS2 Hub which aims to enhance Crewe Railway Station, including improved onward travel facilities for buses, walking, cycling and taxis. The proposals will include a new pedestrian/ cycle bridge at Nantwich Road, outside of Crewe Railway Station entrance, enhancing connectivity to and from the station.

With Crewe being a key transportation hub in Cheshire East, the station is currently served by multiple bus services to destinations including Leighton Hospital, Sandbach, Middlewich, Nantwich, Congleton, Macclesfield, key areas within Crewe and towns in neighbouring Cheshire West and Chester such as Winsford, Northwich and Chester. There is potential that bus arrangements could change in future with a new bus station planned as part of the town centre Royal Arcade development.

The public consultation responses regarding public transport included general concern on service reliability and frequency in Crewe. Respondents felt that improvements to services to Leighton Hospital and Grand Junction Retail Park would be beneficial.

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

2.3.4 Parking

There are two main nodes for parking in Crewe, in the town centre itself and around the railway station. At present, there are 26 CEC operated car parks in Crewe. There are also numerous parking spaces operated by other operators, for example at the Grand Junction Retail Park and in the vicinity of Crewe Railway Station.

Overall, parking availability in Crewe is good with plenty of capacity available with some availability to accommodate growth. Although, it must be noted that future development proposals could see some current car parks repurposed. The majority of parking provision within Crewe is charged for.

As part of the town centre Royal Arcade development, a new multi-storey car park will be built to replace some smaller nearby car parks that are being redeveloped as part of wider town centre regeneration plans.

Parking demand at Crewe Railway Station is high because it is a major interchange. Avanti West Coast operate the station car parks at Pedley Street and Weston Road, however, there are additional private car parks within the vicinity.

As part of the development of this Delivery Plan, a review has taken place to assess parking provision during the construction of new developments within Crewe town centre. The Crewe Area Parking Assessment report identified what measures are needed and the phasing requirements for closing existing car parks and opening new sites. This was to ensure that parking supply would continue to meet demand in Crewe.

Figure 2.5 show the current parking within Crewe. This will change within the Delivery Plan period and the figure will be updated accordingly when required.

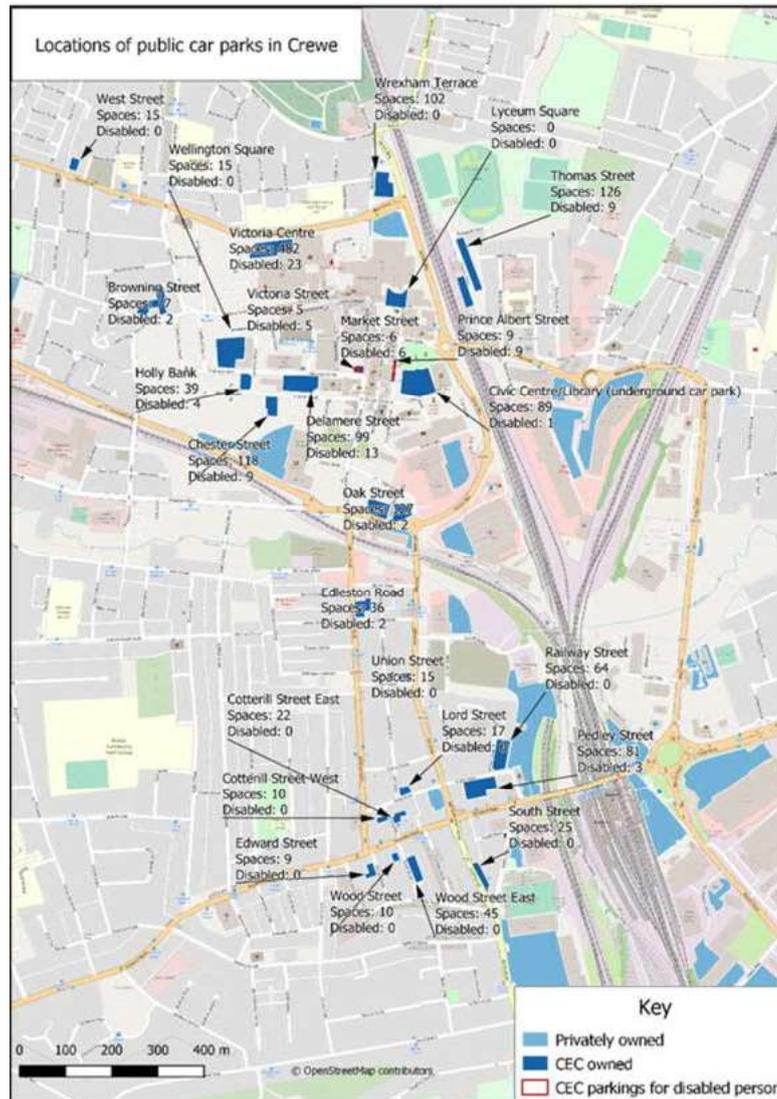


Figure 2.5: Locations of public car parks in Crewe

2.3.5 Highway Network

Key routes within Crewe town centre are the A532 (West Street) and the A5078 (Dunwoody Way). The main A roads within Crewe are the A500, A530 and A534 roads. Crewe is well linked to the motorway network, with junction 16 of the M6 via the A500 and access to junction 17 of the M6 via the A534. In the peak periods, there can be some delays on the network entering Crewe.

Crewe connects with Nantwich via the A530 to the west, Middlewich via the A530 to the north, Sandbach and Congleton via the A534 to the north east and Alsager via the B5077 to the east.

The A500 between Meremoor Moss roundabout and M6 junction 16 has DfT Programme Entry to dual the remaining single carriageway section to the south east of Crewe to provide a continuous dual carriageway on the A500 from Crewe to Stoke-on-Trent. This is expected to address existing congestion issues at peak times, increase resilience, support development, support HS2 access and improve safety.

With forecast growth in Crewe due to the planned development, including the arrival of HS2, work is underway to assess the highway requirements to support this.

The public consultation highlighted that the level of development within Crewe will need the planned improvements for the highway network to accommodate it.

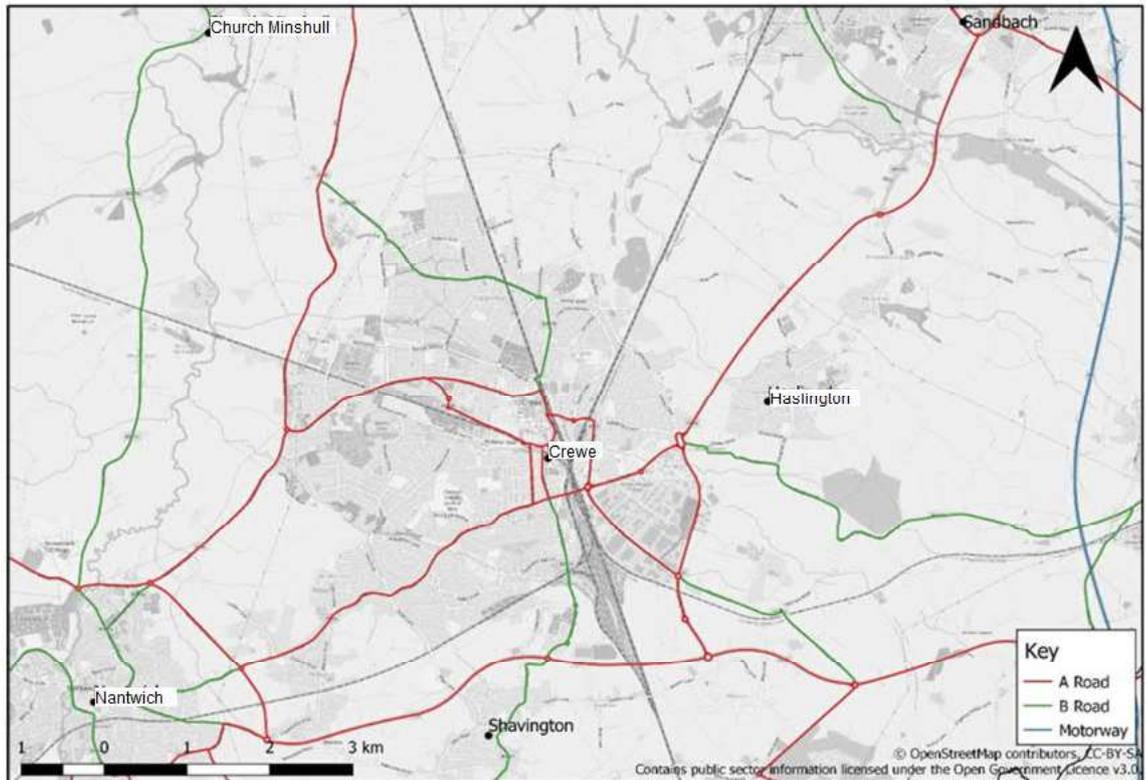


Figure 2.6: Local Road Network

2.3.6 Summary

The evidence collected and analysis undertaken of the travel demand within Crewe supported the development of the 82 local transport schemes for Crewe (as set out in Chapter 3). The public consultation, supported by the analysis of data, highlighted issues across all modes of transport.

There are clear opportunities to improve the existing cycling and walking network within and around the Crewe area. This includes improving current off-road routes and the developing new routes, as identified within the Crewe LCWIP.

The Public Transport network has a number of opportunities to improve the offer to passengers and the Council's BSIP is providing a good way forward to deliver this. Work with rail operators, Network Rail, Transport for the North and the Department for Transport around developing rail services is important to capitalise on rail travel opportunities.

Improvement on the highway network to tackle congestion and provide a safe secure network for all users is also needed.

Overall, the evidence shows there is a good opportunity to improve the provision of choice for all travel within and around Crewe.

3. Objectives Overview

3.1 Overview

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

3.2 Crewe Local Transport Objectives

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

The town specific transport objectives for Crewe are:

1. **Improving access to Crewe town centre and Crewe HS2 Hub to support regeneration and growth of the town.**
2. **Supporting access to education and employment sites including Crewe UTC, South Cheshire College and other schools, Crewe Business Park, Bentley Motors, Leighton Hospital and Grand Junction Retail Park.**
3. **Improving transport connections along key routes to and from Nantwich, Sandbach, Middlewich, Chester, and wider Cheshire East and the M6.**
4. **Strengthening the transport network to accommodate development sites such as North West Crewe in Leighton, Basford East and West, the South Cheshire Growth Village and others included within the Local Plan.**
5. **Supporting access from Church Minshull, Haslington, Winterley, Shavington, Worleston and Weston and other rural communities to key services and employment within Crewe.**

3.3 Public Consultation Feedback on Local Transport Objectives

Within the public consultation undertaken in developing this Delivery Plan, consultees were asked if they agreed with the identified local transport objectives or not. The results of this are presented in Table 3.1 below.

Objective	Number of Responses	Number (%) of Responses Strongly Agreed or Tend to Agree with Objective
1	59	46 (78%)

2	59	46 (78%)
3	59	48 (82%)
4	58	44 (75%)
5	56	46 (82%)

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

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

3.4 Logic Mapping

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

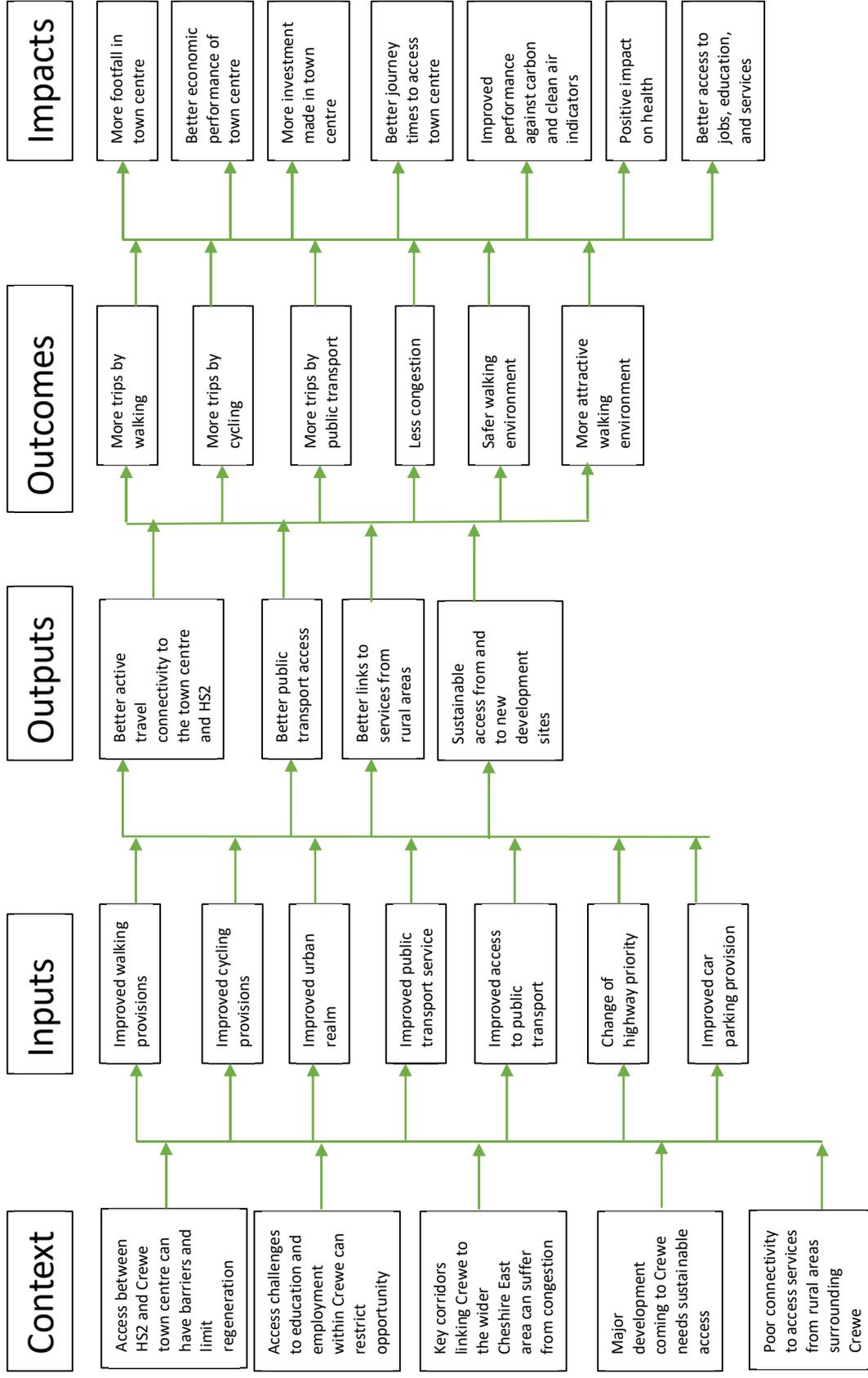


Figure 3.2: Crewe Transport Delivery Plan Logic Map

4. Options Overview & Assessment

4.1 Overview

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

Following the development of the local transport objectives and 'long list', an online interactive public consultation was held between 23rd November 2020 and 31st March 2021. In total 67 responses were received, including online responses and email correspondence. Respondents were able to provide their agreement or disagreement to the local transport objectives developed and also provide comment on them. The consultation also allowed respondents to state their agreement or disagreement with the individual schemes identified and provide comment on them if they wished. Respondents could also put forward any new scheme options not identified within the 'long list' that they felt should be considered. Council Officers also consulted with the Town Council as part of the public consultation.

4.2 Assessment Process

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

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

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

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

- The five Crewe Specific Transport Objectives:
 - Improving access to Crewe town centre and Crewe HS2 Hub to support regeneration and growth of the town;
 - Supporting access to education and employment sites including Crewe UTC, South Cheshire College and other schools, Crewe Business Park, Bentley Motors, Leighton Hospital and Grand Junction Retail Park;
 - Improving transport connections along key routes to and from Nantwich, Sandbach, Middlewich, Chester, and wider Cheshire East and the M6;
 - Strengthening the transport network to accommodate development sites such as North West Crewe in Leighton, Basford East and West, the South Cheshire Growth Village and others included within the Local Plan; and
 - Supporting access from Church Minshull, Haslington, Winterley, Shavington, Worleston and Weston and other rural communities to key services and employment within Crewe.

- Four agreed additional practical delivery criteria:
 - Technically Feasible;
 - Value for Money;
 - Affordability; and
 - Acceptability.

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

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

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

Table 4.1: Scoring criteria for additional areas

4.3 Scheme Sequencing Process

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

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

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

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

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

Table 4.2: Assessment guidance for Timescales

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

5. Packaging & Sequencing of Options

5.1 Introduction

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

Through undertaking this process a total of 82 schemes have been identified for Crewe and the wider area. These schemes vary in size, scale, and their stage of development. Many schemes are at a Concept stage with little design; site investigation and costing undertaken. Therefore, assessment at this stage is relatively high level but will advance as the Delivery Plan is taken forward. It must also be noted at this stage most of the schemes identified are not funded yet.

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

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

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

5.2 Active Travel Schemes Package

A total of 42 of the transport schemes identified for Crewe and the wider area relate to Active Travel schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Delivery Plan process. The Active Travel schemes fall into seven broad categories as described in Table 5.1.

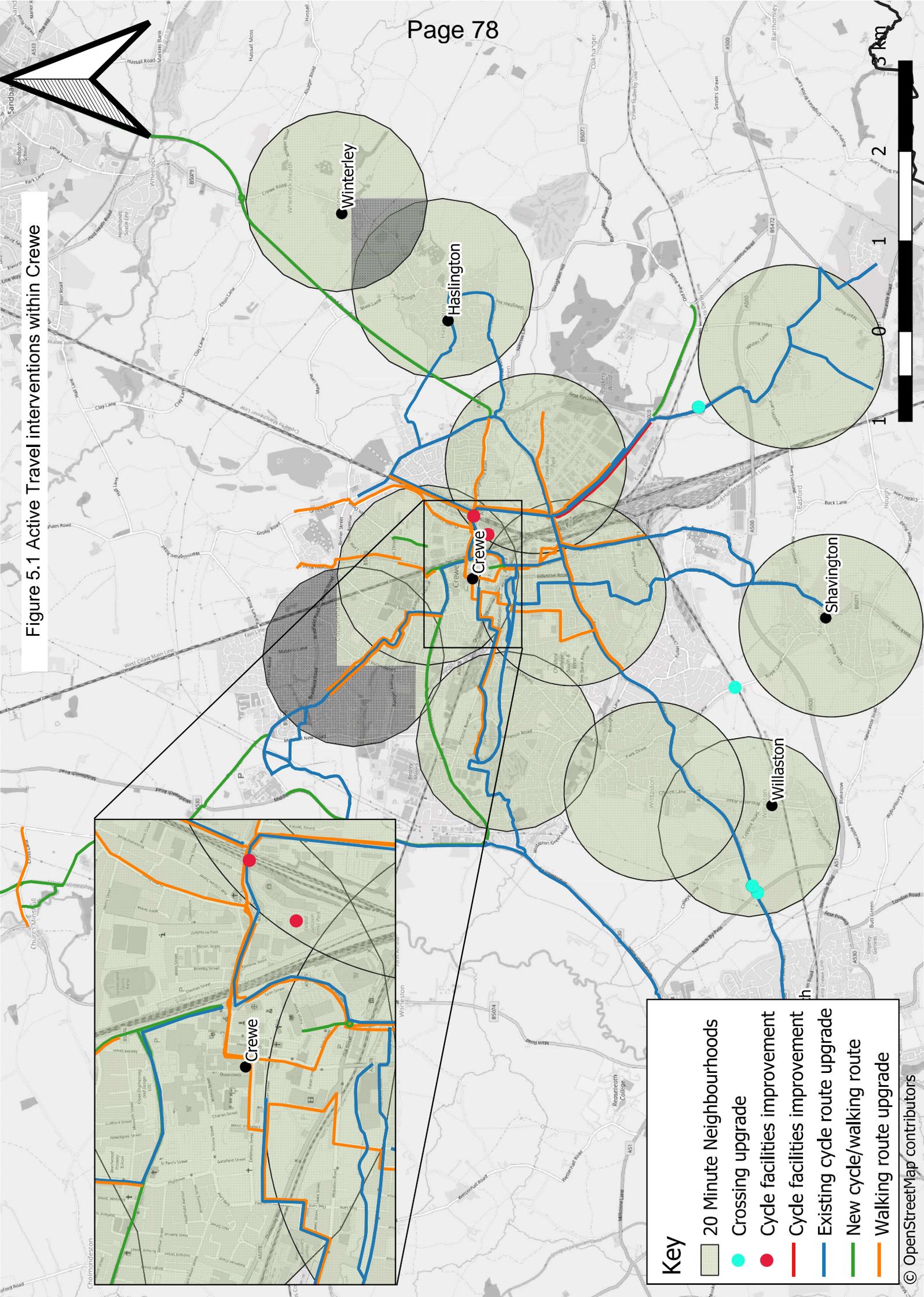
Active Travel Category	Description of measures
New pedestrian and cycle crossing facilities	Providing a new dedicated pedestrian and cycle crossing facility on the highway (predominately a signalised facility).
Cycle facilities improvements	Cycle parking and other facilities to aid the use of cycling.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

Table 5.1: Active Travel Scheme Categories

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

Figure 5.1 also shows '20 minute' neighbourhood catchments. The centre of these represents where agglomeration of some services; retail; education and employment are located, usually within a residential area. The circles represent the catchment for neighbourhoods within twenty minutes walking time.

Figure 5.1 Active Travel interventions within Crewe



Key

- 20 Minute Neighbourhoods
- Crossing upgrade
- Cycle facilities improvement
- Cycle facilities improvement
- Existing cycle route upgrade
- New cycle/walking route
- Walking route upgrade

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

Local Transport Objective	How the Active Travel Package Supports Objective
<p>1 Improving access to Crewe town centre and Crewe HS2 Hub to support regeneration and growth of the town.</p>	<ul style="list-style-type: none"> • Develop walking and cycling links through the delivery of the Crewe LCWIP to connect Crewe town centre to the HS2 Hub and surrounding residential areas; • Addressing points of severance where rail lines currently limit the potential for cycle and walking routes; and • Develop sustainable transport measures linking to the Crewe HS2 Hub, such as the Nantwich Road pedestrian/cycle bridge scheme, Mill Street corridor and Valley Brook active travel corridor, including development of 'Pocket Parks'.
<p>2 Supporting access to education and employment sites including Crewe UTC, South Cheshire College and other schools, Crewe Business Park, Bentley Motors, Leighton Hospital and Grand Junction Retail Park.</p>	<ul style="list-style-type: none"> • Provide cycling and walking connectivity to key employment and education sites through the delivery of the Crewe LCWIP, such as links to the town centre and North West Crewe, including to Leighton Hospital and Bentley Motors; • Implementing '20 minute neighbourhoods' around schools and employment sites to improve walking and cycling links; and • Provide safe secure cycle parking within the town centre and wider area.
<p>3 Improving transport connections along key routes to and from Nantwich, Sandbach, Middlewich, Chester, and wider Cheshire East and the M6.</p>	<ul style="list-style-type: none"> • Providing cycle connections to key towns, including improving the Connect 2 link to Nantwich and new links to Sandbach and Middlewich; and • Key walking and cycling crossing upgrades along strategic highway routes to remove severance and improve access for pedestrians and cyclists, such as the A51 Peacock Roundabout.
<p>4 Strengthening the transport network to accommodate development sites such as North West Crewe in Leighton, Basford East and West, the South Cheshire Growth Village and others included within the Local Plan.</p>	<ul style="list-style-type: none"> • Ensure high quality walking and cycle access for new development sites to be able to offer a genuine choice of travel mode; and • Work with developers to ensure walking and cycling infrastructure is provided to access new housing sites, such as in North West Crewe.
<p>5 Supporting access from Church Minshull, Haslington, Winterley, Shavington, Worleston and Weston and other</p>	<ul style="list-style-type: none"> • Provide cycle and walking routes from surrounding villages to Crewe town centre and Railway Station.

rural communities to key services and employment within Crewe.	
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Table 5.2: Active Travel Scheme Package and its Local Transport Objective Support

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

Within the Short Term of the Delivery Plan adoption, nine Active Travel schemes could potentially be developed. Within the Medium Term of the Delivery Plan a further 21 schemes could potentially be developed and in the Long-Term twelve schemes are identified for potential development.

5.3 Public Transport Schemes Package

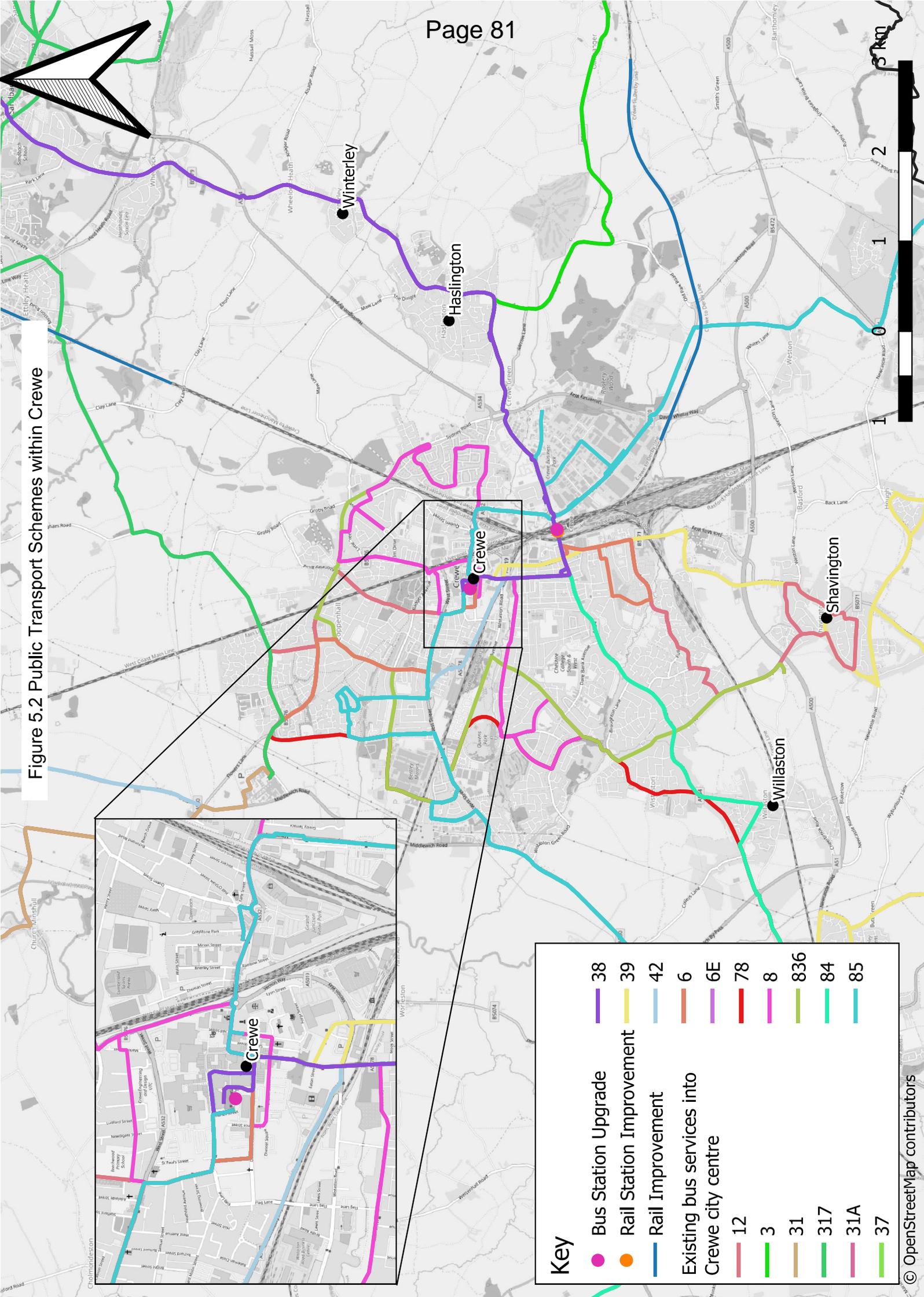
A total of thirteen of the transport schemes identified for Crewe and the wider area relate to Public Transport schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Delivery Plan process. The Delivery Plan has been developed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

Public Transport Category	Description of measures
Bus service improvements	Providing an enhanced (including extended and more frequent) bus service and/ or providing a new bus service.
Bus station upgrades	Bus station improvement, and upgrades to existing bus stop facilities, for example new shelters; real time information and shopmobility facilities. This also includes new or replacement bus stations.
Rail station improvements	Improvements to Railway Station facilities.
Rail service improvements	Providing more frequent rail services and/or providing new rail services.

Table 5.3: Public Transport Scheme Categories

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

Figure 5.2 Public Transport Schemes within Crewe



Key

- Bus Station Upgrade
- Rail Station Improvement
- Rail Improvement
- Existing bus services into Crewe city centre

12	38
3	39
31	42
317	6
31A	6E
37	78
	8
	836
	84
	85

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

Local Transport Objective	How the Public Transport Package Supports Objective
1 Improving access to Crewe town centre and Crewe HS2 Hub to support regeneration and growth of the town.	<ul style="list-style-type: none"> • Working to develop bus services and infrastructure at Crewe Railway Station to support current demand and the future demand with HS2; • Delivery of a new Bus Station as part of the Royal Arcade development within Crewe town centre; • Development of a new Crewe HS2 Hub and multimodal interchange; and • Implement Bus Activation signal systems to improve priority for buses.
2 Supporting access to education and employment sites including Crewe UTC, South Cheshire College and other schools, Crewe Business Park, Bentley Motors, Leighton Hospital and Grand Junction Retail Park.	<ul style="list-style-type: none"> • Improve the bus network through the delivery of the Council's BSIP; and • Develop DRT provision to support access to employment and education.
3 Improving transport connections along key routes to and from Nantwich, Sandbach, Middlewich, Chester, and wider Cheshire East and the M6.	<ul style="list-style-type: none"> • Improve the bus network through the delivery of the Council's BSIP; • Develop the case for reopening the Middlewich rail line for passenger services; and • Support the double tracking of the rail line near Alsager.
4 Strengthening the transport network to accommodate development sites such as North West Crewe in Leighton, Basford East and West, the South Cheshire Growth Village and others included within the Local Plan.	<ul style="list-style-type: none"> • Improve the bus network through the delivery of the Council's BSIP; and • Work with developers to ensure good public transport infrastructure and services are provided to development sites.
5 Supporting access from Church Minshull, Haslington, Winterley, Shavington, Worleston and Weston and other rural communities to key	<ul style="list-style-type: none"> • Improve the bus network through the delivery of the Council's BSIP; • Develop DRT provision to support access for rural communities to services; and

services and employment within Crewe.	<ul style="list-style-type: none"> Support Community Transport providers.
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Table 5.4: Public Transport Scheme Package and its Local Transport Objective Support

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

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

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

5.4 Parking Schemes Package

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

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

Table 5.5: Parking Scheme Categories

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

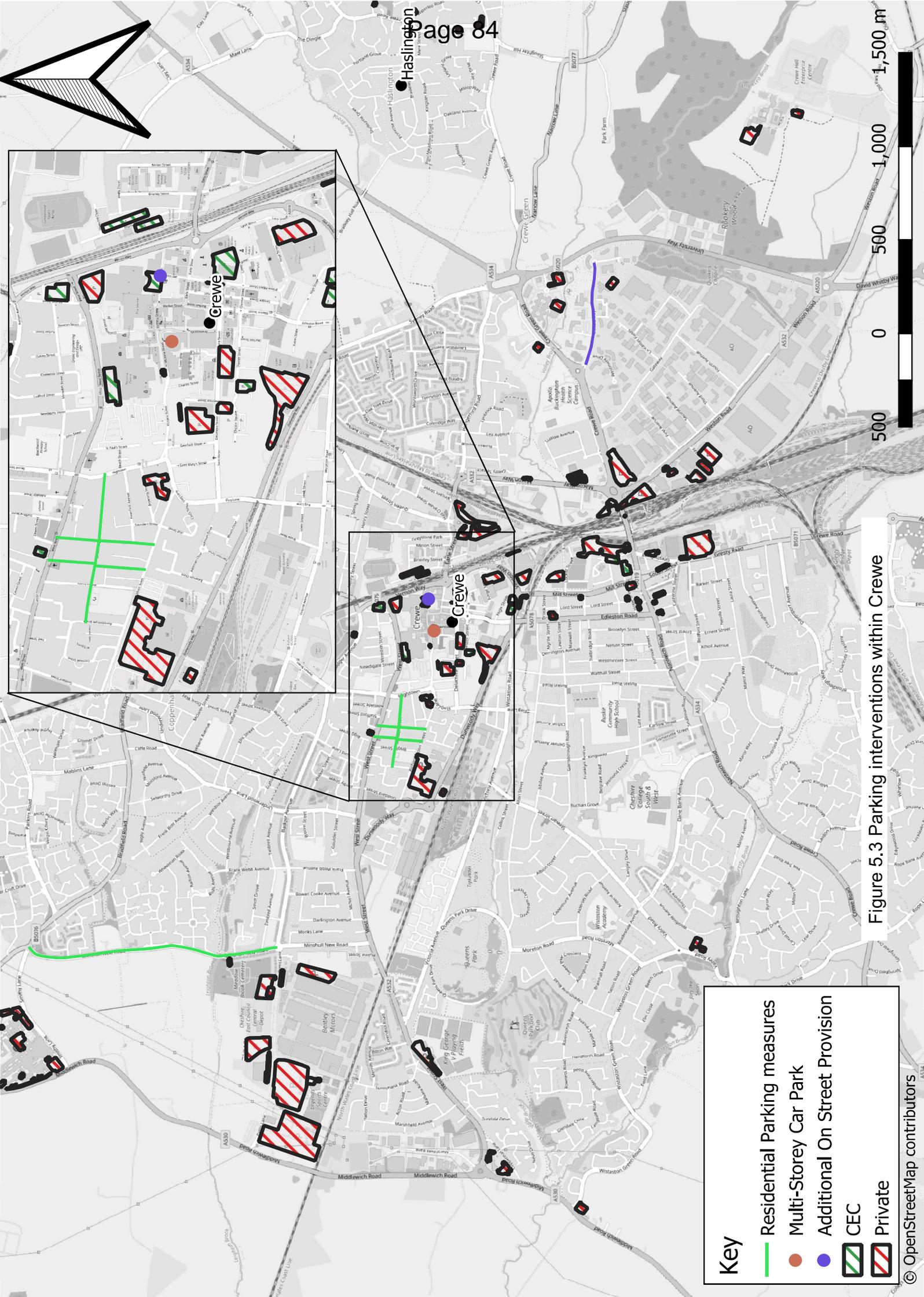


Figure 5.3 Parking interventions within Crewe

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

Objective	How the Parking Package Supports
1 Improving access to Crewe town centre and Crewe HS2 Hub to support regeneration and growth of the town.	<ul style="list-style-type: none"> • New planned car parks at Royal Arcade and Crewe HS2 Hub; and • Implementation of a Controlled Parking Zone near Crewe Railway Station.
2 Supporting access to education and employment sites including Crewe UTC, South Cheshire College and other schools, Crewe Business Park, Bentley Motors, Leighton Hospital and Grand Junction Retail Park.	<ul style="list-style-type: none"> • Provide EV charging and appropriate parking infrastructure at development sites; and • Ensuring no inappropriate parking results from new developments.
3 Improving transport connections along key routes to and from Nantwich, Sandbach, Middlewich, Chester, and wider Cheshire East and the M6.	<ul style="list-style-type: none"> • Parking not applicable to supporting this objective.
4 Strengthening the transport network to accommodate development sites such as North West Crewe in Leighton, Basford East and West, the South Cheshire Growth Village and others included within the Local Plan.	<ul style="list-style-type: none"> • Provide EV charging and appropriate parking infrastructure at development sites; and • Ensuring no inappropriate parking results from new developments.
5 Supporting access from Church Minshull, Haslington, Winterley, Shavington, Worleston and Weston and other rural communities to key services and employment within Crewe.	<ul style="list-style-type: none"> • Provide appropriate parking for accessing key services, including EV charging and disabled space provision.

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

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

Within the Short Term of the Delivery Plan adoption, six Parking schemes could potentially be developed, and in the Medium Term three schemes are identified for potential development.

5.5 Highway Schemes Package

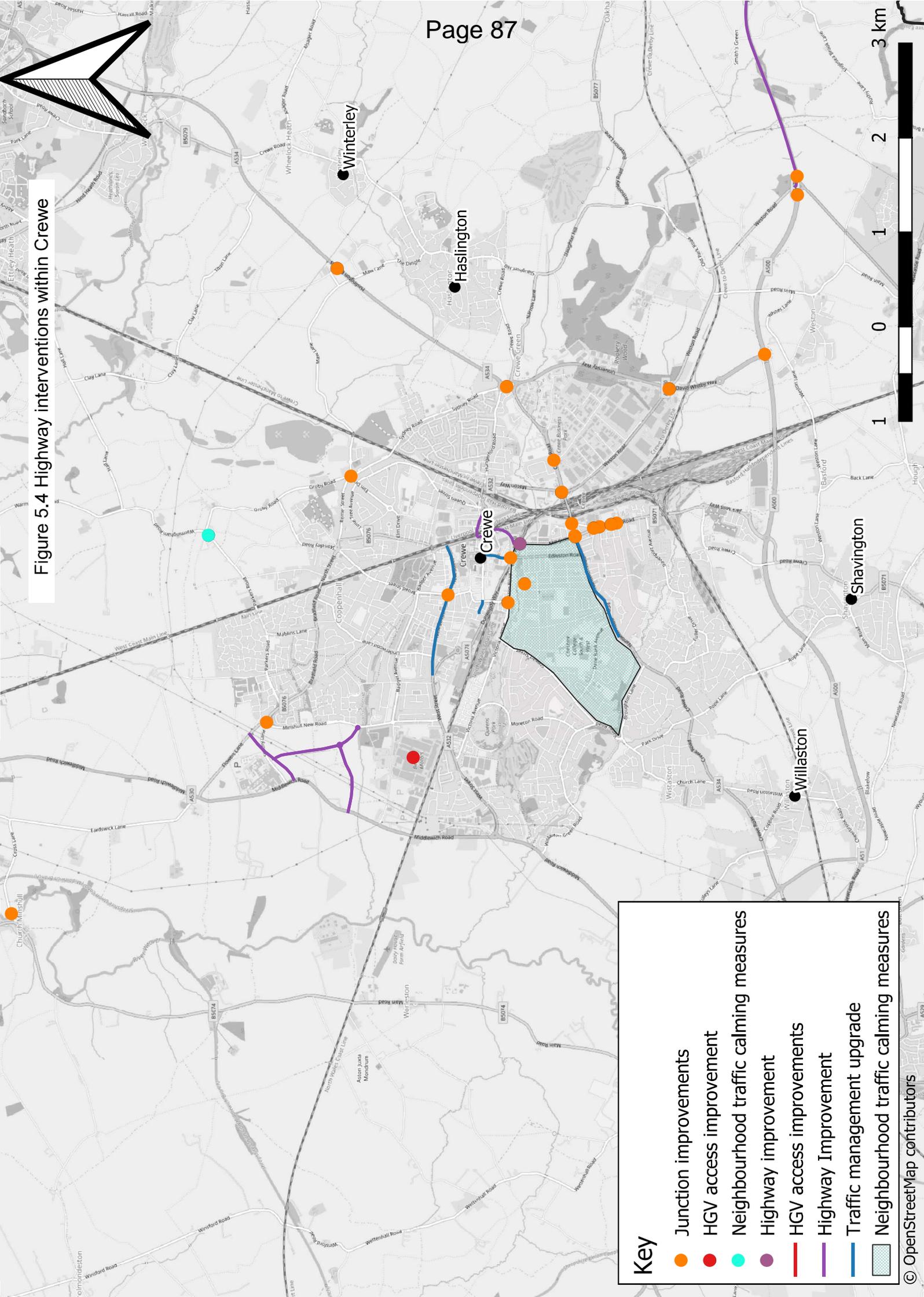
A total of 20 of the transport schemes identified for Crewe and the wider area relate to Highway Transport schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Delivery Plan process. The Highway schemes fall into four broad categories as described in Table 5.7 below.

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

Table 5.7: Highway Scheme Categories

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

Figure 5.4 Highway interventions within Crewe



Key

- Junction improvements
- HGV access improvement
- Neighbourhood traffic calming measures
- Highway improvement
- HGV access improvements
- Highway Improvement
- Traffic management upgrade
- Neighbourhood traffic calming measures

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

Objective	How the Highway Package Supports
<p>1 Improving access to Crewe town centre and Crewe HS2 Hub to support regeneration and growth of the town.</p>	<ul style="list-style-type: none"> • Delivery of the Crewe Surface Access Package comprising highway scheme improvements to support HS2; • Development and delivery of the Future High Streets Fund schemes for Flag Lane and South Street; • Implement Bus Activation signal systems to improve priority for buses; and • Highway capacity improvements over rail crossing ‘pinch points’ in Crewe.
<p>2 Supporting access to education and employment sites including Crewe UTC, South Cheshire College and other schools, Crewe Business Park, Bentley Motors, Leighton Hospital and Grand Junction Retail Park.</p>	<ul style="list-style-type: none"> • Delivery of the North West Crewe Package, including improved access to Bentley and Leighton Hospital; and • Implementation of traffic management measures within ‘20 minute neighbourhood’ areas.
<p>3 Improving transport connections along key routes to and from Nantwich, Sandbach, Middlewich, Chester, and wider Cheshire East and the M6.</p>	<ul style="list-style-type: none"> • Delivery of the A500 Dualling scheme between M6 Junction 16 and the B5472/ A531 providing additional capacity to connect Crewe to M6 Junction16 and beyond.
<p>4 Strengthening the transport network to accommodate development sites such as North West Crewe in Leighton, Basford East and West, the South Cheshire Growth Village and others included within the Local Plan.</p>	<ul style="list-style-type: none"> • Delivery of the North West Crewe Package, including improved access to Bentley and Leighton Hospital; and • Delivery of the Crewe Surface Access package.
<p>5 Supporting access from Church Minshull, Haslington, Winterley, Shavington, Worleston and Weston and other rural communities to key</p>	<ul style="list-style-type: none"> • Delivery of the A500 Dualling scheme between M6 Junction 16 and the B5472/ A531, removing some through traffic from villages onto the Strategic Road Network; and • Delivery of the Crewe Surface Access package.

services and employment within Crewe.

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

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

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

5.6 Summary of Transport Scheme Packages Support for Objectives

The sections above have set out how the identified packages of schemes by mode support the agreed local transport objectives for Crewe. Table 5.9 below summarises the support given by each package of schemes for each objective. The green cells show significant support for the objective, the yellow cells show some support, and the grey cells show it is not applicable in supporting that objective.

Objective	Active Travel Package	Public Transport Package	Parking Package	Highways Package
1 Improving access to Crewe town centre and Crewe HS2 Hub to support regeneration and growth of the town.	Green	Green	Green	Green
2 Supporting access to education and employment sites including Crewe UTC, South Cheshire College and other schools, Crewe Business Park, Bentley Motors, Leighton Hospital and Grand Junction Retail Park.	Green	Green	Yellow	Green
3 Improving transport connections along key routes to and from Nantwich, Sandbach, Middlewich, Chester, and wider Cheshire East and the M6.	Green	Green	Grey	Green
4 Strengthening the transport network to accommodate development sites such as North West Crewe in Leighton, Basford East and West, the South Cheshire Growth Village	Green	Green	Yellow	Green

<p>and others included within the Local Plan.</p>				
<p>5 Supporting access from Church Minshull, Haslington, Winterley, Shavington, Worleston and Weston and other rural communities to key services and employment within Crewe.</p>				

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

6. Summary and Next Steps

6.1 Summary

The Crewe Transport Delivery Plan is the result of an evidence led process. This included developing a set of five local transport objectives with 82 identified and assessed schemes that will support the development and vitality of Crewe over the life of the current LTP4.

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

6.2 Funding Summary

The Delivery Plan has 82 individual different schemes assessed within it. These vary significantly in value. As a result, the Council will need to access external funding sources to deliver some of the intended works.

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

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

6.3 Next Steps

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

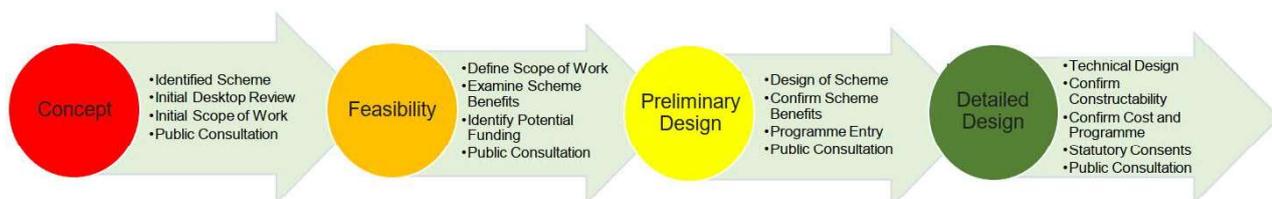


Figure 6:1 Scheme Development Stages

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

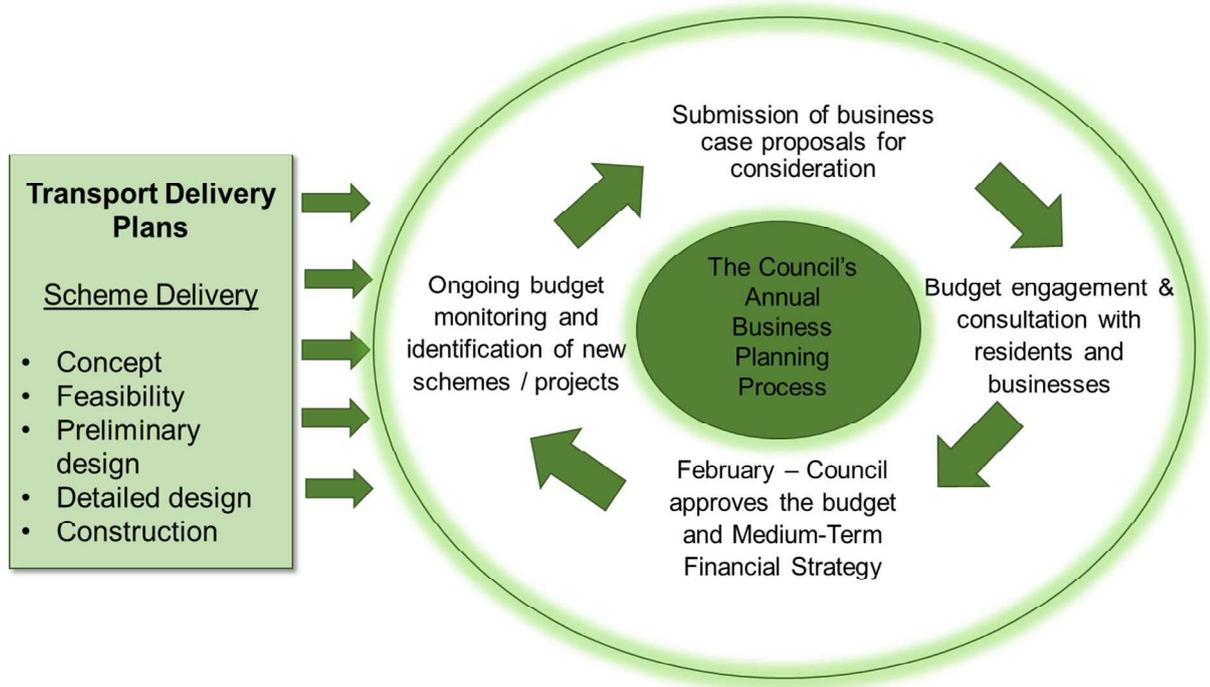


Figure 6.2: LTDP Budget Cycle

Appendix A – Options Long List & Assessment

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ID	Category	Scheme Description	Supporting Growth	Access to Services	Protects and Improves the Environment	Health, Wellbeing and Physical Activity	Maintaining and managing our network assets	Improve organisational efficiency and effectiveness	Improving access to Crewe town centre and Crewe HS2 Hub regeneration and growth of the town	Supporting access to education and employment sites including Crewe UTC, and other schools, Crewe Business Park, Leighton Hospital and Grand Junction Retail Park	Improving transport connections along key routes to and from Nantwich, Biddulph, Macclesfield, Chester and wider Cheshire East and the M6	Strengthening the transport network to accommodate development sites such as North West Crewe in Leighton, Bostford East and others included within the Local Plan	Supporting access from Church, Minshall, Haslington, Winterley, Shawington, Wofeston and Weston and other rural communities to key services and employment within Crewe	Technically Feasible	Value for Money	Additional Criteria	Acceptability	Development Stage
CR 1	Public Transport	New bus station as part of the Royal Arcade development.																Detailed Design
CR 2	Public Transport	Short term bus station improvements (before the new bus station for Royal Arcade is built).																Concept
CR 101	Public Transport	Incorporate more technology and enhance user experience for bus services, for example, integrated ticketing and real time information.																Concept
CR 102	Public Transport	Provide relevant rail infrastructure to allow for 57 HS2 trains per hour.																Feasibility
CR 5	Public Transport	Enhanced Crewe Hub Station including Multi-Modal interchange and MSCF.																Preliminary Design
CR 6	Public Transport	Review bus access at Grand Junction Retail Park to improve bus service access.																Concept
CR 103	Public Transport	Improve service integration for bus and rail.																Concept
CR 9	Public Transport	Reopen the mid-Cheshire rail line to passenger services including a new station in Middlewich, connecting Crewe – Sandbach – Middlewich – Northwich.																Feasibility
CR 10	Public Transport	Double track the section of currently single track line between Crewe and Alagar.																Concept
CR69	Public Transport	Improve passenger transport services from rural areas (including demand responsive and community transport).																Concept
CR 11	Highways	Dualing of the A500 between M6 J16 and the A531 and B5472 at Macclesfield, Macclesfield and Macclesfield.																Detailed Design
CR 13a	Highways	Crewe Hub Surface Access Package: Crewe Road/Gateway Junction.																Feasibility
CR 13b	Highways	Crewe Hub Surface Access Package: Crewe Arms Junction.																Feasibility
CR 13c	Highways	Crewe Hub Surface Access Package: Weston Road/University Way.																Feasibility
CR 13d	Highways	Crewe Hub Surface Access Package: Nantwich Road/Greasy Road.																Feasibility
CR 13e	Highways	Crewe Hub Surface Access Package: Nantwich Road/South Street.																Feasibility
CR 13f	Highways	Crewe Hub Surface Access Package: Greasy Road/Catherine Street.																Feasibility
CR 13g	Highways	Crewe Hub Surface Access Package: Greasy Road/Bedford Street.																Feasibility
CR 13h	Highways	Crewe Hub Surface Access Package: Greasy Road/St. Clair Street.																Feasibility
CR 13i	Highways	Crewe Hub Surface Access Package: Greasy Road/Laura Street.																Feasibility
CR 14	Highways	Review long-term ambitions for a Southern Link Road Bridge.																Feasibility
CR 16	Highways	Delivery of the North West Crewe package including the Leighton Spine Road and Link Road.																Feasibility
CR 17	Highways	Resurfacing of Cross Lane bridge over the River Weaver in Church Minshall.																Concept
CR 18	Highways	Extension of Flag Lane and create a priority controlled junction onto Dalmer Street.																Feasibility
CR 103	Highways	Highway capacity improvements to Earle Street Bridge, Vernon Way and Oak Street.																Feasibility
CR 104	Highways	Manchester Bridge highway capacity improvements.																Concept
CR 24	Highways	Widening Mill Street Bridge for highway capacity improvements.																Feasibility
CR 105	Highways	Highway bridge between Grand Junction Retail Park and Macon Way.																Feasibility

ID	Category	Scheme Description	LTP Objectives				Town Specific Objectives				Additional Criteria			Development Stage		
			Supporting Growth	Access to Services	Protects and Improves the Environment	Health, Wellbeing and Physical Activity	Maintaining and managing our network assets	Improve organisational efficiency and effectiveness	Improving access to Crewe town centre and Crewe HS2 Hub to support regeneration and growth of the town	Supporting access to education and employment sites including Crewe UTC, and other schools, Crewe Business Park, Leighton Hospital and Grand Junction Retail Park	Supporting access to key services and employment within Crewe	Strengthening the transport network to accommodate development sites such as North West Crewe in Leighton, Basford East and others included within the Local Plan	Improving transport connections along key routes to and from Nantwich, Sandbach, Chester and wider Cheshire East and the M6		Value for Money	Affordability
CR19	Active Travel	Improving pedestrian and cycling facilities at Peacock Roundabout.														Concept
CR 106	Active Travel	Introduce 20mph zones in residential areas, including areas such as Wilsonton and Weston in accordance with the adopted Speed Management Strategy.														Concept
CR 23	Active Travel	New bridge for pedestrians and cyclists across Earle Street to better connect Grand Junction Retail Park to the town centre.														Feasibility
CR 107	Active Travel	Walking and Cycling Route between Crewe Station and Mill Street Bridge.														Concept
CR 108	Active Travel	Widening Mill Street Bridge for pedestrian and cycling improvements.														Feasibility
CR 109	Active Travel	Pedestrian and cycling improvements to Mill Street / Vernon Way Roundabout.														Concept
CR 40	Active Travel	Manchester Bridge pedestrian and cycle improvements.														Concept
CR 110	Active Travel	Pedestrian and cycling improvements to Market Street, Chester Street and Prince Albert Street including roundabouts.														Concept
CR 26	Active Travel	Improve walking route between Grand Central Retail Park and Gresty Road (LCWIP Walking Route 7)														Feasibility
CR 27	Active Travel	Cycle route alongside the A534 connecting Crewe to Sandbach.														Concept
CR 111	Active Travel	Cycle route connecting Crewe to Middlewich, potentially along the Shropshire Union Canal.														Concept
CR 30	Active Travel	Improve the walking and cycling route to Weston Primary from Wychwood Village.														Concept
CR 32	Active Travel	Improvements for cyclists crossing Rope Green bridge on the route to Sherrington Assembly.														Concept
CR 112	Active Travel	Improvements for cyclists and pedestrians on Nantwich Road outside Crewe Hub - Nantwich Road pedestrian/cycle bridge.														Feasibility
CR 34	Active Travel	Improving cycle route from Peckley Street to Nantwich Town Centre (LCWIP Cycle Route 5).														Concept
CR 35	Active Travel	LGF Connect 2 extension linking A530/A532 roundabout northwards into Leighton.														Detailed Design
CR36	Active Travel	Improving cycle route from Leighton Hospital to Nantwich town centre (LCWIP Cycle Route 1).														Concept
CR 37	Active Travel	West Street and Vernon Way - Safer Roads Fund Scheme.														Feasibility
CR 113	Active Travel	Leighton Greenway pedestrian/cycle improvements (off-road link between Bradford Road to Broad Street).														Concept
CR 40	Active Travel	Improving cycle and walking facilities at Grand Junction Retail Park Roundabout (LCWIP Route 8).														Concept
CR 49	Active Travel	Improving cycle facilities along Weston Road (LCWIP route 6).														Concept
CR 42	Active Travel	Connecting residential areas within Church Minshull via pedestrian and cycle links to improve sustainable travel options - a route connecting to the canal towpath.														Concept
CR 44	Active Travel	Review traffic calming scheme to create quieter streets to improve walking and cycling - Coronation Street.														Concept
CR 45	Active Travel	Improving cycle route from Leighton Hospital to Crewe Town Centre (LCWIP Cycle Route 2).														Concept
CR 46	Active Travel	Improving walking route Crewe town centre to Leighton Greenway (LCWIP Walking Route 1).														Concept
CR 47	Active Travel	Improving cycle route Crewe Station to Haslington (LCWIP Cycle Route 3).														Concept
CR 48	Active Travel	Improving cycle route Crewe Station to Shawington (LCWIP Cycle Route 4).														Concept
CR 49	Active Travel	Improving cycle route Crewe town centre to Wilsonton (LCWIP Cycle Route 6).														Concept

ID	Category	Scheme Description	Supporting Growth	Access to Services	Protects and Improves the Environment	Health, Wellbeing and Physical Activity	LTP Objectives	Maintaining and managing our network assets	Improve organisational efficiency and effectiveness	Improving access to Crewe town centre and Crewe HS2 Hub to support regeneration and growth of the town	Supporting access to education and employment sites including Crewe UTC, and other schools, Crewe Business Park, South Cheshire College, Leighton Hospital and Grand Junction Retail Park	Supporting access to education and employment sites including Crewe UTC, and other schools, Crewe Business Park, South Cheshire College, Leighton Hospital and Grand Junction Retail Park	Supporting access to education and employment sites including Crewe UTC, and other schools, Crewe Business Park, South Cheshire College, Leighton Hospital and Grand Junction Retail Park	Supporting access to education and employment sites including Crewe UTC, and other schools, Crewe Business Park, South Cheshire College, Leighton Hospital and Grand Junction Retail Park	Town Specific Objectives	Supporting access to education and employment sites including Crewe UTC, and other schools, Crewe Business Park, South Cheshire College, Leighton Hospital and Grand Junction Retail Park	Strengthening the transport network to accommodate development sites such as North West Crewe in Leighton, Basford East and others included within the Local Plan	Improving transport connections along key routes to and from Nantwich, Basford East, Chester and wider Cheshire East and the M6	Supporting access to education and employment sites including Crewe UTC, and other schools, Crewe Business Park, South Cheshire College, Leighton Hospital and Grand Junction Retail Park	Value for Money	Additional Criteria	Acceptability	Development Stage
CR 50	Active Travel	Improving cycle route Grand Junction Retail Park to Sydney (LCWIP Cycle Route 8).																				Concept	
CR 51	Active Travel	Improving cycle route Crewe Station to Weston (LCWIP Cycle Route 9).																				Concept	
CR 52	Active Travel	Improving cycle route Crewe town centre to Stoneley Road via Middlewich Streets (LCWIP Walking Route 2).																				Concept	
CR 53	Active Travel	Improving walking route Crewe town centre to Maw Green via Lime Tree Avenue (LCWIP Walking Route 3).																				Concept	
CR 54	Active Travel	Improving walking route Valley Brook Active Travel Corridor: Queens Park to Crewe Green (LCWIP Walking Route 4).																				Concept	
CR 55	Active Travel	Improving walking route Crewe Town Centre to Nantwich Road via Ruskin Road (LCWIP Walking Route 5).																				Concept	
CR 56	Active Travel	Improving walking route North - South: Sydney to Weston Road via Macon Way (LCWIP Walking Route 6b).																				Concept	
CR 57	Active Travel	Improving walking route East-West: A594 corridor to Crewe Business Park (LCWIP Walking Route 8).																				Concept	
CR 57	Active Travel	Secure, safe, cycle parking within the town centre.																				Concept	
CR 114	Active Travel	Pedestrian crossing on David Whiby Way (near Basford East development, scheme developer funded).																				Preliminary Design	
CR 115	Active Travel	Footway/jayway linking from the South Cheshire Growth Village to David Whiby Way.																				Detailed Design	
CR 32	Active Travel	Pedestrian/cycle crossing facilities within the Shawington area.																				Feasibility	
CR 116	Highways	Maw Green Road/Sydney Road roundabout improvements.																				Preliminary Design	
CR 59	Parking	New MSCP within the Town Centre - part of Royal Arcade development.																				Detailed Design	
CR 117	Parking	Study to identify short term mitigation for absence of surface car parks for development (FHSF) before new Royal Arcade MSCP is built.																				Detailed Design	
CR 118	Parking	Introduces a Controlled Parking Zone (CPZ) near Crewe Station.																				Feasibility	
CR 62	Parking	Parking restrictions on Minshall New Road.																				Concept	
CR 63	Parking	Review Crewe Business Park parking arrangements along Elektra Way.																				Concept	
CR 64	Parking	Review TRO and Parking Orders on Hill Street, Heath Street and Lyceum Street to identify opportunities for regeneration potential to create a public events and arts space (LY project).																				Concept	
CR 65	Parking	Review on-street parking on residential streets and management measures required near the town centre e.g. Samuel Street, Richard Street, Westgate.																				Concept	
CR 66	Parking	EV charging at town centre car parks.																				Feasibility	
CR 119	Public Transport	Review bus routes to extend to include the train station, including improved evening services.																				Concept	
CR 120	Public Transport	Light rail network within Crewe																				Concept	
CR 121	Highways	One-way system along Ecdolion Road, Market Street, East Street, Vernon Way, Mill Street areas.																				Concept	
CR 122	Active Travel	Provision of cycling facilities at Grand Junction Retail Park.																				Concept	
CR 123	Public Transport	Improve public transport links for Weston Village.																				Feasibility	
CR 124	Active Travel	Maintenance of public realm in Crewe Town Centre																				N/A	
CR 125	Parking	Restricted parking zone for Lyceum Square																				Detailed Design	

Appendix B – Sequencing & Packaging of options

ID	Packages	Scheme Description	Timeframe		
			Short (< 2 Years)	Medium (2 - 5 Years)	Long (5+ Years)
CR 1	Public Transport	New bus station as part of the Royal Arcade development.	X		
CR 2	Public Transport	Short term bus station improvements (before the new bus station for Royal Arcade is built).	X		
CR 101	Public Transport	Incorporate more technology and enhance user experience for bus services, for example, integrated ticketing and real time information in line with BSIP delivery.		X	
CR 102	Public Transport	Provide relevant rail infrastructure to allow for 5/7 HS2 trains per hour.			X
CR 5	Public Transport	Enhanced Crewe Hub Station including Multi-Modal interchange and MSCP.			X
CR 6	Public Transport	Review bus access at Grand Junction Retail Park to improve bus service access.		X	
CR 103	Public Transport	Improve service integration for bus and rail.		X	
CR 9	Public Transport	Reopen the mid-Cheshire rail line to passenger services including a new station in Middlewich, connecting Crewe – Sandbach – Middlewich – Northwich.			X
CR 10	Public Transport	Double track the section of currently single track line between Crewe and Alsager.			X
CR69	Public Transport	Improve passenger transport services from rural areas (including demand responsive and community transport).		X	
CR 11	Highways	Dualling of the A500 between M6 J16 and the A531 and B5472 at Meremoor Moss Roundabout.		X	
CR 13a	Highways	Crewe Hub Surface Access Package: Crewe Road/Gateway Junction.		X	
CR 13b	Highways	Crewe Hub Surface Access Package: Crewe Arms Junction.		X	
CR 13c	Highways	Crewe Hub Surface Access Package: Weston Road/University Way.		X	
CR 13d	Highways	Crewe Hub Surface Access Package: Nantwich Road/Gresty Road.		X	
CR 13e	Highways	Crewe Hub Surface Access Package: Nantwich Road/South Street.	X		
CR 13f	Highways	Crewe Hub Surface Access Package: Gresty Road/Catherine Street.			X
CR 13g	Highways	Crewe Hub Surface Access Package: Gresty Road/Bedford Street.			X
CR 13h	Highways	Crewe Hub Surface Access Package: Gresty Road/St Clair Street.			X
CR 13i	Highways	Crewe Hub Surface Access Package: Gresty Road/Laura Street.			X
CR 14	Highways	Review long-term ambitions for a Southern Link Road Bridge.			X
CR 16	Highways	Delivery of the North West Crewe package including the Leighton Spine Road and Link Road.		X	
CR 17	Highways	Resurfacing of Cross Lane bridge over the River Weaver in Church Minshull.	X		
CR 18	Highways	Extension of Flag Lane and create a priority controlled junction onto Delamere Street.	X		
CR 103	Highways	Highway capacity improvements to Earle Street Bridge, Vernon Way and Oak Street.			X

ID	Packages	Scheme Description	Timeframe		
			Short (< 2 Years)	Medium (2 - 5 Years)	Long (5+ Years)
CR 104	Highways	Manchester Bridge highway capacity improvements.			X
CR 24	Highways	Widening Mill Street Bridge for highway capacity improvements.			X
CR 105	Highways	Highway bridge between Grand Junction Retail Park and Macon Way.			X
CR19	Active Travel	Improving pedestrian and cycling facilities at Peacock Roundabout.		X	
CR 106	Active Travel	Introduce 20mph zones in residential areas; including areas such as Willaston and Weston in accordance with the adopted Speed Management Strategy.		X	
CR 23	Active Travel	New bridge for pedestrians and cyclists across Earle Street to better connect Grand Junction Retail Park to the town centre.			X
CR 107	Active Travel	Walking and Cycling Route between Crewe Station and Mill Street Bridge.		X	
CR 108	Active Travel	Widening Mill Street Bridge for pedestrian and cycling improvements.			X
CR 109	Active Travel	Pedestrian and cycling improvements to Mill Street / Vernon Way Roundabout.		X	
CR 40	Active Travel	Manchester Bridge pedestrian and cycle improvements.			X
CR 110	Active Travel	Pedestrian and cycling improvements to Market Street, Chester Street and Prince Albert Street including roundabouts.	X		
CR 26	Active Travel	Improve walking route between Grand Central Retail Park and Gresty Road (LCWIP Walking Route 7)		X	
CR 27	Active Travel	Cycle route alongside the A534 connecting Crewe to Sandbach.		X	
CR 111	Active Travel	Cycle route connecting Crewe to Middlewich, potentially along the Shropshire Union Canal.			X
CR 30	Active Travel	Improve the walking and cycling route to Weston Primary from Wychwood Village.	X		
CR 32	Active Travel	Improvements for cyclists crossing Rope Green bridge on the route to Shavington Academy.		X	
CR 112	Active Travel	Improvements for cyclists and pedestrians on Nantwich Road outside Crewe Hub - Nantwich Road pedestrian/cycle bridge.			X
CR 34	Active Travel	Improving cycle route from Pedley Street to Nantwich Town Centre (LCWIP Cycle Route 5).			X
CR 35	Active Travel	LGF Connect 2 extension linking A530/A532 roundabout northwards into Leighton.	X		
CR36	Active Travel	Improving cycle route from Leighton Hospital to Nantwich town centre (LCWIP Cycle Route 1).		X	
CR 37	Active Travel	West Street and Vernon Way - Safer Roads Fund Scheme.	X		
CR 113	Active Travel	Leighton Greenway pedestrian/cycle improvements (off-road link between Bradfield Road to Broad Street).		X	
CR 40	Active Travel	Improving cycle and walking facilities at Grand Junction Retail Park Roundabout (LCWIP Route 8).		X	
CR 49	Active Travel	Improving cycle facilities along Weston Road (LCWIP route 6).		X	
CR 42	Active Travel	Connecting residential areas within Church Minshull via pedestrian and cycle links to improve sustainable travel options – a route connecting to the canal towpath.			X

ID	Packages	Scheme Description	Timeframe		
			Short (< 2 Years)	Medium (2 - 5 Years)	Long (5+ Years)
CR 44	Active Travel	Review traffic calming scheme to create quieter streets to improve walking and cycling - Coronation Street.	X		
CR 45	Active Travel	Improving cycle route from Leighton Hospital to Crewe Town Centre (LCWIP Cycle Route 2).		X	
CR 46	Active Travel	Improving walking route Crewe town centre to Leighton Greenway (LCWIP Walking Route 1).		X	
CR 47	Active Travel	Improving cycle route Crewe Station to Haslington (LCWIP Cycle Route 3).			X
CR 48	Active Travel	Improving cycle route Crewe Station to Shavington (LCWIP Cycle Route 4).		X	
CR 49	Active Travel	Improving cycle route Crewe town centre to Wistaston (LCWIP Cycle Route 6).		X	
CR 50	Active Travel	Improving cycle route Grand Junction Retail Park to Sydney (LCWIP Cycle Route 8).		X	
CR 51	Active Travel	Improving cycle route Crewe Station to Weston (LCWIP Cycle Route 9).			X
CR 52	Active Travel	Improving walking route Crewe town centre to Stoneley Road via Middlewich Streets (LCWIP Walking Route 2).			X
CR 53	Active Travel	Improving walking route Crewe town centre to Maw Green via Lime Tree Avenue (LCWIP Walking Route 3).			X
CR 54	Active Travel	Improving walking route Valley Brook Active Travel Corridor: Queens Park to Crewe Green (LCWIP Walking Route 4).		X	
CR 55	Active Travel	Improving walking route Crewe Town Centre to Nantwich Road via Ruskin Road (LCWIP Walking Route 5).		X	
CR 56	Active Travel	Improving walking route North - South: Sydney to Weston Road via Macon Way (LCWIP Walking Route 6b).			X
CR 57	Active Travel	Improving walking route East-West: A534 corridor to Crewe Business Park (LCWIP Walking Route 8).		X	
CR 67	Active Travel	Secure, safe, cycle parking within the town centre.	X		
CR 114	Active Travel	Pedestrian crossing on David Whitby Way (near Basford East development, scheme developer funded).	X		
CR 115	Active Travel	Footway/cycleway linking from the South Cheshire Growth Village to David Whitby Way.		X	
CR 32	Active Travel	Pedestrian/cycle crossing facilities within the Shavington area.	X		
CR 116	Highways	Maw Green Road/Sydney Road roundabout improvements.		X	
CR 59	Parking	New MSCP within the Town Centre - part of Royal Arcade development.		X	
CR 117	Parking	Study to identify short term mitigation for closure of surface car parks for development (FHSF) before new Royal Arcade MSCP is built.	X		
CR 118	Parking	Introduce a Controlled Parking Zone (CPZ) near Crewe Station.		X	
CR 62	Parking	Parking restrictions on Minshull New Road.		X	
CR 63	Parking	Review Crewe Business Park parking arrangements along Electra Way.	X		
CR 64	Parking	Review TRO and Parking Orders on Hill Street, Heath Street and Lyceum Square - parking issues and regeneration potential to create a public events and arts space (Ly2 project).	X		

Appendix C – Objectives & Scoring criteria

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	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree
Supporting Growth	Prevent growth sites	Adversely affects growth sites	Neither adversely affects or supports growth	Supports access to growth	Supports growth and unlocks development
Access to Services	Prevents access to services	Adversely affects access to services	Neither adversely affects or supports access to services	Supports access to some services	Provides direct access to multiple services
Protects and Improves the Environment	Permanent damage to the environment and no mitigation can be put in place	Damages the environment but mitigation can be put in place	Neither adversely affects or supports the environment	Protects the environment	Improves the environment by reducing impacts of air quality / noise pollution
Health, Wellbeing and Physical Activity	Negatively impacts peoples health and no mitigation can be put in place	Negatively impacts peoples health but mitigation can be put in place	Neither adversely affects or supports physical activity	Improves health, well being and physical activity	Actively promotes health, wellbeing and physical activity
Maintaining and managing our network assets'	The addition of new schemes which cause maintenance liability	Contributes to maintenance liability	Neither adversely affects or supports managing network assets	Is of some benefit to maintaining and managing network assets	Upgrading network assets and enhancing existing assets
Improve organisational efficiency and effectiveness	Adversely impacts the efficiency and organisation of Cheshire East Council	Negatively impacts the efficiency and organisation of Cheshire East Council	Neither adversely affects or supports effectiveness of Cheshire East Council	Is of some benefit to the efficiency and effectiveness of Cheshire East Council	Improves the efficiency and effectiveness of Cheshire East Council
Improving access to Crewe town centre and Crewe HS2 Hub to support regeneration and growth of the town	Significantly impacts access into Crewe Town Centre	Has some impact on accessing Crewe Town Centre	Neither impacts or improves access into Crewe Town Centre	Provides some improvement into Crewe Town Centre	Provides significant improvement to access into and within Crewe Town Centre
Supporting access to education and employment sites including Crewe UTC, South Cheshire College and other schools, Crewe Business Park, Bentley Motors, Leighton Hospital and Grand Junction Retail Park	Significantly impacts access to education and employment sites	Has some impact on access to education and employment sites	Neither impacts or improves access to education and employment sites	Provides some improvement to access to education and employment sites	Provides significant improvement to access to education and employment sites
Improving transport connections along key routes to and from Nantwich, Sandbach, Middlewich, Chester and wider Cheshire East and the M6	Significantly impacts access on key routes and to and from key destinations	Has some impact to access on key routes and to and from key destinations	Neither impacts or improves access on key routes and to and from key destinations	Provides some improvement to access on key routes and to and from key destinations	Provides significant improvement to access on key routes and to and from key destinations
Strengthening the transport network to accommodate development sites such as North West Crewe in Leighton, Eastford East and West, the South Cheshire Growth Village and others included within the Local Plan	Significantly negatively impacts future development sites	Has some negative impact on future development sites	Neither impacts or improves access to future development sites	Provides some improvement of access to future development sites	Provides significant improvement to access to future development sites
Supporting access from Church Minshull, Haslington, Winterley, Shavington, Worleston and Weston and other rural communities to key services and employment within Crewe	Significantly negatively impacts access from rural communities around Crewe to key services and employment	Has some negative impact on access from rural communities around Crewe to key services and employment	Neither impacts or improves access from rural communities around Crewe to key services and employment	Provides some improvement from rural communities around Crewe to key services and employment into Crewe Town Centre	Provides significant improvement from rural communities around Crewe to key services and employment
Technically Feasible	No feasible design or methodology available	Severely limited design or methodology available	Scheme neither has identified technical challenges of a feasible design developed yet	Feasible design or methodology available with few limitations	Feasible design or methodology readily available
Value for Money	Severely limited value for money	Limited value for money	Likely neutral value for money	Some positive value for money	Excellent value for money
Affordability	Highly unlikely that funding would be available for the scheme from any source	Unlikely that funding would be available for the scheme from any source	Funding neither unlikely or likely to be gained	Potentially need to seek external funding but would likely be available	Funding has already been assigned or likely to be affordable from CEC's annual LTP allocation
Acceptability	No public or political acceptability	Significant opposition to the scheme	No opposition or support for the scheme currently	Largely supported by the public and politicians	Full political support and high level public support or already in policy



Knutsford Transport Delivery Plan

Rev 0

February 2022

Knutsford Transport Delivery Plan

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1. Introduction

1.1 Local Context

Knutsford is said to be named after King Canute, who by tradition forded the nearby River Lily. The town later prospered in the 18th and 19th Centuries and has many historic buildings. Today, Knutsford has a distinctive character and identity, and contains a number of employment areas including: the Parkgate Trading Estate, Longridge Trading Estate, Booths Park, Radbroke Hall and others. There are also employment areas in light manufacturing that include Rolls-Royce and Bentley. Nearby, Manchester Airport and Airport City are also key draws for employment for residents.

Knutsford lies in the north-east of the borough; approximately 19km south-west of Manchester and 18km north-west of Macclesfield. After the Second World War, overspill housing estates were created in the town to accommodate families from Manchester. The town has one localised pocket of deprivation which ranks among England's most deprived 25% (ONS, Indices of Deprivation).

Within the town centre, there are over 200 retail units, making it an important shopping centre in the borough. There is a linear high street aligned by historic buildings of various periods, which are principally Georgian. Many are listed and within the conservation area. The town thrived due to its close relationship with nearby Tatton Park, one of the key heritage assets in Cheshire East and the ancestral home of the Egerton family.

There are daytime bus services linking Knutsford with Altrincham, Macclesfield, Northwich and Wilmslow. The railway station is centrally located and has one train per hour to Chester, Manchester, Northwich and Stockport. There are significant levels of out-commuting to Manchester, Trafford and Cheshire West & Chester.

As an attractive place to live, Knutsford has seen a number of housing developments over the last ten years, increasing the population and demand on the transport network as a result.

There are a number of outlying villages which rely on Knutsford as a hub for services, as well as having some services offered locally within them. These include Mobberley, High Legh and Little Bollington.

1.2 Background to the Knutsford Transport Delivery Plan

Following the adoption of the Cheshire East Local Transport Plan 4 (LTP4) in October 2019 work began to develop 11 Transport Delivery Plans covering the borough. This includes the Knutsford Transport Delivery Plan (Delivery Plan).

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

An interactive online consultation on the identified local transport objectives for Knutsford and the supporting 'long list' of schemes (including presenting the evidence

for these) was undertaken between the 23rd November 2020 and 31st March 2021. In total, 161 responses were received by online responses and email. Consultation with the Town Council was also undertaken by Council Officers during this period. Respondents were also invited to suggest further schemes they felt should be considered for the Delivery Plan as part of the consultation.

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

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

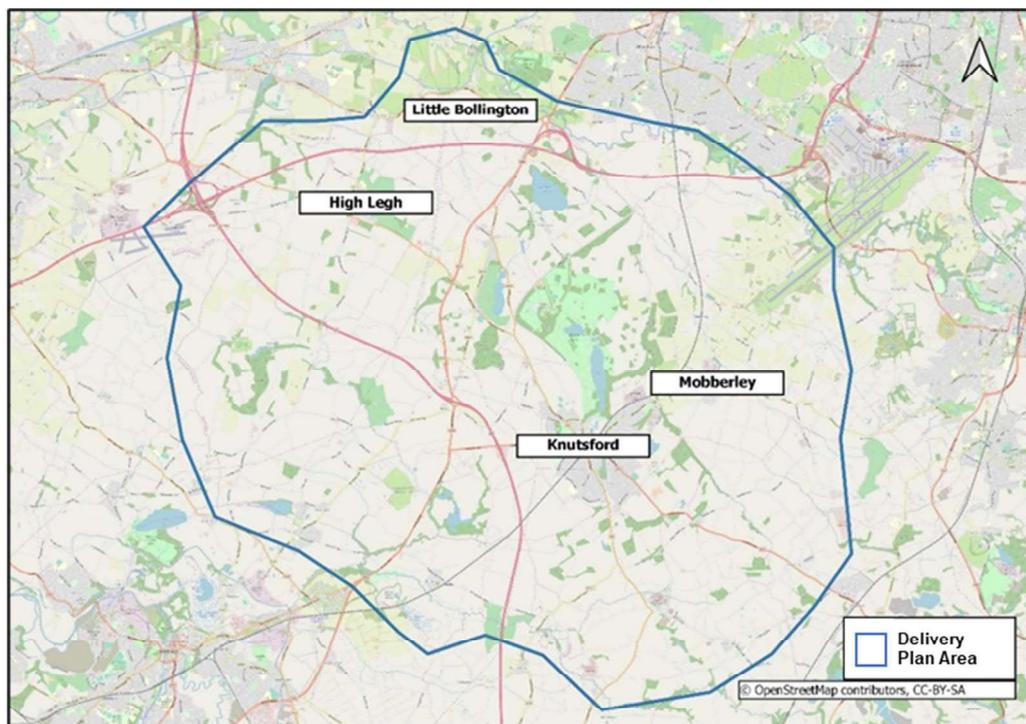


Figure 1.1: Knutsford Delivery Plan Area

1.3 What does the Delivery Plan do for Knutsford?

The Transport Delivery Plan for Knutsford:

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

1.4 Objective Setting and Scheme Options Development

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

1. **Improving access to the town centre and the train station to support a thriving town centre.**
2. **Supporting access to education and employment sites such as Booths Park, Radbroke Park, Alderley Park, Manchester Airport and Jodrell Bank.**
3. **Supporting access from Mobberley and rural communities around Knutsford to key services and employment centres.**
4. **Improving access on key travel corridors such as the A50.**
5. **Improving connectivity to leisure and tourism locations such as Tatton Park and Jodrell Bank.**
6. **Strengthening the transport network to accommodate development sites within the Local Plan such as North West Knutsford, Parkgate Extension and Land South of Longridge.**

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

A total of 82 individual transport schemes have been identified and assessed. These include the 'long list' of schemes consulted on with the public between the 23rd November 2020 and the 31st March 2021 plus additional schemes put forward as part of the public consultation. The feedback on schemes from the public consultation was examined and, where appropriate, schemes were updated to reflect public comments. All schemes were then assessed against the objectives of the LTP4; the local transport objectives for Knutsford (see above); and four agreed practical objectives (Technical Feasibility, Value for Money, Affordability and Acceptability).

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

1.5 Report Structure

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

Chapter 3 – presents the local transport objectives for Knutsford, which were used as part of the assessment of the identified schemes. It also reports on the public

consultation feedback. This chapter also presents the logic mapping undertaken for the Delivery Plan.

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

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

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

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

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

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

2. Policy & Background Information

2.1 Policy Context and Background Information

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

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

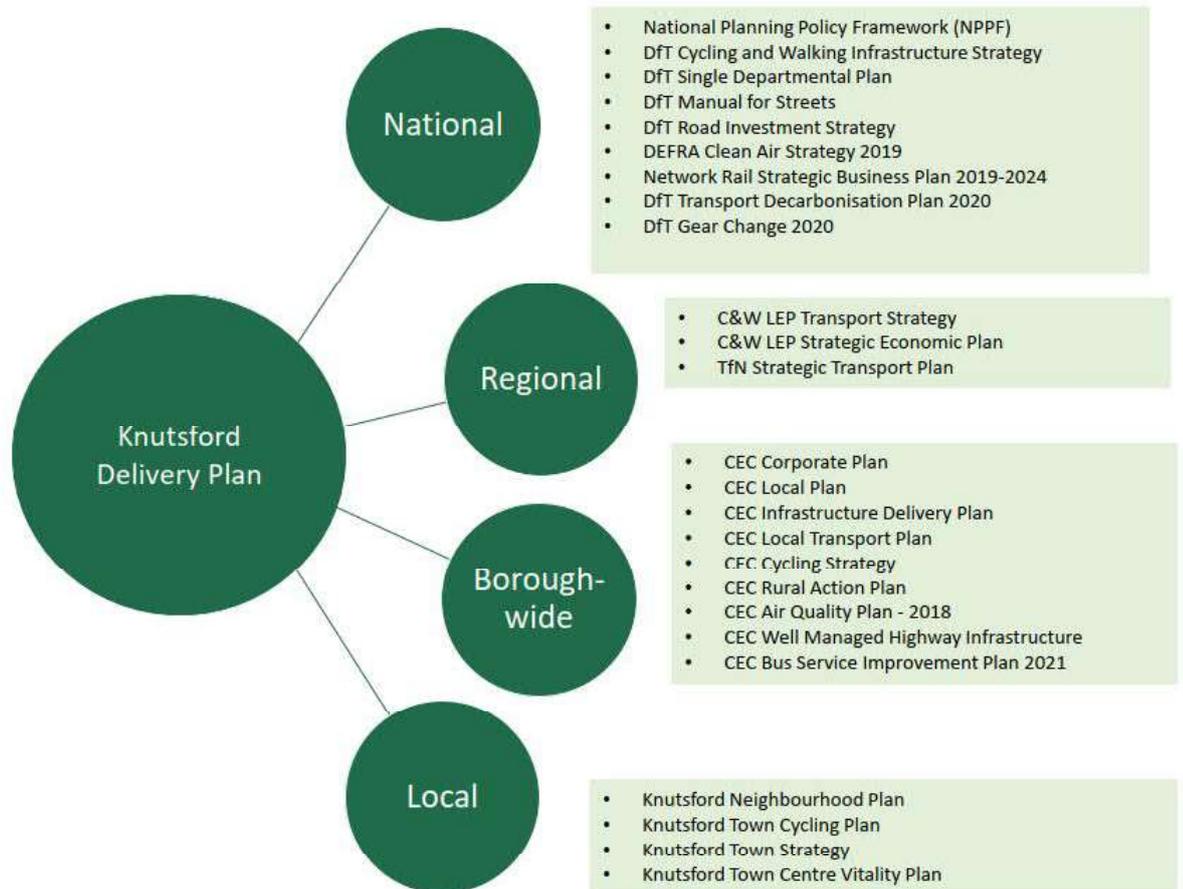


Figure 2.1: Policy Overview

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

2.2 Summary of Relevant Local Policy

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

2.2.1 Cheshire East Local Plan

The CEC Local Plan is the Statutory Development Plan for the borough and was adopted in July 2017. The plan outlines two committed sites in Knutsford which consists of 700 new homes and 1.5ha of employment land (see Figure 2.2). As shown in Figure 2.2, there is also a considerable amount of further planned housing and employment site growth within the Delivery Plan area. It is important to maintain access to these new development sites and ensure that the transport network has sufficient capacity to support future growth. It is therefore important that these development sites are considered within the objectives and schemes.

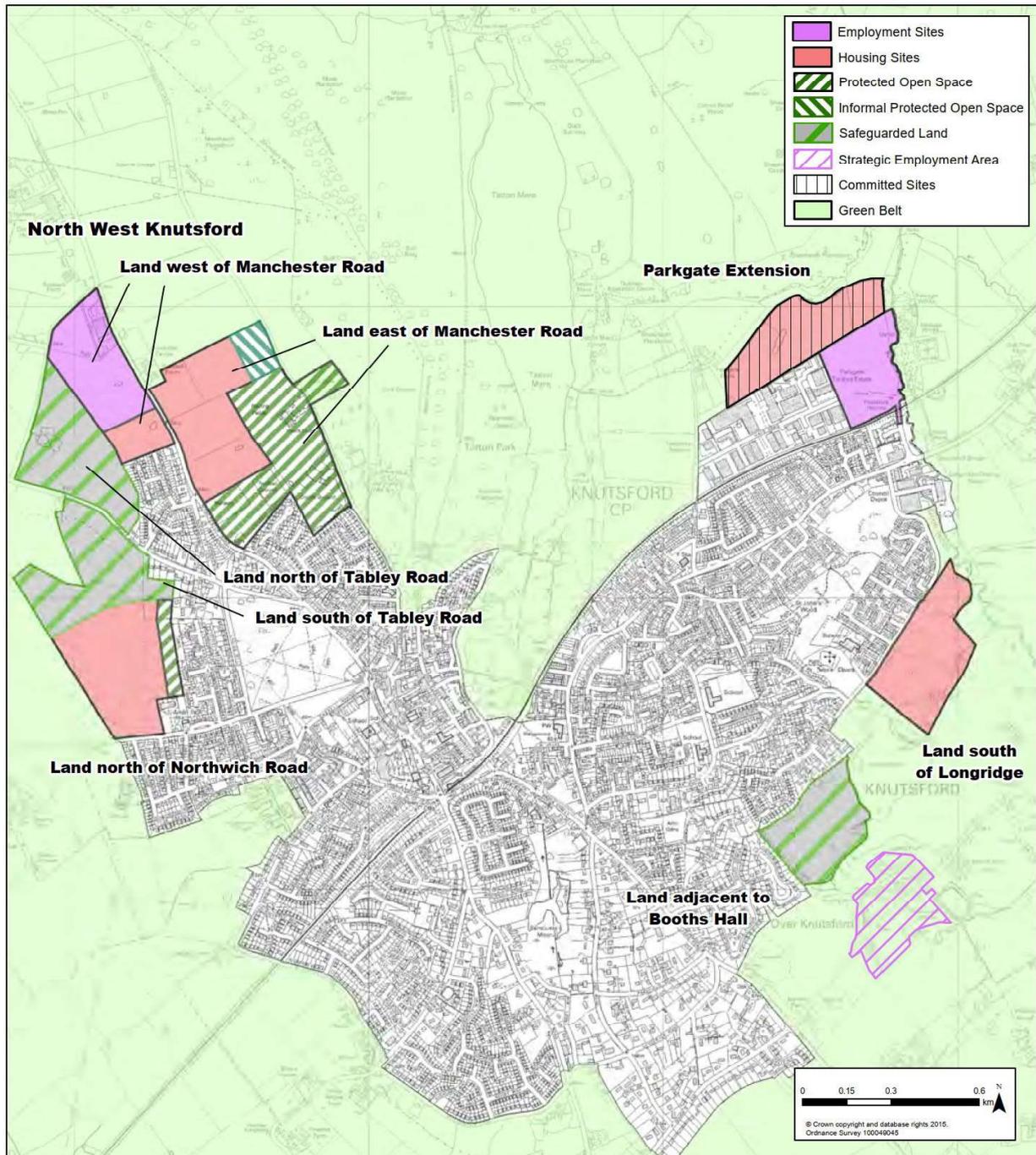


Figure 2.2: Knutsford Local Plan Sites

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

2.2.2 Cheshire East Local Transport Plan 4

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

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

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

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

2.2.3 Knutsford Neighbourhood Plan (Referendum Version)

The Knutsford Neighbourhood Plan is a land-use planning document that sets out the direction of growth until 2030 and sits alongside the growth proposed in the Cheshire East Local Plan Strategy. It is part of the Government's approach to planning which, through the Localism Act of 2012, aims to give local people more say about schemes in their local area.

To achieve the town vision of improving transport integration and greater traffic management, the Knutsford Neighbourhood Development Plan focuses on four overarching aims, as follows:

1. *'Ensure that the town thrives economically and socially as a historic market town';*
2. *'Protect and enhance the Town's character, variety of buildings and natural environment';*
3. *'Support the delivery of the facilities and infrastructure the Town needs'; and*
4. *'Maintain Knutsford's strong sense of community as it grows allowing it to remain an attractive, healthy, and safe place to live, work and visit'.*

To achieve these aims, nine objectives are identified within the Neighbourhood Plan. The objective relevant to transport is:

- *'Promote safe, healthy, and sustainable travel for all, in and around Knutsford, linking residential, employment and community facilities, by reducing congestion and traffic pollution, and making the Town more pedestrian- and cycling-friendly, so encouraging sustainable transport modes'*

2.2.4 Knutsford Town Strategy

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

Following the public consultation, a vision for the town was developed. The points in relation to transport specifically are listed below:

"In 2030 Knutsford will still be a historic town with a unique and distinctive character, and strong community spirit, rich in heritage and brimming with variety, where:

- *The town centre is vibrant, with a unique character, and independent traders and those offering speciality products are thriving and contributing to the strong sense of place. Where an appropriate balance will have been created between needs of pedestrians, cyclists, public transport and private vehicles;*
- *The community has a high-quality life with good access to education, jobs, services, shops and public transport, mostly within walking and cycling distances; and*
- *The community is well connected both internally and externally allowing access to services, retailing, health and social care facilities, education and employment.*

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

- *'To strengthen the sustainable community, where all members are able to contribute and where all the infrastructure required to support the current and future community is provided';*
- *'To improve the public realm and pedestrian spaces within the town centre, to create an appropriate balance between the needs of pedestrians, cyclists, public transport, service vehicle and private vehicles whilst maintaining the town's distinctive character';*
- *'To encourage the use of sustainable transport choices through improved bus routes and integration of bus and rail travel services, improved walking and cycling routes, as well as improved roads'; and*
- *'To improve car parking provision within the town.'*

2.2.5 From Top to Bottom Street – Knutsford Town Council

Knutsford Town Council and Knutsford Town Centre Working Group were presented with the opportunity to improve the pedestrian access of King Street and The Moor. From Top to Bottom Street outlines their ambitions for Knutsford.

To ensure the long-term viability and prosperity of Knutsford, it was identified the plan would need transport policies that would *“Minimise the conflict between vehicles and pedestrians”*.

Following Knutsford Town Council’s decision not to proceed with the improvement plan prepared by Cheshire East Council, this prompted the Working Group to study King Street and prepare a traffic and car parking strategy ‘From Top to Bottom Street’.

It was found that permanent or extensive closure of either Princess Street or King Street would not be suitable for the prosperity of Knutsford’s town centre. Instead, a Limited Vehicular Accessibility Scheme is proposed to achieve an attractive solution to increase the number of car parking spaces to serve the town centre.

The three main objectives of the Limited Vehicular Accessibility Scheme are:

- *‘To retain the opportunity for residents and businesses within the town centre to maintain vehicular access’;*
- *‘To limit severely extraneous through traffic and hence reduce the total number of vehicles within the town centre, thus improving the safety of pedestrians, minimising pollution, providing opportunity to improve the streetscape and the quintessential atmosphere, resulting in a long-term increase in footfall’; and*
- *‘To provide for discussion a detailed report as to how additional convenient car parking can be provided within the town centre to meet the everyday needs of the residents’.*

Knutsford Town Council carried out a public consultation on these proposals to change the flow of traffic in the town centre, and to change vehicle parking provision and regulations. The traffic and parking proposals have three inter-related parts:

- a) changing Princess Street (‘Top Street’) and King Street (‘Bottom Street’) to access roads instead of through roads;
- b) making better use of on and off-road parking spaces, and encouraging the development of at least one CEC multi-storey car park; and
- c) reducing the number of parking bays on King Street and Princess Street, reserving most for blue badge holders, and enforcing the no-parking regulations and double yellow lines.

The consultation ran for six weeks, closing on 16th March 2020. In total, 658 responses were submitted, corresponding to about 6% of the adult population. They show substantial support for the proposals; although, on some issues views are strongly polarised. About 1,000 written comments were attached alongside the tick-boxes on the questionnaire form, giving insight into issues the public feel strongly about.

2.2.6 Cheshire East Bus Service Improvement Plan

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

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

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

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

- Improve timings of bus and rail for interchange;
- Community transportation and local groups support;
- Improve passenger transport access from rural communities to Knutsford;
- Bus service from High Legh to Lymm encompassing neighbouring Agden Brow and Little Bollington;
- Shuttle bus from Knutsford town centre to Booths Park Business complex;
- Increasing frequency of bus services to Macclesfield;
- Improve cross-boundary travel to Altrincham and High Legh by bus;
- Increase bus access connectivity to Manchester Airport, Tatton Park, Jodrell Bank and Alderley Park; and
- Increase bus services to Altrincham, Chelford, Macclesfield and Warrington.

2.2.7 Knutsford Town Centre Vitality Plan

Cheshire East Council is committed to supporting the vitality and viability of town centres within the borough. The Town Centre Vitality Plans identify a vision and provide key measures that support town centres to better fulfil their potential by responding to their unique opportunities and specific challenges. Transport can play a key role in supporting town centre vitality, and this Delivery Plan has been developed in coordination with the emerging Knutsford Town Centre Vitality Plan.

2.3 Existing Transport Situation

Within the evidence base, a detailed review of all modes of transport, including Active Travel (walking and cycling); Public Transport (bus and rail); and Car Travel was undertaken. This was used to identify current travel trends and trip patterns within Knutsford to support the development of the local transport objectives and transport

schemes. This section provides a high-level overview of the current transport situation for the key modes in the Delivery Plan area.

2.3.1 Walking

There is an extensive Public Rights of Way (PRoW) network within the Delivery Plan area, although the network is not well connected in parts. Improving the connectivity of the PRoW network to key trip generators is important to encourage greater walking trips. The existing network is well connected to Tatton Park, and the North East of Knutsford, with routes extending outwards to more rural areas.

As well as dedicated off road walking routes and PROWs, many pedestrians use the wide network of existing footpaths adjacent to the highway to travel to destinations. Within the Delivery Plan area, these walking routes vary in widths and standards. The public consultation highlighted problems within the town centre of conflict between pedestrians and cars. Improved pedestrian crossing points were also raised as a key requirement.

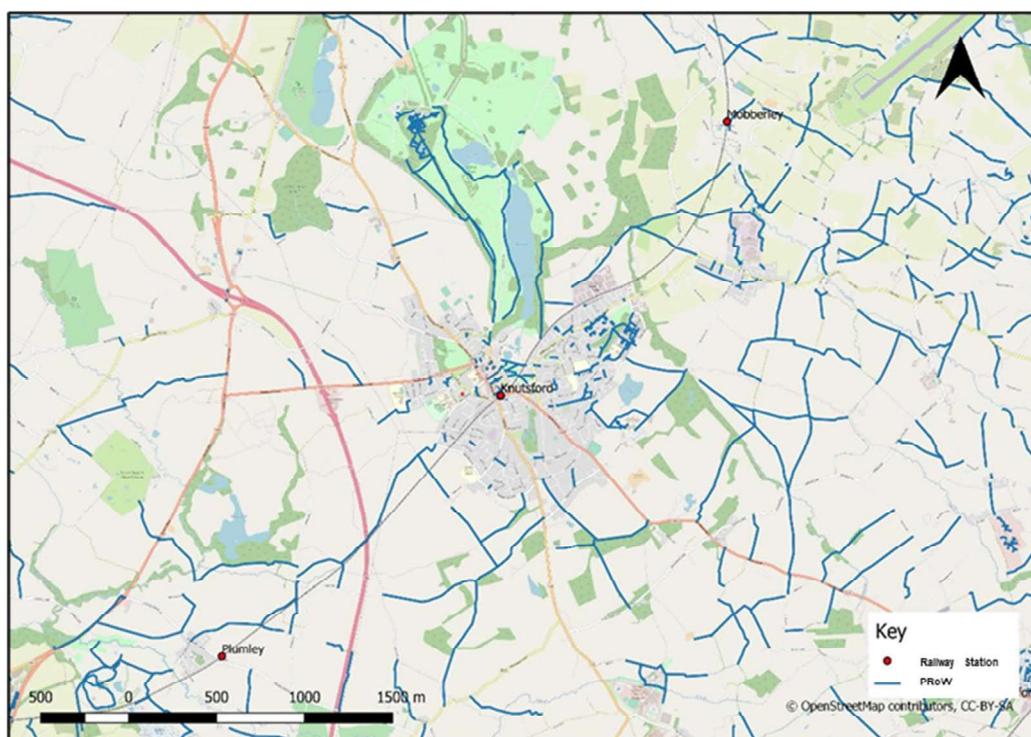


Figure 2.3: Public Rights of Way (PRoW) within the Study Area

2.3.2 Cycling

There is a cycling route around the town centre known as the Knutsford Revolution, which uses quieter traffic roads circling the town. There is also an existing segregated cycleway along B5569 Chester Road to the north of Knutsford on the former A556 route.

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

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

2.3.3 Public Transport (Bus and Rail)

Knutsford is currently served by a number of bus services to destinations including Altrincham, Warrington, Wilmslow, Macclesfield, and Northwich.

Two bus routes cover most areas within Knutsford and the surrounding areas. The 47-bus route operated by Warrington Own Buses covers Knutsford, Mere, High Legh, Lymm and Warrington, but does not cover routes to the North East. The 88 and 188 bus routes run by D&G Bus covers much of Knutsford, Northwich, Mobberley and Altrincham and extends out to Macclesfield and Wilmslow. Residents wanting access to bus services in Alderley Edge need to change in Macclesfield.

The public consultation highlighted that cuts in both bus and rail frequency and coverage are a major problem in the area. It also highlighted accessibility issues to some services; such as local hospitals; Manchester Airport; Tatton Park; and the wider borough. Concerns were also raised around long commute times, for example, to Manchester.

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

Knutsford Railway Station is located in the centre of Knutsford, on the railway line between Manchester Piccadilly and Chester (including stops at Stockport, Altrincham, Plumley Mobberley, Northwich and Chester). The stations of Plumley and Mobberley are also within the Delivery Plan area.

The public consultation highlighted more frequent rail services would be of benefit for residents, as well as faster journey times.

2.3.4 Parking

Knutsford has nine public car parks, six are operated by CEC and the remaining three are privately operated. CEC owned car parks provide 643 standard spaces; an additional 13 blue badge holder spaces; and six motorcycle spaces. Car parking charges are broadly consistent within the town, with the exceptions being Booths (c.25% lower, but offering only short stay) and Tatton Street (c.25% lower prices, offering long stay but located further north of the town centre than other available car parks).

Private car parks in Knutsford offer an additional 137 parking spaces. Two car parks operated by Arriva Rail North Ltd offer 24 hour stays and weekly permits, which creates a Park and Ride facility for rail users.

The public consultation highlighted problems with parking around Tatton Park with visitors parking on-street to avoid parking charges. Problems with drop off and pick up parking around the town centre were also highlighted.

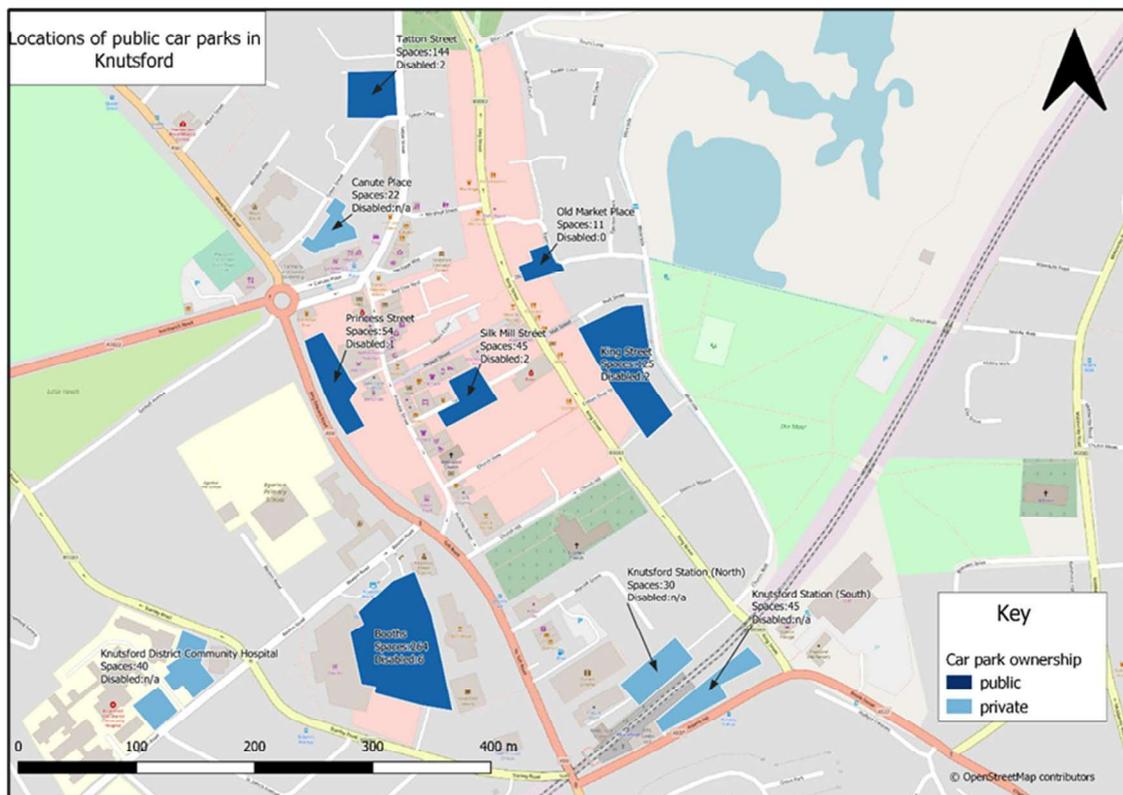


Figure 2.4: Locations of public car parks in Knutsford

2.3.5 Highway Network

Located in close proximity to the M6, Knutsford is well connected to the north and south of the country by the Strategic Road Network via the A5033. The A5033 provides an east-west road that connects Knutsford to the A556 providing a link to the M6, the wider borough and on to Chester. Heading south-east from Knutsford, the A537 provides a connection to Ollerton, Chelford and through to Macclesfield.

The A50 runs through the centre of Knutsford, connecting to the A556 northbound carriageway near Hoo Green and providing a direct link to Warrington. Heading south, the A50 connects Knutsford to Holmes Chapel, and further beyond to Alsager and Stoke-on-Trent.

The B5085 and B5391 are the main east-west routes that connect Knutsford to nearby Mobberley; with further connections to Alderley Edge and Wilmslow.

The public consultation highlighted that, due to the volume of traffic in peak periods, roads can experience delay and congestion into and around the town centre.



Figure 2.5: Local Road Network

2.3.6 Summary

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

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

The Public Transport network has a number of opportunities to improve the offer to passengers and the Council's BSIP is providing a good way forward to deliver this. Work with rail operators, Network Rail, Transport for the North and the Department for Transport around developing rail services is important to capitalise on rail travel opportunities. Improvements on the highway network to tackle congestion and provide a safe secure network for all users is also needed. Overall, the evidence shows there is a good opportunity to improve the provision of choice for all travel within and around Knutsford.

3. Objectives Overview

3.1 Overview

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

3.2 Knutsford Local Transport Objectives

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

The town specific transport objectives for Knutsford are:

1. **Improving access to the town centre and the train station to support a thriving town centre.**
2. **Supporting access to education and employment sites such as Booths Park, Radbroke Park, Alderley Park, Manchester Airport and Jodrell Bank.**
3. **Supporting access from Mobberley and rural communities around Knutsford to key services and employment centres.**
4. **Improving access on key travel corridors such as the A50.**
5. **Improving connectivity to leisure and tourism locations such as Tatton Park and Jodrell Bank.**
6. **Strengthening the transport network to accommodate development sites within the Local Plan such as North West Knutsford, Parkgate Extension and Land South of Longridge.**

3.3 Public Consultation Feedback on Local Transport Objectives

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

Objective	Number of Responses	Number (%) of Responses Strongly Agreed or Tend to Agree with Objective
1	99	77 (78%)
2	96	71 (74%)
3	118	97 (82%)
4	100	82 (82%)
5	97	73 (75%)
6	92	59 (64%)

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

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

3.4 Logic Mapping

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

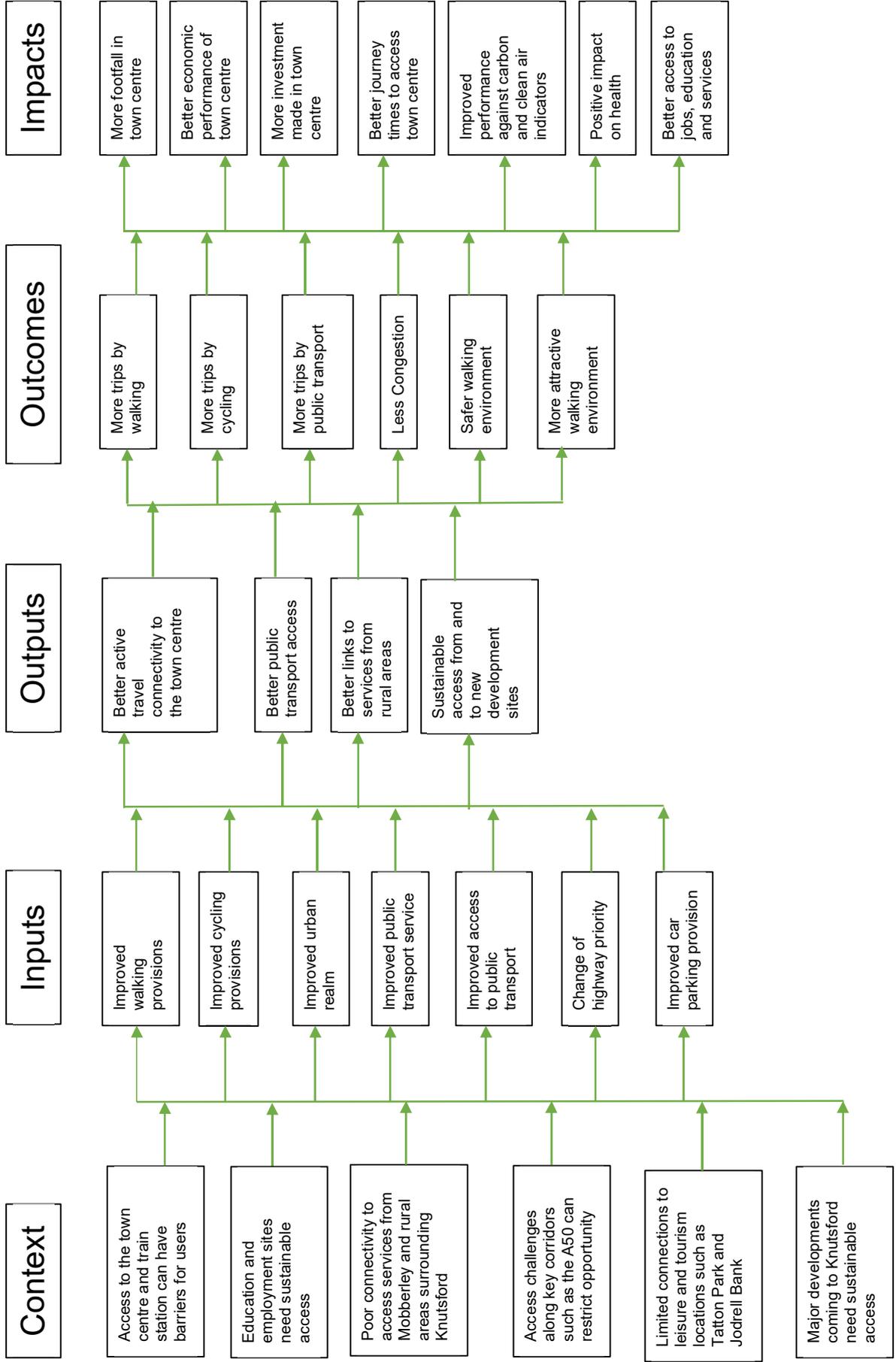


Figure 3.2: Knutsford Transport Delivery Plan Logic Map

4. Options Overview & Assessment

4.1 Overview

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

Following the development of the local transport objectives and 'long list', an online interactive public consultation was held between 23rd November 2020 and 31st March 2021. In total 116 responses were received, including online responses and email correspondence. Respondents were able to provide their agreement or disagreement to the local transport objectives developed and also provide comment on them. The consultation also allowed respondents to state their agreement or disagreement with the individual schemes identified and provide comment on them if they wished. Respondents could also put forward any new scheme options not identified within the 'long list' that they felt should be considered. Council Officers also consulted with the Town Council as part of the public consultation.

4.2 Assessment Process

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

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

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

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

- The six Knutsford Specific Transport Objectives:
 - Improving access to the town centre and the train station to support a thriving town centre;
 - Supporting access to education and employment sites such as Booths Park, Radbroke Park, Alderley Park, Manchester Airport and Jodrell Bank;
 - Supporting access from Mobberley and rural communities around Knutsford to key services and employment centres;
 - Improving access on key travel corridors such as the A50;
 - Improving connectivity to leisure and tourism locations such as Tatton Park and Jodrell Bank; and
 - Strengthening the transport network to accommodate development sites within the Local Plan such as North West Knutsford, Parkgate Extension and Land South of Longridge.

- Four agreed additional practical delivery criteria:
 - Technically Feasible;
 - Value for Money;
 - Affordability; and
 - Acceptability.

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

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

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

Table 4.1: Scoring criteria for additional areas

4.3 Scheme Sequencing Process

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

The majority of the schemes are at a Concept stage, which means that there is limited information and detail currently available. There is also no funding secured, which is a risk for delivery. Once the Delivery Plan has been adopted, the process of developing schemes currently at the Concept stage to the Feasibility stage will be undertaken, subject to funding being secured.

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

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

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

Table 4.2: Assessment guidance for Timescales

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

5. Packaging & Sequencing of Options

5.1 Introduction

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

Through undertaking this process a total of 82 schemes has been identified for Knutsford and the wider area. These schemes vary in size, scale, and their stage of development. Many schemes are at a Concept stage with little design; site investigation or costing undertaken. Therefore, assessment at this stage is relatively high level but will advance as the Delivery Plan is taken forward. It must also be noted at this stage most of the schemes identified are not funded yet.

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

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

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

5.2 Active Travel Schemes Package

A total of 32 of the transport schemes identified for Knutsford and the wider area relate to Active Travel schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Delivery Plan process. The Active Travel schemes fall into seven broad categories as described in Table 5.1.

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

Table 5.1: Active Travel Scheme Categories

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

Figure 5.1 Active Travel interventions within Knutsford



Key

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

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

Local Transport Objective	How the Active Travel Package Supports Objective
1 Improving access to the town centre and the train station to support a thriving town centre.	<ul style="list-style-type: none"> • Development of improved cycling and walking routes including the Knutsford Revolution into the town centre and train station from the residential areas to help provision of travel choice; • Increased provision of secure cycle parking within the town centre; and • Improve pedestrian access and provision for mobility impaired.
2 Supporting access to education and employment sites such as Booths Park, Radbroke Park, Alderley Park, Manchester Airport and Jodrell Bank.	<ul style="list-style-type: none"> • Develop cycle routes to major employment sites, including links into Radbroke Park and Booths Park to support sustainable access to employment; and • Working with the Sustainable Mode of Travel to School (SMOTS) programme develop cycle routes and crossing facilities to support sustainable routes to schools.
3 Supporting access from Mobberley and rural communities around Knutsford to key services and employment centres.	<ul style="list-style-type: none"> • Provide new and improved cycle and walking routes from rural areas to connect to opportunities; • Remove current barriers with better on-road and off-road infrastructure to encourage more sustainable transport journeys; and • Work with employers to improve access and facilities for cyclists on site.
4 Improving access on key travel corridors such as the A50.	<ul style="list-style-type: none"> • Provide improvement along the A50 for pedestrians and cyclists, including a route connecting into Barclays Technology Centre; and • Improve crossing provision along key corridors for pedestrians and cyclists to remove severance.
5 Improving connectivity to leisure and tourism locations such as Tatton Park and Jodrell Bank.	<ul style="list-style-type: none"> • Develop walking and cycling route from Knutsford Station to Tatton Park; and • Improve walking and cycling route from Chelford Station to Jodrell Bank.
6 Strengthening the transport network to accommodate development sites within the Local Plan such as North West Knutsford, Parkgate	<ul style="list-style-type: none"> • Providing dedicated cycling and walking routes connecting the Parkgate Extension and Land South of Longridge to local residential areas and Knutsford to provide access to employment opportunities; and

Extension and Land South of Longridge.	<ul style="list-style-type: none"> • Work with developers to ensure walking and cycling infrastructure is provided to access new housing sites.
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Table 5.2 – Active Travel Scheme Package and its Local Transport Objective Support

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

Within the Short Term of the Delivery Plan adoption, ten Active Travel schemes could potentially be developed. Within the Medium Term of the Delivery Plan a further 20 schemes could potentially be developed and in the Long-Term two schemes are identified for potential development.

5.3 Public Transport Schemes Package

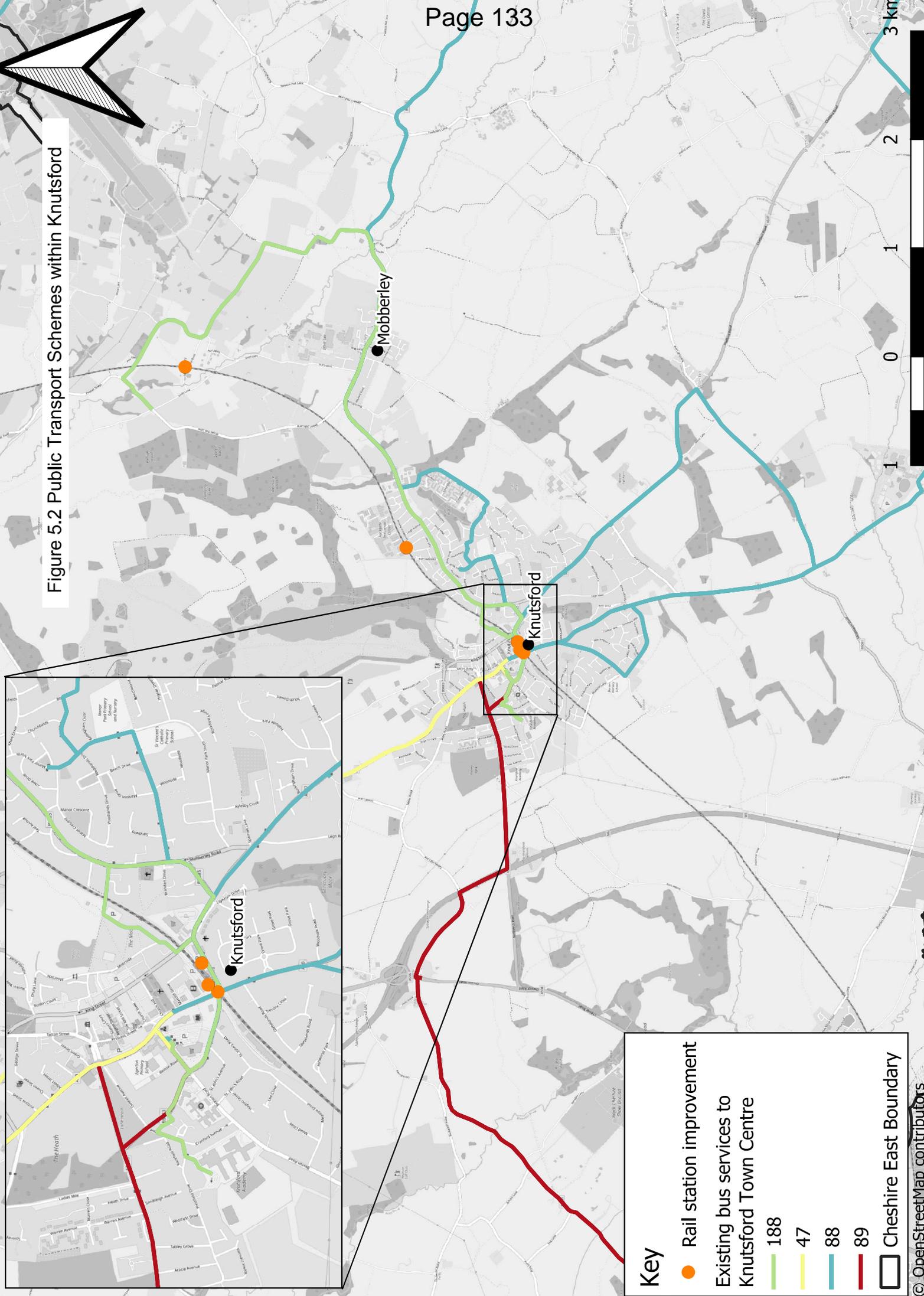
A total of 19 of the transport schemes identified for Knutsford and the wider area relate to Public Transport schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Delivery Plan process. The Delivery Plan has been developed aligning with the Council's BSIP. The Public Transport schemes fall into four broad categories as described in Table 5.3 below.

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

Table 5.3: Public Transport Scheme Categories

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

Figure 5.2 Public Transport Schemes within Knutsford



Key

- Rail station improvement
- Existing bus services to Knutsford Town Centre
- 188
- 47
- 88
- 89
- Cheshire East Boundary

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

Local Transport Objective	How the Public Transport Package Supports Objective
1 Improving access to the town centre and the train station to support a thriving town centre.	<ul style="list-style-type: none"> • Improve timings of bus and rail for interchange; and • Working with rail operators and Network Rail to improve access into Knutsford station.
2 Supporting access to education and employment sites such as Booths Park, Radbroke Park, Alderley Park, Manchester Airport and Jodrell Bank.	<ul style="list-style-type: none"> • Shuttle bus from Knutsford town centre to Booths Park Business complex; • Improve cross-boundary travel to Altrincham and High Legh by bus; and • Increase bus access connectivity to Manchester Airport, Tatton Park, Jodrell Bank and Alderley Park.
3 Supporting access from Mobberley and rural communities around Knutsford to key services and employment centres.	<ul style="list-style-type: none"> • Community transportation and local groups support; • Improve passenger transport access from rural communities to Knutsford; and • Bus service from High Legh to Lymm encompassing neighbouring Agden Brow and Little Bollington.
4 Improving access on key travel corridors such as the A50.	<ul style="list-style-type: none"> • Increasing frequency of bus services to Macclesfield.
5 Improving connectivity to leisure and tourism locations such as Tatton Park and Jodrell Bank.	<ul style="list-style-type: none"> • Work with tourist destinations to promote access by public transport.
6 Strengthening the transport network to accommodate development sites within the Local Plan such as North West Knutsford, Parkgate Extension and Land South of Longridge.	<ul style="list-style-type: none"> • Work with developers and operators to provide a travel choice to new developments with good bus access.

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

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

Public transport schemes will require support, and in some cases to be led by third parties and therefore there is an inherent risk in setting likely timeframes for delivery.

In regard to bus, through the BSIP the Council is working to develop an Enhanced Partnership with bus operators. This will go a long way in working to deliver the scheme around bus service provision identified.

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

5.4 Parking Schemes Package

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

Parking Category	Description of measures
Additional off-street parking provision	Providing additional off-street parking to alleviate on-street parking issues and support businesses and access to services.
On-street parking management	Measures to manage and remove inappropriate parking and opportunity to improve provision of on-street parking.
Installing Electric Vehicle (EV) charge points	Installing EV charge points in car parks to support residents, visitors and businesses in transitioning to EVs.

Table 5.5: Parking Scheme Categories

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

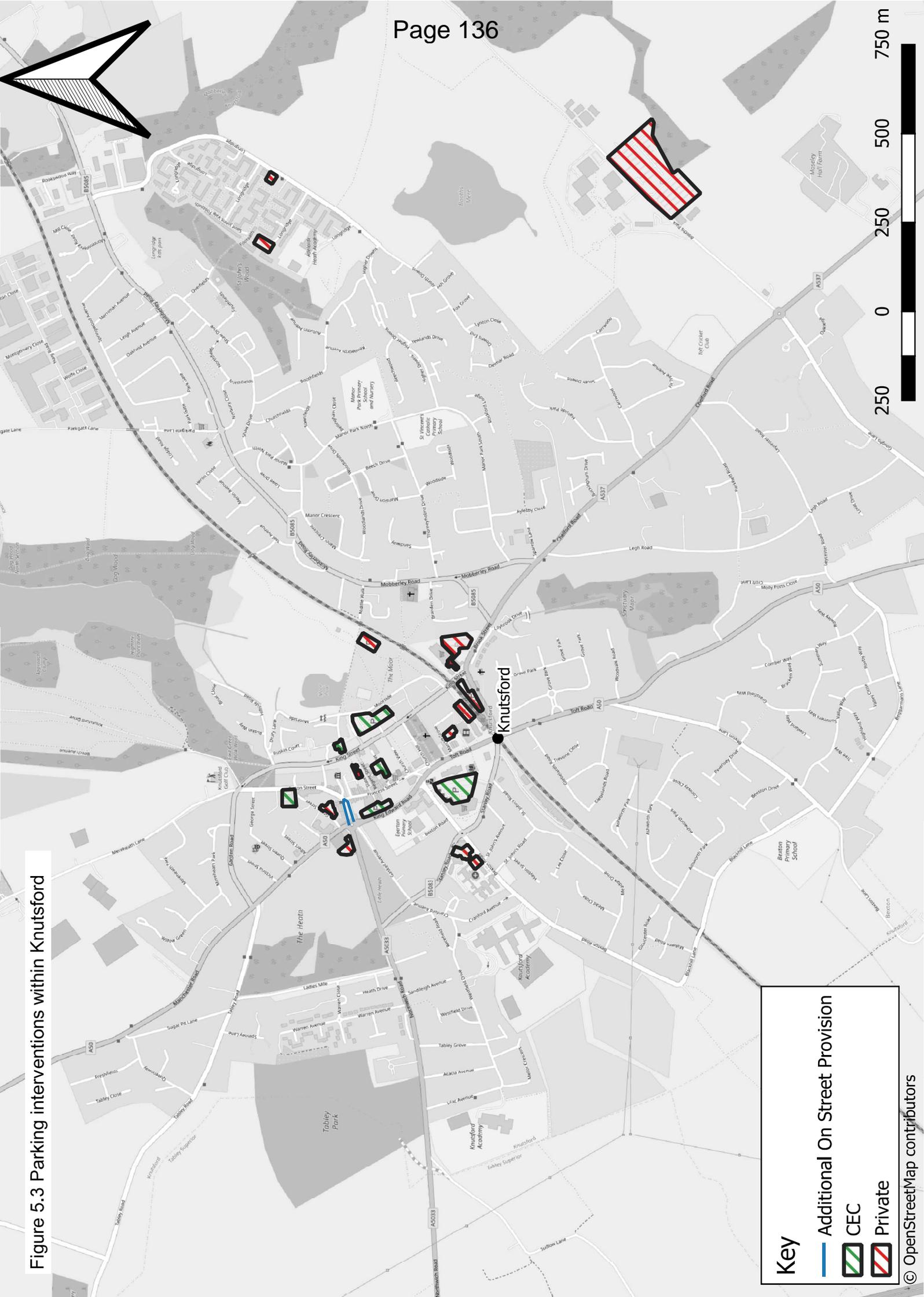


Figure 5.3 Parking interventions within Knutsford

Key

-  Additional On Street Provision
-  CEC
-  Private

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

Objective	How the Parking Package Supports
1 Improving access to the town centre and the train station to support a thriving town centre.	<ul style="list-style-type: none"> • Development and improvement of additional off-street parking capacity in Knutsford; and • Deliver EV charging provision with some off-street car parks.
2 Supporting access to education and employment sites such as Booths Park, Radbroke Park, Alderley Park, Manchester Airport and Jodrell Bank.	<ul style="list-style-type: none"> • Work with employment sites to accommodate EV charging provision.
3 Supporting access from Mobberley and rural communities around Knutsford to key services and employment centres.	<ul style="list-style-type: none"> • Parking not applicable to supporting this objective.
4 Improving access on key travel corridors such as the A50.	<ul style="list-style-type: none"> • Parking not applicable to supporting this objective.
5 Improving connectivity to leisure and tourism locations such as Tatton Park and Jodrell Bank.	<ul style="list-style-type: none"> • Parking not applicable to supporting this objective.
6 Strengthening the transport network to accommodate development sites within the Local Plan such as North West Knutsford, Parkgate Extension and Land South of Longridge.	<ul style="list-style-type: none"> • Provide EV charging and appropriate parking infrastructure at development sites; and • Ensuring no inappropriate parking results from new developments.

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

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

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

5.5 Highway Schemes Package

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

Highway Category	Description of measures
Junction Improvements	Capacity improvement to allow for better flow of traffic through a junction.
Traffic Management Upgrades	Measures to improve traffic management, for example routing choice and capacity.
Neighbourhood Traffic Calming	Measures to reduce the impact of traffic on a neighbourhood, for example speed management.

Table 5.7: Highway Scheme Categories

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

Figure 5.4 Highway interventions within Knutsford



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

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

Objective	How the Highway Package Supports
1 Improving access to the town centre and the train station to support a thriving town centre.	<ul style="list-style-type: none"> • Improvements to key junctions in and around the town centre to improve access for vehicles; and • Develop appropriate traffic management measures within the town centre.
2 Supporting access to education and employment sites such as Booths Park, Radbroke Park, Alderley Park, Manchester Airport and Jodrell Bank.	<ul style="list-style-type: none"> • Improving routes, through junction improvement schemes, connecting to key employment sites.
3 Supporting access from Mobberley and rural communities around Knutsford to key services and employment centres.	<ul style="list-style-type: none"> • Provide key junction improvements and access point upgrades onto the Strategic Road Network from roads connecting to/ from rural communities.
4 Improving access on key travel corridors such as the A50.	<ul style="list-style-type: none"> • Improvements to junctions along the A50 to alleviate congestion; and • Key capacity improvements and traffic management schemes to improve capacity for all road users on key corridors.
5 Improving connectivity to leisure and tourism locations such as Tatton Park and Jodrell Bank.	<ul style="list-style-type: none"> • Providing improvements on the Strategic Road Network connecting to leisure and tourism sites; and • Improvements within the town centre to support better access for visitors.
6 Strengthening the transport network to accommodate development sites within the Local Plan such as North West Knutsford, Parkgate Extension and Land South of Longridge.	<ul style="list-style-type: none"> • Providing required safe access and egress to Local Plan sites through developer funding.

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

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

Within the Short Term of the Delivery Plan adoption, five Highway schemes could potentially be developed. Within the Medium Term of the Delivery Plan a further

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

5.6 Summary of Transport Scheme Packages Support for Objectives

The sections above have set out how the identified packages of schemes by mode support the agreed local transport objectives for Knutsford. Table 5.9 below summarises the support given by each package of schemes for each objective. The green cells show significant support for the objective, the yellow cells show some support, and the grey cells show that it is not applicable in supporting that objective.

Objective	Active Travel Package	Public Transport Package	Parking Package	Highways Package
1 Improving access to the town centre and the train station to support a thriving town centre.	Green	Green	Yellow	Green
2 Supporting access to education and employment sites such as Booths Park, Radbroke Park, Alderley Park, Manchester Airport and Jodrell Bank.	Green	Green	Yellow	Green
3 Supporting access from Mobberley and rural communities around Knutsford to key services and employment centres.	Green	Green	Grey	Green
4 Improving access on key travel corridors such as the A50.	Green	Green	Grey	Green
5 Improving connectivity to leisure and tourism locations such as Tatton Park and Jodrell Bank.	Green	Green	Grey	Green
6 Strengthening the transport network to accommodate development sites within the Local Plan such as North West Knutsford, Parkgate Extension and Land South of Longridge.	Green	Green	Yellow	Green

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

6. Summary and Next Steps

6.1 Summary

The Knutsford Transport Delivery Plan is the result of an evidence led process. This included developing a set of six local transport objectives with 82 identified and assessed schemes that will support the development and vitality of Knutsford over the life of the current LTP4.

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

6.2 Funding Summary

The Delivery Plan has 82 individual different schemes assessed within it. These vary significantly in value. As a result, the Council will need to access external funding sources to deliver some of the intended works.

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

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

6.3 Next Steps

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

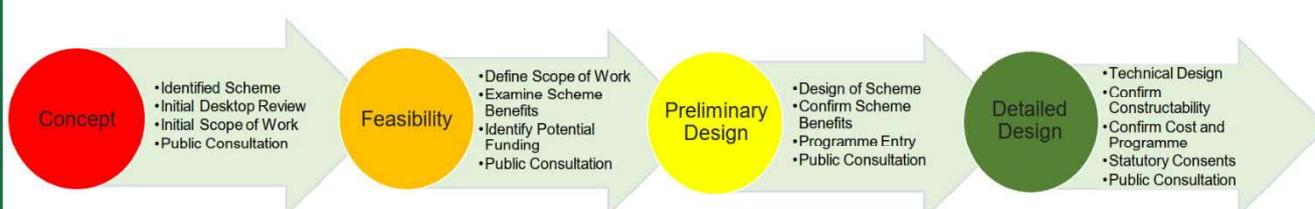


Figure 6.1: Scheme Development Stages

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

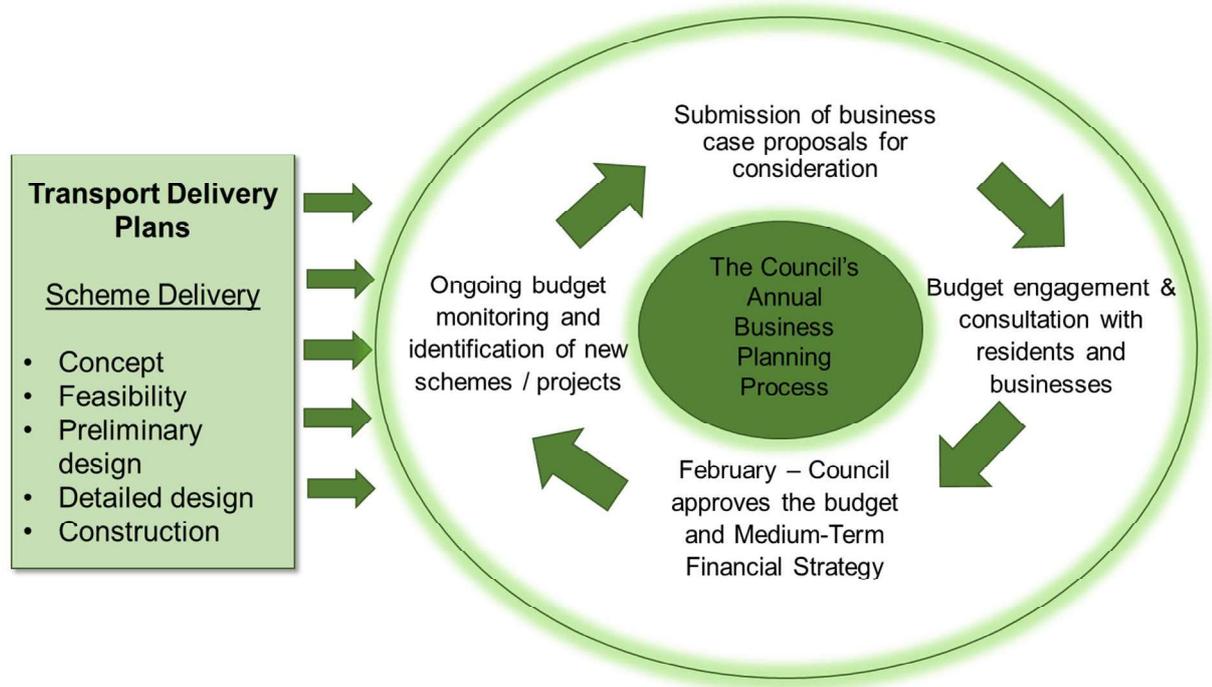


Figure 6.2: LTDP Budget Cycle

Appendix A – Options Long List & Assessment

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ID	Category	Scheme Description	Supporting Growth	Access to Services	Protects and Improves the Environment	LTP Objectives	Health, Wellbeing and Physical Activity	Maintaining and managing our 'Network Assets'	Improve organisational effectiveness	Improving access to the town centre to support a thriving town centre	Supporting access to education and leisure facilities such as Boots Park, Radcliffe Park, Radcliffe and Manchester Airport and Jorrell Bank	Supporting access from Mobberley communities around Knutsford and Manchester Airport employment centres	Improving access on key travel routes such as the A50	Improving connectivity to locations such as Taton Park and Jorrell Bank	Strengthening the transport network within the local area (West Knutsford, Parigate Extension and South of Longridge)	Technically Feasible	Value for Money	Affordability	Acceptability	Development Status: Concept, Preliminary Design, Feasibility, Detailed design
KNUT 3000	Active Travel	A5033 Northward Road active travel improvements.	4	4	4	3	4	4	3	4	4	3	4	3	3	2	2	3	Concept	
KNUT 3001	Active Travel	A507 A5033 Roundabout crossing improvements.	4	4	4	3	4	4	3	4	4	3	4	3	4	4	4	4	Preliminary Design	
KNUT 3002	Active Travel	Introducing a cycle route along the A50 Manchester Road / Toff Road / Holmes Chapel Road to Sneydes Technology Centre.	4	4	4	3	4	4	3	4	5	4	3	3	4	4	4	4	Preliminary Design	
KNUT 3006	Active Travel	Walking and cycling route connecting to Mobberley via B998.	4	4	4	3	4	4	3	4	4	4	3	3	4	3	3	3	Feasibility	
KNUT 3007	Active Travel	A50 King Edward Road pedestrian and cycle improvements.	4	4	4	3	4	4	3	4	4	4	3	3	3	3	3	3	Concept	
KNUT 1009/KNUT 1004/KNUT 1005	Active Travel	From top to Bottom Street - Enhancements to the pedestrian environment on Princess Street.	3	4	4	3	4	4	3	4	4	3	3	3	4	3	3	3	4	Concept
KNUT 37	Active Travel	Walking and Cycling Route - Tabbly Road, lining into Swains Walk, Bridge Way to Knutsford via A566.	3	4	4	3	4	4	3	4	4	4	3	4	2	3	3	3	4	Concept
KNUT 4000	Active Travel	Improvements to Knutsford Revolution signed quiet route around the town centre	3	4	3	3	4	3	3	4	4	3	3	3	3	3	3	3	3	Feasibility
KNUT 2005	Active Travel	Improve crossing facilities on the A50 outside Knutsford Town Station - packaged with junction improvements at A50 Toff Road / A537 Adams Hill.	4	3	4	3	4	4	3	4	4	4	4	4	4	4	4	4	4	Preliminary Design
KNUT 2006	Active Travel	Improvements to walking route from Merchants Lane to Knutsford Sports Club.	3	4	4	3	4	4	3	4	4	3	3	3	3	3	3	3	4	Concept
KNUT 3007	Active Travel	Merchants Lane cycling provisions improvements.	3	4	4	3	4	4	3	4	4	3	4	4	3	3	3	3	4	Concept
KNUT 41	Active Travel	Walking and Cycling route through The Moor to Parigate Industrial Estate.	4	4	4	3	4	4	3	4	4	3	3	4	3	3	3	3	4	Concept
KNUT 27	Active Travel	Safe pedestrian access to the Village Hall at High Leigh.	3	4	3	3	4	3	3	3	3	4	3	3	3	3	3	3	4	Feasibility
KNUT 99	Active Travel	Extension of the Swains Walk/Cycling Road route, connecting the former A566 Chester Road to Great Moorfield.	3	4	4	3	4	4	3	3	4	4	4	4	4	4	4	3	4	Feasibility
KNUT 352	Active Travel	Walking / Cycling route between Knutsford railway station and Taton Park.	4	4	4	3	4	4	3	4	4	4	4	5	4	3	3	3	3	Concept
KNUT 4001	Active Travel	Cycle route from Knutsford to Manchester Airport.	4	4	4	3	4	4	3	4	5	4	3	3	4	3	3	3	3	Concept
KNUT 4002	Active Travel	Walking / Cycling route from Chorlton Station to Jorrell Bank.	3	3	4	3	4	3	3	3	4	3	5	3	3	3	3	3	3	Concept
KNUT 19	Active Travel	Improve sustainable transport access to Baxton Primary School.	4	4	4	3	4	4	3	3	4	3	3	3	3	3	3	3	3	Concept
KNUT 1100	Active Travel	Improve pedestrian crossing facilities to the top of Hollow Lane (near Thornycroft Drive, Manchester Road at the end of Garden Road).	3	4	4	3	4	4	3	4	4	3	3	3	3	3	3	3	3	Concept
KNUT 1200	Active Travel	Improving the walking route along Mobberley Road to issues of flooding at some points on route.	3	3	4	4	4	4	4	3	3	3	3	3	3	2	2	2	4	Concept
KNUT 13	Active Travel	Improving the footpaths along route leading to the schools on Manor Park North and Manor Park South.	3	4	4	3	4	4	3	4	4	3	3	3	3	3	3	3	4	Concept
KNUT 14	Active Travel	Improving the footpath surfacing from Middle Walk across The Moor to Old Market Place.	3	3	4	4	4	4	3	4	4	4	3	3	3	3	3	3	4	Concept
KNUT 15	Active Travel	Improve street lighting along Church Walk.	3	3	4	3	4	3	3	4	3	3	3	3	3	3	3	3	4	Concept
KNUT 16	Active Travel	Improve pedestrian routes from the Church Walk/King Street junction and Middle Walk.	4	4	4	3	4	4	3	4	4	3	3	3	3	3	3	3	4	Concept
KNUT 17	Active Travel	Secure cycling parking at bus station.	3	4	3	3	4	3	3	4	3	3	3	3	3	3	3	3	4	Concept
KNUT 18	Active Travel	Improve pedestrian and cycle access along Ladies Mile.	4	4	4	3	4	4	4	4	4	3	3	3	3	3	3	3	4	Concept
KNUT 19	Active Travel	Improve pedestrian routes through Taton Park.	3	3	4	3	4	3	3	3	3	3	3	4	3	2	3	3	3	Concept
KNUT 20	Active Travel	Improve access from Swains Walk to Knutsford Heath.	3	4	4	3	4	4	3	4	4	3	4	4	3	3	3	3	3	Concept
KNUT 21	Active Travel	Improvements to pedestrian cycling infrastructure along A537 Mackfield Rd from Boots Park to Station.	4	4	4	3	4	4	3	4	4	3	4	4	3	3	3	3	4	Concept
KNUT 22	Active Travel	Walled Close footbridge maintenance.	3	4	4	4	4	4	3	4	3	3	3	3	3	3	3	3	3	Concept
KNUT 23	Active Travel	Improve pedestrian crossing over the River Ballin.	3	4	4	3	4	3	3	4	3	3	3	3	2	2	2	3	3	Concept
KNUT 4003	Parking	Installation of EV Charging points.	4	3	4	3	3	3	3	3	3	3	3	3	3	3	3	3	4	Feasibility
KNUT 2001	Highways	Section Road/A50 Toff Road/Church Hill junction improvements.	4	4	3	3	4	4	3	4	4	3	3	3	3	3	3	3	4	Concept
KNUT 2004	Highways	Improvements to Adams Hill / King Street junction.	4	4	3	3	4	4	3	4	3	3	3	3	3	3	3	4	4	Preliminary Design
KNUT 6003 / KNUT 3902	Highways	A537 Brook Street / Hollow Lane junction improvements.	4	4	3	3	4	4	3	4	4	3	4	3	3	4	3	4	4	Preliminary Design

ID	Category	Scheme Description	Supporting Growth	Access to Services	Protects and Improves the Environment	LTP Objectives	Health, Wellbeing and Physical Activity	Maintaining and managing our 'Network Assets'	Improve organisational effectiveness	Improving access to the town centre to support a thriving town centre	Supporting access to education and leisure facilities such as Boots Park, Radcliffe Park, Radcliffe and Manchester Airport and Jorrell Bank centres	Supporting access from Macclesfield communities around Knutsford and Manchester Airport employment centres	Improving access on key travel routes such as the A50	Improving connectivity to locations such as Tatton Park and Jorrell Bank	Strengthening the transport network within the Local Enterprise Zone, West Knutsford, Parigate Extension and South of Longridge	Technically Feasible	Value for Money	Affordability	Acceptability	Development Status: Concept, Preliminary design, Detailed design
KNUT 31	Highways	A50 Holmes Chapel to here review to consider improvements to reduce congestion	4	4	3	3	3	3	3	4	3	3	3	3	3	3	3	3	4	Concept
KNUT 7001	Highways	Traffic calming measures along Stanley Road	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	Concept
KNUT 7002	Highways	Traffic calming measures along Gaskell Avenue/Carriford Avenue.	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	Concept
KNUT 7003	Highways	Traffic calming measures on Westfield Drive to Talley Grove.	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	Concept
KNUT 7004	Highways	Traffic calming measures on Ladies Mile / Talley Road / Garden Road / Talton Street.	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	Concept
KNUT 7005	Highways	Traffic calming measures along Merchess Lane.	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	Concept
KNUT 1007	Highways	From Top to Bottom Street - Make Chinur Flats one way, create an on-street square and on-street parking spaces.	4	4	3	3	3	3	3	4	3	3	3	3	3	3	3	3	3	Concept
KNUT 1010	Highways	From Top to Bottom Street - Manchester Road/Green Street - no entry from Manchester Road and left turn only onto Manchester Road.	4	4	3	3	3	3	3	4	3	3	3	3	3	3	3	3	3	Concept
KNUT 1011	Highways	From Top to Bottom Street - Prevent access from Gaskell Avenue onto the roundabout.	4	4	3	3	3	3	3	4	3	3	3	3	3	3	3	3	3	Concept
KNUT 1012	Highways	From Top to Bottom Street - Section of King Street adjoining Talton Park's entrance to be 'no-way'.	4	4	3	3	3	3	3	4	3	3	3	3	3	3	3	3	3	Preliminary Design
KNUT 4004	Highways	Roundside and Hillside Road accessibility improvements.	3	4	3	3	3	3	3	4	4	3	3	3	3	3	3	3	3	Concept
KNUT 1013	Highways	From Top to Bottom Street - Roundabout at Merchess Lane/Garden Road/Talton Street/Sheeping Street Junction.	3	4	3	3	3	3	3	4	3	3	3	3	3	3	3	3	3	Concept
KNUT 4005	Highways	One-way system on sections of Moorside.	4	4	3	3	3	3	3	4	3	3	3	3	3	3	3	3	3	Concept
KNUT 70	Highways	Widening of the A50 between Adams Hill junction and Chinur Flats.	4	4	3	3	3	3	3	4	4	3	4	3	3	3	3	2	3	Concept
KNUT 25	Highways	Speed limit enforcement and traffic calming on A50 and B159 West Lane.	3	3	4	3	3	3	3	4	3	3	4	3	3	3	3	3	3	Concept
KNUT 1009	Highways	From Top to Bottom Street - Make Talton Street one way to Green Street and increased on-street parking spaces.	4	4	3	3	3	3	3	4	3	3	3	3	3	3	3	3	3	Concept
KNUT 4	Public Transport	Improving facilities at Knutsford Station including provision of street lighting within the car park, CCTV within the station and on platforms, cycle parking, and cycle lane.	4	4	4	4	4	3	3	4	3	3	3	3	3	3	3	2	4	Concept
KNUT 25	Active Travel	Improve wheelchair access along Top and Bottom Street pavements, including more dropped kerbs.	3	4	4	4	3	3	3	4	4	3	3	3	3	3	3	3	4	Concept
KNUT 29	Highways	Linn Bottom Road to buses only.	3	2	4	4	3	3	3	4	3	3	3	3	3	3	3	3	2	Concept
KNUT 29	Highways	Traffic calming measures for Talley Road and Ladies Mile.	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	Concept
KNUT 30	Highways	Traffic calming measures through Macclesfield.	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	Concept
KNUT 32	Highways	Severing lanes in Power.	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	4	Concept
KNUT 33	Highways	Knutsford relief road/park.	4	4	3	3	3	3	3	4	4	4	4	4	3	2	2	1	3	Concept
KNUT 35	Highways	Double yellow lines on Park Lane.	3	3	4	3	3	3	3	3	3	3	3	3	3	3	3	3	3	Concept
KNUT 36	Highways	Traffic calming / speed restriction signage on Wallbank Lane.	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	Concept
KNUT 1002	Parking	From Top to Bottom Street - New access of King Edward Road to Princess Street Car Park and potential for increased parking spaces.	4	3	3	3	3	3	3	3	3	3	3	3	3	2	3	3	3	Concept
KNUT 1001	Parking	From Top to Bottom Street - Potential multi-storey at Talton Street car park.	4	3	3	3	3	3	3	4	3	3	3	3	3	2	2	2	3	Concept
KNUT 1008	Parking	From Top to Bottom Street - Access to King Street Car Park from Moorside only.	3	3	3	3	3	3	3	3	3	3	3	3	3	2	3	3	3	Concept
KNUT	Parking	Reconfiguration of an street parking spaces within the town.	3	3	3	3	3	3	3	3	3	3	3	3	3	2	3	2	4	Concept
KNUT 4006	Public Transport	Introduce a step-free access to Knutsford Railway Station.	4	4	3	4	3	3	3	4	4	4	3	4	3	2	3	3	4	Concept
KNUT 22	Public Transport	Introduce real time information display at Macclesfield Railway Station.	3	3	3	3	3	3	3	3	3	4	3	3	3	2	3	3	4	Concept
KNUT 4007	Public Transport	Rail service/light rail to link Manchester Airport from Knutsford Railway Station.	3	4	3	3	3	3	3	4	4	3	3	3	3	2	3	2	4	Concept
KNUT 4008	Public Transport	Increase the number of services per hour from Knutsford Railway Station to Manchester or Macclesfield to train services.	4	4	3	3	3	3	3	4	4	3	3	4	4	2	3	2	4	Feasibility
KNUT 4009	Public Transport	Improve cross-boundary travel to Altrincham - High Leigh by bus.	4	4	4	4	3	3	3	4	4	4	4	4	3	2	2	2	4	Concept
KNUT 4010	Public Transport	Improve timings of bus and rail for interchange.	4	4	3	3	3	3	3	4	3	3	3	3	3	2	3	2	4	Concept

ID	Category	Scheme Description	LTP Objectives				Town Specific Objectives				Technically Feasible	Value for Money	Affordability	Acceptability	Development Status: Concept, Preliminary Design, Detailed Design
			Supporting Growth	Access to Services	Protects and Improves the Environment	Health, Wellbeing and Physical Activity	Maintaining and managing our 'Network Assets'	Improve organisational effectiveness	Improving access to the own centre	Supporting access to education and training					
KNUT 401	Public Transport	Increase bus service connectivity, education and employment sites, including Manchester Airport, Jodrell Bank and Alderley Park.	4	4	3	3	3	3	3	3	3	2	2	4	Concept
KNUT 402	Public Transport	Improve Bus Lines leisure and tourism locations, including Tatton Park and Jodrell Bank.	3	3	3	3	3	3	3	3	3	2	2	4	Concept
KNUT 403	Public Transport	Metrolink expansion / tramway technology linking to Knutsford.	4	4	3	3	3	3	3	3	3	2	1	3	Concept
KNUT 404	Public Transport	Work with Community Transport and other local groups support to provide links to services for residents.	4	4	3	3	3	3	3	3	3	3	3	4	Concept
KNUT 405	Public Transport	Improve passenger transport access from rural communities to Knutsford.	4	4	3	3	3	3	3	3	3	2	2	4	Concept
KNUT 406	Public Transport	Increased bus services to access employment and education in Altrincham, Chalfont, Macclesfield and Warrington.	4	4	3	3	3	3	3	3	3	2	2	4	Concept
KNUT 407	Public Transport	Integrated ticket system developing through BSSP	3	4	3	3	3	3	3	3	3	2	2	4	Concept
KNUT 40	Public Transport	Extension of bus route 85 to provide further bus links to Hatfield, Cuddington and Chester.	4	4	3	3	3	3	3	3	3	2	2	4	Concept
KNUT 41	Public Transport	Bus service from High Legh to Lynton encompassing neighbouring Agden Bow and Little Balingham.	4	4	3	3	3	3	3	3	3	2	2	4	Concept
KNUT 42	Public Transport	Shuttle bus from Knutsford Town Centre to Booths Park Business complex.	4	4	3	3	3	3	3	3	3	2	2	4	Concept
KNUT 43	Public Transport	School buses for children in Alderley	3	4	3	3	3	3	3	3	3	2	2	4	Concept
KNUT 44	Public Transport	Direct rail connection from Northwich to Crewe via Middlewich.	4	4	3	3	3	3	3	3	3	2	2	4	Concept

Appendix B – Sequencing & Packaging of options

ID	Packages	Scheme Description	Timeframe		
			Short (< 2 years)	Medium (2 - 5 years)	Long (5+ years)
KNUT 4016	Active Travel	Improved pedestrian route from the Church Walk/King Street junction and Middle Walk.		X	
KNUT 4017	Active Travel	Secure cycling parking at bus station.	X		
KNUT 18	Active Travel	Improve pedestrian and cycle access along Ladies Mile.	X		
KNUT 19	Active Travel	Improve pedestrian routes through Tatton Park.			X
KNUT 20	Active Travel	Improve access from Swains Walk to Knutsford Heath.		X	
KNUT 21	Active Travel	Improvements to pedestrian cycling infrastructure along A537 Macclesfield Rd from Booths Park to Ollerton.		X	
KNUT 22	Active Travel	Mallard Close footbridge maintenance.		X	
KNUT 23	Active Travel	Pedestrian / cycling bridge over the River Bollin.			X
KNUT 4003	Parking	Installation of EV Charging Points.	X		
KNUT 2001	Highways	Bexton Road/A50 Toft Road/Church Hill junction improvements.		X	
KNUT 2004	Highways	Improvements to Adams Hill / King Street junction.		X	
KNUT 6003 / KNUT 3902	Highways	A537 Brook Street / Hollow Lane junction improvements.		X	
KNUT 31	Highways	A50 Holmes Chapel to Mere review to consider improvements to reduce congestion		X	
KNUT 7001	Highways	Traffic Calming measures along Stanley Road		X	
KNUT 7002	Highways	Traffic calming measures along Gaskell Avenue/Cranford Avenue.		X	
KNUT 7003	Highways	Traffic calming measures on Westfield Drive to Tabley Grove.		X	
KNUT 7004	Highways	Traffic calming measures on Ladies Mile / Tabley Road / Garden Road / Tatton Street.		X	
KNUT 7005	Highways	Traffic calming measures along Mereheath Lane.		X	
KNUT 1007	Highways	From Top to Bottom Street - Make Canute Place one way, create an on-street square and on-street parking spaces.		X	
KNUT 1010	Highways	From Top to Bottom Street - Manchester Road/Green Street - no entry from Manchester Road and left turn only onto Manchester Road.		X	
KNUT 1011	Highways	From Top to Bottom Street - Prevent access from Gaskell Avenue onto the roundabout.	X		
KNUT 1012	Highways	From Top to Bottom Street - Section of King Street adjoining Tatton Park's entrance to be two-way.		X	
KNUT 4004	Highways	Moorside and Hillside Road accessibility improvements.	X		

ID	Packages	Scheme Description	Timeframe		
			Short (< 2 years)	Medium (2 - 5 years)	Long (5+ years)
KNUT 1013	Highways	From Top to Bottom Street - Roundabout at Mereheath Lane/Garden Road/Tatton Street/King Street junction.		X	
KNUT 4005	Highways	One-way system on sections of Moorside.		X	
KNUT 70	Highways	Widening of the A50 between Adams Hill junction and Canute Place.			X
KNUT 26	Highways	Speed limit enforcement and traffic calming on A50 and B5159 West Lane.		X	
KNUT 1009	Highways	From Top to Bottom Street - Make Tatton Street one way to Green Street and increased on-street parking spaces.		X	
KNUT 4	Public Transport	Improving facilities at Knutsford Station including provision of street lighting within the car park, CCTV within the station and on platforms, cycle parking, and cycle hire.	X		
KNUT 25	Active Travel	Improve wheelchair access along Top and Bottom Street pavements, including more dropped kerbs.	X		
KNUT 28	Highways	Limit Bexton Road to buses only.			X
KNUT 29	Highways	Traffic calming measures for Tabley Road and Ladies Mile.	X		
KNUT 30	Highways	Traffic calming measures through Mobberley.	X		
KNUT 32	Highways	Resurfacing lanes in Peover.	X		
KNUT 33	Highways	Knutsford relief road/bypass.			X
KNUT 35	Highways	Double yellow lines on Park Lane.		X	
KNUT 36	Highways	Traffic calming / speed restriction signage on Wellbank Lane.		X	
KNUT 1002	Parking	From Top to Bottom Street - New access off King Edward Road to Princess Street Car Park and potential for increased parking spaces.		X	
KNUT 1001	Parking	From Top to Bottom Street - Potential multi-storey at Tatton Street car park.			X
KNUT 1008	Parking	From Top to Bottom Street - Access to King Street Car Park from Moorside only.		X	
KNUT	Parking	Reconfiguration of on street parking spaces within the town.	X		
KNUT 4006	Public Transport	Introduce a step-free access to Knutsford Railway Station.		X	
KNUT 22	Public Transport	Introduce real time information display at Mobberley Railway Station.		X	
KNUT 4007	Public Transport	Rail service/light rail to link Manchester Airport from Knutsford Railway Station.			X
KNUT 4008	Public Transport	Increase the number of services per hour from Knutsford Railway Station to Manchester/ or alternatively a faster service.		X	
KNUT 4009	Public Transport	Improve cross-boundary travel to Altrincham - High Legh by bus.		X	

ID	Packages	Scheme Description	Timeframe		
			Short (< 2 years)	Medium (2 - 5 years)	Long (5+ years)
KNUT 4010	Public Transport	Improve timings of bus and rail for interchange.		X	
KNUT 4011	Public Transport	Increase bus service connectivity education and employment sites, including Manchester Airport, Jodrell Bank and Alderley Park.		X	
KNUT 4012	Public Transport	Improve Bus Links leisure and tourism locations, including to Tatton Park and Jodrell Bank.		X	
KNUT 4013	Public Transport	Metrolink expansion / tram-train technology linking to Knutsford.			X
KNUT 4014	Public Transport	Work with Community Transport and other local groups support to provide links to services for residents.	X		
KNUT 4015	Public Transport	Improve passenger transport access from rural communities to Knutsford.		X	
KNUT 4016	Public Transport	Increased bus services to access employment and education in Altrincham, Chelford, Macclesfield and Warrington.		X	
KNUT 4017	Public Transport	Integrated ticket system developing through BSIP		X	
KNUT 40	Public Transport	Extension of bus route 82 to provide further bus links to Hartford, Cuddington and Chester.		X	
KNUT 41	Public Transport	Bus service from High Legh to Lymm encompassing neighbouring Agden Brow and Little Bollington.		X	
KNUT 42	Public Transport	Shuttle bus from Knutsford Town Centre to Booths Park Business complex.		X	
KNUT 43	Public Transport	School buses for children in Mobberley			X
KNUT 44	Public Transport	Direct rail connection from Northwich to Crewe via Middlewich.			X

Appendix C – Objectives & Scoring criteria



Scoring criteria	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree
Supporting Growth	Prevent growth sites	Adversely affects growth sites	Neither adversely affects or supports access to services	Supports access to growth	Supports growth and unlocks development
Access to Services	Prevents access to services	Adversely affects access to services	Neither adversely affects or supports access to services	Supports access to some services	Provides direct access to multiple services
Protects and Improves the Environment	Permanent damage to the environment and no mitigation can be put in place	Damages the environment but mitigation can be put in place	Neither adversely affects or supports the environment	Protects the environment	Improves the environment by reducing impacts of air quality / noise pollution
Health, Wellbeing and Physical Activity	Negatively impacts peoples health and no mitigation can be put in place	Negatively impacts peoples health but mitigation can be put in place	Neither adversely affects or supports physical activity	Improves health, well being and physical activity	Actively promotes health, wellbeing and physical activity
Maintaining and managing our network assets'	The addition of new schemes which cause maintenance liability	Contributes to maintenance liability	Neither adversely affects or supports physical activity	Is of some benefit to maintaining and managing network assets	Upgrading network assets and enhancing existing assets
Improve organisational efficiency and effectiveness	Adversely impacts the efficiency and organisation of Cheshire East Council	Negatively impacts the efficiency and organisation of Cheshire East Council	Neither adversely affects or supports effectiveness of	Is of some benefit to the efficiency and effectiveness of Cheshire East Council	Improves the efficiency and effectiveness of Cheshire East Council
Improving access to the town centre and the train station to support a thriving town centre	Significantly impacts access into Knutsford Town Centre and the train	Has some impact on accessing Knutsford Town Centre and the train	Neither impacts or improves access	Provides some improvement into Knutsford Town Centre and the train	Provides significant improvement to access into and within Knutsford Town
Supporting access to education and employment sites such as Booths Park, Radbroke Park, Alderley Park, Manchester Airport and Jodrell Bank	Significantly impacts access to education and employment sites	Has some impact on access to education and employment sites	Neither impacts or improves access to education and	Provides some improvement to access to education and employment sites	Provides significant improvement to access to education and employment sites
Supporting access from Moberley and rural communities around Knutsford to key services and employment centres	Significantly negatively impacts access from rural communities around	Has some negative impact on access from rural communities around	Neither impacts or improves access	Provides some improvement from rural communities around Knutsford to key	Provides significant improvement from rural communities around Knutsford to key
Improving access on key travel corridors such as the A50	Significantly impacts access on key routes and to key destinations	Has some impact on access on key routes and to key destinations	Neither impacts or improves access on key routes and to	Provides some improvement to access on key routes and to key destinations	Provides significant improvement to access on key routes and to key destinations
Improving connectivity to leisure and tourism locations such as Tatton Park and Jodrell Bank	Significantly impacts connectivity to leisure and tourism locations	Has some negative impact on connectivity to leisure and tourism locations	Neither impacts or improves to leisure and tourism	Provides some improvement to connectivity to leisure and tourism locations	Provides significant improvement to connectivity to leisure and tourism locations
Strengthening the transport network to accommodate development sites within the Local Plan such as North West Technically Feasible	Significantly negatively impacts future development sites	Has some negative impact on future development sites	Neither impacts or improves access to	Provides some improvement of access to future development sites	Provides significant improvement to access to future development sites
Value for Money	No feasible design or methodology available	Severely limited design or methodology available	Scheme neither has identified	Feasible design or methodology available with few limitations	Feasible design or methodology readily available
Affordability	Severely limited value for money	Limited value for money	Likely neutral value	Some positive value for money	Excellent value for money
Acceptability	Highly unlikely that funding would be available for the scheme from any source	Unlikely that funding would be available for the scheme from any source	Funding neither unlikely or likely to be gained	Potentially need to seek external funding but would likely be available	Funding has already been assigned or likely to be affordable from CEC's annual LTP allocation
	No public or political acceptability	Significant opposition to the scheme	No opposition or support for the scheme currently	Largely supported by the public and politicians	Full political support and high level public support or already in policy

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Macclesfield Transport Delivery Plan

Rev 0

February 2022

Macclesfield Transport Delivery Plan

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1. Introduction

1.1 Local Context

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

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

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

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

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

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

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

1.2 Background to the Macclesfield Transport Delivery Plan

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

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

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

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

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

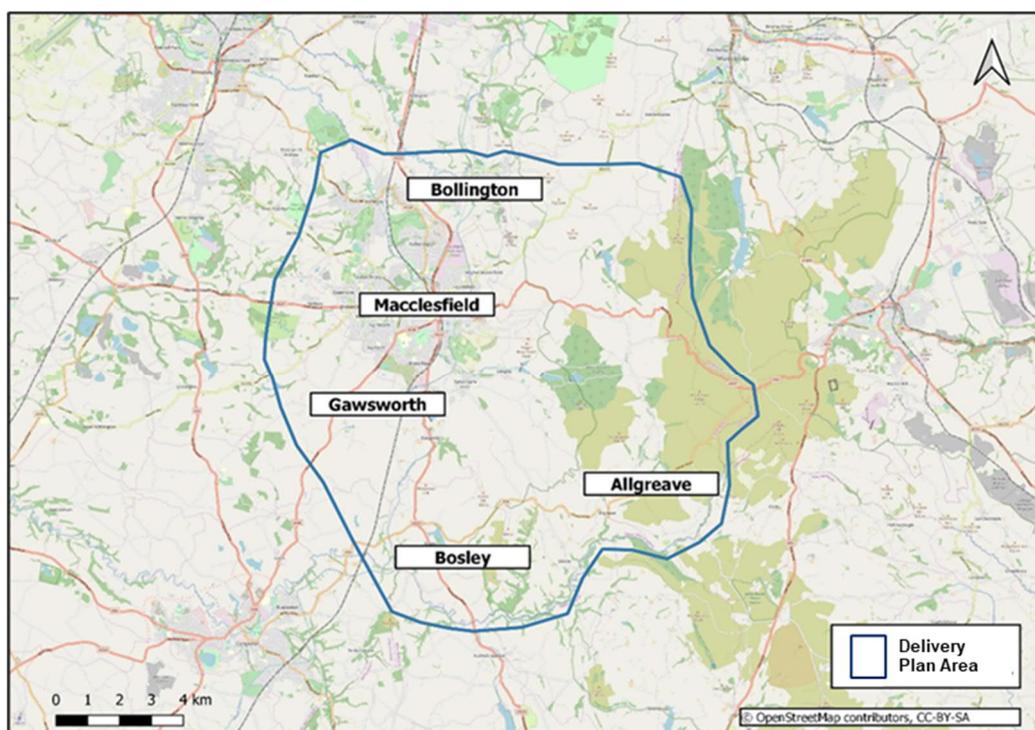


Figure 1.1: Macclesfield Delivery Plan Area

1.3 What does the Delivery Plan do for Macclesfield?

The Transport Delivery Plan for Macclesfield:

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

1.4 Objective Setting and Scheme Options Development

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

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

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

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

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

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

1.5 Report Structure

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

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

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

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

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

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

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

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

2. Policy & Background Information

2.1 Policy Context and Background Information

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

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

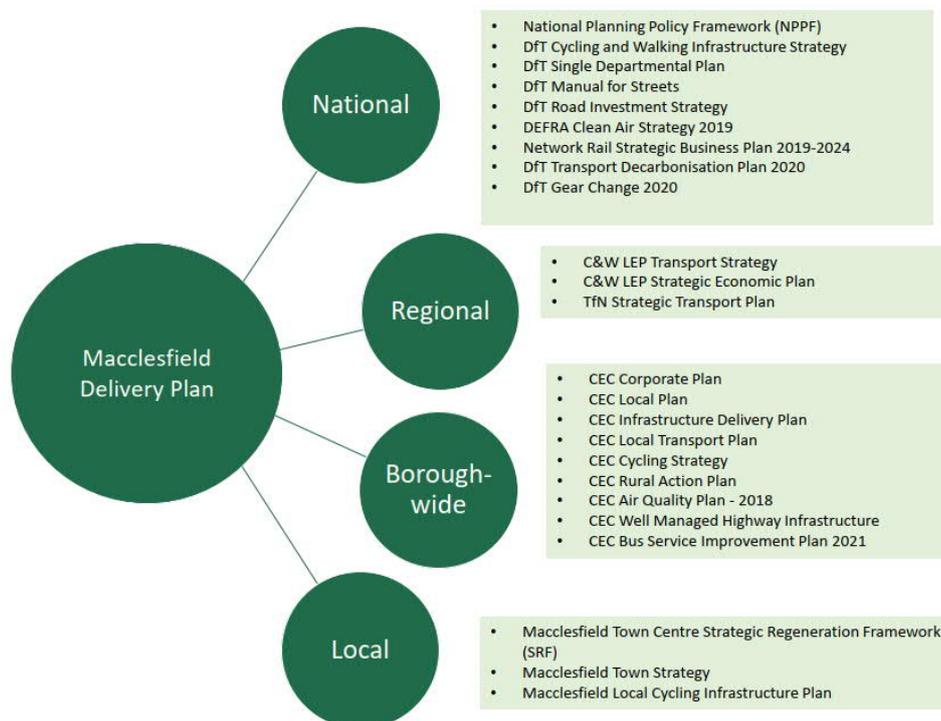


Figure 2.1: Policy Overview

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

2.2 Summary of Relevant Local Policy

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

2.2.1 Cheshire East Local Plan

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

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

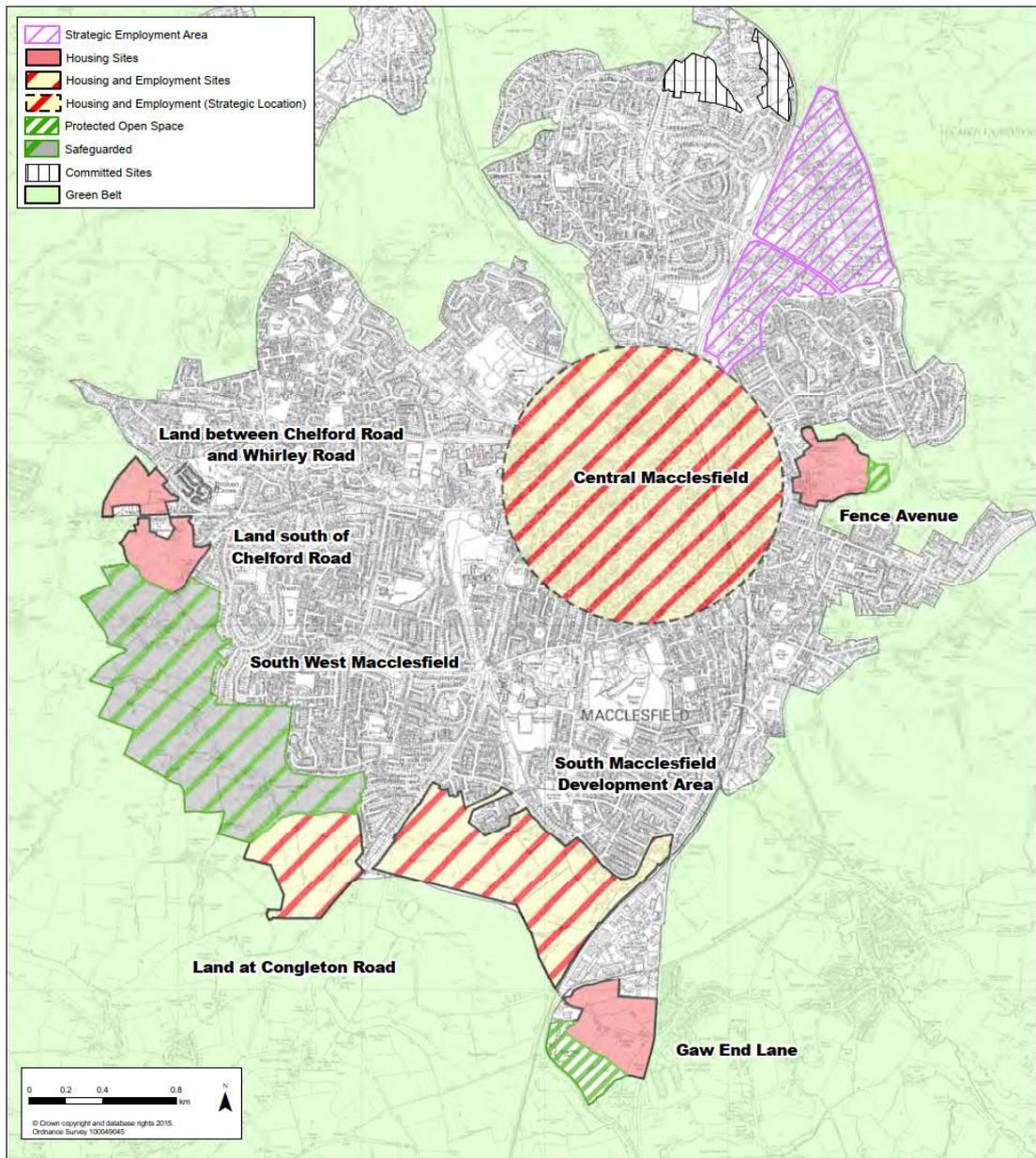


Figure 2.2: Macclesfield Local Plan Sites

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

2.2.2 Cheshire East Local Transport Plan 4

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

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

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

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

2.2.3 Macclesfield Town Centre Strategic Regeneration Framework (SRF)

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

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

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

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

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

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

2.2.1 Macclesfield Town Strategy

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

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

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

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

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

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

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

2.2.2 Local Cycling and Walking Infrastructure Plan (Macclesfield)

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

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

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

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

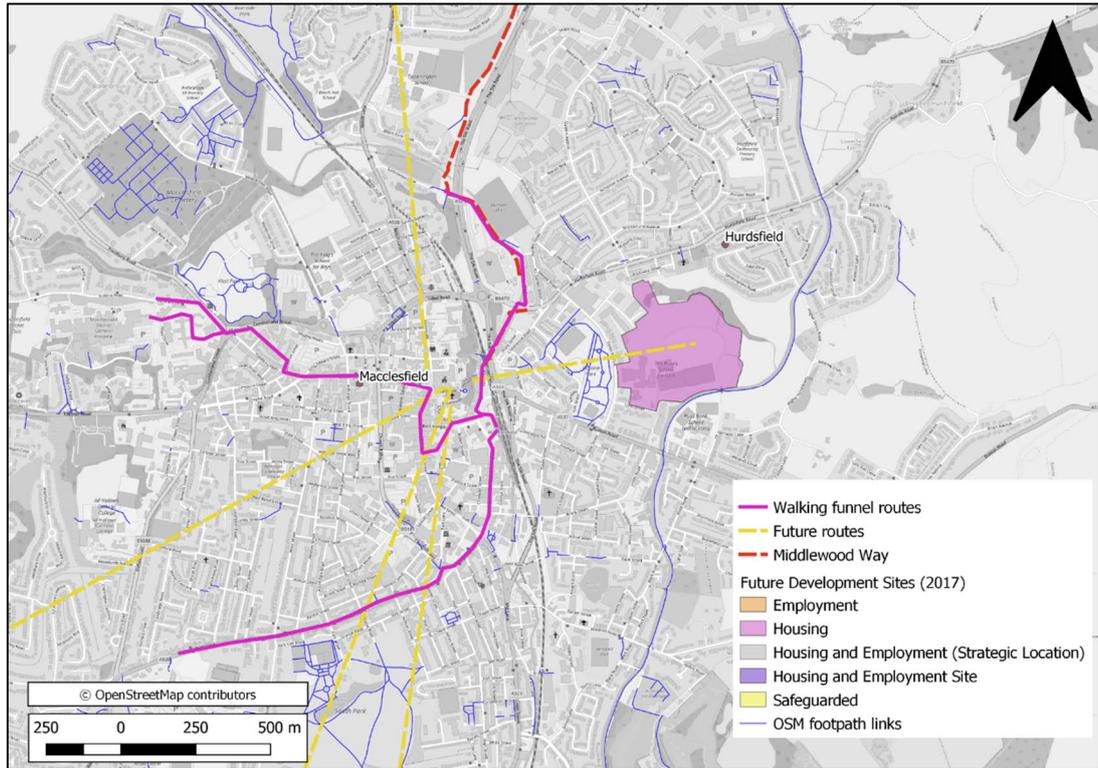


Figure 2.3: Macclesfield Walking Network Plan (reproduced from the LCWIP)

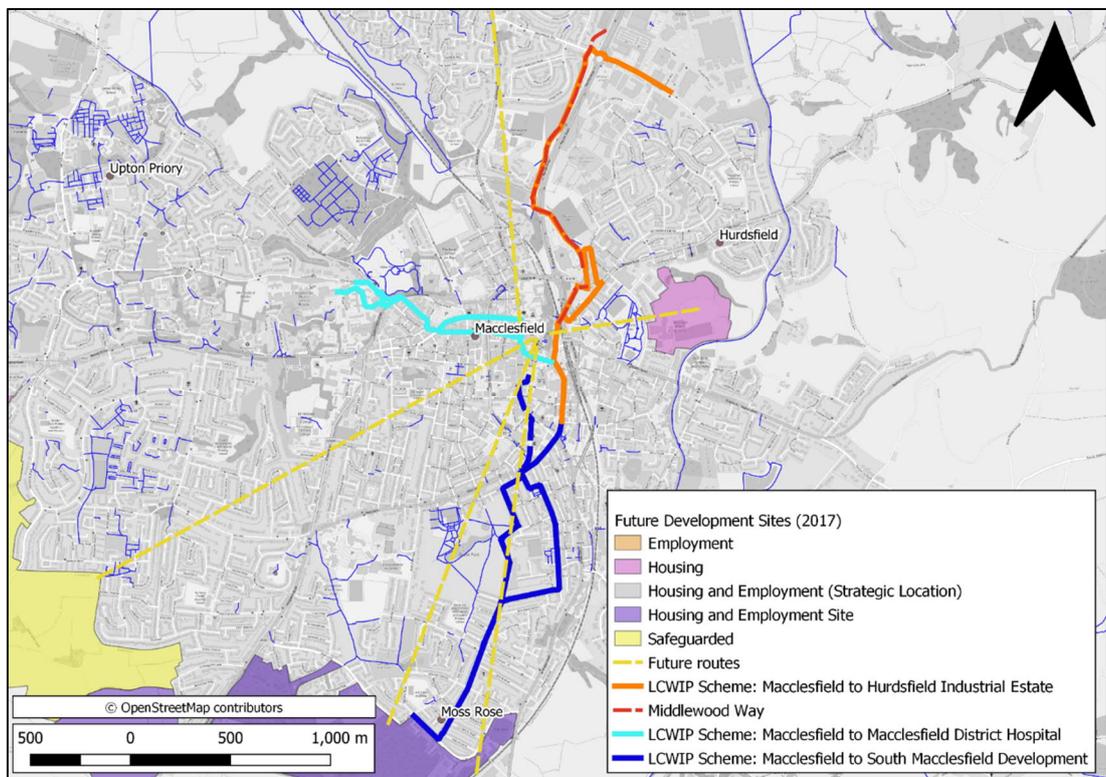


Figure 2.4: Macclesfield Cycling Network Plan (reproduced from the LCWIP)

2.2.3 Cheshire East Bus Service Improvement Plan

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

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

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

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

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

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

2.3 Existing Transport Situation

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

2.3.1 Walking

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

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

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

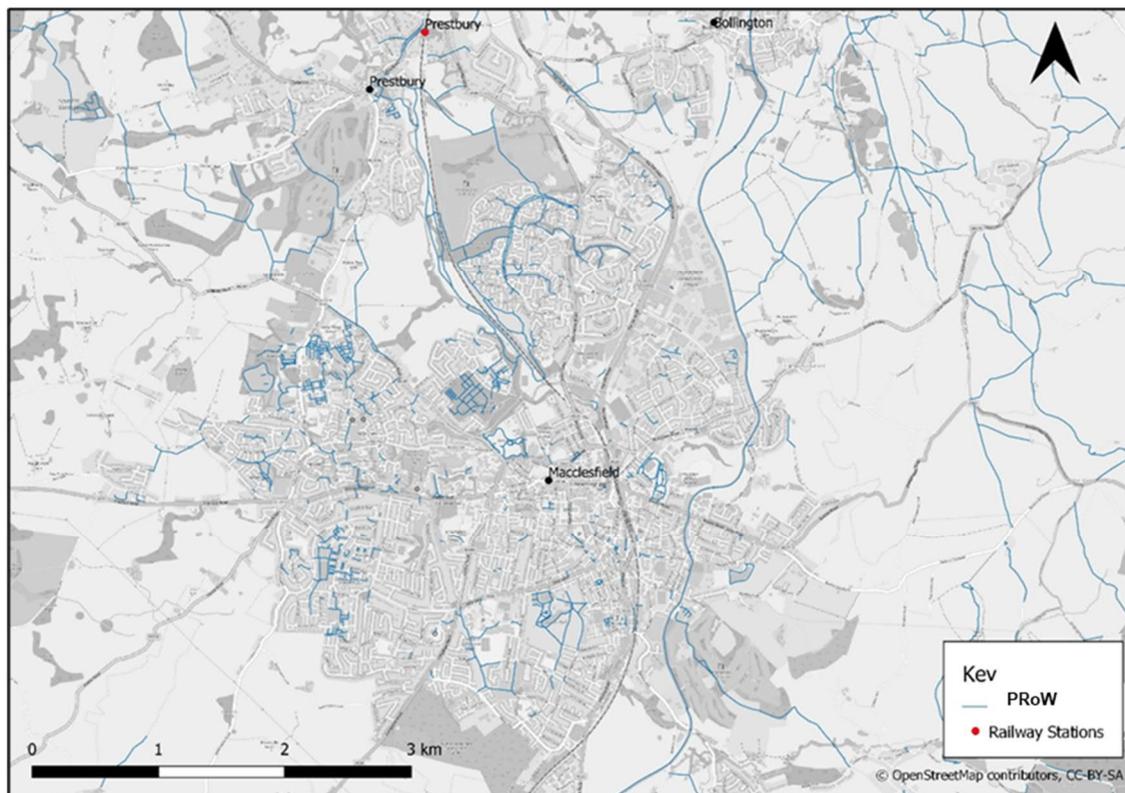


Figure 2.5: Public Rights of Way (PRow) within the Study Area

2.3.2 Cycling

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

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

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

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

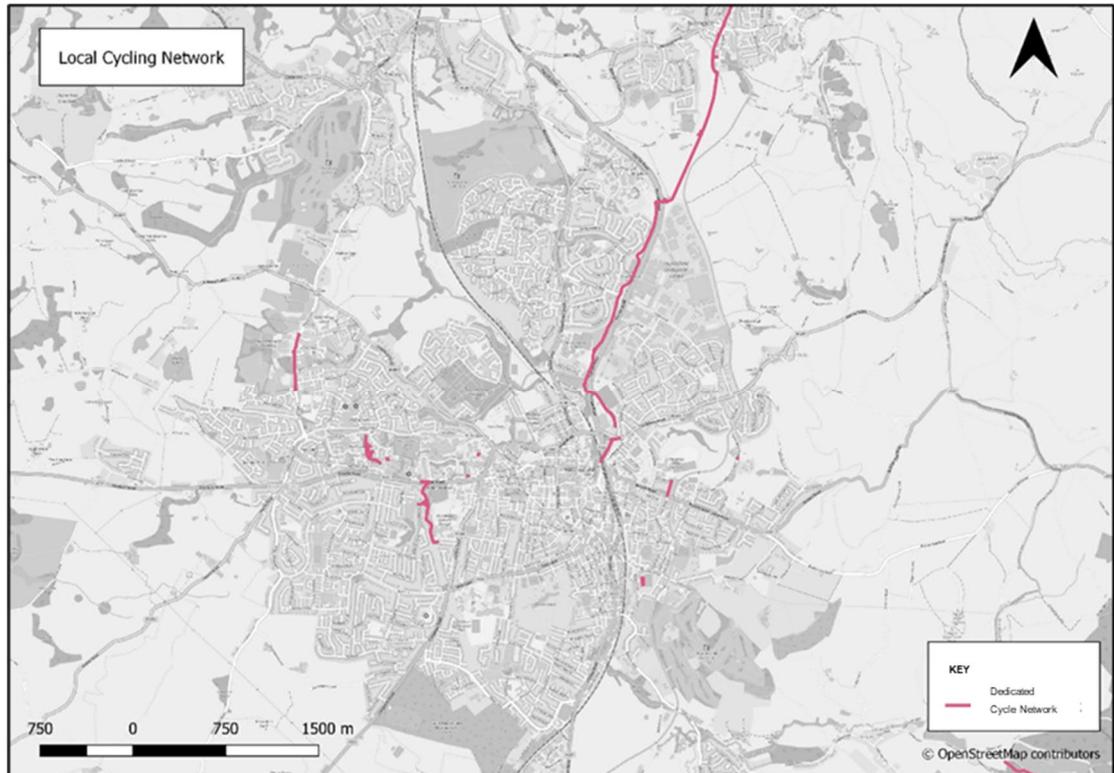


Figure 2.6: Dedicated Cycle Network within the Delivery Plan Area

2.3.3 Public Transport (Bus and Rail)

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

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

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

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

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

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

2.3.4 Parking

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

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

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

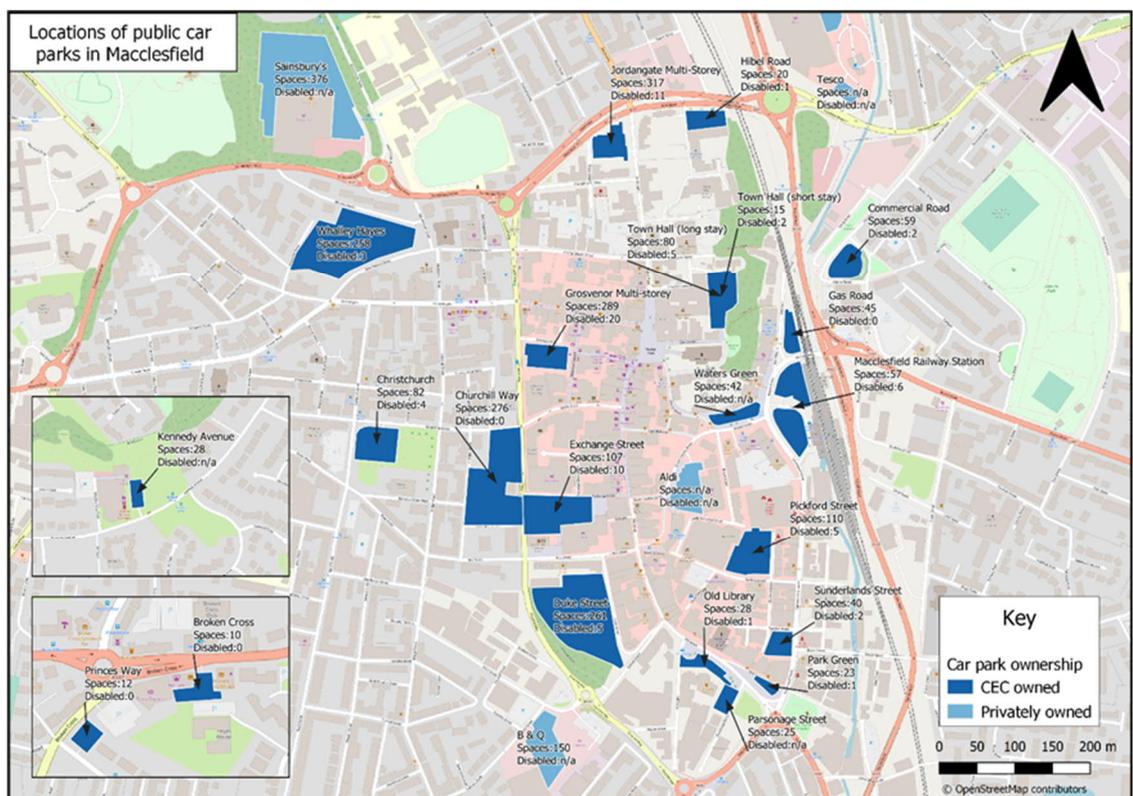


Figure 2.7: Locations of public car parks in Macclesfield

2.3.5 Highway Network

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

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

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

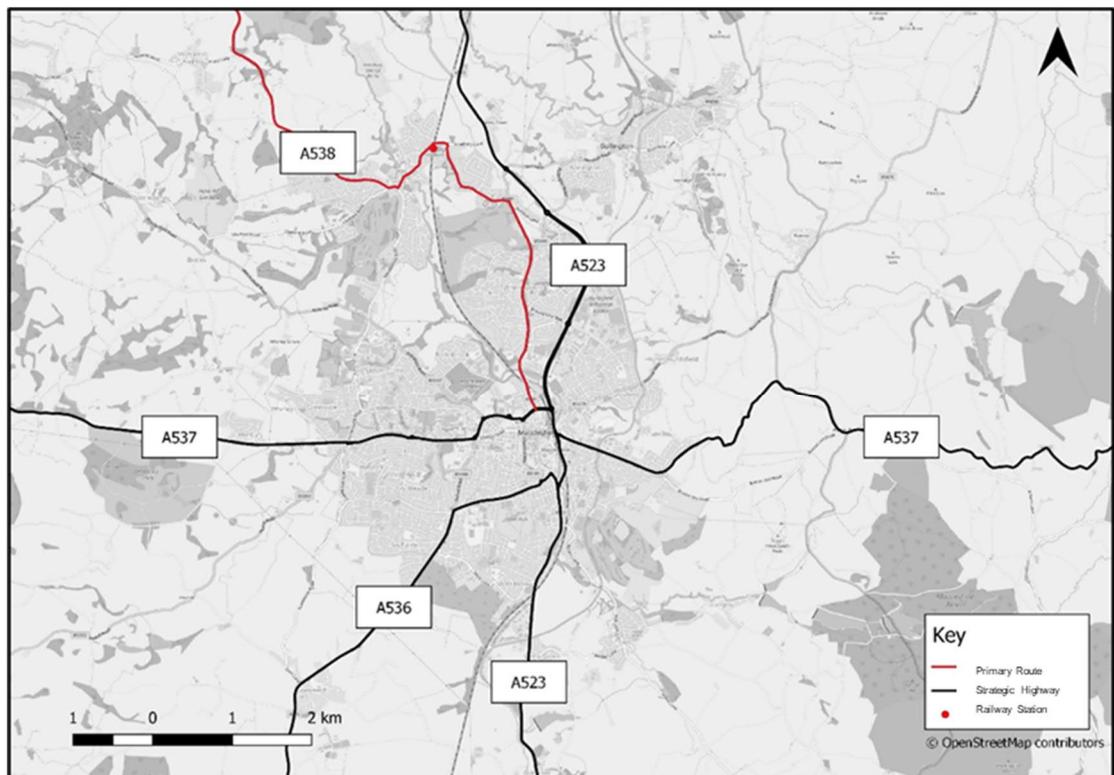


Figure 2.8: Local Road Network

2.3.6 Summary

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

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

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

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

3. Objectives Overview

3.1 Overview

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

3.2 Macclesfield Local Transport Objectives

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

The town specific transport objectives for Macclesfield are:

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

3.3 Public Consultation Feedback on Local Transport Objectives

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

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

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

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

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

3.4 Logic Mapping

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

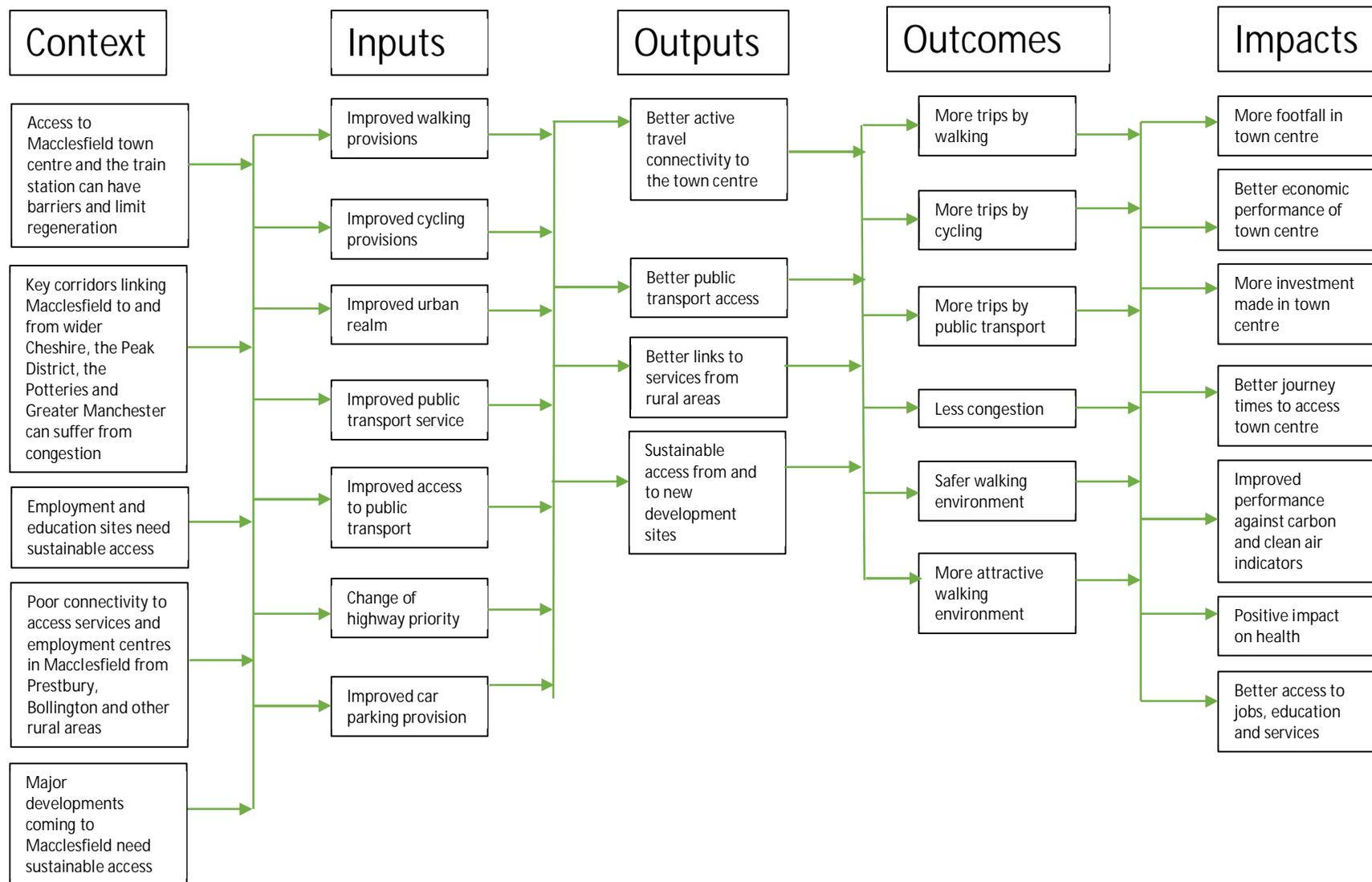


Figure 3.2: Macclesfield Transport Delivery Plan Logic Map

4. Options Overview & Assessment

4.1 Overview

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

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

4.2 Assessment Process

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

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

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

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

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

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

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

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

Table 4.1: Scoring criteria for additional areas

4.3 Scheme Sequencing Process

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

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

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

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

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

Table 4.2: Assessment guidance for Timescales

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

5. Packaging & Sequencing of Options

5.1 Introduction

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

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

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

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

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

5.2 Active Travel Schemes Package

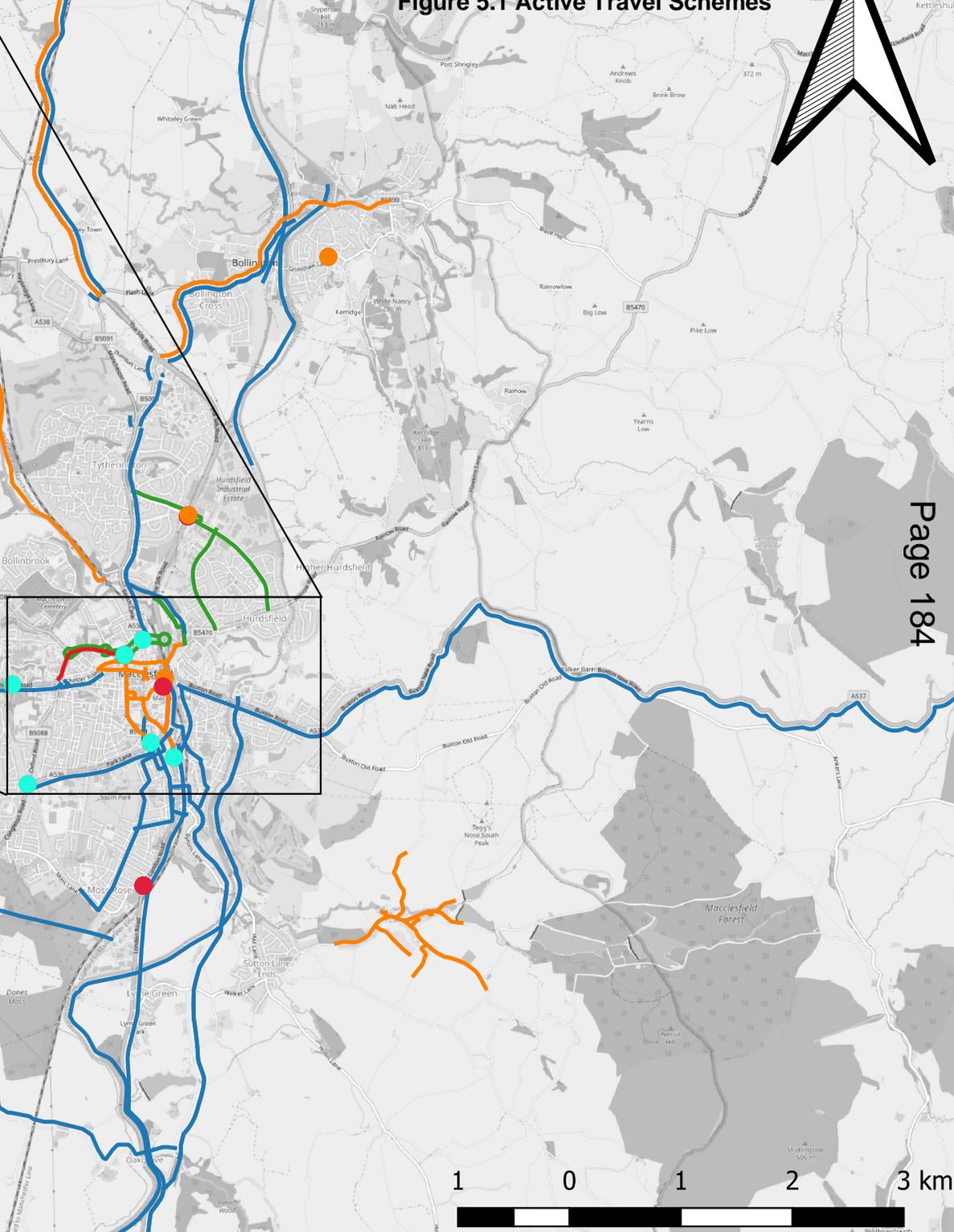
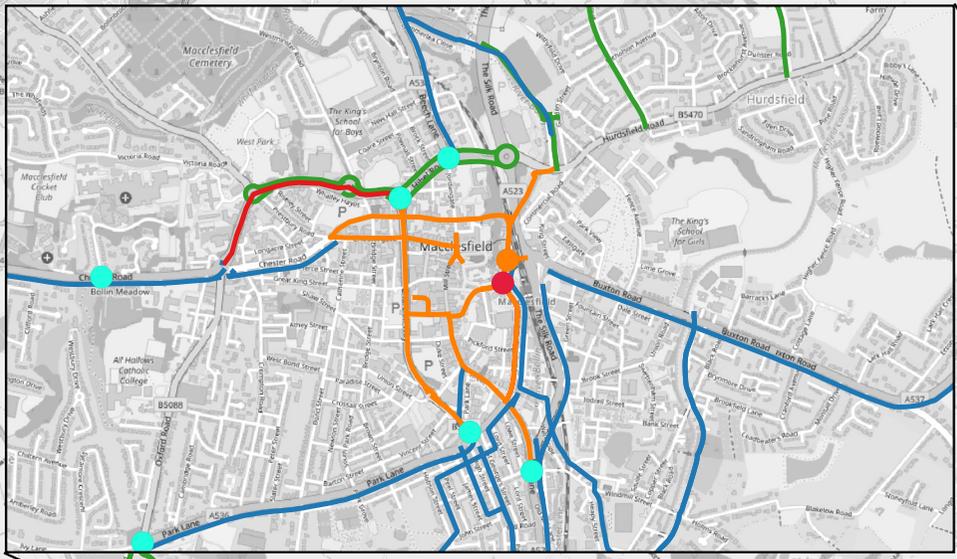
A total of 53 of the transport schemes identified for Macclesfield and the wider area relate to Active Travel schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Delivery Plan process. The Active Travel schemes fall into seven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

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

Table 5.1: Active Travel Scheme Categories

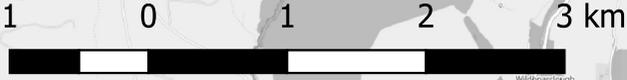
Figure 5.1 plots out the location and schemes identified for Active Travel. Appendix A provides the full list of identified Active Travel schemes and the current assessment against the criteria as set out in Chapter 4. As many schemes are at Concept stage the precise interventions are still to be developed,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

Figure 5.1 Active Travel Schemes



Key

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



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

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

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

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

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

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

5.3 Public Transport Schemes Package

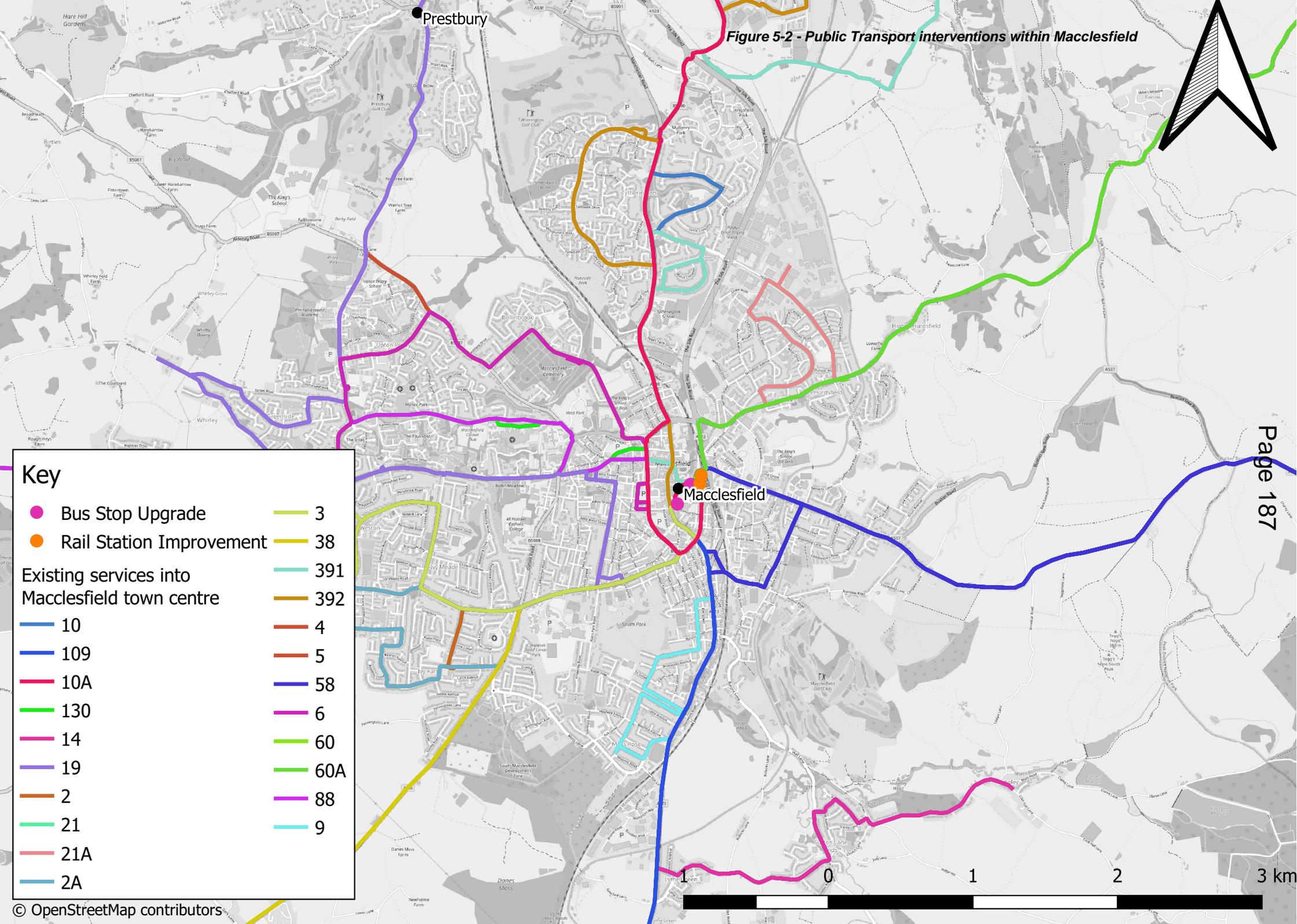
A total of ten of the transport schemes identified for Macclesfield and the wider area relate to Public Transport schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Delivery Plan process. The Delivery Plan has been developed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

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

Table 5.3: Public Transport Scheme Categories

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

Figure 5-2 - Public Transport interventions within Macclesfield



Key

- Bus Stop Upgrade
- Rail Station Improvement

<ul style="list-style-type: none"> — 10 — 109 — 10A — 130 — 14 — 19 — 2 — 21 — 21A — 2A 	<ul style="list-style-type: none"> — 3 — 38 — 391 — 392 — 4 — 5 — 58 — 6 — 60 — 60A — 88 — 9
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A primary focus of the Public Transport interventions is to deliver on the local transport objectives for Macclesfield. How the Public Transport schemes will deliver on this is set out below in table 5.4. This is in line with the Council's BSIP.

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

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

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

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

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

5.4 Parking Schemes Package

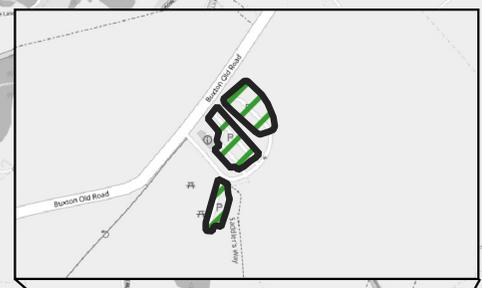
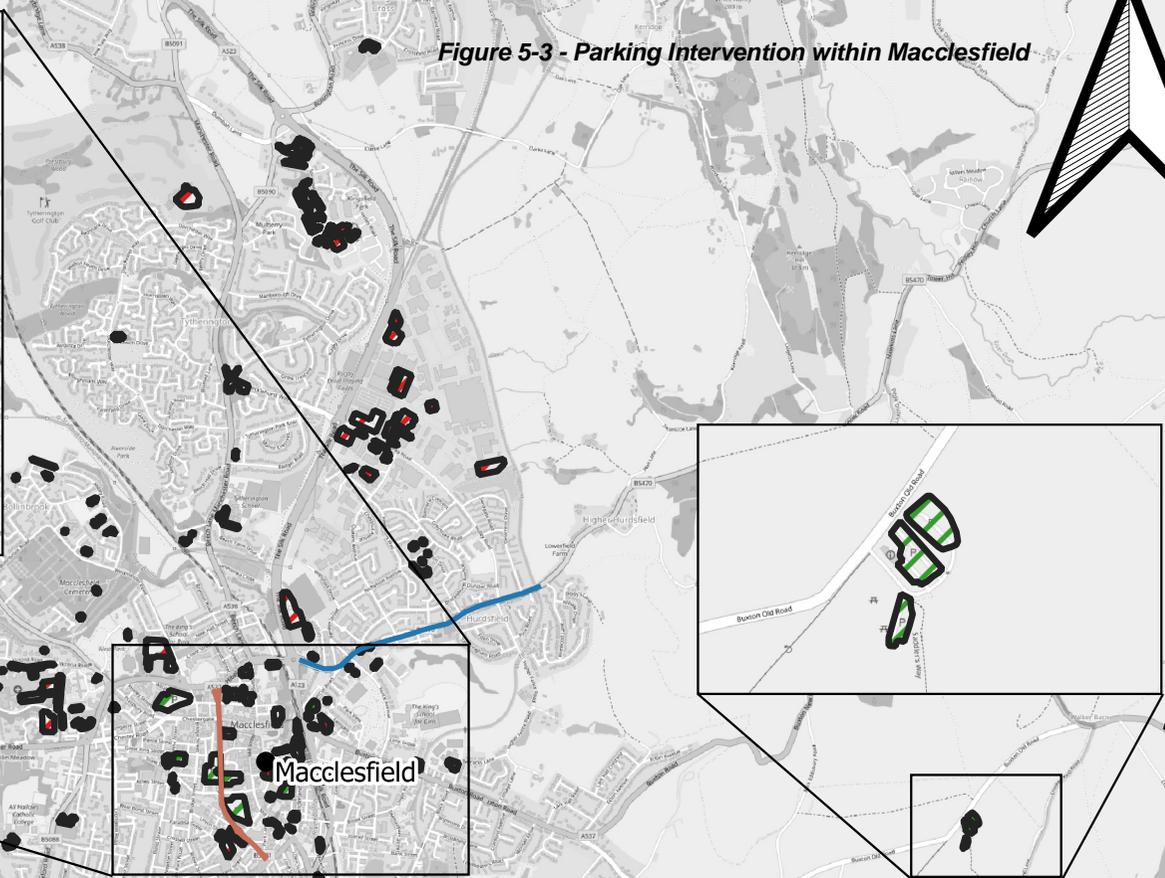
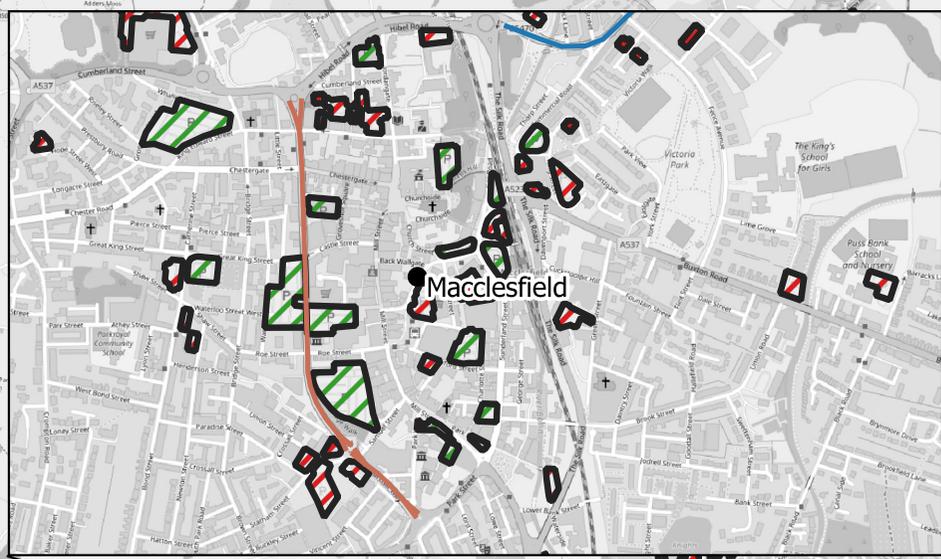
Macclesfield currently benefits from a number of car parks and parking facilities. A total of eight of the transport schemes identified for Macclesfield relate to Parking Schemes and initiatives. These vary in scale and size with three being at Concept stage and two at feasibility. The Parking schemes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

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

Table 5.5: Parking Scheme Categories

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

Figure 5-3 - Parking Intervention within Macclesfield



Key

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



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

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

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

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

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

5.5 Highway Schemes Package

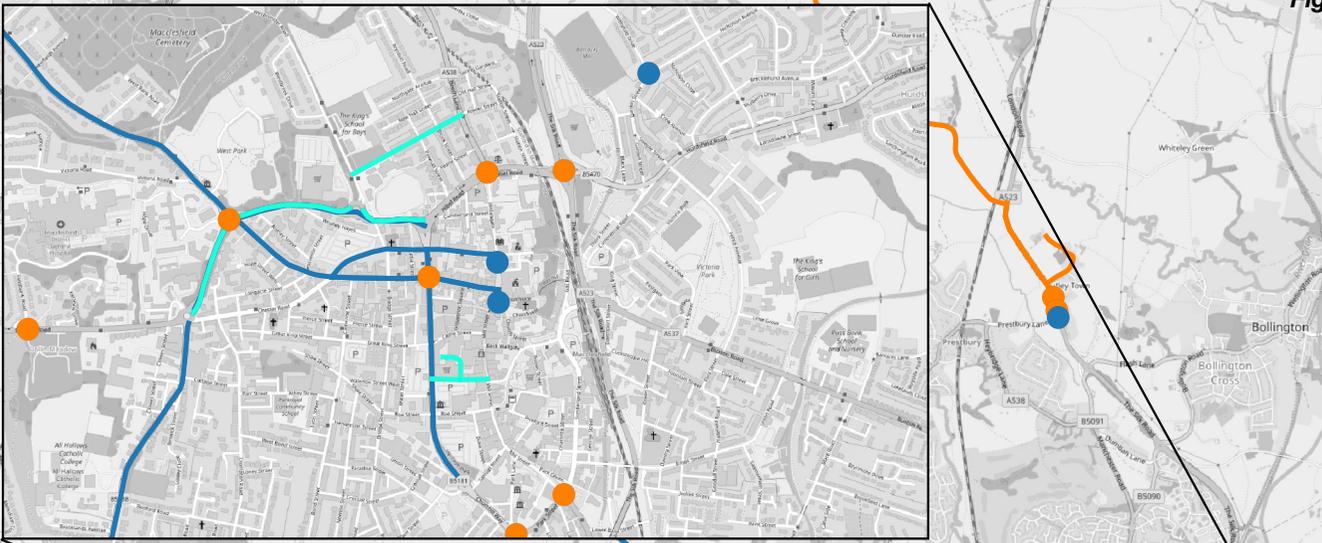
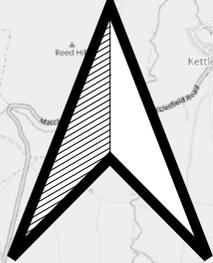
A total of 26 of the transport schemes identified for Macclesfield and the wider area relate to Highway Transport schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Delivery Plan process. The Highway schemes fall into four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

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

Table 5.7: Highway Scheme Categories

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

Figure 5-4 - Highway Interventions within Macclesfield.



Key

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



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

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

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

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

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

5.6 Summary of Transport Scheme Packages Support for Objectives

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

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

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

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

6. Summary and Next Steps

6.1 Summary

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

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

6.2 Funding Summary

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

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

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

6.3 Next Steps

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



Figure 6.1: Scheme Development Stages

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

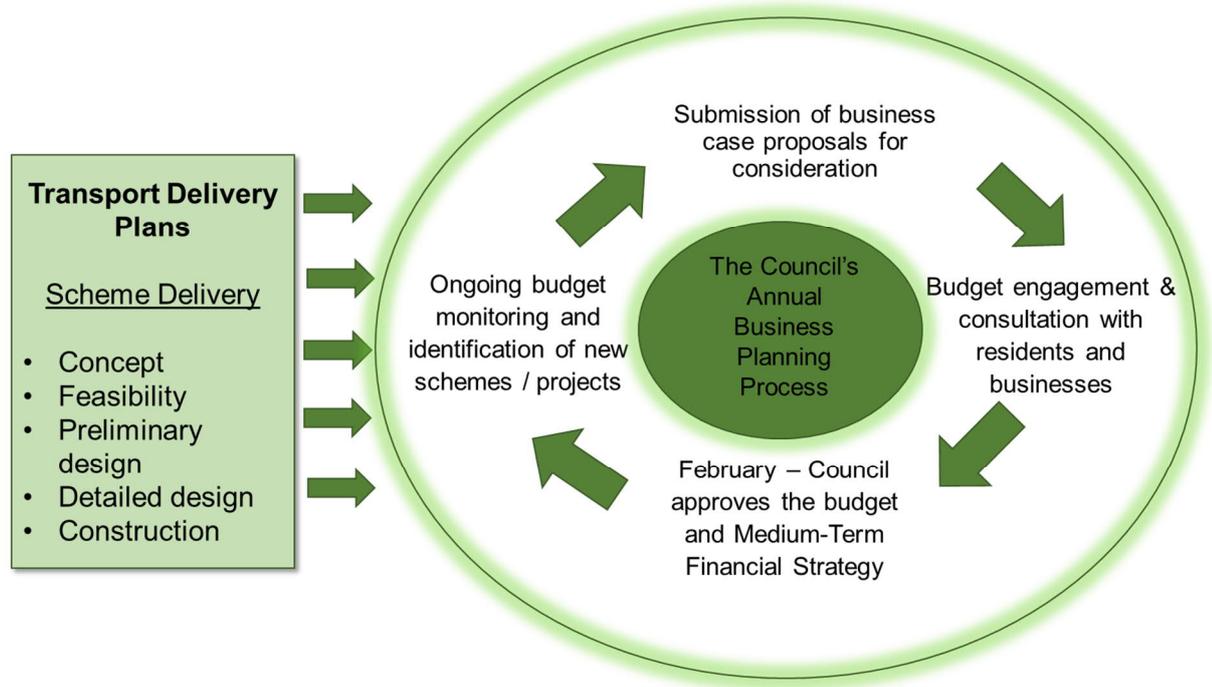


Figure 6.2: LTDP Budget Cycle

Appendix A – Options Long List & Assessment

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

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

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

Appendix B – Sequencing & Packaging of options

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

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

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

Appendix C – Objectives & Scoring criteria



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

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Nantwich Transport Delivery Plan

Rev 0

February 2022

DRAFT Nantwich Transport Delivery Plan

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Document history and status

Rev	Date	Description	By	Review	Approved
0	February 2022	Nantwich Transport Delivery Plan	VV / DC	PS	DC

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1. Introduction

1.1 Local Context

Nantwich is a historic market town, which dates back to Roman times when it was a centre for the production of salt. Nantwich has a thriving town centre with about 250 mainly independent units. The town contains more than 100 listed buildings, and has the largest concentration of historic buildings in the borough. It is also a popular destination for tourists and visitors drawn from its large rural hinterland.

The centre of Nantwich is in essence a planned Elizabethan town, largely rebuilt as a consequence of a fire in 1583; the re-build being partly financed by Elizabeth I. This resulted in a re-created original street pattern and a number of fine timber framed buildings dating from the 16th Century onwards. There are also a number of elegant Georgian and Victorian buildings. The centre of Nantwich contains a number of listed buildings and is designated as a conservation area. The town was also prominent in the Civil War and besieged until the Parliamentary victory in January 1644. The battlefield is designated and lies to the north of the town.

Nantwich Railway Station lies on the Crewe to Cardiff line. Bus services are relatively good with regular services to residential areas of the town and to Crewe.

Nantwich is located 5km south-west of Crewe. A number of villages surround Nantwich; including the villages of Audlem, Wybunbury, Bunbury, Wrenbury and Stapeley. These villages rely on Nantwich for essential services; such as education and healthcare. Many Nantwich residents who are economically active work in neighbouring towns such as Crewe, Winsford and further afield in Stoke-on-Trent and Manchester to the north. Nantwich has large employment sites within the town that comprise of Alvaston Business Park, Barony Court Employment Park and Pepper house. Ongoing developments to the south of Nantwich provide a mix of housing and additional employment land.

1.2 Background to the Nantwich Transport Delivery Plan

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

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

An interactive online consultation on the identified local transport objectives for Nantwich and the supporting 'long list' of schemes (including presenting the evidence for these) was undertaken between the 23rd November 2020 and 31st March 2021. In total, 86 responses were received by online response and email. Consultation with the Town Council was also undertaken by Council Officers during this period. Respondents were also invited to suggest further schemes that they felt should be considered for the Delivery Plan as part of the consultation.

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

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

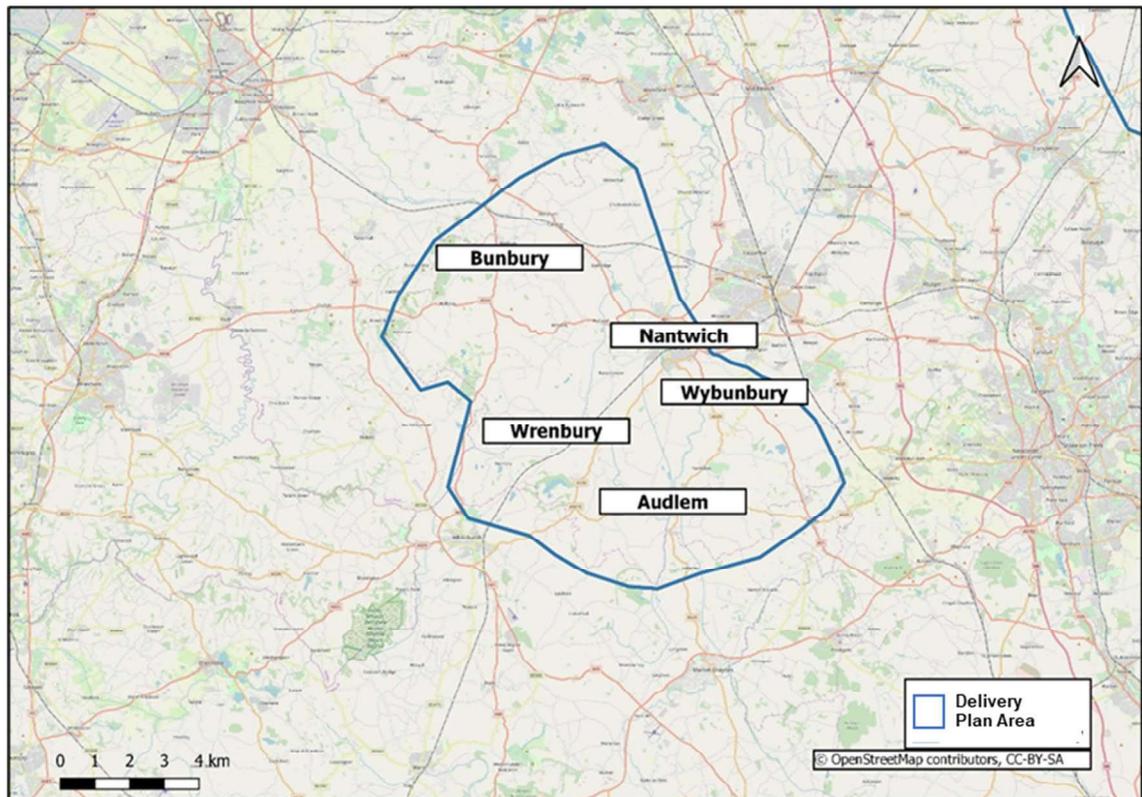


Figure 1.1: Nantwich Delivery Plan Area

1.3 What does the Delivery Plan do for Nantwich?

The Transport Delivery Plan for Nantwich:

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

1.4 Objective Setting and Scheme Options Development

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

1. **Improving transport access to and within the town centre to support a thriving market town.**
2. **Improving access on key routes to Crewe, Chester, and the Potteries.**
3. **Supporting access for rural communities around Nantwich to key services and employment centres, such as Nantwich town centre and Whitchurch.**
4. **Supporting access to education and employment sites, such as Reaseheath College.**
5. **Strengthening the transport network to accommodate development sites, such as LPS 46 Kingsley Fields site identified within the Local Plan.**

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

A total of 61 individual transport schemes have been identified for the Delivery Plan and assessed. These include the 'long list' of schemes consulted on with the public between the 23rd November 2020 and the 31st March 2021 plus additional schemes put forward as part of the public consultation. The feedback on schemes from the public consultation was examined and where appropriate schemes were updated to reflect public comments. All schemes were then assessed against the objectives of the LTP4; the local transport objectives for Nantwich (see above); and four agreed practical objectives (Technical Feasibility, Value for Money, Affordability and Acceptability).

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

1.5 Report Structure

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

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

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

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

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

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

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

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

2. Policy & Background Information

2.1 Policy Context and Background Information

A review of key local, regional, and national policy to support the development of this Delivery Plan was undertaken when developing the evidence base. Figure 2.1 below shows the relationship between the key identified national, regional, borough-wide, and local policies which are relevant to developing transport with Nantwich.

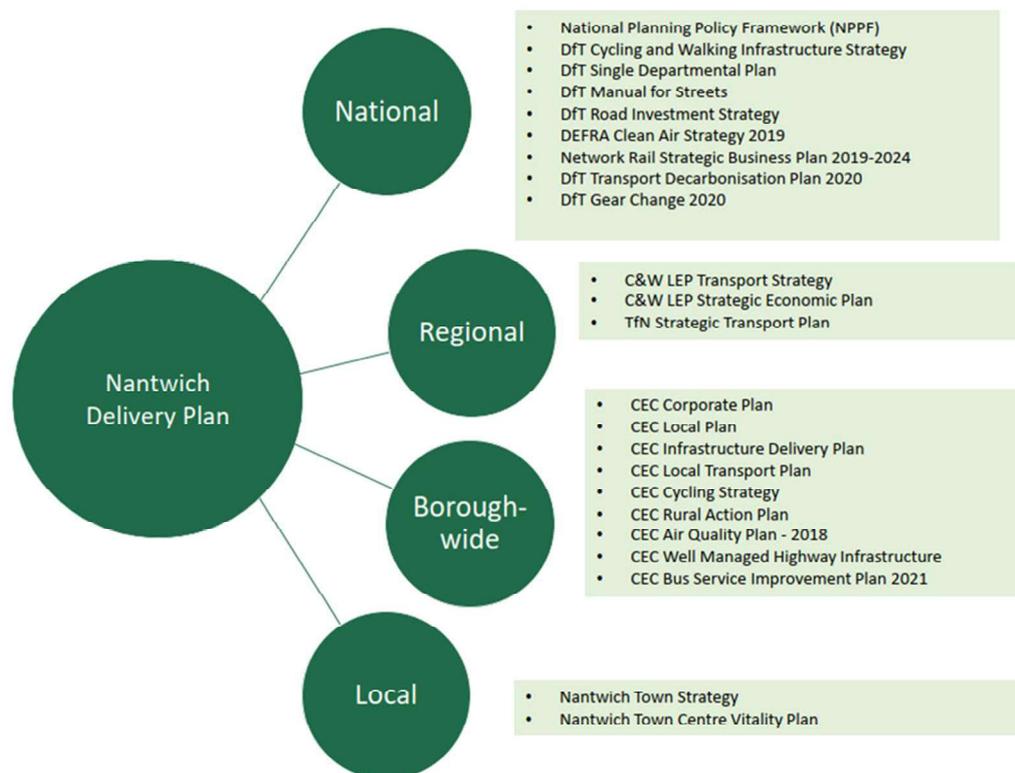


Figure 2.1: Policy Overview

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

2.2 Summary of Relevant Local Policy

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

2.2.1 Cheshire East Local Plan

The CEC Local Plan is the Statutory Development Plan for the borough and was adopted in July 2017. The plan outlines two development sites in Nantwich which consists of 1,100 new homes and employment. Kingsley Field is the larger of the two

sites and is designated as a Housing and Employment site. Snow Hill is the other site and is designated for Mixed-Use (see Figure 2.).

As shown in Figure 2.2, there is also a considerable amount of further planned housing and employment site growth within the Delivery Plan area. It is important to maintain access to these new development sites and ensure that the transport network has sufficient capacity to support future growth. It is therefore important that these development sites are considered within the objectives and schemes.

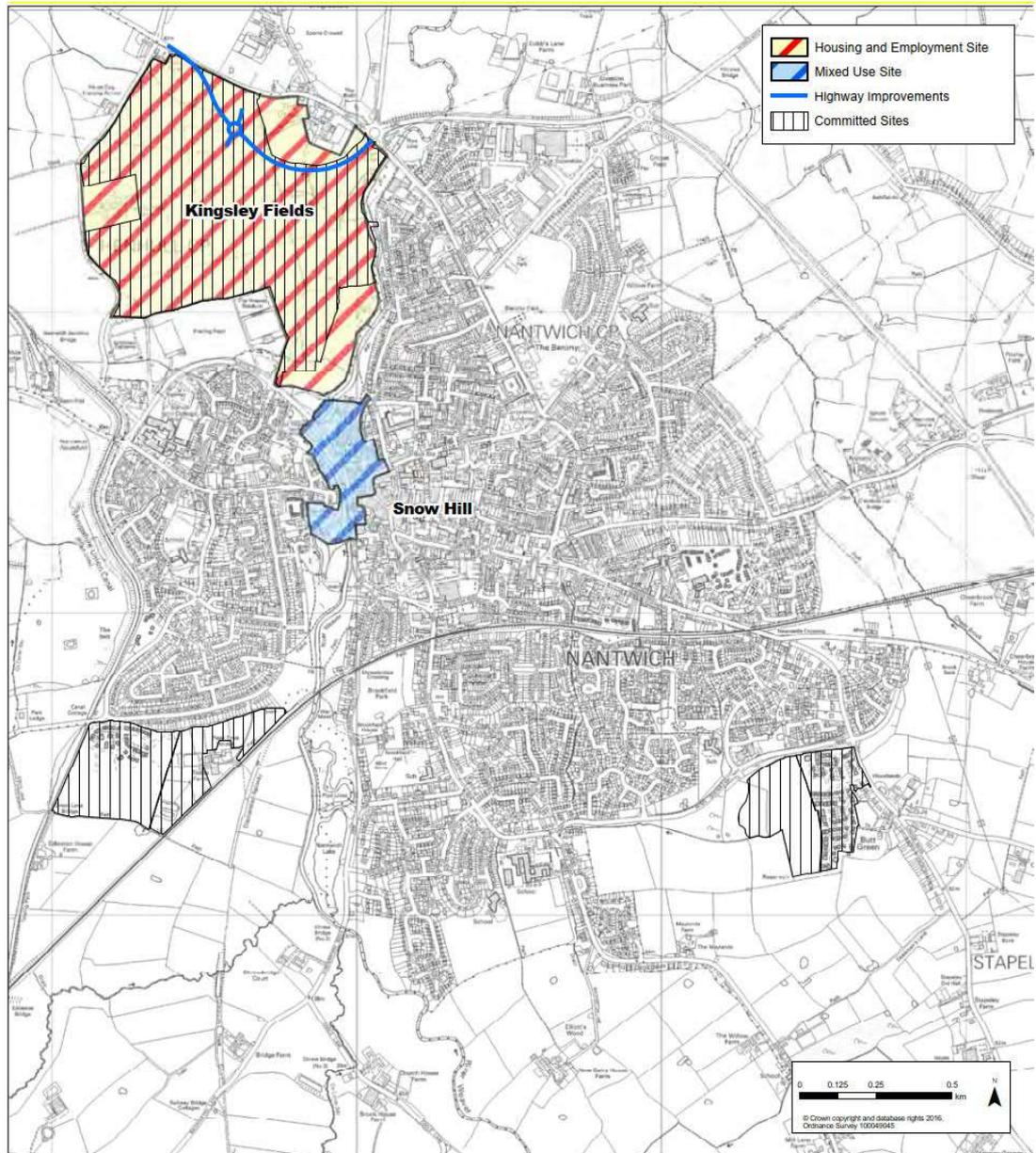


Figure 2.2: Nantwich Local Plan Sites

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

2.2.2 Cheshire East Local Transport Plan 4

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

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

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

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

2.2.1 Nantwich Town Strategy

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

The strategy set out the following objectives for transport within Nantwich:

- To enhance the towns public transport system by improving the accessibility of services by providing integrated modes of public transport, improving the quantity, quality and operating hours of services whilst also enhancing the railway station including parking facilities; and
- Promote sustainable modes of transport to reduce the reliance on cars, easing congestion at peak times.

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

2.2.2 Cheshire East Bus Service Improvement Plan

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

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

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

In Nantwich, there is a desire to provide improved connectivity to Leighton Hospital by bus. This may be through extending the newly initiated Demand Responsive Transport (DRT) service or through providing a more direct service that caters for the needs of visitors and employees. Services could be designed to cater for late and unusual shift patterns which are often associated with Hospitals alongside providing useful services during visiting hours. There is also a desire to provide improved connections to other towns and cities including Chester, Crewe, Whitchurch and the Potteries.

2.2.3 Nantwich Town Centre Vitality Plan

Cheshire East Council is committed to supporting the vitality and viability of town centres within the borough. The Town Centre Vitality Plans identify a vision and key measures to support town centres to better fulfil their potential by responding to their unique opportunities and specific challenges. Transport can play a key role in supporting town centre vitality, and this Local Transport Delivery Plan has been developed in coordination with the emerging Nantwich Town Centre Vitality Plan.

2.3 Existing Transport Situation

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

2.3.1 Walking

There is an extensive but disjointed Public Rights of Way (PRoW) network in Nantwich, with poor connectivity within the town centre. There is an opportunity to improve the connectivity between PRoW within Nantwich and those surrounding PRoW networks.

As well as dedicated off road walking routes and PRoWs, many pedestrians use the wide network of existing footpaths adjacent to the highway to travel to destinations. Within the Delivery Plan area, these walking routes vary in widths and standards. The public consultation for the Delivery Plan highlighted that improvements to walking access to the town centre would likely attract more visitors and reduce car trips.

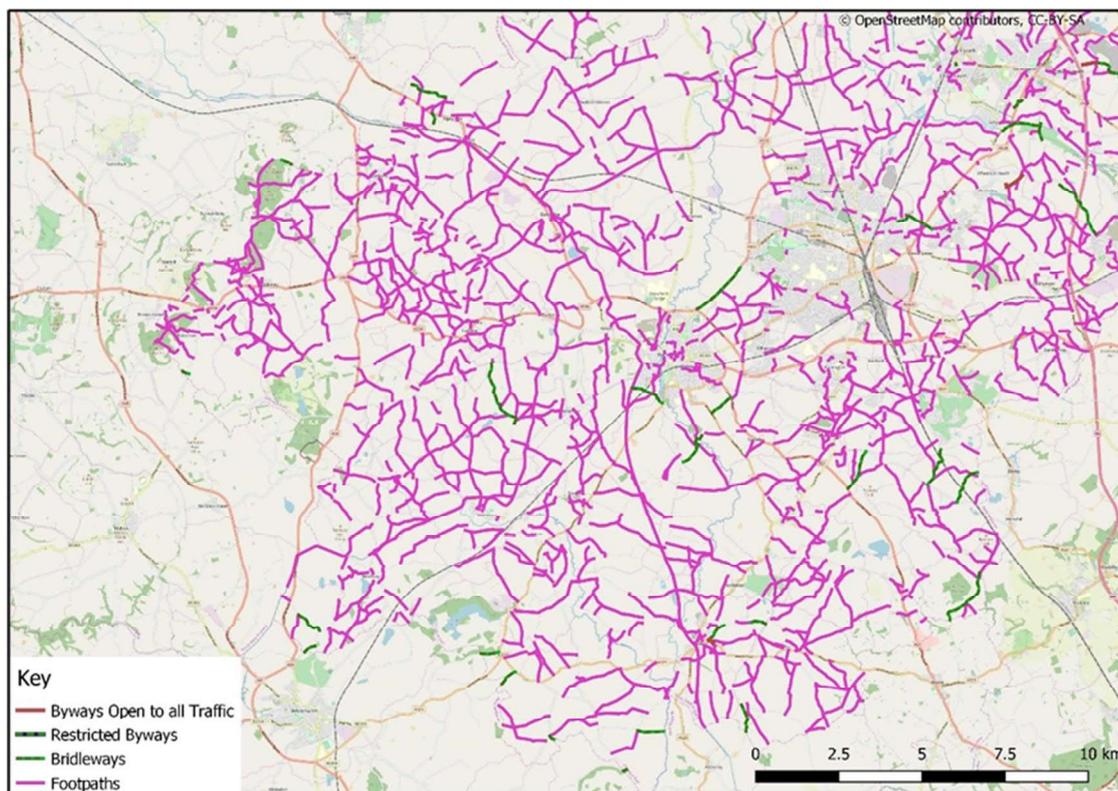


Figure 2.3: Public Right of Way (PRoW) within the Study Area

2.3.2 Cycling

Within Nantwich, the Connect 2 cycle route gives a high-quality link between Nantwich and the west of Crewe. There are options to further enhance this route, as well as cycling facilities along the A534.

The public consultation highlighted that providing more dedicated cycle routes, and better infrastructure, such as cycle parking provision, will encourage more people to cycle within Nantwich and the surrounding area.

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

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

2.3.3 Public Transport (Bus and Rail)

The town is currently served by a number of bus services to destinations including Crewe, Bulkeley, Audlem, Marbury, Whitchurch, Chester, and Hanley.

The public consultation identified that cuts in both bus frequency and coverage are a major problem in the area. Responses highlighted that many people in rural areas cannot rely on bus services to access services they need within Nantwich.

Responses also suggested that a more frequent rural bus network could encourage modal shift from private cars to public transport.

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

Nantwich connects by rail to Crewe, Shrewsbury, and Wales with two-hourly services on weekdays. Further connections to national rail services are available from Crewe. Nantwich also has a direct service to Manchester.

Public consultation responses identified the need for better facilities at local railway stations and more frequent rail services to encourage more people to travel by rail than by private car.

2.3.4 Parking

There are eight CEC operated car parks in Nantwich with three additional privately-operated car parks. Nantwich CEC operated car parks have a total of 699 standard parking spaces as well as 32 blue badge holder spaces. Additionally, the town has five bays for motorcycles.

The public consultation highlighted some localised parking problems in the area.

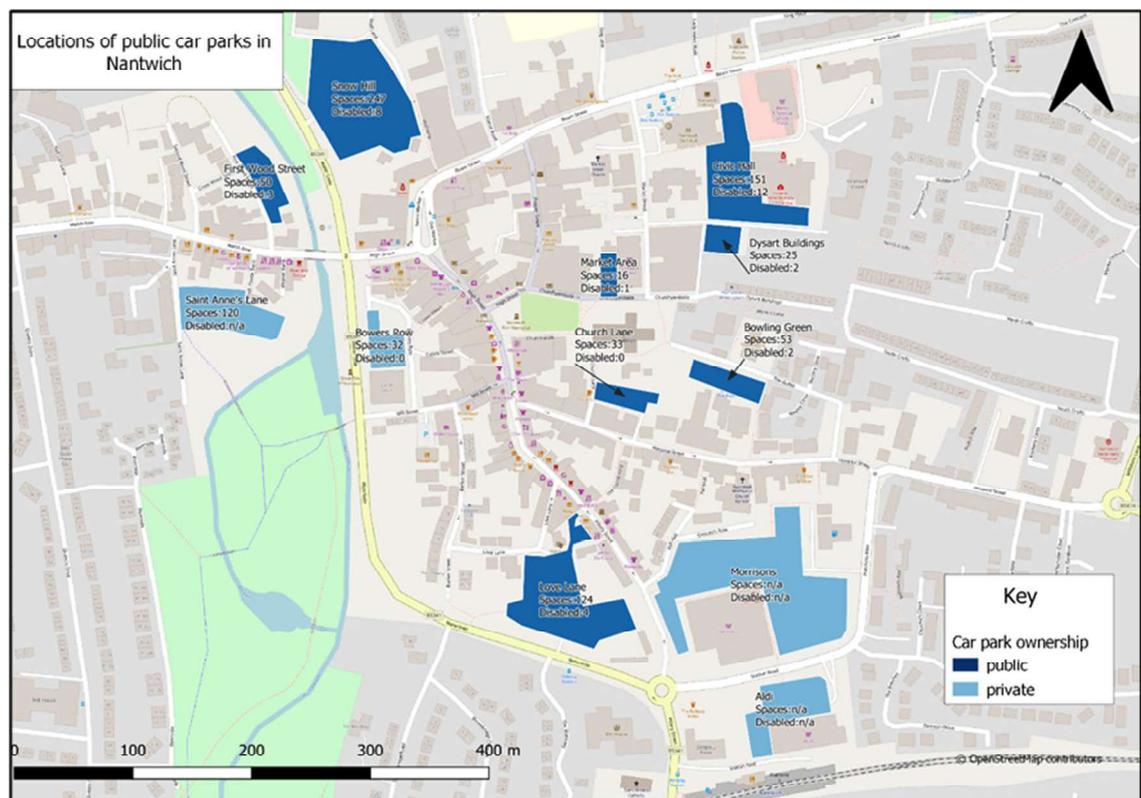


Figure 2.5: Locations of public car parks in Nantwich

2.3.5 Highway Network

Nantwich is situated on the A51, A500, A530, A534 and A529. Nantwich has connections to Crewe via the A500 and M6 Junction 16, which is ten miles east of

the town. There are good connections to Stoke-on-Trent and Chester via the A51. In peak periods, there can be some delays on the road network and congestion can arise in the town centre. Being an attractive commuter town, Nantwich experiences significant flows of traffic arriving and departing the town during the day.

The public consultation highlighted concerns with traffic congestion. Primarily, concerns highlighted that existing infrastructure would need to be improved to accommodate future planned development within Nantwich.

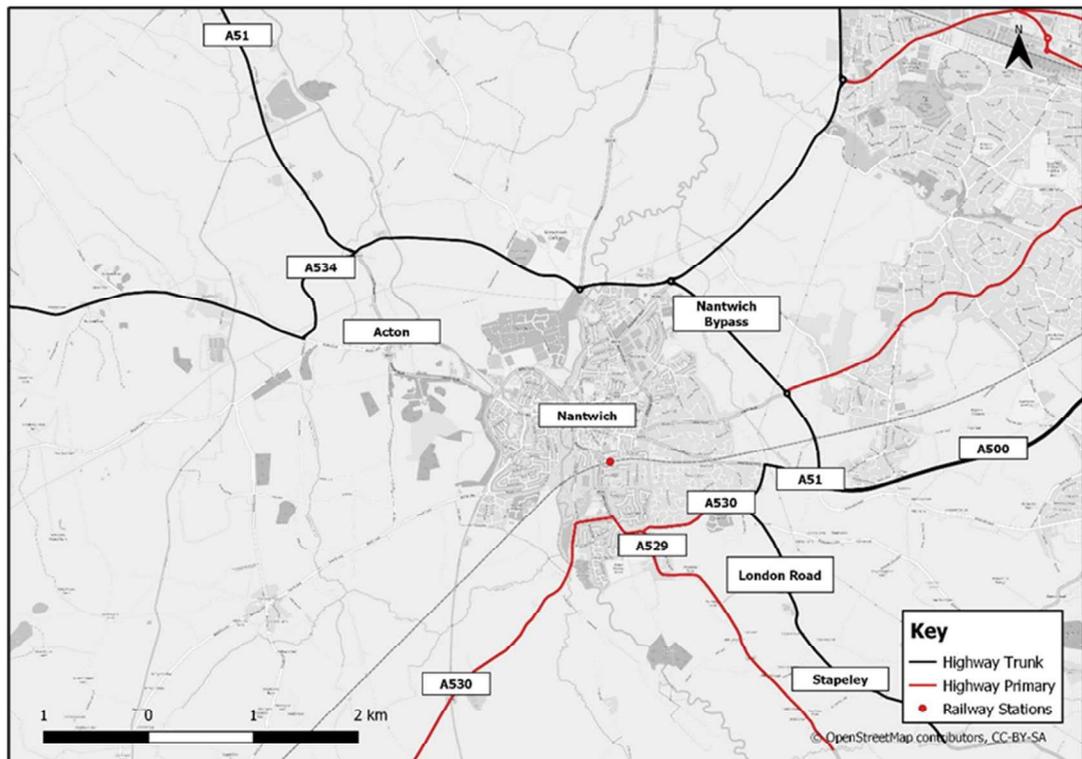


Figure 2.6: Local Road Network

2.3.6 Summary

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

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

The Public Transport network has a number of opportunities to improve the offer to passengers and the Council's BSIP is providing a good way forward to deliver this. Work with rail operators, Network Rail, Transport for the North and the Department for Transport around developing rail services is important to capitalise on rail travel opportunities. Improvements on the highway network to tackle congestion and provide a safe secure network for all users is also needed. Overall, the evidence shows there is a good opportunity to improve the provision of choice for all travel within and around Nantwich.

3. Objectives Overview

3.1 Overview

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

3.2 Nantwich Local Transport Objectives

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

The town specific transport objectives for Nantwich are:

1. **Improving transport access to and within the town centre to support a thriving market town.**
2. **Improving access on key routes to Crewe, Chester, and the Potteries.**
3. **Supporting access for rural communities around Nantwich to key services and employment centres, such as Nantwich town centre and Whitchurch.**
4. **Supporting access to education and employment sites, such as Reaseheath College.**
5. **Strengthening the transport network to accommodate development sites, such as LPS 46 Kingsley Fields site identified within the Local Plan.**

3.3 Public Consultation Feedback on Local Transport Objectives

Within the public consultation undertaken in developing this Delivery Plan, consultees were asked if they agreed with the identified local transport objectives or not. The results of this are presented in Table 3.1 below.

Objective	Number of Responses	Number (%) of Responses Strongly Agreed or Tend to Agree with Objective
1	66	56 (85%)
2	68	46 (68%)
3	68	58 (87%)

4	68	55 (81%)
5	66	43 (65%)

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

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

3.4 Logic Mapping

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

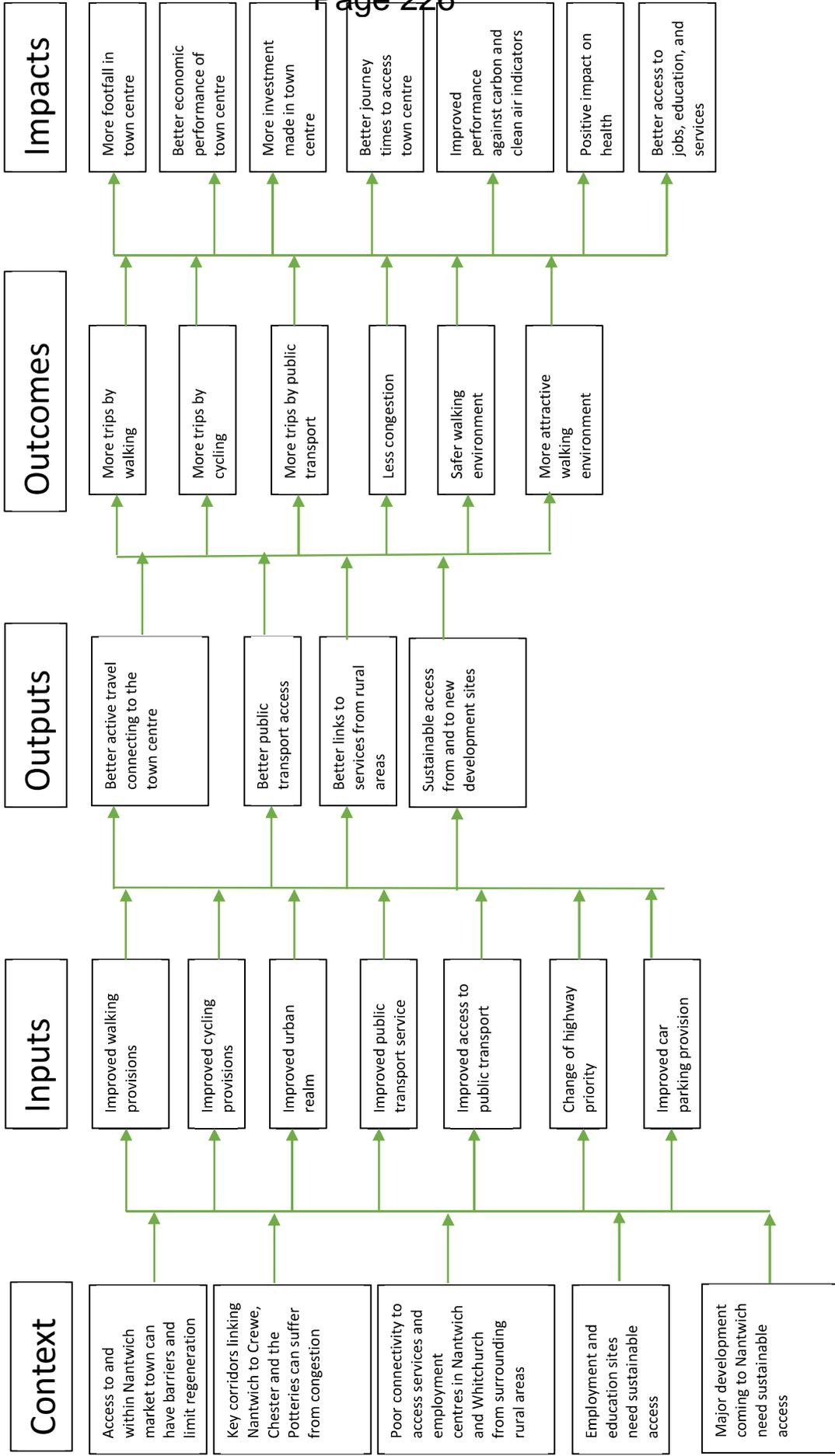


Figure 3.2: Nantwich Transport Delivery Plan Logic Map

4. Options Overview & Assessment

4.1 Overview

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

Following the development of the local transport objectives and 'long list', an online interactive public consultation was held between 23rd November 2020 and 31st March 2021. In total 86 responses were received, including online responses and email correspondence. Respondents were able to provide their agreement or disagreement to the local transport objectives developed and also provide comment on them. The consultation also allowed respondents to state their agreement or disagreement with the individual schemes identified and provide comment on them if they wished. Respondents could also put forward any new scheme options not identified within the 'long list' that they felt should be considered. Council Officers also consulted with the Town Council as part of the public consultation.

4.2 Assessment Process

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

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

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

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

- The five Nantwich Specific Transport Objectives:
 - Improving transport access to and within the town centre to support a thriving market town;
 - Improving access on key routes to Crewe, Chester, and the Potteries;
 - Supporting access for rural communities around Nantwich to key services and employment centres, such as Nantwich town centre and Whitchurch;
 - Supporting access to education and employment sites, such as Reaseheath College; and
 - Strengthening the transport network to accommodate development sites, such as LPS 46 Kingsley Fields site identified within the Local Plan.

- Four agreed additional practical delivery criteria:
 - Technically Feasible;
 - Value for Money;
 - Affordability; and
 - Acceptability.

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

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

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

Table 4.1: Scoring criteria for additional areas

4.3 Scheme Sequencing Process

In order to develop an initial programme of works and prioritise delivery of schemes, an assessment of their likely delivery timeframe from when the Delivery Plan is

formally adopted has been undertaken. Schemes have been put into three packages of likely delivery timeframes: Short Term (indicative 0-2 years); Medium Term (indicative 2-5 years); and Long Term (indicative 5 years plus). The size, scale and where the scheme development process is at will all influence timescales for delivery.

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

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

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

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

Table 4.2: Assessment guidance for Timescales

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

5. Packaging & Sequencing of Options

5.1 Introduction

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

Through undertaking this process a total of 61 schemes have been identified for Nantwich and the wider area. These schemes vary in size, scale, and their stage of development. Many schemes are at a Concept stage with little design; site investigation and costing undertaken. Therefore, assessment at this stage is relatively high level but will advance as the Delivery Plan is taken forward. It must also be noted at this stage most of the schemes identified are not funded yet.

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

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

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

5.2 Active Travel Schemes Package

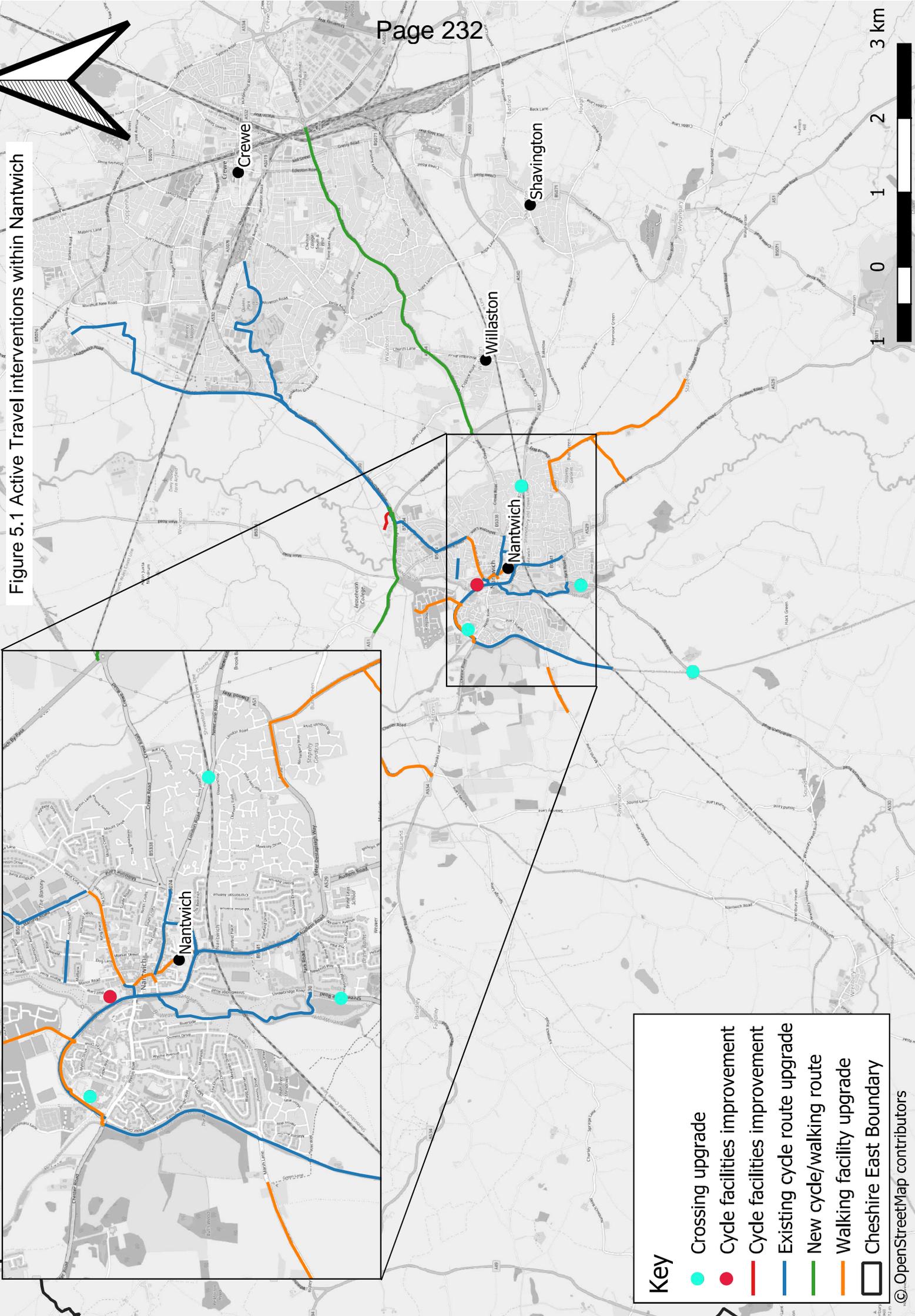
A total of 36 of the transport schemes identified for Nantwich and the wider area relate to Active Travel schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Delivery Plan process. The Active Travel schemes fall into seven broad categories as described in Table 5.1.

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

Table 5.1: Active Travel Scheme Categories

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

Figure 5.1 Active Travel interventions within Nantwich



Key

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

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

Local Transport Objective	How the Active Travel Package Supports Objective
<p>1 Improving transport access to and within the town centre to support a thriving market town.</p>	<ul style="list-style-type: none"> Improving cycling and walking routes including from Nantwich Lake, and the canal; and Increased provision of secure cycle parking within the town centre, including at Snow Hill Car Park.
<p>2 Improving access on key routes to Crewe, Chester, and the Potteries.</p>	<ul style="list-style-type: none"> Provide improvements along the A534 for pedestrians and cyclists, and Improve crossing provision along key corridors for pedestrians and cyclists to reduce severance. This includes a cycle route along the A51 Nantwich Bypass between the Connect 2 route at the A530 roundabout and Barony Road roundabout, and continuation of route to join Wettenhall Road.
<p>3 Supporting access for rural communities around Nantwich to key services and employment centres, such as Nantwich town centre and Whitchurch.</p>	<ul style="list-style-type: none"> Provide new and improved cycle and walking routes from rural areas; Remove current barriers with better on-road and off-road infrastructure to encourage more sustainable trips; and Work with employers to improve access and facilities for cyclists on site.
<p>4 Supporting access to education and employment sites, such as Reaseheath College.</p>	<ul style="list-style-type: none"> Develop cycle routes to major employment sites, including links into Leighton Hospital and Bentley Motors; and Working with the Sustainable Mode of Travel to School (SMOTS) programme, develop cycle routes and crossing facilities to support sustainable routes to schools.
<p>5 Strengthening the transport network to accommodate development sites, such as LPS 46 Kingsley Fields site identified within the Local Plan.</p>	<ul style="list-style-type: none"> Providing dedicated cycling and walking routes that connect the Kingsley Fields site to the local area and Nantwich to provide access to employment opportunities; and Work with developers to ensure walking and cycling infrastructure is provided to access new housing sites.

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

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

Within the Short Term of the Delivery Plan adoption, ten Active Travel schemes could potentially be developed. Within the Medium Term of the Delivery Plan a further 23 schemes could potentially be developed and in the Long-Term three schemes are identified for potential development.

5.3 Public Transport Schemes Package

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

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

Table 5.3: Public Transport Scheme Categories

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

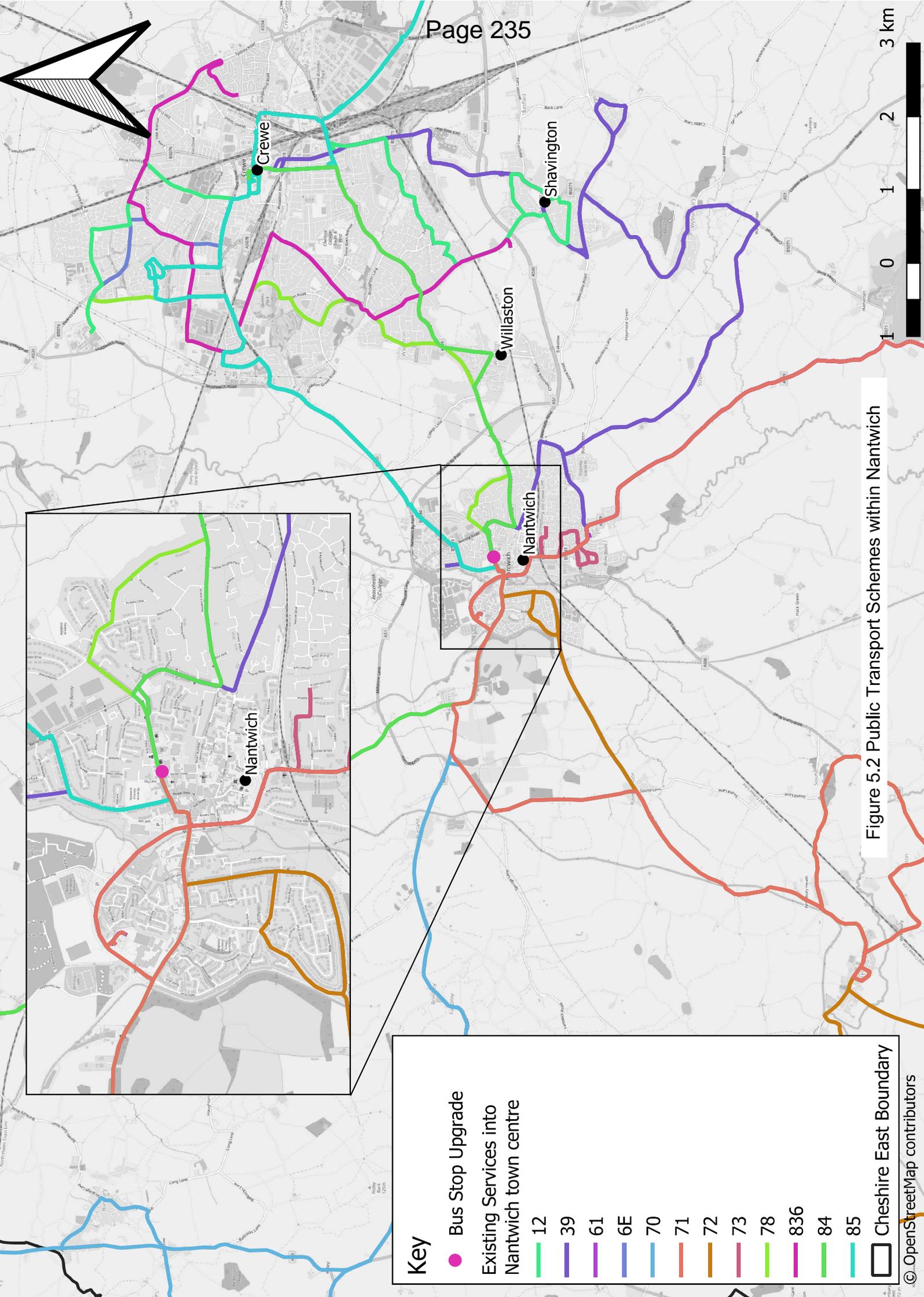


Figure 5.2 Public Transport Schemes within Nantwich

Key

● Bus Stop Upgrade

Existing Services into Nantwich town centre

12

39

61

6E

70

71

72

73

78

836

84

85

□ Cheshire East Boundary

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

Local Transport Objective	How the Public Transport Package Supports Objective
1 Improving transport access to and within the town centre to support a thriving market town.	<ul style="list-style-type: none"> Improve access by public transport into Nantwich, including bus station improvements on Beam Street, including improved waiting areas.
2 Improving access on key routes to Crewe, Chester, and the Potteries.	<ul style="list-style-type: none"> Work with bus operators to improve bus services to Crewe, Chester, Whitchurch and the Potteries.
3 Supporting access for rural communities around Nantwich to key services and employment centres, such as Nantwich town centre and Whitchurch.	<ul style="list-style-type: none"> Improved passenger transport to services in Nantwich or Whitchurch for rural areas surrounding Nantwich, including Bunbury, Wrenbury and Audlem.
4 Supporting access to education and employment sites, such as Reaseheath College.	<ul style="list-style-type: none"> Work with education and employment sites to provide good bus facilities; and Improve bus connections to Leighton Hospital.
5 Strengthening the transport network to accommodate development sites, such as LPS 46 Kingsley Fields site identified within the Local Plan.	<ul style="list-style-type: none"> Work with developers and operators to provide a provision of travel choice to new developments with good bus access.

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

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

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

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

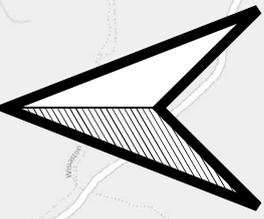
5.4 Parking Schemes Package

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

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

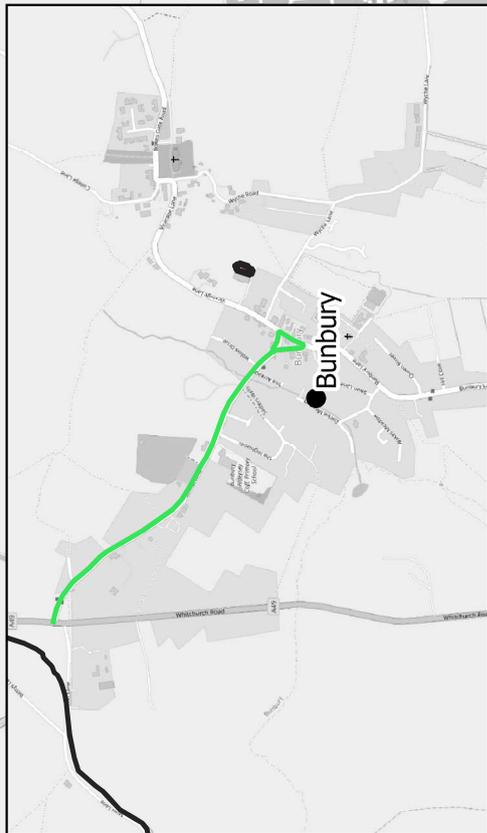
Table 5.5: Parking Scheme Categories

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



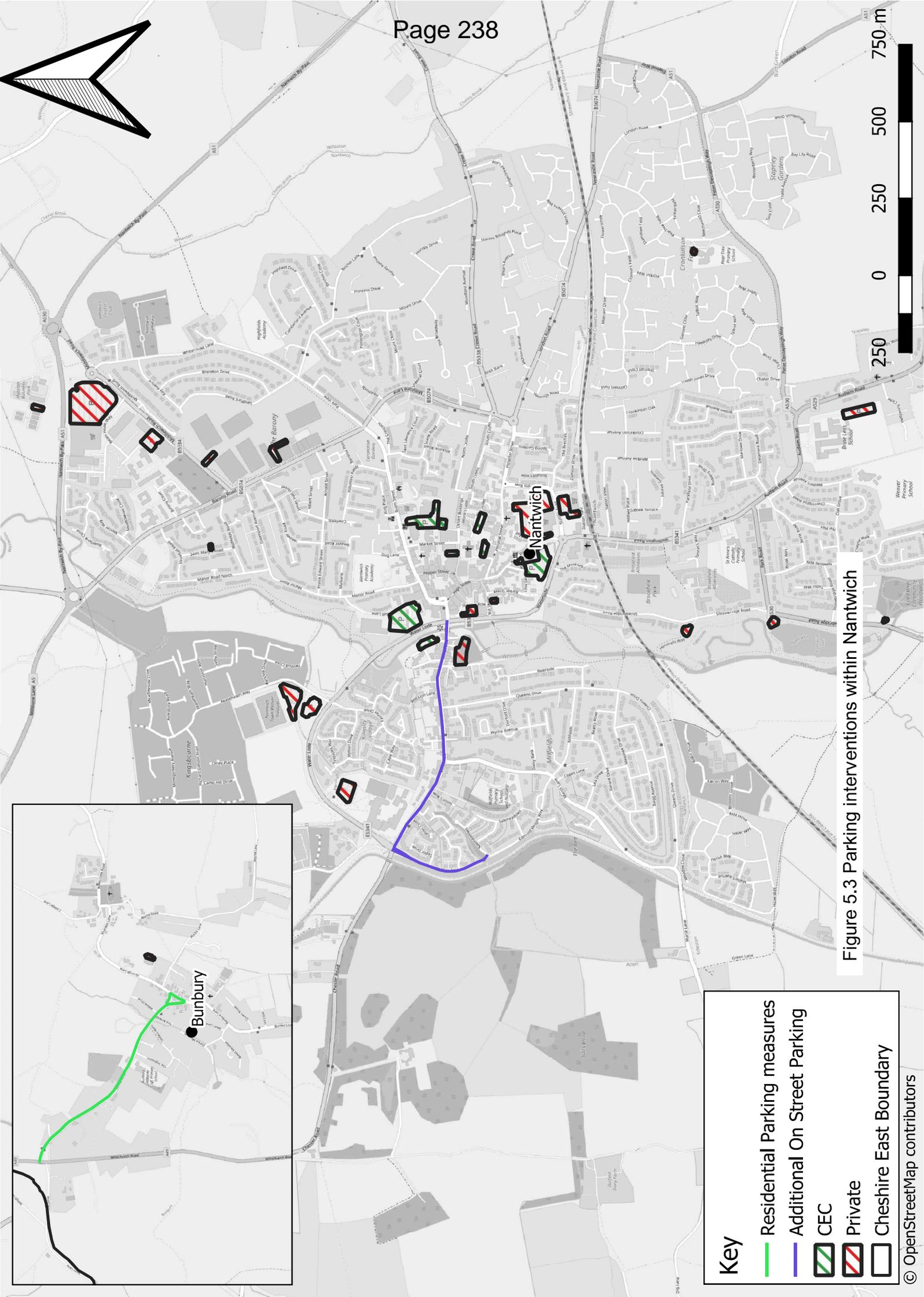
750 m
500
250
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+250

Figure 5.3 Parking interventions within Nantwich



Key

-  Residential Parking measures
-  Additional On Street Parking
-  CEC
-  Private
-  Cheshire East Boundary



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

Objective	How the Parking Package Supports
1 Improving transport access to and within the town centre to support a thriving market town.	<ul style="list-style-type: none"> • Within Nantwich town centre, increase the proportion of short stay car parking within the existing parking supply to support visitor access.
2 Improving access on key routes to Crewe, Chester, and the Potteries.	<ul style="list-style-type: none"> • Parking not applicable to supporting this objective.
3 Supporting access for rural communities around Nantwich to key services and employment centres, such as Nantwich town centre and Whitchurch.	<ul style="list-style-type: none"> • Work to address parking in the village centre of Bunbury.
4 Supporting access to education and employment sites, such as Reaseheath College.	<ul style="list-style-type: none"> • Parking not applicable to supporting this objective.
5 Strengthening the transport network to accommodate development sites, such as LPS 46 Kingsley Fields site identified within the Local Plan.	<ul style="list-style-type: none"> • Provide EV charging and appropriate parking infrastructure at development sites; • Ensuring no inappropriate parking results from new developments.

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

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

Within the Medium Term of the Delivery Plan adoption, three Parking schemes could potentially be developed. Within the Long-Term one scheme is identified for potential development.

5.5 Highway Schemes Package

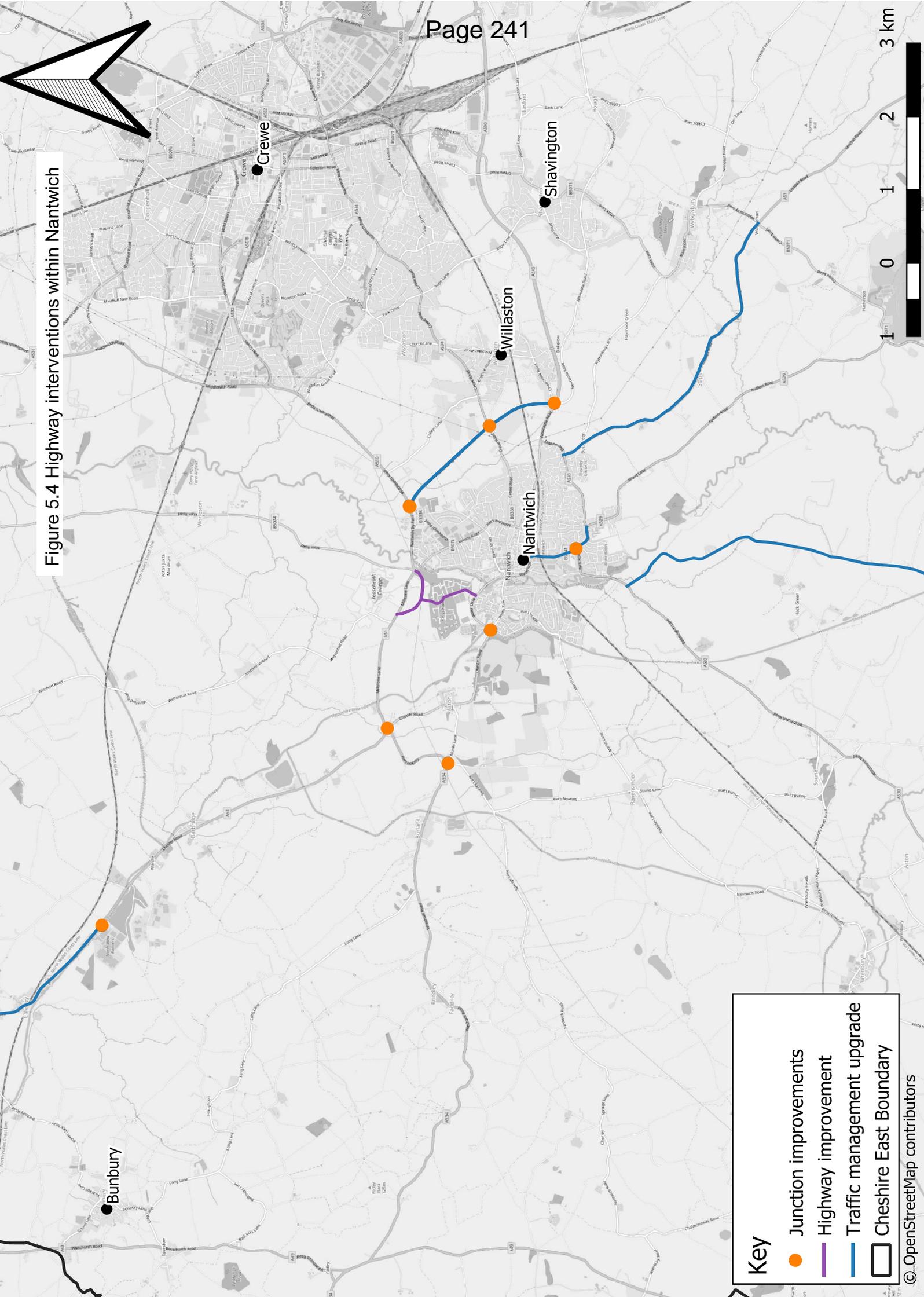
A total of twelve of the transport schemes identified for Nantwich and the wider area relate to Highway Transport schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Delivery Plan process. The Highway schemes fall into four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

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

Table 5.7: Highway Scheme Categories

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

Figure 5.4 Highway interventions within Nantwich



Key

- Junction improvements
- Highway improvement
- Traffic management upgrade
- Cheshire East Boundary

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

Objective	How the Highway Package Supports
1 Improving transport access to and within the town centre to support a thriving market town.	<ul style="list-style-type: none"> Improvements to key junctions in and around the town centre to improve access for vehicles; and Develop appropriate traffic management measures within the town centre.
2 Improving access on key routes to Crewe, Chester, and the Potteries.	<ul style="list-style-type: none"> Improve key strategic routes access, including longer term improvements for the A51.
3 Supporting access for rural communities around Nantwich to key services and employment centres, such as Nantwich town centre and Whitchurch.	<ul style="list-style-type: none"> Provide key junction improvements and access point upgrades onto the Strategic Road Network from roads connecting to and from rural communities, including upgrading Coole Lane between Nantwich and Audlem.
4 Supporting access to education and employment sites, such as Reaseheath College.	<ul style="list-style-type: none"> Improving routes, through junction improvement schemes, connecting to key employment sites.
5 Strengthening the transport network to accommodate development sites, such as LPS 46 Kingsley Fields site identified within the Local Plan.	<ul style="list-style-type: none"> Increased capacity on the A51 in particular at a new link road to connect the A51 and A534 Waterlode, supporting LPS46 at Kingsley Fields, including realignment of the A51; and Providing required safe access and egress to Local Plan sites through developer funding.

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

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

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

5.6 Summary of Transport Scheme Packages Support for Objectives

The sections above have set out how the identified packages of schemes by mode support the agreed local transport objectives for Nantwich. Table 5.9 below summarises the support given by each package of schemes for each objective. The green cells show significant support for the objective, the yellow cells show some support, and the grey cells show that it is not applicable in supporting that objective.

Objective	Active Travel Package	Public Transport Package	Parking Package	Highways Package
1 Improving transport access to and within the town centre to support a thriving market town.				
2 Improving access on key routes to Crewe, Chester, and the Potteries.				
3 Supporting access for rural communities around Nantwich to key services and employment centres, such as Nantwich town centre and Whitchurch.				
4 Supporting access to education and employment sites, such as Reaseheath College.				
5 Strengthening the transport network to accommodate development sites, such as LPS 46 Kingsley Fields site identified within the Local Plan.				

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

6. Summary and Next Steps

6.1 Summary

The Nantwich Transport Delivery Plan is the result of an evidence led process. This included developing a set of five local transport objectives with 61 identified and assessed schemes that will support the development and vitality of Nantwich over the life of the current LTP4.

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

6.2 Funding Summary

The Delivery Plan has 61 individual different schemes assessed within it. These vary significantly in value. As a result, the Council will need to access external funding sources to deliver some of the intended works.

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

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

6.3 Next Steps

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

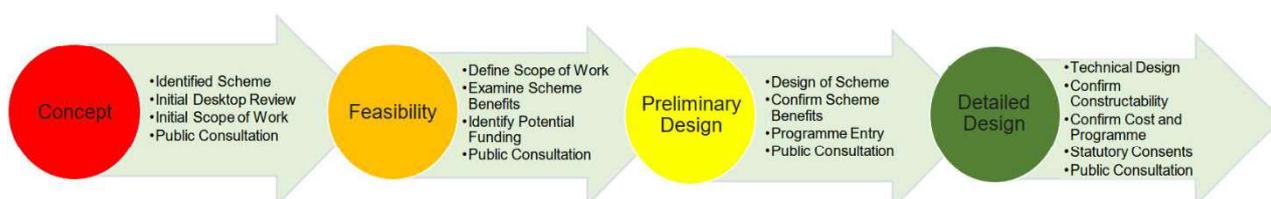


Figure 6.1: Scheme Development Stages

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

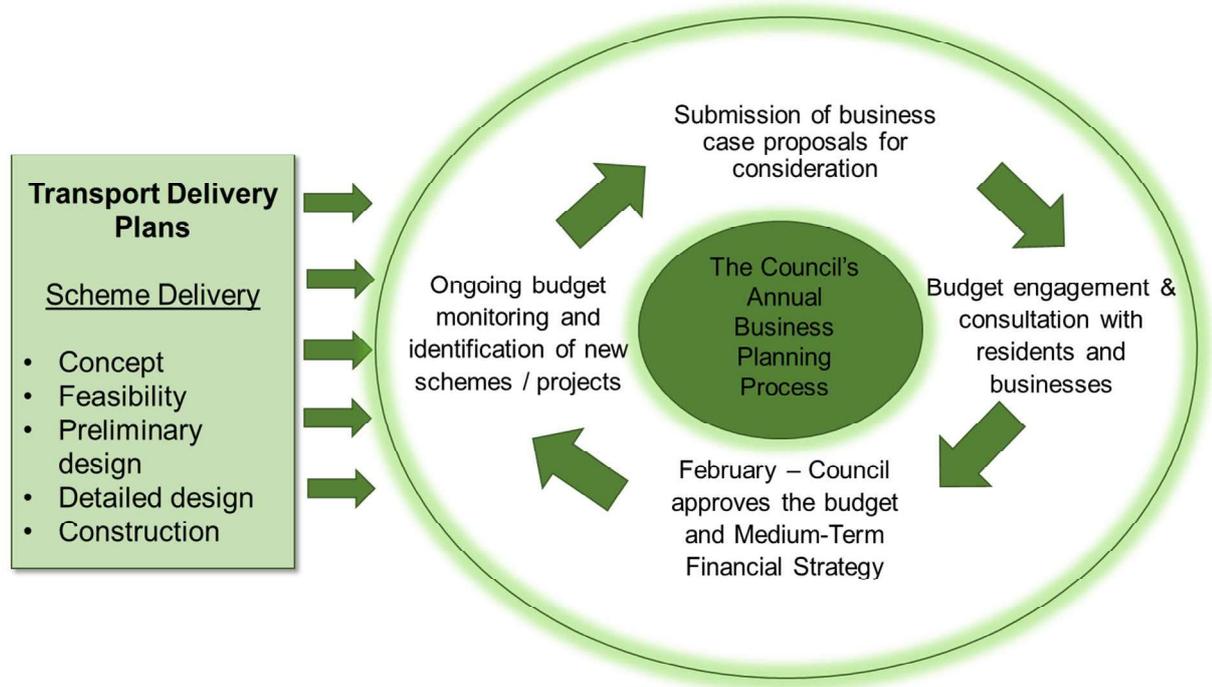


Figure 6.2: LTDP Budget Cycle

Appendix A – Options Long List & Assessment

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ID	Category	Scheme Description	Supporting Growth	Access to Services	LTP Objectives Protects the Environment	Health, Wellbeing and Physical Activity	Maintaining and managing our network assets'	Improve organisational efficiency and effectiveness.	Improving transport access to and within the town centre to support a thriving market town	Improving access on key routes to Crewe, Chester and the Potteries	Supporting access for rural communities around Nantwich to key services and employment centres, such as Crewe Town Centre and Whitchurch	Supporting access to education and employment sites, such as Reaseheath College	Strengthening the transport network to accommodate development sites, such as LPS 16 Kingsley Park, from the Local Plan	Technically Feasible	Value for Money	Additional Criteria Affordability	Acceptability	Development Stage
NAN_1a	Active Travel	Public realm improvements on Beam Street, including widening and updating pavements improving signage within the town centre and providing links to the Bus Station and Connect 2 cycle route.																Concept
NAN_3a	Active Travel	Various walking and cycle route improvements along Waterfolds.																Concept
NAN_3b	Active Travel	Various walking and cycle route improvements along Station Road.																Concept
NAN_3c	Active Travel	Various walking and cycle route improvements along Pritchatts Row.																Concept
NAN_3d	Active Travel	Various walking and cycle route improvements along Hospital Street.																Concept
NAN_3e	Active Travel	Various walking and cycle route improvements along Prince Edward Street.																Concept
NAN_3f	Active Travel	Crossing facilities at Junction with Pear Tree Field (Wellington Road) to increase connectivity to Peter Distastefield Way.																Preliminary design
NAN_3g	Active Travel	Walking and Cycling improvements between Nantwich Lake, Nantwich canal and the town centre.																Concept
NAN_4a	Active Travel	Implement cycling parking facilities at Show Hill Car Park and other locations across the town centre, including at leisure facilities.																Concept
NAN_4b	Active Travel	Replacement of paving of High Street and Mill Street.																N/A
NAN_50a	Active Travel	Pedestrianise Pilory Street and Hospital Street.																Concept
NAN_12a	Active Travel	Extending the Connect 2 route to Leighton Hospital and Bantley Mobs.																Detailed design
NAN_12b	Active Travel	Improving the A534 route including improving crossing points at the Peacock Roundabout.																Concept
NAN_51a	Active Travel	Pedestrian crossing on Shrewsbury Road to access Nantwich Lake.																Concept
NAN_14a	Active Travel	Surface improvements to Public Right of Way (PROW) Bridleway BR0 near Stapleley Road, Lane C of E Primary School.																Concept
NAN_15a	Active Travel	Upgraded pavement from Stapleley to the Pear Tree Field Junction.																Concept
NAN_16a	Active Travel	Provide a footpath and improve the canal towpath between Calveley and Wauld.																Concept
NAN_7a	Active Travel	Provide a walking and cycling link along the disused railway between Nantwich and Audlem (feasibility study needed and consultation of land owners).																Concept
NAN_18a	Active Travel	Provide improved pedestrian footways on Whitchurch Road across the canal.																Concept
NAN_11a	Active Travel	Provide a walking and cycling route between Acton and Nantwich.																Concept
NAN_19b	Active Travel	Kingsbourne to Canal footpath improvement.																Concept
NAN_19c	Active Travel	Improving the footpath along Mesh Lane (as part of the Crewe and Nantwich Circular walking route).																Concept
NAN_19d	Active Travel	Footpath along Cuckoo Lane as identified in the Acton, Edleston and Henhull Neighbourhood Plan.																Concept
NAN_15a	Active Travel	Public rights of way network improvements in rural areas such as Nevral Parish, to provide continuous links between the parish and local service centres.																Concept
NAN_17a	Active Travel	Extend the existing Bunbury footpath network to create local circular routes.																Concept
NAN_18a	Active Travel	Improve existing public rights of way routes across Wrenbury.																Concept

ID	Category	Scheme Description	Supporting Growth	Access to Services	LTP Objectives Protects the Environment	Health, Wellbeing and Physical Activity	Maintaining and managing our network assets'	Improve organisational efficiency and effectiveness.	Improving transport access to and within the town centre to support a thriving market town	Improving access on key routes to Crewe, Chester and the Potteries	Supporting access for rural communities around Nantwich to key services and employment centres, such as Whitchurch	Supporting access to education and employment sites, such as Reaseheath College	Strengthening the transport network to accommodate development sites, such as LPS46 Kingsley Fields, from the Local Plan	Technically Feasible	Value for Money	Additional Criteria Affordability	Acceptability	Development Stage - Concept - Feasibility - Preliminary design - Detailed design
NAN_28a	Active Travel	Implementing a footpath for pedestrians and improving the cycle route into Alaston Business Park.																Concept
NAN_28a	Active Travel	Improving pedestrian crossing point at the London Road crossing.																Feasibility
NAN_30a	Active Travel	Improvement of cycle facilities along the A534.																Concept
NAN_34a	Active Travel	Cycle route alongside the A51 Turnbush Business between the Connect 2 route at the A530 roundabout and Barony Road roundabout, and continuation of route to join Witterhall Road.																Feasibility
NAN_35a	Active Travel	Improve pedestrian access to Melbank School.																Concept
NAN_31a	Active Travel	Encourage schools to register with Merseyside STARS and implement School Travel Plans and engage with the Sustainable Modes of Travel to School programmes to improve routes.																N/A
NAN_52a	Active Travel	Installation of secure bike racks/lockers at schools.																Concept
NAN_53a	Active Travel	Improve the walking / cycling route for students travelling to Nantwich high schools from Villaston.																Concept
NAN_32a	Active Travel	Improving the cycle route between Welsh Row and the Connect 2 Greenway by creating an extension to the Connect 2 route between Welsh Row and Wall Lane.																Concept
NAN_32b	Active Travel	Improving the cycle route between Welsh Row and the Connect 2 Greenway by creating an extension to the Connect 2 route between Welsh Row and Barony Road.																Concept
NAN_6a	Highways	Improve traffic flow on the A51 to ease congestion at Alaston (A51/A530), Peacock (A51/A534) and Cheerbrook (A51/A500) roundabouts.																Feasibility
NAN_64a	Highways	Install traffic lights at the junction of Park Road and Audlem.																Concept
NAN_55a	Highways	Traffic calming measures on Wallington road between the railway station and Peter Desappagh Way.																Concept
NAN_46b	Highways	Develop longer term improvements for the A51 corridor as a strategic traffic link.																Concept
NAN_8a	Highways	Reducing the impact of A51 traffic flows on residents in Alpraham and Calfeley.																Feasibility
NAN_47a	Highways	Junction improvement at Wrexham Road / Monk's Lane.																Concept
NAN_46a	Highways	Improving drainage on the A51 and stabilising the embankment.																Feasibility
NAN_10a	Highways	Improvements to the A51 London Road to ease traffic and congestion.																Concept
NAN_57a	Highways	Conduct feasibility study on the impact of HS2 within Nantwich's transport network.																Feasibility
NAN_58a	Highways	Upgrading Coole Lane between Nantwich and Audlem.																Concept
NAN_39a	Highways	Increase capacity on the A51 in particular at a new link road to connect the A51 and A534 Waterkote, supporting LPS46 at Kingsley Fields, including realignment of the A51.																Detailed design
NAN_45a	Highways	Reduce congestion and queuing at the A530 Welsh Row and A534 Waterkote junction in the peak hours.																Concept
NAN_2a	Parking	Limit parking on Welsh Row e.g. permit parking for residents.																Concept
NAN_2b	Parking	Introduce parking restrictions on Taylor Drive e.g. double yellow lines.																Concept
NAN_33a	Parking	Increase the proportion of short stay car parking																Concept
NAN_27a	Parking	Address parking and congestion issues on School Lane and the village centre of Bunbury.																Concept

ID	Category	Scheme Description	Supporting Growth	Access to Services	LTP Objectives Protects the Environment	Health, Wellbeing and Physical Activity	Maintaining and managing our network 'assets'	Improve organisational efficiency and effectiveness.	Improving transport access to and within the town centre to support a thriving market town	Improving access on key routes to Crewe, Chester and the Potteries	Supporting access for rural communities around Nantwich to key services and employment centres, such as hospitals, schools, Whitchurch	Supporting access to education and employment sites, such as Reaseheath College	Strengthening the transport network to accommodate development sites, such as L16, J16 Kingsley Park, from the Local Plan	Technically Feasible	Value for Money	Additional Criteria Affordability	Acceptability	Development Stage
NAN_5a	Public Transport	Bus station improvements on Beam Street, including providing onward travel details and improved waiting areas.																- Concept - Feasibility - Preliminary design - Detailed design
NAN_60a	Public Transport	More frequent bus service from Delamere Rd and The Pike.																Concept
NAN_36a	Public Transport	Improve rail services from Nantwich to Crewe and Whitchurch.																Concept
NAN_37a	Public Transport	Improve bus services to Crewe, Chester, Whitchurch and the Potteries (Work with bus operators).																Concept
NAN_61a	Public Transport	Re-open the railway station at Beeston/Tarpotley.																Concept
NAN_38a	Public Transport	Improved passenger transport to services in Nantwich or Whitchurch for rural areas surrounding Nantwich, including Bunby, Wrenbury and Audlem.																Concept
NAN_40a	Public Transport	Deliver community transport schemes (Work with local groups).																Concept
NAN_62a	Public Transport	Develop rail lines from rural areas towards Crewe and Northwich.																Concept
NAN_42a	Public Transport	Improve bus connections to Leighton Hospital.																Concept

Appendix B – Sequencing & Packaging of options

ID	Packages	Scheme Description	Timeframe		
			Short (< 2 years)	Medium (2 - 5 years)	Long (5+ years)
NAN_1a	Active Travel	Public realm improvements on Beam Street, including widening and updating pavements, improving signage within the town centre and providing links to the Bus Station and Connect 2 cycle route.		X	
NAN_3a	Active Travel	Various walking and cycle route improvements along Waterlode.		X	
NAN_3b	Active Travel	Various walking and cycle route improvements along Station Road.		X	
NAN_3c	Active Travel	Various walking and cycle route improvements along Pratchetts Row.		X	
NAN_3d	Active Travel	Various walking and cycle route improvements along Hospital Street.		X	
NAN_3e	Active Travel	Various walking and cycle route improvements along Prince Edward Street.		X	
NAN_3f	Active Travel	Crossing facilities at junction with Pear Tree Field (Wellington Road) to increase connectivity to Peter Destaplegh Way.	X		
NAN_3g	Active Travel	Walking and Cycling improvements between Nantwich Lake, Nantwich canal and the town centre.		X	
NAN_4a	Active Travel	Implement cycling parking facilities at Snow Hill Car Park and other locations across the town centre, including at leisure facilities.	X		
NAN_49a	Active Travel	Replacement of paving of High Street and Mill Street.	X		
NAN_50a	Active Travel	Pedestrianise Pillory Street and Hospital Street.			X
NAN_12a	Active Travel	Extending the Connect 2 route to Leighton Hospital and Bentley Motors.	X		
NAN_12b	Active Travel	Improving the A534 route including improving crossing points at the Peacock Roundabout.		X	
NAN_51a	Active Travel	Pedestrian crossing on Shrewbridge Road to access Nantwich lake.	X		
NAN_14a	Active Travel	Surface improvements to Public Right of Way (PRoW) Bridleway BR6 near Stapeley Broad Lane C of E Primary School.	X		
NAN_15a	Active Travel	Upgraded pavement from Stapeley to the Pear Tree Field junction.	X		
NAN_16a	Active Travel	Provide a footpath and improve the canal towpath between Calveley and Wardle.			X
NAN_7a	Active Travel	Provide a walking and cycling link along the disused railway between Nantwich and Audlem (feasibility study needed and consideration of land ownership).			X
NAN_18a	Active Travel	Provide improved pedestrian footways on Whitchurch Road across the canal.		X	
NAN_11a	Active Travel	Provide a walking and cycling route between Acton and Nantwich.		X	
NAN_19b	Active Travel	Kingsbourne to Canal footpath improvement.		X	
NAN_19c	Active Travel	Improving the footpath along Marsh Lane (as part of the Crewe and Nantwich Circular walking route).		X	
NAN_19d	Active Travel	Footpath along Cuckoo Lane as identified in the Acton, Edleston and Henhull Neighbourhood Plan.		X	

ID	Packages	Scheme Description	Timeframe		
			Short (< 2 years)	Medium (2 - 5 years)	Long (5+ years)
NAN_13a	Active Travel	Public rights of way network improvements in rural areas such as Newhall Parish, to provide continuous links between the parish and local service centres.		X	
NAN_17a	Active Travel	Extend the existing Bunbury footpath network to create local circular routes.		X	
NAN_19a	Active Travel	Improve existing public rights of way routes across Wrenbury.		X	
NAN_28a	Active Travel	Implementing a footpath for pedestrians and improving the cycle route into Alvaston Business Park.		X	
NAN_29a	Active Travel	Improving pedestrian crossing point at the London Road crossing.		X	
NAN_30a	Active Travel	Improvement of cycle facilities along the A534.		X	
NAN_34a	Active Travel	Cycle route alongside the A51 Nantwich Bypass between the Connect 2 route at the A530 roundabout and Barony Road roundabout, and continuation of route to join Wettenhall Road.		X	
NAN_35a	Active Travel	Improve pedestrian access to Malbank School.	X		
NAN_31a	Active Travel	Encourage schools to register with Modeshift STARS and implement School Travel Plans and engage with the Sustainable Modes of Travel to School programme to improve routes.	X		
NAN_52a	Active Travel	Installation of secure bike racking/lockers at schools.	X		
NAN_53a	Active Travel	Improve the walking / cycling route for students travelling to Nantwich high schools from Willaston.		X	
NAN_32a	Active Travel	Improving the cycle route between Welsh Row and the Connect 2 Greenway by creating an extension to the Connect 2 route between Welsh Row and Wall Lane.		X	
NAN_32b	Active Travel	Improving the cycle route between Welsh Row and the Connect 2 Greenway by improving the existing section of the Connect 2 route between Wall Lane and Barony Road.		X	
NAN_5a	Public Transport	Bus station improvements on Beam Street, including providing onward travel details and improved waiting areas.	X		
NAN_60a	Public Transport	More frequent bus service from Delamere Rd and The Pike.		X	
NAN_36a	Public Transport	Improve rail services from Nantwich to Crewe and Whitchurch.			X
NAN_37a	Public Transport	Improve bus services to Crewe, Chester, Whitchurch and the Potteries (Work with bus operators).		X	
NAN_61a	Public Transport	Re-open the railway station at Beeston/Tarporley.			X
NAN_38a	Public Transport	Improved passenger transport to services in Nantwich or Whitchurch for rural areas surrounding Nantwich, including Bunbry, Wrenbury and Audlem.		X	
NAN_40a	Public Transport	Deliver community transport schemes (Work with local groups).		X	
NAN_62a	Public Transport	Develop rail links from rural areas towards Crewe and Northwich.			X
NAN_42a	Public Transport	Improve bus connections to Leighton Hospital.		X	
NAN_2a	Parking	Limit parking on Welsh Row e.g. permit parking for residents.		X	

ID	Packages	Scheme Description	Timeframe		
			Short (< 2 years)	Medium (2 - 5 years)	Long (5+ years)
NAN_2b	Parking	Introduce parking restrictions on Taylor Drive e.g. double yellow lines.			X
NAN_33a	Parking	Increase the proportion of short stay car parking		X	
NAN_27a	Parking	Address parking and congestion issues on School Lane and the village centre of Bunbury.		X	
NAN_6a	Highways	Improve traffic flow on the A51 to ease congestion at Alvaston (A51/A530), Peacock (A51/A534) and Cheerbrook (A51/A500) roundabouts.		X	
NAN_54a	Highways	Install traffic lights at the junction of Park Road and Audlem.		X	
NAN_55a	Highways	Traffic calming measures on Wellington road between the railway station and Peter Destapleigh Way.		X	
NAN_46b	Highways	Develop longer term improvements for the A51 corridor as a strategic traffic link.			X
NAN_9a	Highways	Reducing the impact of A51 traffic flows on residents in Alpraham and Calveley.		X	
NAN_47a	Highways	Junction improvement at Wrexham Road / Monk's Lane.		X	
NAN_46a	Highways	Improving drainage on the A51 and stabilising the embankment.	X		
NAN_10a	Highways	Improvements to the A51 London Road to ease traffic and congestion.		X	
NAN_57a	Highways	Conduct feasibility study on the impact of HS2 within Nantwich's transport network.	X		
NAN_59a	Highways	Upgrading Coole Lane between Nantwich and Audlem.		X	
NAN_39a	Highways	Increased capacity on the A51 in particular at a new link road to connect the A51 and A534 Waterlode, supporting LPS46 at Kingsley Fields, including realignment of the A51.	X		
NAN_43a	Highways	Reduce congestion and queuing at the A530 Welsh Row and A534 Waterlode junction in the peak hours.		X	

Appendix C – Objectives & scoring criteria

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	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree
Supporting Growth	Prevent growth sites	Adversely affects growth sites	Neither adversely affects or supports growth	Supports access to growth	Supports growth and unlocks development
Access to Services	Prevents access to services	Adversely affects access to services	Neither adversely affects or supports access to services	Supports access to some services	Provides direct access to multiple services
Protects and Improves the Environment Health, Wellbeing and Physical Activity	Permanent damage to the environment and no mitigation can be put in place	Damages the environment but mitigation can be put in place	Neither adversely affects or supports environment	Protects the environment	Improves the environment by reducing impacts of air quality / noise pollution
Maintaining and managing our network assets'	Negatively impacts peoples health and no mitigation can be put in place	Negatively impacts peoples health but mitigation can be put in place	Neither adversely affects or supports physical activity	Improves health, well being and physical activity	Actively promotes health, wellbeing and physical activity
Improve organisational efficiency and effectiveness	The addition of new schemes which cause maintenance liability	Contributes to maintenance liability	Neither adversely affects or supports managing network assets	Is of some benefit to maintaining and managing network assets	Upgrading network assets and enhancing existing assets
Improving transport access to and within the town centre to support a thriving market town	Adversely impacts the efficiency and organisation of Cheshire East Council	Negatively impacts the efficiency and organisation of Cheshire East Council	Neither adversely affects or supports effectiveness of Cheshire East Council	Is of some benefit to the efficiency and effectiveness of Cheshire East Council	Improves the efficiency and effectiveness of Cheshire East Council
Improving access on key routes to Crewe, Chester and the Potteries	Significantly impacts access to key routes to Crewe, Chester and the Potteries	Has some impact on accessing key routes to Crewe, Chester and the Potteries	Neither impacts or improves access to key routes to Crewe, Chester and the Potteries	Provides some improvement to access to key routes to Crewe, Chester and the Potteries	Provides significant improvement to access to key routes to Crewe, Chester and the Potteries
Supporting access for rural communities around Nantwich to key services and employment centres, such as Nantwich town centre and Whitchurch	Significantly negatively impacts access from rural communities around Nantwich to key services and employment	Has some negative impact on access from rural communities around Nantwich to key services and employment	Neither impacts or improves access from rural communities around Nantwich to key services and employment	Provides some improvement from rural communities around Nantwich to key services and employment into Nantwich Town Centre	Provides significant improvement from rural communities around Nantwich to key services and employment
Supporting access to education and employment sites, such as Reaseheath College	Significantly impacts access to education and employment sites	Has some impact on access to education and employment sites	Neither impacts or improves access to education and employment sites	Provides some improvement to access to education and employment sites	Provides significant improvement to access to education and employment sites
Strengthening the transport network to accommodate development sites, such as LPS 46 Kingsley Fields, within the Local Plan	Significantly negatively impacts future development sites	Has some negative impact on future development sites	Neither impacts or improves access to future development sites	Provides some improvement of access to future development sites	Provides significant improvement to access to future development sites
Technically Feasible	No feasible design or methodology available	Severely limited design or methodology available	Scheme neither has identified technical challenges of a feasible design developed yet	Feasible design or methodology available with few limitations	Feasible design or methodology readily available
Value for Money	Severely limited value for money	Limited value for money	Likely neutral value for money	Some positive value for money	Excellent value for money
Affordability	Highly unlikely that funding would be available for the scheme from any source	Unlikely that funding would be available for the scheme from any source	Funding neither unlikely or likely to be gained	Potentially need to seek external funding but would likely be available	Funding has already been assigned or likely to be affordable from CEC's annual LTP allocation
Acceptability	No public or political acceptability	Significant opposition to the scheme	No opposition or support for the scheme currently	Largely supported by the public and politicians	Full political support and high level public support or already in policy

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Sandbach Transport Delivery Plan

Rev 0

February 2022

Sandbach Transport Delivery Plan

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1. Introduction

1.1 Local Context

Sandbach is a key service centre situated in the centre of the borough to the north-east of Crewe. It is a vibrant market town with a mix of retail and leisure services as well as the twice weekly outdoor market. Sandbach contains a number of areas and features of historical and architectural value as well as encompassing several significant areas of local environmental importance. The town's growth was centred around truck manufacturing industries, but since their closure in 2002 there have been significant changes in its employment base with a considerable loss of manufacturing jobs.

At its heart are the characterful cobbled market square and Anglo Saxon crosses, which are both listed, and a scheduled monument, along with a number of other key listed buildings. The wider town centre is also designated as a conservation area, with a number of other prominent buildings.

The town centre has about 190 retail units. Sandbach is home to the headquarters of Cheshire East Council, which is the town's largest employer. There is a Railway Station on the edge of the town providing services to Crewe, Manchester and Manchester Airport. There are also frequent bus services to Congleton, Crewe, Northwich and Macclesfield. The town lies adjacent to junction 17 of the M6 motorway.

As an attractive place to live, Sandbach has seen a number of housing developments over the last ten years, increasing the population and demand on the transport network as a result.

There are a number of outer lying villages which rely on Sandbach as a hub for services, although some services are offered locally within them. These include Moston Green, Elworth, Ettiley Heath, Wheelock, Brereton, Malkins Bank and Winterley.

1.2 Background to the Sandbach Transport Delivery Plan

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

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

An interactive online consultation on the identified local transport objectives for Sandbach and the supporting 'long list' of schemes (including presenting the evidence for these) was undertaken between the 23rd November 2020 and 31st March 2021. In total, 85 responses were received by online response and email. Consultation with the Town Council was also undertaken by Council Officers during this period. Respondents were also invited to suggest further schemes that they felt should be considered for the Delivery Plan as part of the consultation.

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

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

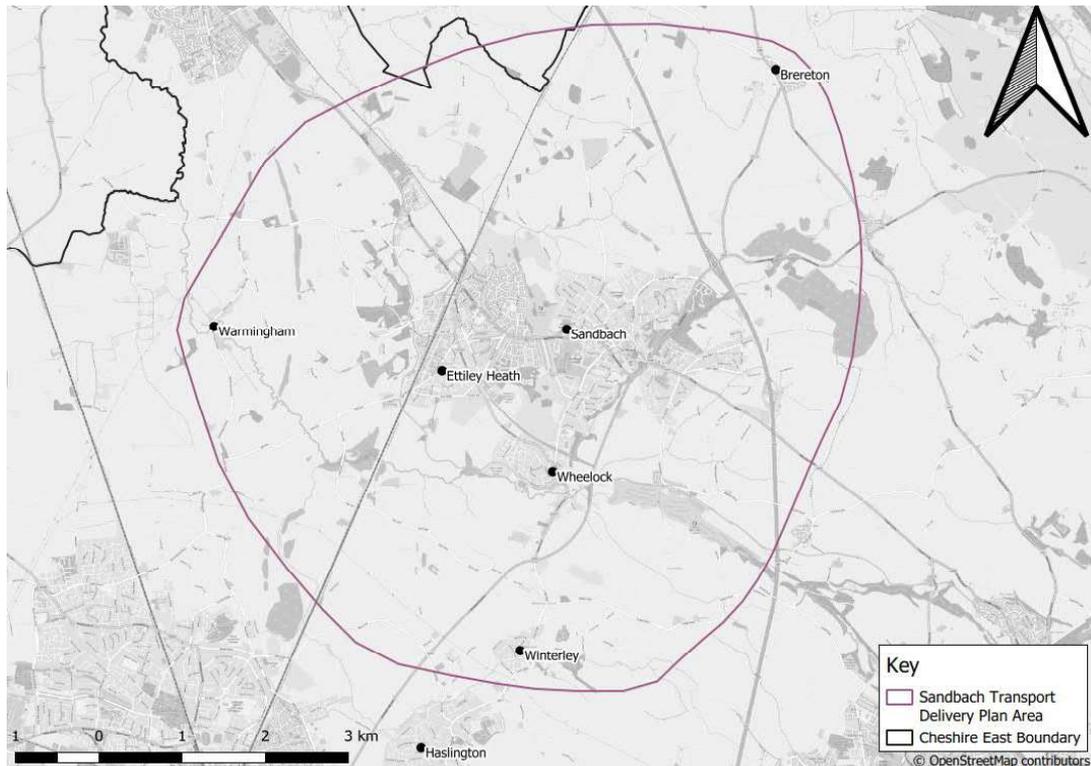


Figure 1.1: Sandbach Delivery Plan Area

1.3 What does the Delivery Plan do for Sandbach?

The Transport Delivery Plan for Sandbach:

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

1.4 Objective Setting and Scheme Options Development

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

1. **Improving transport access to and within Sandbach to support a thriving market town.**
2. **Improving transport connections between the town centre and Sandbach train station.**
3. **Supporting access from rural communities around Sandbach to key services and employment.**
4. **Improving transport connections along key routes to and from Crewe, Congleton, Middlewich, and the Potteries, including access to key services such as Leighton and Macclesfield District Hospitals.**
5. **Supporting access to education and employment sites.**
6. **Strengthening the transport network to accommodate development such as the 'Capricorn' Local Plan site.**

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

A total of 76 individual transport schemes have been identified for the Delivery Plan and assessed. These include the 'long list' of schemes consulted on with the public between the 23rd November 2020 and the 31st March 2021 plus additional schemes put forward as part of the public consultation. The feedback on schemes from the public consultation was examined and, where appropriate, schemes were updated to reflect public comments. All schemes were then assessed against the objectives of the LTP4; the local transport objectives for Sandbach (see above); and four agreed practical objectives (Technical Feasibility, Value for Money, Affordability and Acceptability).

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

1.5 Report Structure

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

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

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

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

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

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

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

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

2. Policy & Background Information

2.1 Policy Context and Background Information

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

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

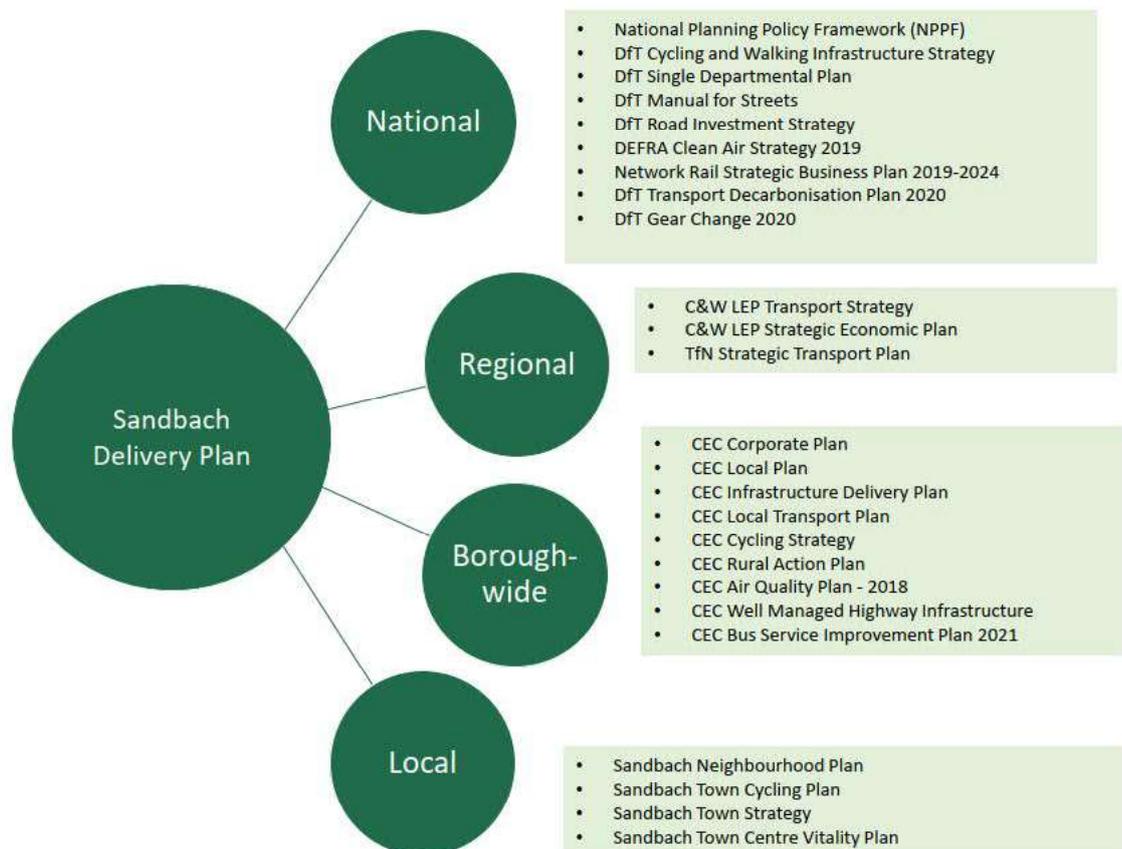


Figure 2.1: Policy Overview

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

2.2 Summary of Relevant Local Policy

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

2.2.1 Cheshire East Local Plan

The CEC Local Plan is the Statutory Development Plan for the borough and was adopted in July 2017. The plan outlines a committed site in Sandbach which consists of 450 new homes and 20ha of employment land known as the Capricorn Site (see Figure 2.2).

As shown in Figure 2.2, there is also a considerable amount of further planned housing and employment site growth within the Delivery Plan area. It is important to maintain access to these new development sites and ensure that the transport

network has sufficient capacity to support future growth. It is therefore important that these development sites are considered within the objectives and schemes.

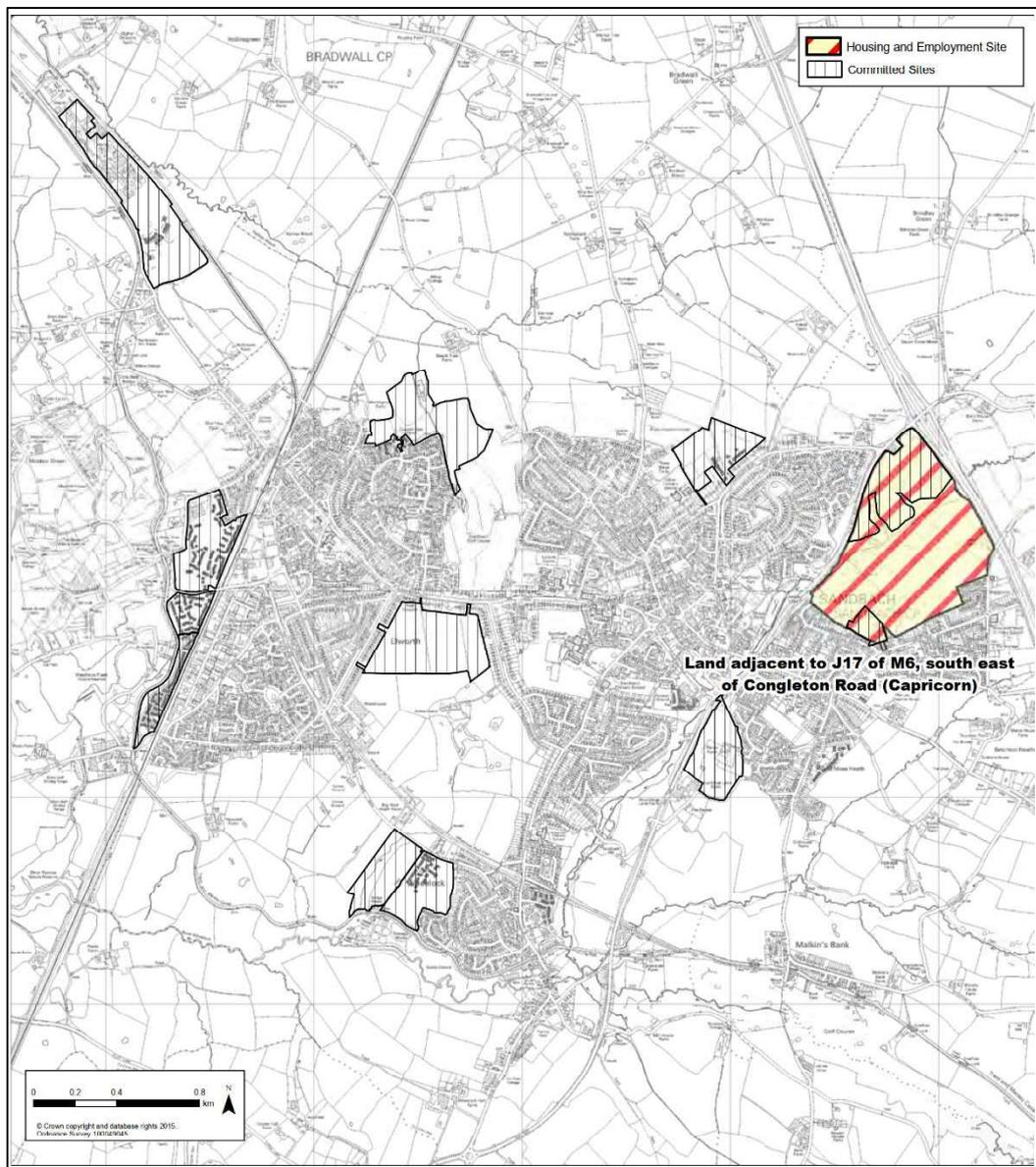


Figure 2.2: Sandbach Local Plan Sites

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

2.2.2 Cheshire East Local Transport Plan 4

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

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

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

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

2.2.3 Sandbach Neighbourhood Plan

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

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

- ‘Support the development of an integrated transport system designed to meet the current and future needs of the community and manage levels of congestion whilst supporting planned growth’;
- ‘Promote schemes and projects to improve highway safety, ensuring that appropriate speed and weight restrictions, especially within built-up/residential areas are put into place and monitored’;
- ‘Encourage the use of ecologically sustainable methods of transport such as walking, cycling and public transport, whilst maintaining a safe environment for residents and meeting the needs of those with disabilities’;
- ‘Promote safe and efficient local, regional and national transport links into and out of Sandbach, enabling reliable and efficient journey times’;
- ‘Promote improvements to public and private transport services, especially rail and bus, resulting in a better integrated service’;
- ‘Address congestion issues created by through traffic at peak times and from increased housing numbers’;
- ‘Maintain and enhance the ‘Town Centre’ experience by effective management of the parking supply, ensuring that local businesses and shops are serviced by adequate short stay parking spaces’;
- ‘Support the provision of adequate parking facilities that meet the needs of residents, local businesses and visitors, by providing adequate levels of car parking in line with Council’s published car parking standards’;

- To ensure that residential areas have adequate parking facilities to avoid or minimise 'on street' parking of vehicles; and,
- To ensure that appropriate community infrastructure is funded through appropriate charging schedules.

Within the development of the Delivery Plan, the issues and opportunities set out in the Sandbach Neighbourhood Plan have been used to inform the development of the 'long-list' of schemes and support the assessment. The Council has also consulted with Sandbach Town Council in the development of the Delivery Plan.

2.2.4 Sandbach Town Cycling Plan and Strategic Cycle Routes for Sandbach

The Sandbach Town Cycling Plan (2017) and Strategic Cycle Routes for Sandbach (2018) prepared by the Town Council set out ambitions for cycle routes across Sandbach.

The Plan examines the primary, secondary, and tertiary routes within and around Sandbach and developed a series of cycling schemes proposals. These have been included within the work to develop the 'long list' of schemes, and were included within the public consultation for the Delivery Plan.

2.2.5 Cheshire East Bus Service Improvement Plan

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

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

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

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

- Improve facilities at The Commons bus interchange;
- Improvements to the bus stop on Station Road/ London Road;
- Work with Transport for the North and bus operators to implement integrated and smart ticketing;
- Coordinate bus service timetables with train times;
- Introduce a bus service from the Capricorn development site to Sandbach Railway Station and the town centre;
- Improve bus services or passenger transport (including demand responsive transport) from Moston Green, Malkins Bank and Brereton; and

- Working with bus operators to improve services to locations such as Alsager, Middlewich, Holmes Chapel, Sandbach, Crewe, Macclesfield, the Potteries and Leighton Hospital.

These options seek to provide quality enhancements across the Sandbach bus network through integrated ticketing and facility improvements at stops and interchanges. There is also a desire for bus services to be better coordinated with train times.

2.2.6 Sandbach Town Centre Vitality Plan

Cheshire East Council is committed to supporting the vitality and viability of town centres within the borough. The Town Centre Vitality Plans identify a vision and key measures to support town centres to better fulfil their potential by responding to their unique opportunities and specific challenges. Transport can play a key role in supporting town centre vitality, and this Local Transport Delivery Plan has been developed in coordination with the emerging Sandbach Town Centre Vitality Plan.

2.3 Existing Transport Situation

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

2.3.1 Walking

There is an extensive Public Rights of Way (PRoW) network within the Delivery Plan area, although the network is not well connected in parts. Improving the connectivity of the PRoW network to key trip generators is important to encourage greater walking trips.

In addition to the PRoW network, there are several walking routes that exist within Sandbach, including the Wheelock Rail Trail, Sandbach Bridges Trail and the Trent and Mersey Canal towpaths.

As well as dedicated off road walking routes and PRoWs, many pedestrians use the wide network of existing footpaths adjacent to the highway to travel to destinations. Within the Delivery Plan area, these walking routes vary in widths and standards. The public consultation for the Delivery Plan highlighted problems in some areas with inappropriate parking of vehicles on the footways causing a conflict between pedestrians and cars. Improved pedestrian crossing points were also raised as being a requirement.

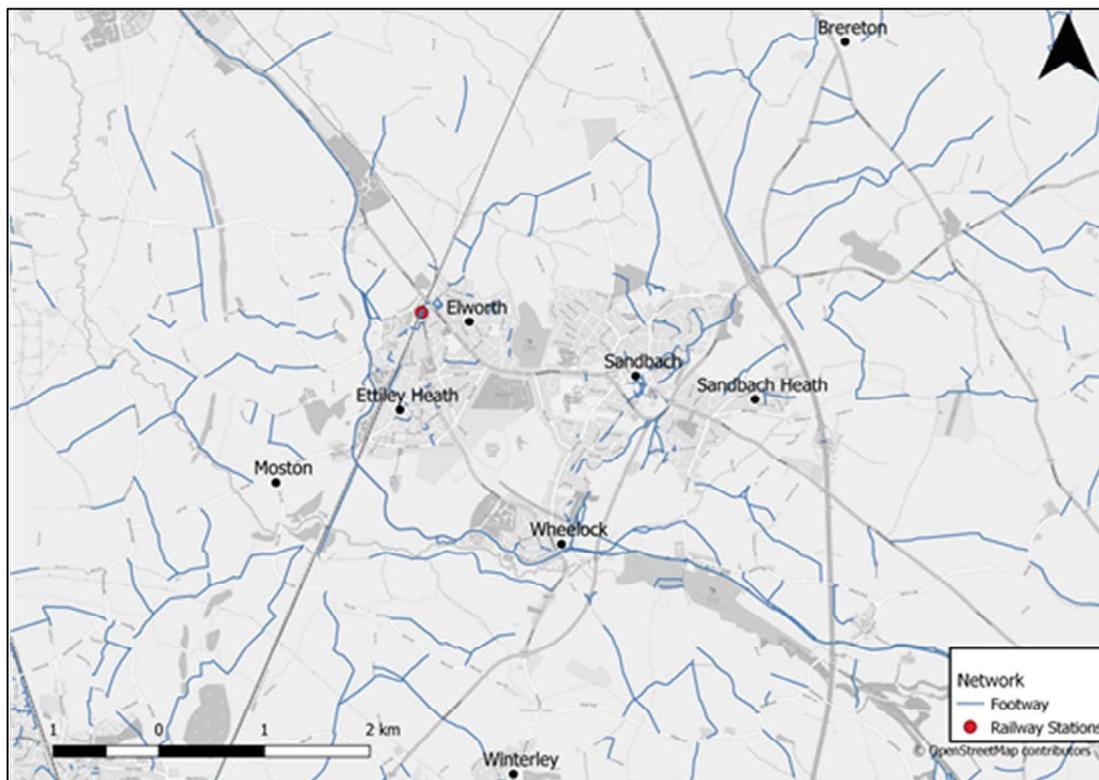


Figure 2.3: Public Rights of Way (PROW) within the Study Area

2.3.2 Cycling

The dedicated cycling network in Sandbach comprises a mix of off road and on road provision.

In Sandbach, 16% of residents travel under 2km to work which is an ideal distance for walking and cycling trips. Similarly, 6% travel under 5km (ONS, 2011) which is an ideal distance for cycling.

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

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

The public consultation highlighted that crossing facilities and more dedicated cycle routes would support the shift towards cycling by residents.

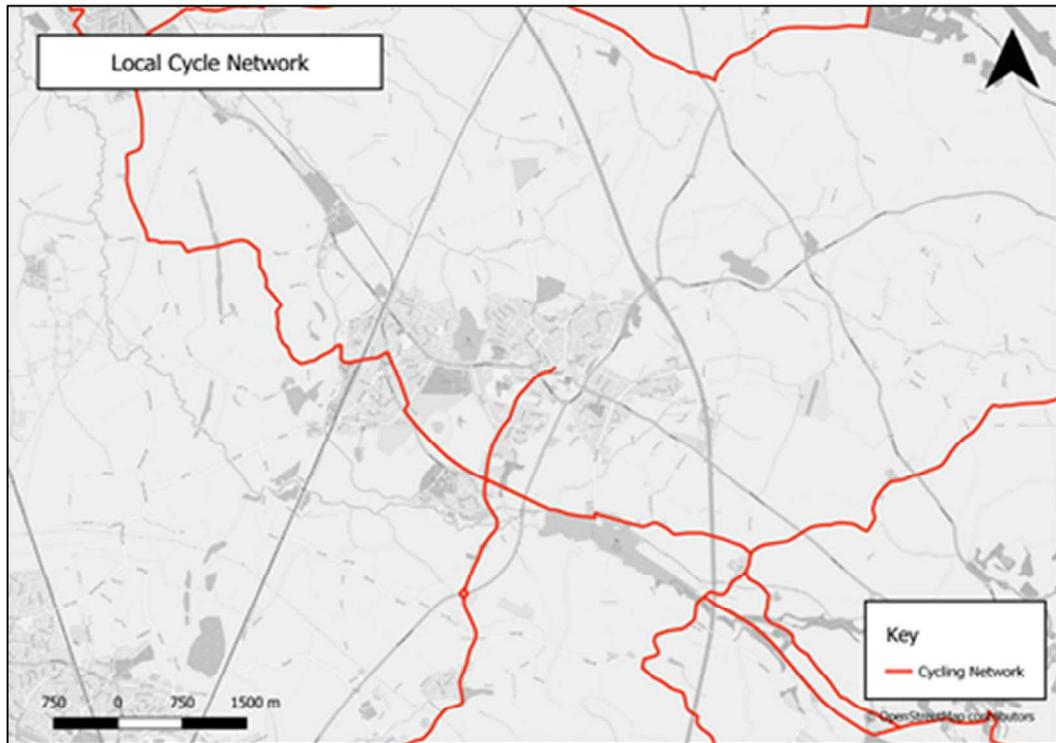


Figure 2.4: Cycle Network within the Delivery Plan Area

2.3.3 Public Transport (Bus and Rail)

Sandbach is currently served by several bus services to destinations including Crewe, Holmes Chapel, Congleton, Macclesfield, and Middlewich.

Public consultation feedback highlighted that improvements to the frequency of bus services was needed. Lack of real time information and poor connectivity to the Railway Station were also raised as issues for current bus provision in Sandbach.

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

Sandbach Railway Station is located in Elworth, approximately 25 minutes' walk away from the town centre. Sandbach Railway Station has two services per hour to central Manchester, one of which stops at Manchester Airport. Heading southbound towards Crewe, there are two services per hour. Sandbach Railway Station is well connected to other stations in Cheshire East and Greater Manchester, via the Manchester to Crewe line. This includes stops at Holmes Chapel, Styal, Wilmslow, Alderley Edge, Stockport, Manchester Airport and Manchester city centre. The nearest bus stop is located 120m from Sandbach Railway Station. Currently, bus services are infrequent and the bus and rail timetables are not well coordinated.

The public consultation highlighted that more frequent rail services would benefit residents; as well as reopening the Middlewich line to passenger services. Improvements to the access of Sandbach Railway Station was also raised during the public consultation.

2.3.4 Parking

Sandbach has 13 public car parks, seven are operated by CEC, one by the Town Council and the remaining five are privately operated. CEC owned car parks provide 546 standard spaces and an additional 19 blue badge holder spaces. Parking is currently free and can, at points such as market days, be in high demand.

The public consultation highlighted problems with on street parking in the town centre, and in particular cars being parked upon the pavements.

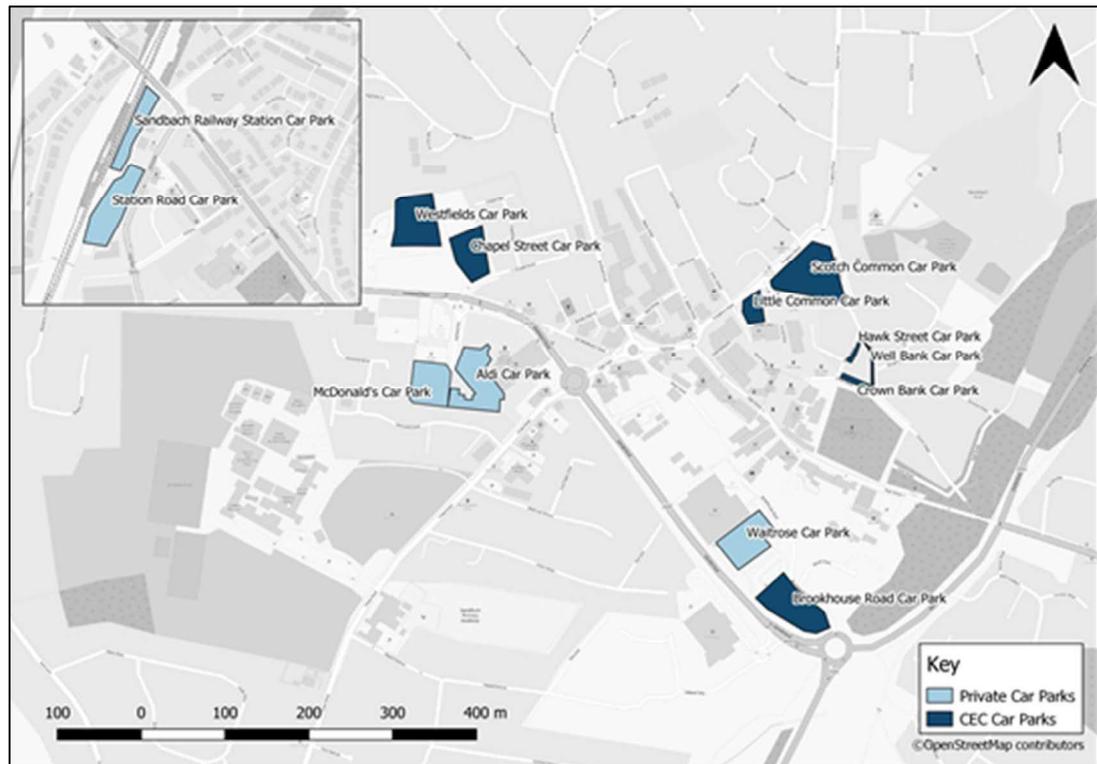


Figure 2.5: Locations of public car parks in Sandbach

2.3.5 Highway Network

Located in close proximity to the M6, Sandbach is well connected to the north and south of the country by the Strategic Road Network. The A534 and A533 are the two major A-roads that run through Sandbach. The A534 is located east of the town centre connecting Sandbach to M6 Junction 17 and the A533 runs north west to south east, directly through the town centre. Both A-roads provide access to Crewe and other key and local service centres at Middlewich, Holmes Chapel and Congleton.

The A533 and A534 are the primary routes for east-west movements between Sandbach town centre and M6 Junction 17. As primary routes, there is a significant amount of traffic flowing along them to access and egress from the M6.

The public consultation highlighted that, due to the volume of traffic in peak periods, roads can experience delays and congestion into and around the town centre, as well as at M6 Junction 17.



Figure 2.6: Local Road Network

2.3.6 Summary

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

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

The Public Transport network has a number of opportunities to improve the offer to passengers and the Council's BSIP is providing a good way forward to delivery this. Work with rail operators, Network Rail, Transport for the North and the Department for Transport around developing rail services is important to capitalise on rail travel opportunities. Improvements on the highway network to tackle congestion and provide a safe secure network for all users is also needed. Overall, the evidence shows there is a good opportunity to improve the provision of choice for all travel with and around Sandbach.

3. Objectives Overview

3.1 Overview

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

3.2 Sandbach Local Transport Objectives

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

The town specific transport objectives for Sandbach are:

1. **Improving transport access to and within Sandbach to support a thriving market town.**
2. **Improving transport connections between the town centre and Sandbach train station.**
3. **Supporting access from rural communities around Sandbach to key services and employment.**
4. **Improving transport connections along key routes to and from Crewe, Congleton, Middlewich, and the Potteries, including access to key services such as Leighton and Macclesfield District Hospitals.**
5. **Supporting access to education and employment sites.**
6. **Strengthening the transport network to accommodate development such as the 'Capricorn' Local Plan site.**

3.3 Public Consultation Feedback on Local Transport Objectives

Within the public consultation undertaken in developing this Delivery Plan, consultees were asked if they agreed with the identified local transport objectives or not. The results of this are presented in Table 3.1 below.

Objective	Number of Responses	Number (%) of Responses Strongly Agreed or Tend to Agree with Objective
1	75	52 (69%)
2	75	50 (66%)

3	73	56 (77%)
4	75	53 (71%)
5	73	55 (76%)
6	72	33 (45%)

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

Overall, there was good support for the identified objectives, giving confidence to proceed with them. The only exception being Objective 6, however little comment was received on this objective to support why this view had been taken.

Given that the LTP4 supports Objective 6; and that many schemes identified in the 'long list' also support it and are likely to attract external funding, Objective 6 has been taken forward along with the other five local transport objectives for Sandbach.

3.4 Logic Mapping

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

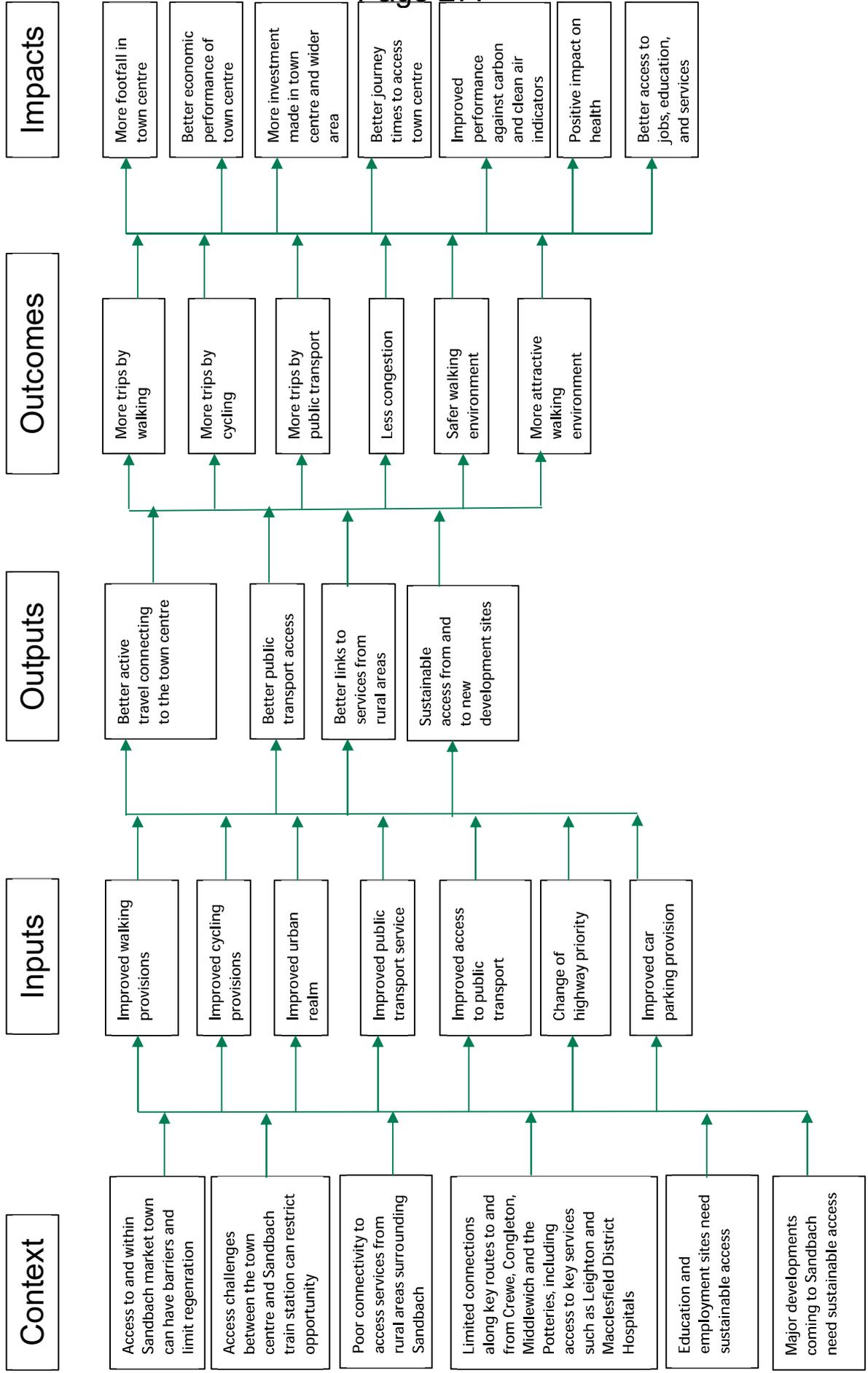


Figure 3.2: Sandbach Transport Delivery Plan Logic Map

4. Options Overview & Assessment

4.1 Overview

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

Following the development of the local transport objectives and 'long list' an online interactive public consultation was held between 23rd November 2020 and 31st March 2021. In total 85 responses were received, including online responses and email correspondence. Respondents were able to provide their agreement or disagreement to the local transport objectives developed and also provide comment on them. The consultation also allowed respondents to state their agreement or disagreement with the individual schemes identified and provide comment on them if they wished. Respondents could also put forward any new scheme options not identified within the 'long list' that they felt should be considered. Council Officers also consulted with the Town Council as part of the public consultation.

4.2 Assessment Process

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

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

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

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

- The six Sandbach Specific Transport Objectives:
 - Improving transport access to and within Sandbach town centre to support a thriving market town;
 - Improving transport connections between the town centre and Sandbach train station;
 - Supporting access from rural communities around Sandbach to key services and employment;
 - Improving transport connections along key routes to and from Crewe, Congleton, Middlewich and the Potteries, including access to key services such as Leighton and Macclesfield District Hospitals;
 - Supporting access to education and employment sites; and
 - Strengthening the transport network to accommodate development such as the 'Capricorn' Local Plan site;

- Four agreed additional practical delivery criteria:
 - Technically Feasible;
 - Value for Money;
 - Affordability; and
 - Acceptability.

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

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

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

Table 4.1: Scoring criteria for additional areas

4.3 Scheme Sequencing Process

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

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

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

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

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

Table 4.2: Assessment guidance for Timescales

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

5. Packaging & Sequencing of Options

5.1 Introduction

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

Through undertaking this process a total of 86 schemes have been identified for Sandbach and the wider area. These schemes vary in size, scale, and their stage of development. Many schemes are at a Concept stage with little design; site investigation and costing undertaken. Therefore, assessment at this stage is relatively high level but will advance as the Delivery Plan is taken forward. It must also be noted at this stage most of the schemes identified are not funded yet.

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

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

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

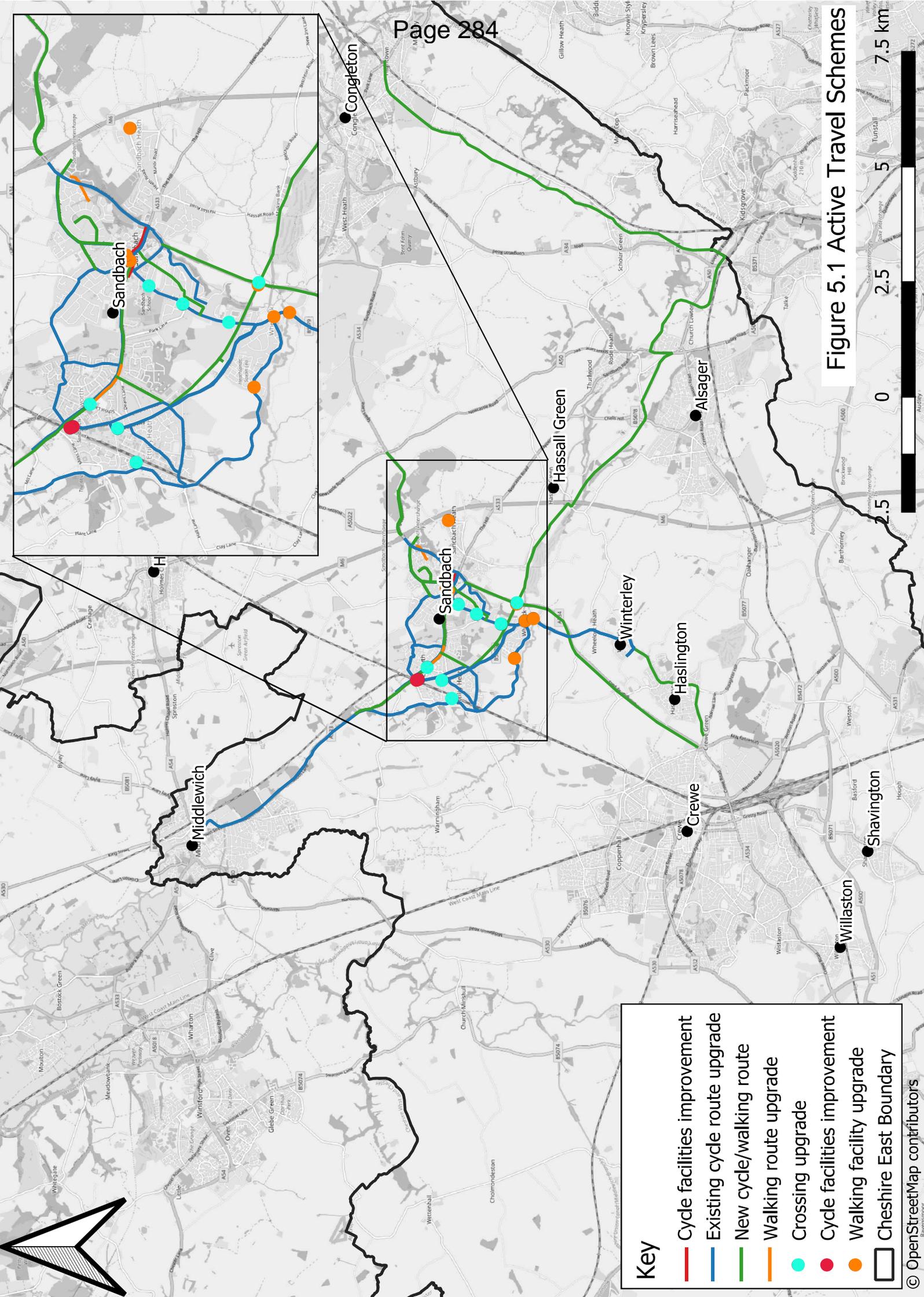
5.2 Active Travel Schemes Package

A total of 44 of the transport schemes identified for Sandbach and the wider area relate to Active Travel schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Delivery Plan process. The Active Travel schemes fall into seven broad categories as described in Table 5.1.

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

Table 5.1: Active Travel Scheme Categories

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



Key

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

Figure 5.1 Active Travel Schemes



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

Local Transport Objective	How the Active Travel Package Supports Objective
<p>1 Improving transport access to and within Sandbach to support a thriving market town.</p>	<ul style="list-style-type: none"> Improving cycling and walking routes into the town centre from the residential areas to help provision of travel choice; Increased provision of secure cycle parking within the town centre; and Good route signing for pedestrian and cyclists to, and around, the town centre.
<p>2 Improving transport connections between the town centre and Sandbach train station.</p>	<ul style="list-style-type: none"> Improve walking and cycling routes to Sandbach Railway Station from the town centre and surrounding residential areas; Working with the rail operators and Network Rail to install secure cycle parking facilities at the station; and In the long-term, work with the rail operator(s) and Network Rail to review whether a cycle hire scheme can be implemented at the station for rail passengers to use.
<p>3 Supporting access from rural communities around Sandbach to key services and employment.</p>	<ul style="list-style-type: none"> Provide new and improved cycle and walking routes from rural areas to connect to town centre services; Remove current barriers with better on-road and off-road infrastructure to encourage more sustainable trips; and Work with key services and employment sites to install secure cycle parking facilities.
<p>4 Improving transport connections along key routes to and from Crewe, Congleton, Middlewich, and the Potteries, including access to key services such as Leighton and Macclesfield District Hospitals.</p>	<ul style="list-style-type: none"> Upgrade existing cycling and walking routes, and develop new routes to connect Sandbach with other key towns and services; and Use current assets such as the canal towpath network to provide high quality direct off-road routes for pedestrian and cyclists.
<p>5 Supporting access to education and employment sites.</p>	<ul style="list-style-type: none"> Working with the Sustainable Mode of Travel to School (SMOTS) programme, develop cycle routes and crossing facilities to support sustainable routes to schools; Work with planners and developers to ensure sustainable access is provided to new employment sites including the use of developer funding for schemes.

<p>6 Strengthening the transport network to accommodate development such as the 'Capricorn' Local Plan site.</p>	<ul style="list-style-type: none"> • Provide dedicated cycling and walking routes connecting the Capricorn site to local residential areas and Sandbach town centre to facilitate access to employment opportunities by sustainable modes; and • Work with developers to ensure walking and cycling infrastructure is provided to access new housing sites.
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Table 5.2: Active Travel Scheme Package and its Local Transport Objective Support

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

Within the Short Term of the Delivery Plan adoption, 21 Active Travel schemes could potentially be developed. Within the Medium Term of the Delivery Plan a further 19 schemes could potentially be developed and in the Long-Term four schemes are identified for potential development.

5.3 Public Transport Schemes Package

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

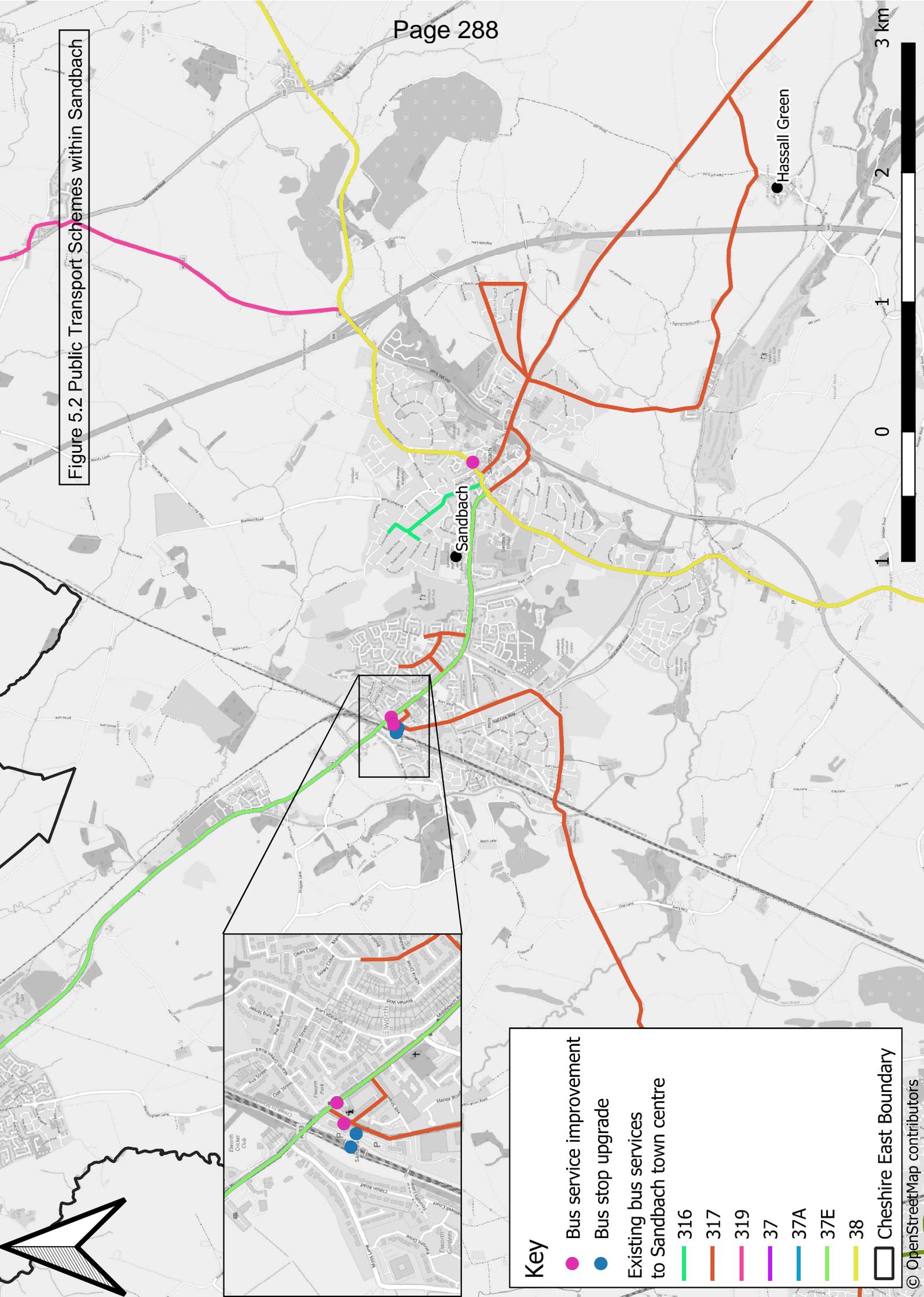
Public Transport Category	Description of measures
Bus service improvements	Providing an enhanced (including extended and more frequent) bus service and/or providing a new bus service.
Bus stop upgrades	Upgrades to existing bus stop facilities, for example new shelters and real time information.
Rail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

Table 5.3: Public Transport Scheme Categories

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

are not presented with Figure 5.2. Appendix A provides the long list of identified schemes and the current assessment against the criteria set out in Chapter 4.

Figure 5.2 Public Transport Schemes within Sandbach



Key

- Bus service improvement
- Bus stop upgrade

Existing bus services to Sandbach town centre

- 316
- 317
- 319
- 37
- 37A
- 37E
- 38

Cheshire East Boundary

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

Local Transport Objective	How the Public Transport Package Supports Objective
1 Improving transport access to and within Sandbach to support a thriving market town.	<ul style="list-style-type: none"> • Improve facilities at The Commons bus interchange; and • Work with partners to develop integrated and smart ticketing options.
2 Improving transport connections between the town centre and Sandbach train station.	<ul style="list-style-type: none"> • Improvements to the bus stop on Station Road/ London Road; and • Coordinate bus service timetables with train times.
3 Supporting access from rural communities around Sandbach to key services and employment.	<ul style="list-style-type: none"> • Improve bus services or passenger transport (including demand responsive transport) from Moston Green, Malkins Bank and Brereton.
4 Improving transport connections along key routes to and from Crewe, Congleton, Middlewich, and the Potteries, including access to key services such as Leighton and Macclesfield District Hospitals.	<ul style="list-style-type: none"> • Working with bus operators to improve bus services to locations such as Alsager, Middlewich, Holmes Chapel, Sandbach, Crewe, Macclesfield, the Potteries and Leighton Hospital; and • Work with Network Rail, Transport for the North and Department for Transport to reopen the Middlewich line to passenger services.
5 Supporting access to education and employment sites.	<ul style="list-style-type: none"> • Work with education and employment sites to improve bus facilities.
6 Strengthening the transport network to accommodate development such as the 'Capricorn' Local Plan site.	<ul style="list-style-type: none"> • Introduce a bus service from the Capricorn development to Sandbach Railway Station and the town centre.

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

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

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

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

5.4 Parking Schemes Package

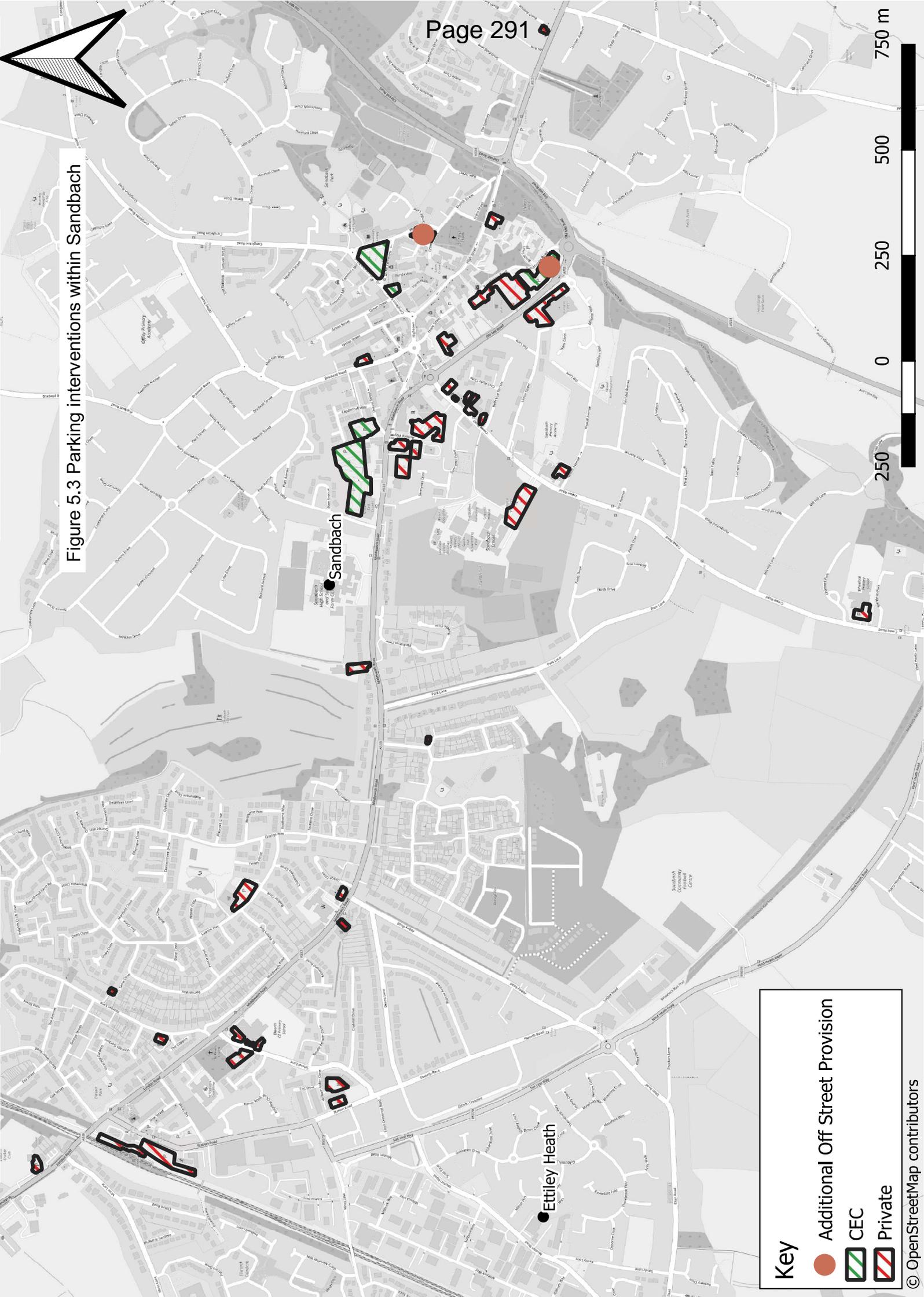
Sandbach currently benefits from a number of car parks and parking facilities. A total of five of the transport schemes identified for Sandbach relate to Parking Schemes and initiatives. These vary in scale and size with three being at Concept stage and two at feasibility. The Parking schemes fall into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

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

Table 5.5: Parking Scheme Categories

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

Figure 5.3 Parking interventions within Sandbach



Key

- Additional Off Street Provision
- CEC
- Private

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

Objective	How the Parking Package Supports
1 Improving transport access to and within Sandbach to support a thriving market town.	<ul style="list-style-type: none"> • Introduce measures to address problems with pavement parking in the town centre; and • Provide EV charging facilities for drivers within car parks.
2 Improving transport connections between the town centre and Sandbach train station.	<ul style="list-style-type: none"> • Work to address on street parking problems causing access issues to and from the station.
3 Supporting access from rural communities around Sandbach to key services and employment.	<ul style="list-style-type: none"> • Provide appropriate parking for accessing key services, including EV charging and adequate disabled space provision.
4 Improving transport connections along key routes to and from Crewe, Congleton, Middlewich, and the Potteries, including access to key services such as Leighton and Macclesfield District Hospitals.	<ul style="list-style-type: none"> • Parking not applicable to supporting this objective.
5 Supporting access to education and employment sites.	<ul style="list-style-type: none"> • Develop the implementation of schemes for deterring inappropriate parking near schools.
6 Strengthening the transport network to accommodate development such as the ‘Capricorn’ Local Plan site.	<ul style="list-style-type: none"> • Provide EV charging and appropriate parking infrastructure at development sites; • Ensuring no inappropriate parking results from new developments.

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

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

Within the Medium Term of the Delivery Plan adoption, four Parking schemes could potentially be developed, and in the Long-Term one scheme is identified for potential development.

5.5 Highway Schemes Package

A total of fourteen of the transport schemes identified for Sandbach and the wider area relate to Highway Transport schemes and initiatives. These vary in scale and

size with most being at a Concept stage, as would be expected at the start of the Delivery Plan process. The Highway schemes fall into four broad categories as described in Table 5.7 below.

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

Table 5.7: Highway Scheme Categories

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

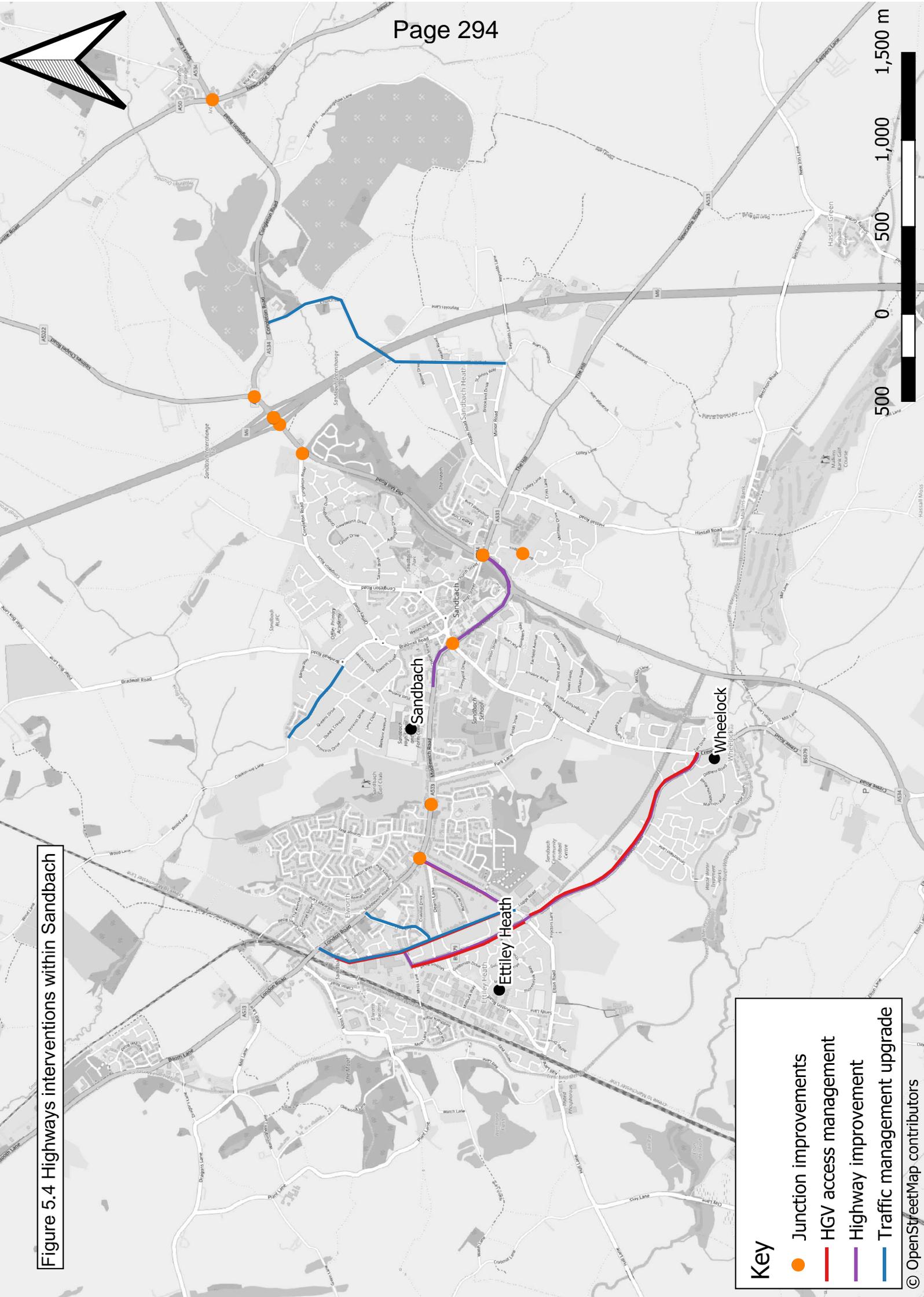


Figure 5.4 Highways interventions within Sandbach

Key

- Junction improvements
- HGV access management
- Highway improvement
- Traffic management upgrade

size with most being at a Concept stage, as would be expected at the start of the Delivery Plan process. The Highway schemes fall into four broad categories as described in Table 5.7 below.

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

Table 5.7 Highway Scheme Categories

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

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

Objective	How the Highway Package Supports
1 Improving transport access to and within Sandbach to support a thriving market town.	<ul style="list-style-type: none"> Improvements to key junctions in and around the town centre to improve access for vehicles; and Develop appropriate traffic management measures within the town centre.
2 Improving transport connections between the town centre and Sandbach train station.	<ul style="list-style-type: none"> The A533 Middlewich Road is a key route connecting Sandbach town centre to the Railway Station and other service centres such as Middlewich. Improvements this route should be considered for all road users.
3 Supporting access from rural communities around Sandbach to key services and employment.	<ul style="list-style-type: none"> Provide key junction improvements at identified locations across the Delivery Plan area.
4 Improving transport connections along key routes to and from Crewe, Congleton, Middlewich, and the Potteries, including access to key services such as Leighton and Macclesfield District Hospitals.	<ul style="list-style-type: none"> Providing junction improvements to improve connectivity between Sandbach and the Strategic Road Network at M6 Junction 17; and Deliver key schemes such as Middlewich Eastern Bypass to improve connections between Sandbach and Middlewich.
5 Supporting access to education and employment sites.	<ul style="list-style-type: none"> Develop traffic management measures around local schools to improve safety and access for all road users.
6 Strengthening the transport network to accommodate development such as the 'Capricorn' Local Plan site.	<ul style="list-style-type: none"> Providing required safe access and egress to Local Plan sites through developer funding.

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

Within the Short Term of the Delivery Plan adoption, seven Highway schemes could potentially be developed. Within the Medium Term of the Delivery Plan a further six schemes could potentially be developed and in the Long-Term one scheme is identified for potential development.

5.6 Summary of Transport Scheme Packages Support for Objectives

The sections above have set out how the identified packages of schemes by mode support the agreed local transport objectives for Sandbach. Table 5.9 below summarises the support given by each package of schemes for each objective. The green cells show significant support for the objective, the yellow cells show some support, and the grey cells show that it is not applicable in supporting that objective.

Objective	Active Travel Package	Public Transport Package	Parking Package	Highways Package
1 Improving transport access to and within Sandbach to support a thriving market town.				
2 Improving transport connections between the town centre and Sandbach train station.				
3 Supporting access from rural communities around Sandbach to key services and employment.				
4 Improving transport connections along key routes to and from Crewe, Congleton, Middlewich, and the Potteries, including access to key services such as Leighton and Macclesfield District Hospitals.				
5 Supporting access to education and employment sites.				
6 Strengthening the transport network to accommodate development such as the 'Capricorn' Local Plan site.				

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

6. Summary and Next Steps

6.1 Summary

The Sandbach Transport Delivery Plan is the result of an evidence led process. This included developing a set of six local transport objectives with 86 identified and assessed schemes that will support the development and vitality of Sandbach over the life of the current LTP4.

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

6.2 Funding Summary

The Delivery Plan has 76 individual different schemes assessed within it. These vary significantly in value. As a result, the Council will need to access external funding sources to deliver some of the intended works.

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

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

6.3 Next Steps

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

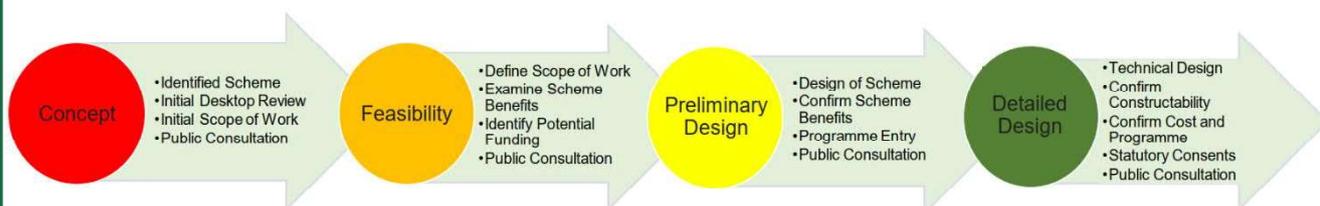


Figure 6.1: Scheme Development Stages

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

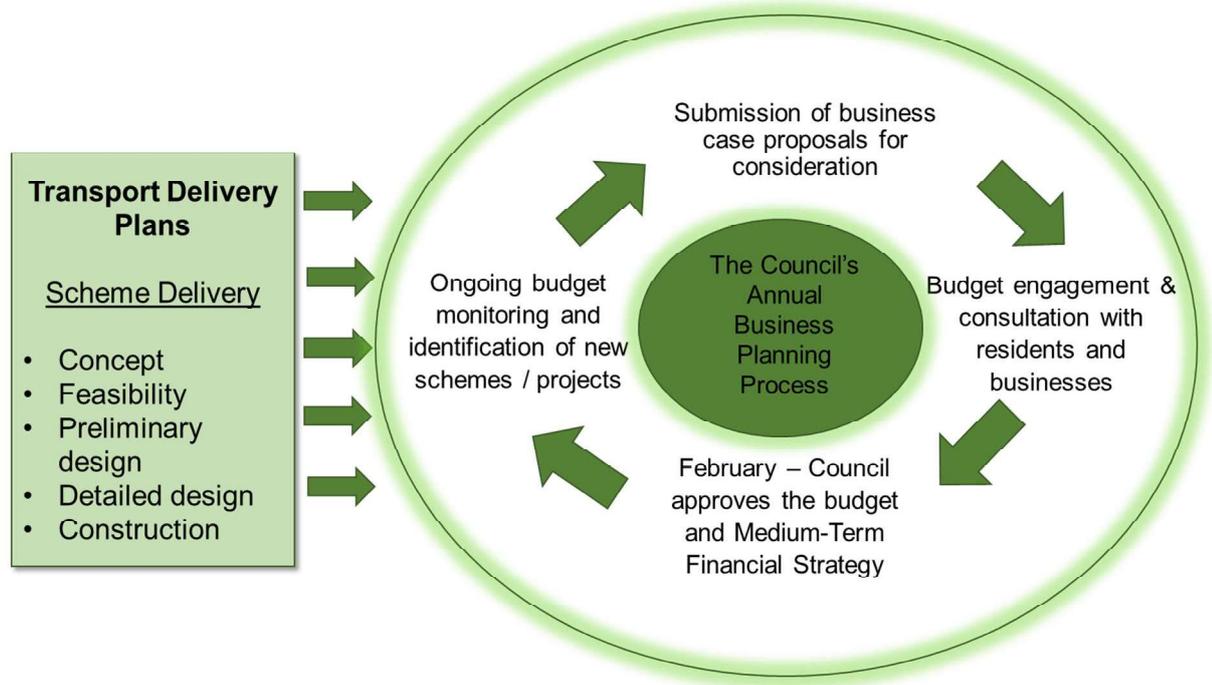


Figure 6.2: LTDP Budget Cycle

Appendix A – Options Long List & Assessment

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Appendix B – Sequencing & Packaging of options

ID	Packages	Scheme Description	Short Term (0 -2 years)	Medium Term (2 - 5 years)	Long Term (5+ years)
SND 103	Active Travel	A534 School Crossing at Wheelock and Winterley Roundabout.	X		
SND 608	Active Travel	Improving cycling links between/at Elton Road / Hall Lane.	X		
SND 607	Active Travel	Improving cycling links into the town centre: Crewe Road	X		
SND 610	Active Travel	Improving cycling links into the town centre: Hind Heath Road	X		
SND 611	Active Travel	Improving cycling links into the town centre: Hightown.	X		
SND 606	Active Travel	Improving cycling links into the town centre: Salt Line Way / Moston Road.	X		
SND 113	Active Travel	Improve/create other routes through from Abbeyfields and other locations within Sandbach to Wheelock Rail Trail.	X		
SND 602	Active Travel	Improved signage at High Street.	X		
SND 56	Active Travel	Provision of pedestrian crossing facilities along Middlewich Road near Elworth Hall Primary school.	X		
SND 53	Active Travel	Implement cycle routes from the Capricorn site to the town centre: Improvements to Sandbach Footpath 11.	X		
SND 44	Active Travel	Introduce a pedestrian crossing on Crewe Road near Sandbach High School.	X		
SND 116	Active Travel	Linked Cyclist pathway from Middlewich Road to Albion Lock.	X		
SND 18	Active Travel	Improved cycle parking facilities at Sandbach Station.	X		
SND 121	Active Travel	Widen footpath between Elworth Hall Primary School and Grange Way.	X		
SND 93	Active Travel	Introduce an improved crossing point across Crewe Road between Hind Heath Lane and Wheelock Primary School.	X		
SND 104	Active Travel	Accessibility improvements to footbridge between Canal Fields and Foden Site.	X		
SND 105	Active Travel	Addition of pedestrian crossings along Station Road & Salt Line Way.	X		
SND 24	Active Travel	Increase the number of crossing points / pedestrian islands along Crewe Road.	X		
SND 45	Active Travel	Improve cycle parking in Sandbach.	X		
SND 39	Active Travel	Walking and Cycling improvements along Old Mill Road.	X		
SND 41	Active Travel	Improve pedestrian access at St. John's Primary School.	X		
SND 114	Active Travel	Improved access to canal towpath from Senderfield Lane.		X	
SND 601 / 25	Active Travel	Wheelock Rail Trail crossing at the A534.		X	
SND 95	Active Travel	Implement cycle routes from the Capricorn site to the town centre: Improved cycle route along Old Mill Road and High Street.		X	
SND 92	Active Travel	Cycle route improvements to: Alsager and Congleton via Wheelock Rail Trail, the Salt Line Way and the canal network.		X	
SND 109	Active Travel	Alternative pathways from Old Mill Road to Sandbach Park.		X	
SND 81	Active Travel	Providing a connection from the proposed Hind Heath Road developments to the Wheelock Rail Trail.		X	
SND 605	Active Travel	Improving cycling links into the town centre: Middlewich Road / London Road.		X	
SND 31	Active Travel	Improve the public realm and wayfinding within the town centre.		X	
SND 603 / SND 91	Active Travel	Cycle route improvements to: Crewe via Winterley and onto Haslington.		X	
SND 603	Active Travel	Provision/Improvement of Wheelock to Winterley cycling route.		X	
SND 50 / SND 51 / SND 52	Active Travel	Implement cycle routes from the Capricorn site to the town centre via Congleton Road, including links to Tatton Drive and Offley Road.		X	

ID	Packages	Scheme Description	Short Term (0 -2 years)	Medium Term (2 - 5 years)	Long Term (5+ years)
SND 30	Active Travel	Improve cycle route from Elworth via Abbeyfields development/Park Lane towards Waitrose area.		X	
SND 2911	Active Travel	Pedestrian improvements at: Mill Lane / Crewe Road junction.		X	
SND 23	Active Travel	Pedestrian improvements at: Game Street / Crewe Road junction (Wheelock).		X	
SND 20	Active Travel	Provide footpath near businesses to Congleton Road / Church Lane bus stop.		X	
SND 2 / SND 201	Active Travel	Improving pedestrian routes in the town centre such as crossing points on Hightown and Congleton Road.		X	
SND 13	Active Travel	Provide a cycle hire scheme at Sandbach Railway Station.		X	
SND 100	Active Travel	Cycle route improvements to: Middlewich via the canal towpath.		X	
SND 120	Active Travel	Walking and cycling improvements from Mill Hill Lane to High Street.		X	
SND 604	Active Travel	Improving cycling links into the town centre: Congleton Road.			X
SND 107	Active Travel	Additional cycling route adjacent to A534 between M6 J17 and Arclid Junction.			X
SND 90	Active Travel	Cycle route improvements to: Crewe via a route parallel to the A534.			X
SND 609	Active Travel	Improving cycling links into Sandbach centre to A533 London Road via Cookesmere Lane.			X
SND 7	Public Transport	Coordinate bus service timetables with train times during peak commuting hours.	X		
SND 19	Public Transport	Improvements to the bus stop on Station Road/London Road.	X		
SND 4	Public Transport	Improve facilities at The Commons bus interchange.	X		
SND 15	Public Transport	Provide greater information for alternate modes of travel (onward travel) at Sandbach Railway Station (Bus/Taxi/Cycle/Walking Routes).	X		
SND 5	Public Transport	Bus service from the Capricorn development site to Sandbach Railway Station via Congleton Road / Middlewich Road.		X	
SND 25	Public Transport	Encourage schools to register with Modeshift STARS and implement a school travel plan.		X	
SND 27	Public Transport	Improve bus services or passenger transport (including demand responsive transport) from Moston Green, Malkins Bank and Brereton.		X	
SND 33	Public Transport	Increasing frequency of bus services to/from Sandbach Railway Station.		X	
SND 9	Public Transport	Providing a step-free access to all station platforms at Sandbach Railway Station.		X	
SND 8	Public Transport	Deliver community transport specific to local needs (Consult with local groups).		X	
SND 32	Public Transport	Improvement of interconnected bus services to towns and key services within Cheshire East such as Alsager, Middlewich, Holmes Chapel, Sandbach, Crewe, Macclesfield, the Potteries and Leighton Hospital.		X	
SND 37	Public Transport	Introduction of integrated ticketing system for bus services.		X	
SND 40	Public Transport	Re-open of the Middlewich Branch Line (Middlewich / Northwich), with increased services to Manchester city centre, Manchester Airport and Crewe - work with rail partners.			X
SND 26	Parking	Implementation of deterrent for inappropriate parking near Wheelock Primary School.		X	
SND 34	Parking	Installation of EV charging points on routes to key destinations.		X	
SND 115	Parking	Address issue of pavement parking in Sandbach town centre.		X	
SND 1 / 101	Parking	Increased provision of designated parking spaces at Brookhouse car park and provision of appropriate number of short stay car parking at Well Bank and Hawk Street car parks.		X	
SND 111	Parking	Extra parking provision in other areas including the Well Bank and Hawk Street.			X
SND 108	Highways	Additional speed and traffic calming measures on Station Road, Salt Line Way, Hind Heath Road, Abbey Road.	X		
SND 36	Highways	Restrictions for HGVs on Hind Heath Road.	X		

ID	Packages	Scheme Description	Short Term (0 -2 years)	Medium Term (2 - 5 years)	Long Term (5+ years)
SND 282	Highways	Speed and traffic calming measures at School Lane.	X		
SND 281	Highways	Speed and traffic calming measures on Cookesmere Lane.	X		
SND 280	Highways	Speed and traffic calming measures on Church Lane.	X		
SND 118	Highways	Speed and traffic calming measures to be extended into residential areas within Sandbach.	X		
SND 46	Highways	Traffic calming measures and 20mph speed limits on Middlewich Road, Congleton Road, Crewe Road and other residential areas in accordance with the adopted Speed Management Strategy.	X		
SND 297	Highways	Junction / roundabout improvements at a range of locations: Highway improvements at junction 17 of the M6.		X	
SND 293	Highways	Junction / roundabout improvements at a range of locations: Old Mill Road (A534) / Congleton Road.		X	
SND 292	Highways	Junction / roundabout improvements at a range of locations: Congleton Road / Holmes Chapel Road.		X	
SND 2913	Highways	Junction / roundabout improvements at a range of locations: Crewe Road / Old Mill Road / Hightown Road.		X	
SND 2910	Highways	Junction / roundabout improvements at a range of locations: A50 Newcastle Road / A534 junction.		X	
SND 117	Highways	Signal improvements at Abbey Road / Middlewich Road junction.		X	
SND 106	Highways	Additional changes alongside A534: Upgrading of Palmer Road turning head to reach traffic light.			X

Appendix C – Objectives & Scoring criteria

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

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CHESHIRE EAST COUNCIL – EXAMPLE EQUALITY IMPACT ASSESSMENT FORM

EQUALITY IMPACT ASSESSMENT

TITLE: Local Transport Delivery Plans

VERSION CONTROL

Date	Version	Author	Description of Changes
26/01/2022	0.1	Lucia Southworth	Draft
10/02/2022	0.2	John Davies	Comments addressed
11/02/2022	0.3	John Davies	Comments addressed

OFFICIAL

CHESHIRE EAST COUNCIL –EQUALITY IMPACT ASSESSMENT

Stage 1 Description: Fact finding (about your policy / service /

Department	Place		Lead officer responsible for assessment		John Davies	
Service	Strategic Infrastructure		Other members of team undertaking assessment		Lucia Southworth	
Date	26/01/2022		Version 0.01			
Type of document (mark as appropriate)	Strategy	Project	Function	Policy	Procedure	Service
Is this a new/ existing/ revision of an existing document (please mark as appropriate)	New		Existing		Revision	
Title and subject of the impact assessment (include a brief description of the aims, outcomes, operational issues as appropriate and how it fits in with the wider aims of the organisation) Please attach a copy of the strategy/ plan/	<p>Local Transport Delivery Plans Background to the Local Transport Plan (LTP)</p> <p>The Council adopted a new Local Transport Plan (LTP) in October 2019. The LTP strategy considers all forms of transport over the period of 2019-2024 and outlines the role transport will play in supporting the long-term goals of Cheshire East. The LTP strategy includes a comprehensive set of actions to address strategic transport challenges for Cheshire East including:</p> <ul style="list-style-type: none"> • Protecting and improving our environment • Supporting growth and economic strength through connectivity • Ensuring accessibility to services • Promoting health, wellbeing and physical activity • Maintaining and managing our network assets; and 					

<p>function/ policy/ procedure/ service</p>	<ul style="list-style-type: none"> • Improving organisational efficiency and effectiveness <p>Following on from the production of the LTP, Local Transport Delivery Plans have been developed for the two principal towns (Crewe and Macclesfield) and nine Key Service Centres (Alsager, Congleton, Handforth, Middlewich, Nantwich, Knutsford, Poynton, Sandbach, Wilmslow). This also includes surrounding areas to ensure all parts of the borough are included in at least one Delivery Plan.</p> <p>The Delivery Plans are intended to be enabling documents so the Council can coordinate investment over the coming years and seek additional funds from external sources. The Delivery Plans set out the following:</p> <ul style="list-style-type: none"> • The key evidence used to identify specific issues and objectives for individual areas of the borough. • Schemes across all modes of transport that contribute to meeting place-based objectives. • The assessment of schemes to understand their effectiveness and deliverability. • Recommended timescales over which schemes could be delivered, subject to sourcing the required funding and conducting further development work to understand feasibility. • Recommended packages of schemes for each mode of transport. <p>The plans were consulted on until March 2021, and this document sets out how the Council conducted effective and wide-ranging engagement with stakeholders to inform the schemes that are delivered. Following the consultation and engagement process the responses were analysed by Cheshire East Council and new objectives and scheme proposals were identified and collated. The demographic make-up of the respondents, the reactions to the plans and the themes of the suggestions made have also been further analysed for the next phase of the Local Transport Delivery Plans delivery. The responses have been included in the long list of schemes and assessed as part of considerations as to which schemes are carried forward for development.</p>
<p>Who are the main stakeholders, and have they been engaged with? (e.g., general public, employees, Councillors, partners,</p>	<p>A public consultation on a range of scheme options for improving local transport networks in each area of the borough took place between the 23rd November 2020 and 31st March 2021. This consultation set out the Council’s understanding of objectives for improving local areas, issues, and options to improve the transport network. The consultation used an interactive mapping system to present information in a user-friendly format. Materials were made available to stakeholders in alternative formats, where requested, including printed materials posted to stakeholders.</p>

<p>specific audiences, residents)</p>	<p>The identified main stakeholders are as follows:</p> <ul style="list-style-type: none"> • The general public (including residents and visitors to the Borough) • Cheshire East Council stakeholders • Public transport operators • Local businesses/organisations • Schools and education establishments • Neighbouring local authorities • Governmental bodies (e.g., Local Enterprise Partnership) • Statutory transport bodies (e.g., Department for Transport and Transport for the North) • Partner organisations • Town and Parish Councils • Transport interest groups • Environmental groups • MPs • Emergency services <p>To enable all interested stakeholders to view materials and comment given the pandemic restrictions, the consultation period was extended by two months from the end of January to the end of March 2021. As a result of the pandemic the consultation was predominately online however stakeholders could request printed copies of material relevant to their area/s of the borough by calling the Customer Contact Centre or emailing in.</p> <p>In total, 1,041 responses were received, including 881 online survey responses, 31 paper survey responses, and 129 email responses. Consultation respondents included many town and parish councils who submitted detailed feedback, members of the public, community groups, and MPs. Consultation feedback has been analysed and reviewed to inform the final Local Transport Delivery Plans. Further to this, targeted engagement has been conducted during January / February 2022 with Town Councils on Local Transport Delivery Plans presented in this report and accompanying appendices.</p>	
<p>Consultation/ involvement carried out</p>	<p>YES</p>	<p>NO</p>
<p>What consultation method(s) did you use?</p>	<p>Given the social distancing requirements in place at the time of the consultation, in person engagement activities were not undertaken. The following methodology was utilised to engage effectively and widely with stakeholders:</p>	

	<ul style="list-style-type: none"> • Digital: The project mapper online engagement tool (https://cheshireeast.maps.arcgis.com/apps/MapSeries/index.html?appid=48d6af7045d2495c81a1850a2c8a72c1) was utilised to provide a user-friendly method of viewing information on schemes proposed, including summary and detailed information on the proposed schemes. This was used for the initial engagement to gather public opinion and also to measure effectiveness of the interventions as part of delivery of the scheme. The project mapper tool adheres to A++ standards for accessibility in terms of making information legible. To ensure information was accessible for all, there was also an option to issue paper questionnaires for completion (that are then transcribed into the online tool) should this be the preferred approach requested by stakeholders. • Paper based: Hosting printed materials on the schemes and survey questionnaires in libraries across the borough was considered however due to the lockdown at the time it was unfeasible as libraries were closed. Stakeholders were however be able to request printed copies of the materials and survey by calling the CEC customer contact centre or emailing the COVIDRecoveryHighways@cheshireeast.gov.uk address. The Council also made information available in appropriate alternative formats as required. • Correspondence: Emails / letters to the Council were tracked and analysed alongside feedback from the channels identified above. The Council also responded to correspondence in accordance with its published standards. <p>The consultation aimed to engage as wide as possible cross section of people, reaching out to umbrella organisations and using the Council’s Connected Communities teams across the Borough to highlight the consultation. Further targeted engagement should be conducted as part of individual schemes as they come forward to engage these groups in the vicinity of schemes.</p>
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Stage 2 Initial Screening

<p>Who is affected and what evidence have you considered to arrive at this analysis? (This may or may not include the stakeholders listed above)</p>	<p>All residents of Cheshire East may be impacted by the projects which are eventually delivered as part of the Local Transport Delivery Plans. The LTDPs provide a framework to guide a range of schemes and investment for the future.</p> <p>Critical to the success of the Delivery Plans is ensuring integration with other investment programmes to support delivery of the Council’s Corporate Plan 2021-2025. The report contributes to the following priority outcomes identified in the Corporate Plan:</p>
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	<p>OPEN – the plan development has included public consultation and stakeholder engagement to ensure the plans reflect the views of the community, as well as explaining the methodology to ensure that the plan development is open and transparent.</p> <p>GREEN – through proposals that would improve sustainable travel across the Borough, the Council will further encourage the uptake of walking, cycling, public transport and electric vehicles. This will positively contribute both to our response to the climate emergency and also to reducing the incidence of air quality problems, especially in urban areas.</p> <p>FAIR – the proposals are intended to create improved accessibility to schools, employment, key services and leisure opportunities. The plans are considering how accessibility can be improved in both urban and rural areas across the Borough.</p> <p>As such future work will be conducted to implement schemes and investment programmes, EqIAs should be conducted on a scheme-by-scheme basis as they come forward.</p>
<p>Who is intended to benefit and how?</p>	<p>The LTDPs have been developed in line with the LTP, which has been structured to support the corporate outcomes of Cheshire East Council and therefore all residents should benefit from the LTP in line with the Council’s Corporate Strategy.</p> <p>Residents should benefit from these schemes through the improved transport facilities set out within the LTDPs. The LTDPs include a number of key investment themes which are outlined below alongside their impact on protected characteristics in order to identify who is intended to benefit from the strategy.</p> <p>The consultation process in 2020/21 provided an opportunity for residents and stakeholders to respond and fully engage with the Council, which has influenced changes made to the LTDPs. As a result of the consultation feedback a number of new scheme options have been added to the plans as requested by stakeholders.</p> <p>The investment themes include:</p> <p>Active Travel</p> <ul style="list-style-type: none"> • Investment in walking and cycling infrastructure schemes will enable people to travel actively and create opportunities for residents to improve their health, wellbeing and save money on alternative modes. It will benefit all groups in the area through improving air quality.

	<p>Public Transport</p> <ul style="list-style-type: none"> Investment in public transport will improve the reliability and ease of journeys for people who are reliant on public transport. It will also enable those who currently choose not to use it to start using public transport, consequently, reducing traffic in the borough and contributing health and climate goals. <p>Parking</p> <ul style="list-style-type: none"> Investment in better parking facilities and management will improve ease of access to key services for residents in the borough. <p>Highways</p> <ul style="list-style-type: none"> Investment in highways will improve the network for all users by improving journey quality, journey time and reducing congestion. <p>It is to be noted that further EqlAs would need to be developed for specific projects and investment programmes as they come forward to ensure that no groups/protected characteristics are negatively affected.</p>
<p>Could there be a different impact or outcome for some groups?</p>	<p>There is potential for varying impacts on some groups for projects that may be delivered as part of the LTDPs, however, as part of the consultation no negative impacts on people with protected characteristics were identified from the feedback given the high level nature of the schemes at this stage. Further EqlAs would need to be developed for specific projects and investment programmes to enable positive outcomes and avoid/mitigate negative impacts.</p>
<p>Does it include making decisions based on individual characteristics, needs or circumstances?</p>	<p>All the decisions will be based on assessment of all characteristics. Should there be a negative impact this will be looked at and mitigation measures put in place through scheme designs.</p>
<p>Are relations between different groups or communities likely to be affected? (e.g., will it favour one particular group or deny opportunities for others?)</p>	<p>There should be no effect on relations between different groups or communities. The LTDPs aim to support the Council's corporate outcomes and set out fair and equitable investment in the transport network.</p>

Is there any specific targeted action to promote equality? Is there a history of unequal outcomes (do you have enough evidence to prove otherwise)?	<p>The LTDPs have been developed for each principal town (Crewe and Macclesfield) and key service centres (Handforth, Wilmslow, Congleton, Knutsford, Poynton and Disley, Alsager, Middlewich, Nantwich, Sandbach). Importantly the LTDPs also cover the surrounding areas of these towns so each area of the borough is contained within at least one plan. These plans cover the main transport priorities in each area and together they cover the whole of Cheshire East, including smaller rural areas, ensuring that all areas are considered and catered for.</p> <p>The consultation process for the LTDPs specifically sought views on these areas which encompass the surrounding rural areas to understand specific needs across the Borough. Through the consultation CEC also engaged with the Council’s Equality Champions, specific community umbrella groups, schools and CEC’s Connected Communities teams. As noted above, feedback from the consultation has resulted in numerous new scheme options being added to the Delivery Plans. At this stage however the scheme options are high level and lack detail. As part of future work there is therefore a need to engage groups to inform the details of schemes.</p>
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Is there an actual or potential negative impact on these specific characteristics? (Please tick)								
Age	Y	N	Marriage & civil partnership	Y	N	Religion & belief	Y	N
Disability	Y	N	Pregnancy & maternity	Y	N	Sex	Y	N
Gender reassignment	Y	N	Race	Y	N	Sexual orientation	Y	N

Stage 3 Evidence

What evidence do you have to support your findings? (quantitative and qualitative) Please provide additional information that you wish to include as appendices to this document, i.e., graphs, tables, charts	Level of Risk (High, Medium or Low)
As part of the consultation no negative impacts on people with protected characteristics were identified from the feedback given the high level nature of the schemes at this stage, however additional EqIAs will need to be developed as individual schemes listed in the LTDPs come forward for delivery to guard against unintended negative impacts.	Low

	<p>As described earlier in this EqIA the consultation engaged with the general public and specific groups, and provided an opportunity for all residents and stakeholders to respond. The consultation report can also be found on the CEC website which outlines the demographics of the respondents which are included below for information.</p> <p>Please find here: https://modern.gov.cheshireeast.gov.uk/ecminutes/documents/s87587/Appendix%201%20-%20LTDP%20Consultation%20Overview.pdf</p>	
<p>Age</p>	<p>No particular negative impacts have been identified at this stage however, there may be positive or adverse impact on older and younger people who tend as groups to use public transport more than other age groups. Nationally the proportion of trips made by bus is highest amongst those aged between 17 and 20. Young people also face barriers to transport, include the availability and cost of public transport, particularly to further and higher education. Bus use is higher for those aged 60 and over than those in middle aged groups and this needs to be taken into account within the plans.</p> <p>Those aged under 34 represented only 10% of the respondents. However, officers engaged with the Youth Council as part of the consultation and work is ongoing to engage schools through the Sustainable Modes of Travel to School programme.</p>	<p>Low</p>
<p>Disability</p>	<p>No particular negative impacts have been identified at this stage, however positive or adverse impacts are possible depending on how the strategy is implemented but generally the strategy itself is intended to be positive. Key challenges faced by disabled people on the transport system include being able to access accurate and relevant travel information both before and during the journey, being able to access public transport interchanges, especially at night when these may be poorly lit, being able to access public transport vehicles and concerns regarding safety and comfort on the public transport network. This could be taken into account as part of the Bus Service Improvement Plan and future scheme options taken forward.</p> <p>13% said their day-to-day general activities were limited because of a health problem or disability, and 7% preferred not to say. This consultation question was asking about whether in general (not specifically linked to transport issues) people have a health problem or disability that in limits their day-to-day activities.</p>	<p>Low</p>
<p>Gender reassignment</p>	<p>No particular negative impacts have been identified at this stage however it is widely reported that gendered abuse and sexual harassment are particularly associated with public transport with concerns around personal safety when travelling and this needs to be taken into account as part of the Bus Service Improvement Plan and future scheme options taken forward.</p>	<p>Low</p>

Marriage & civil partnership	No particular negative impacts have been identified at this stage.	<i>Low</i>
Pregnancy & maternity	No particular negative impacts have been identified at this stage; however, a lack of adequate public transport provision can create barriers to accessing medical establishments providing essential maternity services and the LTDPs consider improvements to accessing these services.	<i>Low</i>
Race	No particular negative impacts have been identified at this stage however it is important to recognise that Bus Services are aimed at all potential users regardless of ethnicity. Consideration also needs to be given to how fears and risks of violence associated with public transport disproportionately affect people from ethnic minorities. 88% of respondents were 'white British / English / Welsh / Scottish / Northern Irish / Irish', <5% were any other White background and 8% preferred not to say.	<i>Low</i>
Religion & belief	No particular negative impacts have been identified at this stage however, consideration needs to be given to how fears and risks of violence associated with public transport disproportionately affect people because of their religion or religious beliefs. This could be considered as part of the Bus Service Improvement Plan and future scheme options taken forward. A majority of respondents were Christian (56%), with the second highest category 'None' (22%) and 17% preferred not to say. The consultation aimed to engage as wide as possible cross section of people, reaching out to umbrella organisations and using the Council's Connected Communities teams across the Borough to highlight the consultation. Further targeted engagement should be conducted as part of individual schemes as they come forward to engage these groups in the vicinity of schemes.	<i>Low</i>
Sex	No particular negative impacts have been identified at this stage however, it is widely recognised that women are very often constrained by several barriers that shape how they travel. Women are also more likely to travel by bus and less likely to travel by rail than men. Women are less likely to cycle than men, particularly without segregated cycling infrastructure in place. As part of active travel schemes developed in the future a focus should be delivering infrastructure that is segregated from motorised vehicles in line with Local Transport Note 01/20. The consultation respondents were 54% Male and 39% Female, with 6% prefer not to say.	<i>Low</i>
Sexual orientation	No particular negative impacts have been identified at this stage however, it is crucial to consider how fears and risks of violence associated with public transport proportionately affects people from the LGBT community. The Council's Bus Service Improvement Plan and annual capital investment programme for improving bus stop facilities should consider opportunities to these address issues.	<i>Low</i>

Stage 4 Mitigation

Protected characteristics	Mitigating action <i>Once you have assessed the impact of a policy/service, it is important to identify options and alternatives to reduce or eliminate any negative impact. Options considered could be adapting the policy or service, changing the way in which it is implemented or introducing balancing measures to reduce any negative impact. When considering each option, you should think about how it will reduce any negative impact, how it might impact on other groups and how it might impact on relationships between groups and overall issues around community cohesion. You should clearly demonstrate how you have considered various options and the impact of these. You must have a detailed rationale behind decisions and a justification for those alternatives that have not been accepted.</i>	How will this be monitored?	Officer responsible	Target date
All	Further EqIAs will need to be developed for specific projects identified within the LTDPs and investment programmes as they come forward to ensure that no groups/protected characteristics are negatively affected.	Through various project boards and standard governance of the LTDP investment programme.	The officer will be determined by type of scheme and investment.	During any subsequent scheme design / consultation.

5. Review and Conclusion

<p>Summary: provide a brief overview including impact, changes, improvement, any gaps in evidence and additional data that is needed</p>			
<p>The plans will be delivered on a scheme-by-scheme basis therefore any impacts, changes, improvements and gaps in evidence or data will need to be identified in scheme specific EqIAs. No specific negative impacts have been identified at this stage.</p>			
<p>Specific actions to be taken to reduce, justify or remove any adverse impacts</p>	<p>How will this be monitored?</p>	<p>Officer responsible</p>	<p>Target date</p>

Document to be reviewed and updated throughout project progression.	Through various project boards and standard governance of the LTDP and LTP investment programme.	The officer will be determined by type of scheme and investment.	During any subsequent scheme design / consultation.
Please provide details and link to full action plan for actions	Please see the following webpage for more details on how the project will be progressed is accessible by CEC's consultation page: https://www.cheshireeast.gov.uk/council_and_democracy/council_information/consultations/local-transport-and-car-parking-engagement-2020.aspx#:~:text=Local%20transport%20and%20car%20parking%20engagement%20Cheshire%20East,balanced%20against%20the%20vitality%20plans%20of%20town%20centres		
When will this assessment be reviewed?	During any subsequent scheme design / consultation.		
Are there any additional assessments that need to be undertaken in relation to this assessment?	No		
Lead officer sign off	John Davies	Date	10/02/2022
Head of service sign off	Richard Hibbert	Date	11/02/2022

Please publish this completed EIA form on the relevant section of the Cheshire East website



Working for a brighter future together

Highways and Transport Committee

Date of Meeting:	2 March 2022
Report Title:	National Bus Strategy – Enhanced Partnership Plan and Scheme(s)
Report of:	John David, Interim Director of Highways & Infrastructure
Report Reference No:	HT/39/21-22
Ward(s) Affected:	All Wards in Cheshire East

1. Purpose of Report

- 1.1. The purpose of this report is to present the Council's Enhanced Partnership (EP) Plan and Scheme and seek Committee's endorsement prior to its submission to Department for Transport. In so doing, Committee is recommended to consult the Members Advisory Panel that has supported the preparation of these documents in accordance with DfT's guidelines.
- 1.2. The Enhanced Partnership will assist in delivering the following strategic objectives in the Council's Corporate Plan (2021-2025).
 - 1.2.1. **OPEN** - undertaking consultation and engagement with the bus industry, key stakeholders and statutory consultees will ensure that the Councils response to developing an Enhanced Partnership with bus operators meets the Government's stated requirements and maximises the prospect on securing funding for bus networks in Cheshire East. Active and open engagement with the bus sector is a pre-requisite for developing successful partnership working arrangements.
 - 1.2.2. **FAIR** – the approach to partnership working and evidence-sharing with the commercial bus operators is expected to help the Council address some of the gaps and inconsistencies in the provision of local bus services across the Borough.
 - 1.2.3. **GREEN** - through our responses to the National Bus Strategy the aim would be to develop proposals that improve the local bus network and

ensure it plays a stronger role in meeting the transport needs of local communities, encouraging greater reliance on local bus as a viable alternative, and more sustainable mode of transport across the Borough. Achieving these outcomes will contribute to the Councils stated aims for reducing carbon impacts and improving local air quality.

2. Executive Summary

- 2.1. A new National Bus Strategy “*Bus Back Better*” was published on 15th March 2021. This report sets out the next stage in Cheshire East Council’s response, which comprises the development of an Enhanced Partnership Plan and Scheme. This approach will strengthen the formal working arrangements that deliver local bus services throughout the Borough, providing a framework for delivering the ambitions set out in our Bus Service Improvement Plan (BSIP), that was submitted to Government in October 2021.
- 2.2. The local bus network in Cheshire East is facing a number of critical challenges arising from a persistent and structural decline in patronage; compounded by more recent loss of ridership during the COVID-19 pandemic. Action to address these issues, in partnership with the bus industry, is essential if local buses are to contribute to the Council’s strategies for inclusive economic growth and carbon reduction by providing affordable, convenient and sustainable travel options for local communities.
- 2.3. In accordance with the National Bus Strategy for England and through collaborative work with Local Bus Operators the following draft documents have been developed (see appendices):
- 2.4. Cheshire East Enhanced Partnership Plan (EP Plan) – Appendix 1
- 2.5. Cheshire East Enhanced Partnership Scheme (EP Scheme) – Appendix 2
- 2.6. The EP Plan seeks to achieve local transport and bus networks that are safer, support a thriving economy and contribute to the goal of being carbon neutral by 2025. More directly, the EP Plan endorses our BSIP objectives to improve the speed and efficiency of public transport and encourage more residents to make fewer car journeys, thus contributing to Council and community carbon reduction.
- 2.7. The EP Scheme is the first step towards providing network stability and quality enhancements across the borough, therefore delivering the aspirations within Cheshire East’s BSIP associated with Phase 1 and Phase 2. The EP Scheme outlines the requirements that must be met by local bus services serving Cheshire East, to achieve BSIP outcomes. These are binding commitments which once made must be delivered.
- 2.8. In accordance with DfT guidance, Local Transport Authorities must deliver a **draft** plan and scheme by the end of April 2022. Failure to do so would put current and future Government funding for local bus at risk. Our draft documents have been prepared in consultation with the bus industry and

passenger groups in Cheshire East. Government is still to confirm when final Enhanced Partnerships are expected to be agreed, we anticipate this will be later in 2022. The Members Advisory Panel is expected to continue to steer the development of the EP, taking into account any further guidance and feedback received from DfT.

- 2.9. As outlined within Section 1 of this report, the Enhanced Partnership will assist in delivering the strategic objectives to be OPEN, FAIR and GREEN in the Council's Corporate Plan (2021-2025).
- 2.10. The EP Plan and EP Scheme have been developed alongside our Local Transport Delivery Plans for each of our towns, ensuring consistency of infrastructure planning that will enable bus services to support regeneration initiatives, town centre vitality and the visitor economy.

3. Recommendations

- 3.1. The Highways and Transport Committee is recommended to:
 - 3.1.1. Note and comment on the **draft** Enhanced Partnership Plan (EP Plan) and Scheme (EP Scheme) documents.
 - 3.1.2. Authorise the Director of Highways and Infrastructure, in consultation with the Bus Services Member Advisory Panel, to finalise the **draft** Enhanced Partnership Plan and Scheme documents.
 - 3.1.3. Approve that the finalised **draft** EP Plan and Scheme documents be submitted to the Department for Transport before the end of April, in accordance with their deadline.
 - 3.1.4. Note that the final version of a Cheshire East Enhanced Partnership Plan and Scheme will be reported to a future meeting of this Committee for approval.

4. Reasons for Recommendations

- 4.1. The EP Plan and EP Scheme documents will build upon the objectives and targets as outlined within the most recent Bus Service Improvement Plan (BSIP). These documents will therefore guide future investment and ensure that future bus operations are in accordance with the expectations of the Department for Transport.
- 4.2. The EP Plan and Scheme documents are recommended for endorsement because they have been produced in full accordance with the published guidance, including the *Transport Focus Enhanced Partnership Briefing Sessions*, DfT's *Delivering Bus Service Improvement Plans using an Enhanced Partnership Guidance* and DfT's *Enhanced Partnership Plan and Scheme Agreement Guidance*.
- 4.3. This recommendation has been put forward because having an established Enhanced Partnership is a prerequisite of any future funding. Without an

Enhanced Partnership in place, Cheshire East and bus operators will lose access to funding streams including future COVID-19 recovery funds, Bus Service Operator Grant (BSOG) and opportunities that arise as a direct result of the new National Bus Strategy and the Comprehensive Spending Review. For an Enhanced Partnership to be considered operational, the DfT must have sight of a **draft** Enhanced Partnership Plan and at least one Scheme by the end of April 2022.

5. Other Options Considered

5.1. An alternative option is to do nothing, setting aside the opportunity to develop an Enhanced Partnership. This would likely lead to the loss of a number of existing revenue support mechanisms for local buses, including Bus Service Operator Grant (BSOG) and Covid Bus Service Support Grant (CBSSG). Therefore, this option would not see bus operations continuing their current level of service and further passenger decline would be anticipated. This option would also close the door on any future funding prospects, including COVID-19 recovery funds and those made available as part of the National Bus Strategy. Therefore, this option has been discounted.

5.2. Options appraisal:

Option	Impact	Risk
Do nothing	Enhanced Partnership would not be developed with Bus Operators within Cheshire East.	Leads to the loss of existing revenue support mechanisms for local buses.

6. Background

6.1. At present the bus network in Cheshire East is facing a number of important challenges, including a decline in patronage, budget constraints affecting the council's ability to support bus services and more recently reduced ridership as a result of the COVID-19 pandemic.

6.2. In recent years bus patronage across the borough has declined progressively and consistently. In 2016/17, there were approximately 4.5 bus passenger journeys per resident with bus patronage declining by 22% since 2009/10. These statistics place Cheshire East within the bottom five Local Authorities for the lowest number of passenger journeys per head and amongst the lowest number of trips per head of resident population in England.

6.3. Before the COVID-19 outbreak, Cheshire East bus network was facing significant challenges regarding utilisation and the financial viability of a lot of the services in terms of commercial sustainability. During the early stages of the pandemic, the industry demonstrated some resilience as

services were able to adapt and maintain at least some level of service relevant to patronage levels before Government help was provided.

- 6.4. However, as a result of reduced utilisation, the profitability of running bus services has been a significant challenge and serious questions have been raised whether the resilience is there for operators to withstand falling profitability associated with a crisis alike to COVID-19.
- 6.5. As bus service patronage continues to fall year on year and services become less financially viable, there is a risk that services across Cheshire East will be deregistered which could have lasting impacts on communities.
- 6.6. On the 15th March 2021 the UK Government released a National Bus Strategy for England. This strategy sets out the vision and opportunity to deliver better bus services for passengers across England, through ambitious and far-reaching reform of how services are planned and delivered.
- 6.7. As part of the National Bus Strategy, all LTAs were expected to produce and publish a local Bus Service Improvement Plan (BSIP), detailing how the LTA propose to use their powers to improve services. In October 2021 Cheshire East Borough Council submitted a Bus Service Improvement Plan (BSIP) in response to the National Bus Strategy for England. This consisted of an evidence base reviewing the current bus provision and a set of ambitious objectives and targets for the future. The Cheshire East BSIP can be found here:
- 6.8. <https://www.cheshireeast.gov.uk/pdf/public-transport/bsip/cheshire-east-bsip-2021.pdf>
- 6.9. Following BSIP submission, the next phase of work involved the development of an Enhanced Partnership Plan and Enhanced Partnership Scheme.
- 6.10. The EP Plan and EP Scheme have been drawn up following the Department for Transport's published guidance – *The National Bus Strategy: Delivering Bus Service Improvement Plans using an Enhanced Partnership*.
- 6.11. The EP Plan is a high-level vision and objectives for bus services in the local area and closely follows relevant sections of the BSIP.
- 6.12. The EP Scheme sets out the precise detail of how the BSIP vision and objectives will be achieved, including any commitments made by the local authority or standards to be met by bus operators.
- 6.13. Decision making for the Enhanced Partnership is to be conducted by use of an Enhanced Partnership Forum and Enhanced Partnership Board.
- 6.14. The EP Forum consists of all bus operators who operate within the Cheshire East Enhanced Partnership Plan and Scheme area and is a

platform for discussion regarding all issues faced by the Cheshire East bus network.

- 6.15. Enhanced Partnership Forum meetings will take place no less than twice per year, normally midway between each Enhanced Partnership Board meeting. Forum meetings will be arranged, chaired and minutes taken by Cheshire East Borough Council.
- 6.16. The EP Board is the decision-making body of the Enhanced Partnership and has the mandate to make decisions using an Enhanced Partnership Scheme Variation mechanism on issues put to them by the Enhanced Partnership Forum, and other issues identified as being relevant to partnership delivery.
- 6.17. Board representatives include, two large operators, two small operators and four Cheshire East Council representatives including, Chair of Highways Committee, Deputy Chair of Highways Committee, an Opposition Member and Director of Highways and Infrastructure.
- 6.18. Board meetings will require a quorum attendance of one Bus Operator per category (Large/Small) and two Council representatives.
- 6.19. Enhanced Partnership Board meetings will take place no less than twice per year at regular intervals between each Forum meeting, with provision for additional meetings as required to take decisions which in the opinion of the Chair cannot be deferred to a scheduled meeting.
- 6.20. Full detailed of the proposed governance arrangements are detailed within the EP Plan and EP Scheme documents appended to this report.
- 6.21. The original submission date for the EP Plan and EP Scheme was Thursday 31st March 2022 to be enacted from Friday 1st April 2022, delivering the facilities and measures stipulated within the EP Scheme. However, on Tuesday 11th January 2022 the DfT acknowledged the level of complexity involved in developing an Enhanced Partnership and the impact of the Omicron COVID-19 variant. As a result, the Enhanced Partnership timescale has been adjusted and the DfT now ask for the submission of a **draft** Enhanced Partnership Plan and Scheme by the end of April 2022.
- 6.22. The draft EP Plan and Scheme documents will then be made/submitted to the DfT as final. Final versions of the documents and formal submission will be subject to announcements regarding funding allocations.
- 6.23. The developed EP Plan and EP Scheme documents will then be reviewed on an annual basis alongside the BSIP.

7. Consultation and Engagement

- 7.1. The first task involved early engagement with Bus Operators, passenger groups and other key stakeholders such as town and parish councils. These discussions outline the parameters of the partnership, consideration of policies and what Cheshire East would like a future bus network to look

like. This engagement focussed on any key issues and considerations to fine tune the approach and outline the requirements and expectations of an Enhanced Partnership.

- 7.2. Following the development of draft EP Plan and EP Scheme documents further engagement was conducted, particularly with local Bus Operators through one to one engagement. These sessions helped to realise and rectify any major concerns posed by operators and ensure measures are in place to mitigate potential future risks. These discussions were held prior to the formal Bus Operator Objection period.
- 7.3. Within the DfT announcement regarding the adjusted timescales (received Tuesday 11th January 2022), LTAs were advised to pause the operator objection process (if it had not already been conducted) and statutory consultation stage until Government confirmed the final funding allocations.
- 7.4. A Bus Operator objection period (28 days) will be conducted following funding announcements.
- 7.5. Following funding announcement there is also a need for a consultation period where the documents are shared with statutory consultees. This enables statutory consultees to provide comments regarding the draft EP Plan and Scheme documents prior to submission to the Department for Transport. Statutory consultees include:
 - 7.5.1. All operators of local bus services that would be affected by any of the proposals
 - 7.5.2. Organisations that represent local passengers
 - 7.5.3. Other local authorities that would be affected by the proposals (Neighbouring Authorities)
 - 7.5.4. The Traffic Commissioners
 - 7.5.5. The Chief Officer of Police for each area to which the plan relates
 - 7.5.6. Transport Focus
 - 7.5.7. The Competition and Markets Authority (CMA)
 - 7.5.8. The bus operator objection period and statutory consultation cannot take place until announcements regarding funding allocation have been issued by the DfT.

8. Implications

8.1. Legal

- 8.1.1. The development of an Enhanced Partnership is set out within the Bus Services Act 2017 which amends the Transport Act 2000. When adopted by a Council an Enhanced Partnership contains legally binding commitments which the Council and bus operators must fulfil.

- 8.1.2.** In developing and implementing an Enhanced Partnership Plan and Scheme the Council must have regard to the transport needs of all of the residents in the borough, which may include disabled persons, persons who are elderly or have mobility problems and mothers with young children. Development of plans will need to be in accordance with statutory and legal requirements for Community Engagement, Equalities Impact Assessment and Strategic Environmental Appraisal.
- 8.1.3.** Members must be fully aware of the equalities implications of the decisions they are taking. This will ensure that there is proper appreciation of any potential impact of any decision on the Council's statutory obligations under the Public Sector Equality Duty. As a minimum, this requires decision makers to carefully consider the content of any Equality Impact Assessments produced by officers.
- 8.1.4.** Before implementing the Enhanced Partnership Plan and Scheme the Council should consult with local bus operators, various organisations including the chief of police for the area to seek their views on the planned proposals.
- 8.1.5.** The Secretary of State may issue secondary legislation and additional guidance in relation to the Enhanced Partnership plans and schemes, the Council must have regard to the guidance.

8.2. Finance

- 8.2.1.** £100,000 has been made available from the Government for each LTA to support with the development of Bus Service Improvement Plans, Enhanced Partnership Plans and Enhanced Partnership Schemes. Cheshire East has been granted access to this funding in full and has used it to produce a BSIP in advance of the end of October 2021 deadline and **draft** EP Plan and Scheme documents in advance of the end of April 2022 deadline.
- 8.2.2.** The Enhanced Partnership Plan and Scheme will be implemented using funding provided by the long-term funding commitments of the National Bus Strategy and the COVID-19 Bus Services Support Grant (CBSSG). To date these funds are not committed.

8.3. Policy

- 8.3.1.** Cheshire East corporate documents and strategies stress the importance of an enhanced public transport and bus network for attaining key strategic objectives such as improving local transport, reducing air pollution, achieving carbon neutrality, enabling housing and employment growth, improving quality of place and protecting the environment. They support improvements to local bus transport both in terms of infrastructure and service provision and call for the development of a bus strategy. Developing an Enhanced Partnership Plan and Scheme that aligns with the Bus Service Improvement Plan will help to achieve these goals.

- 8.3.2. At a National level, the development of an Enhanced Partnership (with associated Plan and Scheme documentation) ensures that the council fulfils its duty as the Local Transport Authority in accordance with the responsibilities outlined within the National Bus Strategy.
- 8.3.3. On a regional and subnational level, the Cheshire & Warrington LEP acknowledges the importance of buses for public transport in its transport strategy and LEP Bus Strategy. The LEP bus strategy should be aligned with the EP Plan and Scheme where possible to ensure any duplication of work is avoided. The South-Eastern Manchester Multimodal Strategy (SEMMS) and Greater Manchester's Transport Delivery Plan also acknowledge the importance of public transport and call for the coordination of cross boundary services, particularly following a commitment to bus franchising within Greater Manchester.

8.4. Equality

- 8.4.1. An Equality Impact Assessment has been commenced. This builds upon the EqIA developed for the Cheshire Bus Strategy and BSIP. Further Equality Impact Assessments will be undertaken for specific bus schemes and investment programmes as they come forward.

8.5. Human Resources

- 8.5.1. There are no direct implications for Human Resources.

8.6. Risk Management

- 8.6.1. A Project Board has been established chaired by the Director of Infrastructure and Highways to ensure appropriate project governance and strategic direction. A project risk register has been developed and maintained, detailing mitigation measures.
- 8.6.2. Separate consultative meetings were held with Bus Industry contacts. The frequency of these meetings was determined following initial early discussions and are used to understand any external risks associated with each bus operator.

8.7. Rural Communities

- 8.7.1. The Corporate Plan outlines targets to reduce areas of the borough not served by public transport. The Council has already demonstrated a commitment to this through its successful bid for DfT funding as part of the Rural Mobility Fund, a Demand Responsive Transport (DRT) service is now in operation as a result of this funding. DRT is to be considered as an option for connecting rural communities and has been discussed with bus operators and reflected in the Bus Service Improvement Plan and Enhanced Partnership Plan. The criteria used to identify Nantwich as a suitable area for DRT operation has been used to identify additional potential sites across the borough which will be assessed further within future EP Scheme documents.

8.7.2. The Corporate Plan also identifies the desire for thriving and active rural communities by 2025. Delivering improved accessibility to services and employment opportunities by improved bus connectivity supports this target. Any issues and opportunities for rural communities has been identified throughout the process of developing the EP Plan and EP Scheme.

8.8. Children and Young People/Cared for Children

8.8.1. The Corporate Plan outlines that some of the biggest pressures are in children's services, particularly placements for looked after children and services for children with special educational needs, including home to school transport.

8.8.2. Following BSIP ambitions, the EP Plan and Scheme seek opportunities to increase the scope for home-to-school travel to be accommodated on conventional bus networks, thereby reducing the need for bespoke transport provision.

8.9. Public Health

8.9.1. By enhancing bus provision in Cheshire East, with well-planned reform, this provides an affordable transport choice for young people that enables greater connectivity to additional learning and job/training opportunities.

8.9.2. Cheshire East is a prosperous place, but there are pockets of deprivation in communities related to income, health and life chances. Improved bus services will enable a greater proportion of residents to access important services such as health care facilities. This will therefore help to address the Corporate Plan target to reduce health inequalities across the borough.

8.9.3. There is also a desire to support communities by reducing loneliness. Improved bus connectivity will enable residents of all backgrounds to move around the borough more freely and engage with activities to improve mental and physical health.

8.9.4. The EP Plan and Scheme also consider the impact of transport on issues affecting public health, most notably Air Quality and the contribution of Public Transport to health and wellbeing.

8.10. Climate Change

8.10.1. Cheshire East have committed to be carbon neutral by 2025 and to influence carbon reduction across the borough. The Corporate Plan outlines a desire to improve the speed and efficiency of public transport and encourage more residents to make fewer car journeys. The EP Plan and EP Scheme hopes to strengthen the existing bus provision,

delivering consistent and efficient services that can better compete with the private car.

Access to Information	
Contact Officer:	Richard Hibbert, Head of Transport Strategy Richard.hibbert@cheshireeast.gov.uk 07866 157324
Appendices:	Cheshire East Enhanced Partnership - Draft Plan Cheshire East Enhanced Partnership – Draft Scheme
Background Papers:	Cheshire East Bus Service Improvement Plan https://www.cheshireeast.gov.uk/pdf/public-transport/bsip/cheshire-east-bsip-2021.pdf Highways and Transportation Committee Report – 21 st September 2021

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Cheshire East Enhanced Partnership (EP) Plan

December 2021 (Version 1)

Confidential

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1. Overview

1.1 Introduction

On 30th June 2021, Cheshire East Borough Council committed to establishing an Enhanced Partnership with Local Bus Operators. A Notice of Intent was published at this time which enabled continued access to the COVID Bus Services Support Grant (CBSSG) funding.

Following this commitment, Cheshire East Borough Council is expected to deploy their Enhanced Partnership with local bus operators from April 2022 as a statutory arrangement under the 2017 Bus Services Act. This arrangement allows for Cheshire East as the Local Transport Authority (LTA) to take over the role of registering bus services from the Traffic Commissioners.

The principal objectives of the Enhanced Partnership are those contained within the Cheshire East Bus Service Improvement Plan (BSIP) published on the 31st October 2021. These objectives have been drawn together considering the key principles, themes and aspirations for the borough's bus network as outlined within the following strategy and policy documents.

- Transport for the North (TfN) Strategic Transport Plan (2019),
- Cheshire East Corporate Plan (2021-2025),
- Cheshire East Economic Strategy¹ (2020-2025),
- Cheshire East Local Plan (2017),
- Cheshire East Local Transport Plan (2019-2024),
- Cheshire East Environmental Strategy (2020-2024),
- Cheshire East Low Emission Strategy (2018), and
- Cheshire East Carbon Neutrality Action Plan (2020-2025).

Objectives have been split over three distinct phases and have been designed to underpin current issues and barriers to travel by bus, as well as the opportunities and future aspirations for the bus network in Cheshire East, these objectives depend on the BSIP funding ask and include:

Phase 1 – Stabilisation of the Network (2021-2023)

- Stabilisation of network coverage,
- Improve Reliability and Punctuality of services,
- Simplification of Fares,
- Make Services easier to understand and improve information,
- Improve integration with other tickets and modes of transport, and
- Reduce Vehicle Emissions.

¹ 2019 consultation draft version

Phase 2 – Quality Improvement (2022 to 2025, and beyond to 2030)

- Improve accessibility and network coverage,
- Improve Reliability and Punctuality of services,
- Better Value for money on fares,
- Make Services easier to understand and improve information,
- Make buses easier to use and improve passenger safety, security and accessibility, and
- Reduce Vehicle Emissions and support decarbonisation of the transport network.

Phase 3 – Network Growth (2023 to 2025, and beyond to 2030)

- To promote a post Covid network that is more affordable and financially resilient,
- Improve Reliability and Punctuality of services,
- Better value and multimodal tickets,
- Make Services easier to understand and improve information,
- To increase the attractiveness of the bus as a travel alternative, and
- Reduce Vehicle Emissions and support decarbonisation of the transport network.

The basis for this plan is focused on aspirations which are contained within phase 1 (network stabilisation) and phase 2 (quality improvements) of the BSIP document and are dependent on funding.

The benefits of this partnership include an initial stabilisation of the network and subsequent enhancements to network quality and coverage. Enabling access to funding for schemes that can make a real difference and strengthen the current bus network through investment in infrastructure, technology and careful forward planning. The Cheshire East Enhanced Partnership is in two parts:

An Enhanced Partnership Plan (EP Plan) – a clear vision of the improvements to bus services that the EP is aiming to deliver, mirroring the BSIP.

Enhanced Partnership Scheme(s) (EP Scheme[s]) – an accompanying document that sets out the requirements that need to be met by local services that stop in the geographical area defined in the EP scheme, to achieve BSIP outcomes.

Together with the BSIP, the Enhanced Partnership Plan and Scheme(s) seek to achieve local transport and bus networks for residents and businesses that are safer, support thriving urban and rural economies and support the Council's Environment Strategy. The overall aim is for speed and efficiency enhancements of public transport to encourage more residents to make fewer car journeys, therefore contributing to Council and community carbon reduction.

Drawing on the Cheshire East BSIP, this document fulfils the statutory requirements of an Enhanced Partnership Plan as set out in the 2000 Act, including:

- A map of the geographical area it covers
- All the relevant factors that the parties consider will affect, or have the potential to affect, the local bus market over the life of the plan
- A summary of any available information on passengers' experiences of using bus services in the area and the priorities of users and non-users for improving them
- A summary of any available data on trends in bus journey speeds and the impact of congestion on local bus services
- What outcomes need to be delivered to improve local bus services in the plan area
- What overall interventions the partnership believes need to be taken to deliver those outcomes.

2. Extent of the Enhanced Partnership

The Cheshire East Enhanced Partnership Plan and Enhanced Partnership Scheme(s) extend across the full extent of the Cheshire East Borough. Any changes to this boundary will represent an Enhanced Partnership Scheme Variation.

Figure 1 demonstrates the extent of the EP Plan and Scheme coverage. It includes all local bus services within it (including cross-boundary services which commence in Cheshire East) and considers the varying needs of different parts of the borough.

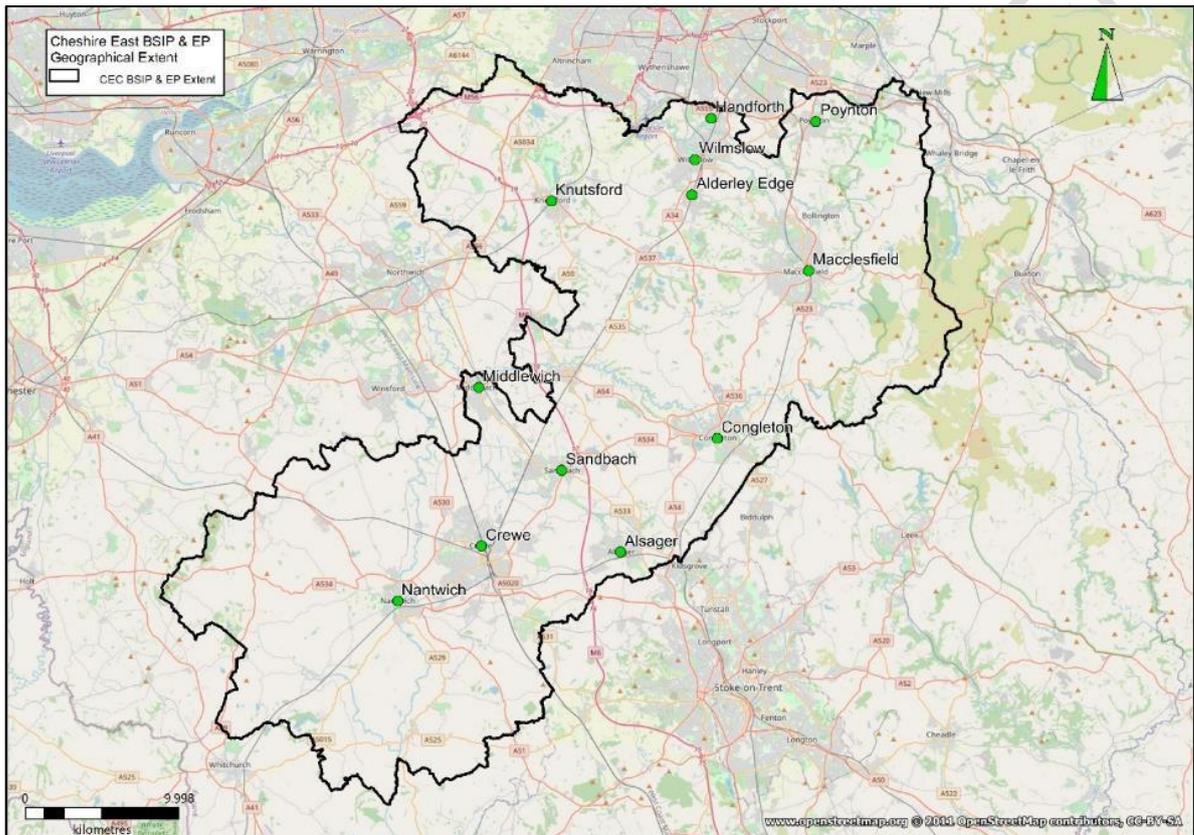


Figure 1-1: Extent of Cheshire East EP Plan and Scheme(s)

Table 1-1 identifies the principal towns and key service centres within Cheshire East.

Table 2-1: Cheshire East - principal towns and service centres

Role and tier in retail hierarchy	Centre name	Cheshire East Centres
Principal town	Principal town centres	Crewe and Macclesfield
Key service centres	Town centres	Alsager, Congleton, Handforth, Knutsford, Middlewich, Nantwich, Poynton, Sandbach and Wilmslow.
Local service centres	Local centres	Alderley Edge, Audlem, Bollington, Chelford, Disley, Goostrey, Haslington, Holmes Chapel, Mobberley and Prestbury

At this stage the proposed Enhanced Partnership Plan and Scheme(s) is limited to the area outlined within Figure 1. However, engagement with neighbouring authorities including, Cheshire West & Chester, Warrington, Derbyshire and Shropshire is ongoing, particularly regarding cross-boundary bus services. To avoid inconsistencies in bus service provision and standards across borders, engagement with neighbouring authorities will be ongoing.

This Enhanced Partnership Plan will have no end date but will be reviewed on an annual basis from the commencement date (1st April 2022). This will include a review of compliance with competition legislation and will recommend any changes to be considered for the Enhanced Partnership Plan and future Scheme(s).

DRAFT - UNDER DEVELOPMENT

3. Bus Network Overview

There has been a steady decline in bus use across Cheshire East in the ten years prior to preparing this EP Plan.

Since 2010 / 2011 there has been a 24% decrease in passenger journeys, with a reduction in the number of passenger journeys down from 5.5m to just under 4.2m in the period. With this decline however, it is important to stress that buses in Cheshire East continue to play a crucial role in connecting users to local services for health, employment, education and recreational purposes.

The current network of local bus services operating across Cheshire East provide access between, and links within, the major settlements of Crewe and Macclesfield as well as to a number of smaller towns and parishes across the borough including Congleton, Wilmslow, Nantwich and Sandbach. Buses across the borough play a critical role in linking passengers to rail hubs in Crewe and Macclesfield, where 'first and last' mile links only offer a limited alternative to private car use, which is invariably the sole transport option for many rail passengers to access and use key local services.

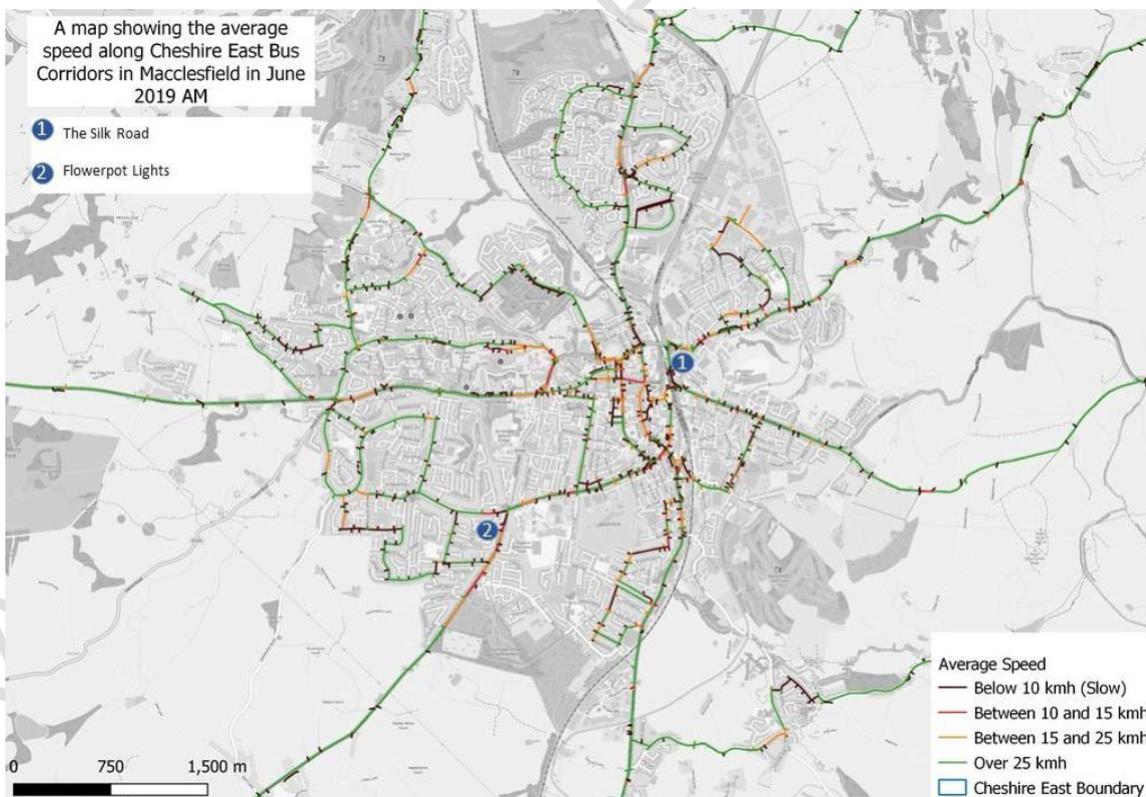
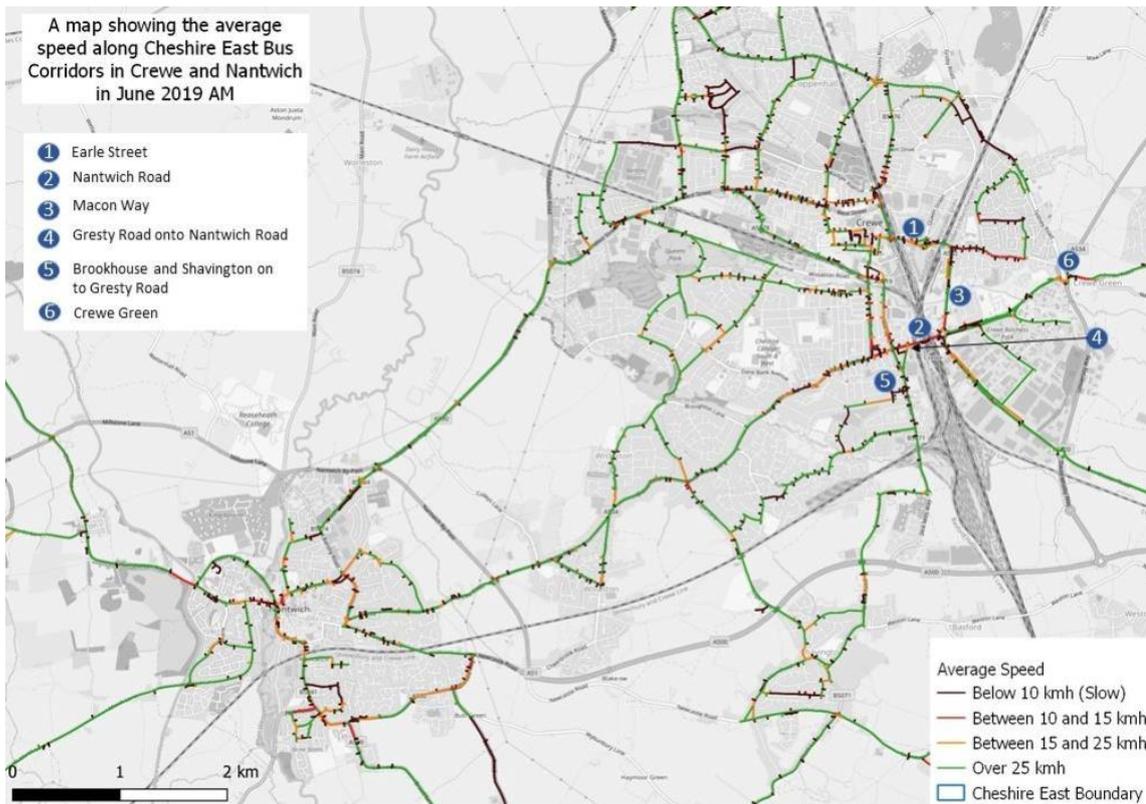
The Cheshire East local bus network comprises a mix of commercially operated and financially assisted services. The Cheshire East Borough Council is responsible for the coordination of these socially necessary routes, combined with the preparation and delivery for supporting information provision.

A number of factors affect the use of local bus services within Cheshire East, these have been summarised throughout this section of the EP Plan.

3.1.1 Punctuality and reliability of existing services

Bus journey time reliability and punctuality within Cheshire East has and continues to be impacted by congestion and delays, particularly for town/urban bus services during peak periods. Traffic delays through 'Trafficmaster' data has been analysed from 2019 (pre-pandemic) and 2020 (latest full mid-pandemic data) to identify consistent congestion hotspots on the bus network. This has been undertaken specifically to understand how delays to traffic have been impacting on bus journey times and to identify where average vehicle speeds are notably lower than anticipated.

Key locations of delay have predominately been identified in the principal towns of Crewe and Macclesfield, as well as to a lesser extent other key service centres.



3.1.2 Limited existing bus priority;

There is currently limited bus priority in place within Cheshire East. A single bus lane (approx. 250m in length) is located in Crewe along the A534 Crewe Road, passing the retail park, between the Crewe Green Road junction and the junction with Nantwich Road and Weston Road.

The congestion and delays as a result of the level of traffic flows in central Crewe, owing to accessing the retail park had been causing punctuality and reliability issues to bus services using the road. Cheshire East is currently developing a trial for intelligent adaptive signals pilot in two locations in Crewe, to address operational and performance issues at the specific signal junctions. There are opportunities to further develop these schemes to facilitate bus priority, as well as the potential to roll out to other locations within Crewe and wider Cheshire East, if the trial proves successful.

3.1.3 Competition with other modes (car ownership and parking charges);

Cheshire East has significantly fewer households without the available use of a car or a van (16%) than the North West or England, where slightly more than one in four households do not use of a car or van. Equally, Cheshire East has a higher proportion of households that have 2, 3 or more access to an available car or van (43%) in their household than in the region or the country. Therefore, it could be suggested that Cheshire East has a higher dependency on the private car than other areas. This can be partly explained by the more rural nature and the higher average earnings, but also reflective of the current limitations in the bus network.

Cheshire will continue work to deliver town-based local transport strategies that will be multi-model, taking full account of the potential for local bus improvements in each town alongside the demand and supply of pay-and-display parking spaces. The Council will also work with bus operators and user-groups to seek better alignment and greater competitiveness between bus fares and the charges for car parking in our town centres – where applicable – as part of a broader demand management strategy that promotes the use of bus services.

3.1.4 Competition with and connectivity to rail services;

Stakeholder feedback provided by Town and Parish Councils, as well as part of the Local Transport Plan (LTP) Delivery Plan consultation, included comments regarding a lack of coordination between bus and rail timetables, impacting the attractiveness of using bus services to access railway stations in the borough, including Wilmslow, Macclesfield and Sandbach, as well as Knutsford and Congleton.

Currently interchange waiting times between bus services and rail services at Sandbach railway station are more likely to be 30 minutes or greater, with interchange times at Macclesfield and Wilmslow railway stations often between 10 and 30 minutes, depending on destination.

As well as the waiting times, the unattractiveness of some interchange facilities between bus services and railway stations has also been raised during LTP consultation.

3.1.5 Connectivity to key trip attractors;

The existing bus network is focused on connecting principal towns and key service centres, to residential areas. Stakeholder feedback has identified a lack of connectivity or limited-service provision for business parks and key employment sites, Manchester Airport, Leighton Hospital

and leisure and tourism sites (i.e. Tatton Park and Jodrell Bank). This limited connectivity is viewed as a barrier to using bus services to access key trip attractors.

3.1.6 Post Covid-19 recovery;

Covid-19 and government restrictions on travel have drastically reduced bus usage and changed mobility patterns. It is currently uncertain whether bus ridership will fully recover and reach pre-Covid levels anytime soon, suggesting there is need for public support given the fall in revenue and the social, economic and environmental benefits associated with bus services provision.

Whilst traffic levels are approaching pre-pandemic levels, the corresponding bounce back on bus services has not yet materialised, although there are some indications that since September (2021) there has been an increase in patronage, with the return to school and some employees starting to return to office-based working.

3.1.7 Population & Socio-economic factors;

In 2019, Cheshire East had a population of 384,152 residents, of which 49% are male and 51% female, living in 123,800 households. Of this, 18% of the population are aged 0-15, 59% are 15 to 65 and 23% are aged 65 or older. The borough's population is projected to grow by approximately 5% from 2019 up to 2030, again masking a much larger growth of the elderly population (+24%) and a decrease of the other two age bands (-2% for under 16 and -1% for 16-64 years respectively).

In terms of population density (ONS 2021), Cheshire East in its entirety is much less densely populated (329 inhabitants/km²), than the North West (497/km²) or England (430/km²) average, owing in part to its rural make-up. A number of the borough's more rural areas have fewer than 100 inhabitants per km² and the population is concentrated in the borough's towns and key service centres. Population density is at its highest in Crewe, Nantwich and Macclesfield.

Cheshire East's population is more economically active than the wider region and the country, with circa 84% percent of the borough's residents aged 16 – 64 working. Both the unemployment rate (around 3%) and the proportion of economically inactive population is lower than in the North West and England. The median annual gross pay per worker in Cheshire East was estimated at £27,053, significantly higher than the median pay in the North West (£24,334) and also higher than the national average (£26,844).

Therefore, from a socio-economic perspective, on average, the local population of Cheshire East earns more, is more qualified and is more economically active than the national average but again there are important disparities within the borough.

As a consequence of the rural nature and the higher earnings, car availability is significantly higher in Cheshire East, which is also reflected in the chosen travel to work mode, where bus is a marginal mode with around 2% and limited to the urban areas, in particular to/from Crewe and Macclesfield.

Bus passenger journeys have dropped by a quarter in the last decade, with concessionary journeys falling a bit slower, leading to the share of concessionary travel to increase relatively. The fall in total journeys was worse than nationally and while the past rate of 15.1 was already comparatively low, Cheshire East has now one of the lowest overall numbers of bus journeys per head in England with 10.9 journeys.

Overall the available data on local travel behaviour and bus transport suggests that Cheshire East, as many other areas in the country, is stuck in a vicious circle of bus decline where lower demand service cuts are continuously reinforcing each other.

3.1.8 Growth in Cheshire East.

Growth in housing is centred around the principal towns and key service centres, with proposals of between 200 and 500 dwellings in most locations.

Additionally a number of larger developments are planned, including North Cheshire Growth Village in Handforth delivering 1500 dwellings and 2,100 dwellings planned for Nantwich (1,100 near Kingsbourne and 1,000 in Waterlode).

In addition to housing growth, there are a number of mixed-use/employment developments and infrastructure projects planned for Cheshire East, which include:

- Major infrastructure project - HS2/Crewe Hub,
- 10ha of sports and leisure development at Glastonbury Drive, Poynton,
- 5.69ha of employment land (B8) at Gresty Road, Crewe,
- 6ha of employment development at London Road, Holmes Chapel,
- Congleton Leisure Centre refurbishment,
- Crewe History Centre,
- Crewe Market Hall,
- Crewe Royal Arcade – includes the new bus station,
- Macclesfield Town Centre Retail Redevelopment,
- Nantwich Cultural Quarter development, and
- North West Crewe Package.

Growth is envisaged in locations which currently exhibit traffic congestion delays, and more broadly given the limitations in the network, both temporally and in terms of coverage, in parts of the county which has current poor levels of bus service provision.

3.1.9 Passenger Feedback

Currently within Cheshire East, passengers are able to provide feedback and views on their bus network and services through bus operator satisfaction surveys, Transport Focus surveys and directly to Cheshire East Borough Council via their Local Councillor.

Transport Focus regularly carries out bus passenger surveys. Feedback for bus passengers (492 responses) in Cheshire East from 2016 outline a satisfaction level of 60% for value for money and 74% for punctuality. It should be noted this survey was undertaken prior to the 2018 bus service review carried out by Cheshire East Borough Council.

Both Town and Parish Councils also provide forums for local communities and bus users to raise concerns relating to local bus services. In addition, a number of voluntary and community organisations have a role in reflecting and representing bus passengers. Within Cheshire East, the more pro-active user-groups that are often a focus for passenger views include Crewe and District Bus Users Group (CDBUG) and MaccTastic, in Macclesfield. Cheshire East Borough Council has strong working relationships with these groups and a wider range of stakeholders which will help us to take account of passenger views as our plan is delivered.

Opportunities for residents of Cheshire East to feed into what they want from their bus network is also available as part of the consultation on Local Transport Plans (LTP). Recent

engagement on the LTP Delivery Plans (2021) has outlined a number of key themes and areas for improvement.

3.1.10 Conclusion

The above evidence, taken together with the Cheshire East Bus Service Improvement Plan (BSIP) objectives, makes a compelling case for strengthening the existing bus network. Using statutory Enhanced Partnership powers, the Council and the Bus Operators will work together to identify and implement schemes designed to reduce journey times and increase reliability, as well as undertake other activity to increase the attractiveness of local bus services.

These initiatives are intended to initially stabilise the bus network and subsequently deliver quality enhancements and network growth for commercial bus services in Cheshire East. This will be achieved by initiating a modal shift from the private car. It will not be acceptable in environmental, social or economic terms to sustain the substantial planned population growth in Cheshire East through continued car reliance. Increased use of the bus network will contribute to environmental, social and economic benefits by reducing car reliance and social isolation which are associated with a bus network not operating to its full potential.

The Enhanced Partnership Scheme document is intended to assist in achieving the objectives as outlined within the Cheshire East Bus Service Improvement Plan (BSIP) and section 4 of this EP Plan document.

DRAFT - UNDER DEVELOPMENT

4. Enhanced Partnership Plan

4.1 Objectives

The Cheshire East EP Plan has the following objectives, which align with the Bus Service Improvement Plan (BSIP) and support published policy and strategy documents including:

- Transport for the North (TfN) Strategic Transport Plan (2019),
- Cheshire East Corporate Plan (2021-2025),
- Cheshire East Economic Strategy (2020-2025),
- Cheshire East Local Plan (2017),
- Cheshire East Local Transport Plan (2019-2024),
- Cheshire East Environmental Strategy (2020-2024),
- Cheshire East Low Emission Strategy (2018), and
- Cheshire East Carbon Neutrality Action Plan (2020-2025).and
- LTP Delivery Plans.

Table 4.1 outlines the core objectives detailed within Cheshire East's Bus Service Improvement Plan (BSIP). Tables 4.2, 4.3 and 4.4 demonstrate the actions, deliverables and measurements associated with each of the outlined objectives.

Figure 4-1: Cheshire East Bus Service Improvement Plan (BSIP) Objectives

Cheshire East Phasing	Objective	Deliverable
Phase 1: Network Stabilisation 2021-2023	Stabilisation of the network.	<i>Set requirement for 3 timetable changes within the Enhanced Partnership</i> <i>Secure financial assistance for current bus network, post CBSSG (2021 to 2025)</i>
	Improve Reliability and Punctuality of services.	<i>Feasibility report to assess and prioritise bus priority interventions.</i>
	Simplification of Fares.	<i>Feasibility study to understand the impacts of fare simplification (including concessionary considerations for young persons, job seekers etc.)</i> <i>Commitment to pursue multi-operating ticketing arrangement through EP.</i>
	Make Services easier to understand and improve information.	<i>Publication of the 'Passenger Charter'</i> <i>Secure financial assistance for improved paper-based public transport information for all stops in principal towns and key service centres, hospitals and railway stations</i>
	Improve integration with other tickets and modes of transport.	<i>Feasibility study on the cost and deliverability of a multi-operator and / or multi-modal ticketing scheme in Cheshire East</i>

Cheshire East Phasing	Objective	Deliverable
	Reduce Vehicle Emissions.	<i>Action plan for retro-fitting bus fleet to Euro VI standards</i>
Phase 2: Quality Improvements 2022 to 2025 and beyond to 2030	Improve accessibility and network coverage.	<i>Secure financial assistance for bus service frequency enhancements, expansion of operating times and network growth</i> <i>Secure financial assistance for the pilot or full delivery of 2 DRT areas</i>
	Improve Reliability and Punctuality of services.	<i>Deliver top 20 prioritised interventions and signal trials</i>
	Better Value for money on fares.	<i>Support for simplification and rationalisation of fares</i>
	Make Services easier to understand and improve information.	<i>Deliver programme of operator improvements for information provision via app and at stops (where required)</i>
	Make buses easier to use and improve passenger safety, security and accessibility.	<i>Deliver programme of bus stop renewals (renewed infrastructure and information)</i>
	Reduce Vehicle Emissions and support decarbonisation of the transport network.	<i>Deliver programme to retrofit buses operating in CEC area to Euro VI standard</i> <i>As part of two quality corridors, deliver low emission buses to the network</i>
Phase 3: Network Growth 2023 to 2025 and beyond to 2030	To promote a post Covid network that is more affordable and financially resilient.	<i>Secure financial assistance for frequency enhancements to deliver minimum standards, expansion of operating times and network growth.</i> <i>Secure financial assistance for the delivery of further 2 DRT pilot or full areas, dependent on funding</i>
	Improve Reliability and Punctuality of services.	<i>Deliver top 20 prioritised interventions and signal trials</i>
	Better value and multimodal tickets.	<i>Commitment to participate in working group for development of multi-modal ticketing schemes</i>
	Make Services easier to understand and improve information.	<i>Deliver programme of key hub stops and information totems.</i>
	To increase the attractiveness of the bus as a travel alternative.	<i>Deliver infrastructure improvements to bus/rail interchanges</i> <i>Support network growth to key employment and service centres.</i>
	Reduce Vehicle Emissions and support decarbonisation of the transport network.	<i>Deliver programme to retrofit buses operating in CEC area to Euro VI</i>

Figure 4-2: Phase 1 – Stabilisation of the Bus Network

National BSIP Objectives		More frequent services More comprehensive services Better integration with other modes	Faster and more reliable journeys	Cheaper fares	Easier to understand services	Easier to use for passengers	
CEC BSIP Principles/Key priorities (honeycomb)		Accessibility (network coverage) Sustainability, consolidation & growth Connectivity of network to other modes and across borders	Reliability & punctuality	Collaboration with Operators Integration with ticketing Sustainability, consolidation & growth	Accessibility (info provision) Collaboration with Operators and BUGs	Integration with other technologies, systems and ticketing	Decarbonisation & reducing vehicle emissions
Phase 1 - Stabilisation of the network	Objectives	Stabilisation of the network	Improve reliability and punctuality of services	Simplification of fares	Make services easier to understand and improve information	Improve integration with other tickets and modes of transport	Reduce vehicle emissions
	Action	Limiting number of timetable changes per year to 3 (Sept, Jan, Apr) Initial support for marginal/semi-viable services (to be informed by Operators and costed - considering value for money)	Better management of roadworks and information sharing with Operators (as part of an EP working group) Develop an evidence base and process for identification of bus priority opportunities, linked to LTP Delivery Plans and in collaboration with Bus Operators.	CEC and Operators to work together as part of the enhanced partnership to identify Operator-led fare simplification	Develop of a passenger charter Improve paper-based and online information provision across the borough	Set out plans for ticketing and potential for modal integration.	Set out actions with operators and energy providers to transform local bus fleet
	Deliverable	Set requirement for 3 timetable changes within the Enhanced Partnership Secure financial support for current bus network, post CBSSG (2021 to 2025)	Feasibility report to assess and prioritise bus priority interventions	Feasibility study to understand the impacts of fare simplification (including concessionary considerations for young persons, job seekers etc.) Commitment to pursue multi-operating ticketing arrangement through EP	Publication of the 'Passenger Charter' Secure financial support for improved paper-based public transport information for all stops in principal towns and key service centres, hospitals and railway stations	Feasibility study on the cost and deliverability of a multi-operator and / or multi-modal ticketing scheme in Cheshire East	Action plan for retrofitting bus fleet to Euro VI standards
	Measurement	3 timetable changes per year Support to be measured by retention/growth of services (pax growth and bus kms), no. commercial and supported services	Improved punctuality during roadworks on specific affected routes. Delivery of process for priority identification (and ranking)	Operators and CEC to develop and publish forward plans for fares within CEC	Publish a passenger charter	Operators and CEC to develop and publish forward plans for ticketing within CEC	Action plan with programme and targets for number of low emission buses in total bus fleet

Figure 4-3: Phase 2 – Quality Improvements

National BSIP Objectives		More frequent services More comprehensive services Better integration with other modes	Faster and more reliable journeys	Cheaper fares	Easier to understand services	Easier to use for passengers	
CEC BSIP Principles/Key priorities (honeycomb)		Accessibility (network coverage) Sustainability, consolidation & growth Connectivity of network to other modes and across borders	Reliability & punctuality	Collaboration with Operators Integration with ticketing Sustainability, consolidation & growth	Accessibility (info provision) Collaboration with Operators and BUGs	Integration with other technologies, systems and ticketing	Decarbonisation & reducing vehicle emissions
Phase 2 - Quality improvement	Objectives	Improve accessibility and bus network coverage	Improve reliability and punctuality of services	Better value for money on fares	Make services easier to understand and improve information	Make buses easier to use and improve passenger safety, security and accessibility	Reduce vehicle emissions and support decarbonisation of the transport network
	Action	<p>Improve operating hours of existing services between 06:00-19:00.</p> <p>Identify existing services for enhanced frequencies and some new routes to facilitate increase in % of population within 400m of 40min JT to key service centre.</p> <p>Improvements in frequency of weekday and daytime services to town centre locations including Crewe and Macclesfield.</p>	Identify, prioritise and maintain a list of where bus priority measures are needed	Consideration of fare caps for short-hops and competitiveness (with other modes) and affordability of fares on inter-urban & town/urban routes	<p>Operators to improve web/app- based real time information vs timetabled information.</p> <p>Reduce day-to-day variation in service provision.</p>	With Operators, develop a programme for improving roadside infrastructure (bus stops) and on-bus technology for the betterment of passenger safety, security and accessibility	To support the transition to a low-emission fleet
	Deliverable	<p>Secure financial support for bus service frequency enhancements, expansion of operating times and network growth</p> <p>Secure financial support for the pilot delivery of 2 DRT trial areas</p>	Deliver top 20 prioritised interventions and signal trials	Secure Financial Support for the simplification and rationalisation of fares	Deliver programme of operator improvements for information provision via app and at stops (where required)	Deliver programme of bus stop renewals (renewed infrastructure and information)	Deliver programme to retrofit buses operating in CEC area to Euro VI standard and deliver a number of new bus technologies to support quality corridors / super-bus routes.
	Measurement	<p>Comparison of bus timetables and operating information of services</p> <p>Change in % of population within 400m of 40 min JT to key service centre.</p>	<p>List of interventions</p> <p>Bus punctuality data</p> <p>Operator feedback</p> <p>Customer survey feedback</p>	<p>Fare price comparison, particularly in Crewe and Macclesfield.</p> <p>Competitiveness of fares against parking charges</p>	<p>Reliability/punctuality data from operators</p> <p>Customer survey feedback</p>	<p>Bus passenger/customer survey feedback</p> <p>No. of bus stop improvements delivered</p>	Increase the number of low emission buses in total bus fleet

Figure 4-4: Phase 3 – Network Growth

National BSIP Objectives		More frequent services More comprehensive services Better integration with other modes	Faster and more reliable journeys	Cheaper fares	Easier to understand services	Easier to use for passengers	
CEC BSIP Principles/Key priorities (honeycomb)		Accessibility (network coverage) Sustainability, consolidation & growth Connectivity of network to other modes and across borders	Reliability & punctuality	Collaboration with Operators Integration with ticketing Sustainability, consolidation & growth	Accessibility (info provision) Collaboration with Operators and BUGs	Integration with other technologies, systems and ticketing	Decarbonisation & reducing vehicle emissions
Phase 3 - Network growth	Objectives	To promote a post-Covid bus network that is more affordable and financially resilient.	Improve reliability and punctuality of services	Better value and multimodal ticketing	Make services easier to understand and improve information	To increase the attractiveness of the bus as a travel alternative.	Reduce vehicle emissions and support decarbonisation of the transport network
	Action	<p>Improve the frequency of existing network (identify minimum standards and different measures for the different types of services - town, rural and core inter-urban)</p> <p>Improve the connectivity of the network with additional services to key locations and further consideration of operating hours/days</p>	<p>Further delivery of punctuality improvements and priority measures</p> <p>Additional service frequencies</p>	CEC to work with neighbouring authorities / regional / national bodies to develop multi-modal ticketing scheme across transport modes	<p>Development of an integrated website or app, collating all real-time information for bus services within CEC.</p> <p>Identify a programme of key hub stops, with information totems (i.e. at key visitor attractions, interchanges, principal towns/service centres, hospitals)</p>	<p>Improve connectivity to job opportunities for principal towns and key service centres in CE and cross-border.</p> <p>To better connect bus network to key railway stations (Crewe, Sandbach, Macclesfield, Wilmslow and in the future HS2 hub at Crewe).</p>	<p>Further support the transition to low- and zero-emission in total bus fleet.</p> <p>Encourage mode shift to bus from private car</p>
	Deliverable	<p>Secure financial support for frequency enhancements to deliver minimum standards, expansion of operating times and network growth</p> <p>Secure financial support for the delivery of further 2 DRT trial areas, dependent on funding</p>	Deliver top 20 prioritised interventions and signal trials	Commitment to participate in working group for development of multi-modal ticketing schemes	Deliver programme of key hub stops and information totems.	<p>Deliver infrastructure improvements to bus/rail interchanges</p> <p>Support network growth to key employment and service centres.</p>	Deliver programme to retrofit/renew buses operating in CEC area to Euro VI and/or zero-emission and deliver a number of new bus technologies to support quality corridors / super-bus routes.
	Measurement	<p>Change in % of population within 400m of 40 min JT to key service centre.</p> <p>Analysis of key employment areas and levels of bus service provision.</p> <p>Measuring retention/growth of services (pax growth and bus kms), no. commercial and supported services</p>	<p>Bus punctuality data and bus journey times vs car journey times</p> <p>Operator feedback</p> <p>Customer survey feedback</p>	<p>Fare price comparison and availability of multi-modal ticketing.</p> <p>Competitiveness of fares against parking charges</p>	<p>Provision of app/web-based information</p> <p>Delivery of key hub stops</p> <p>Customer survey feedback</p>	<p>Bus passenger/customer survey feedback</p> <p>Competitiveness of bus fares against parking charges.</p> <p>Number of cross border routes at 1 bph frequency or greater.</p> <p>Number of services and interchange times between bus services and rail services.</p>	<p>Increase the number of low- and zero-emission buses in total bus fleet.</p> <p>Bus pax and JtW data</p>

4.2 Cheshire East BSIP Targets

With appropriate funding to meet our objectives, it is possible that Cheshire East can have a local bus network that not only meets the needs of users, manages the expectations of service delivery to our local bus operating partners, but is comparable to those areas of the country which are seen as 'best practice' where well connected and accessible local bus services are able to deliver fast, frequent services to meet the needs of users at a fare level which is affordable and comparable to the cost of using their cars for short journeys or parking.

Furthermore, improved discrete bus priority improvements across our town networks, particularly across Crewe and Macclesfield, will enable buses to be more reliable and punctual, as well as working towards removing any unnecessary additional operating costs brought about through congestion and delay.

The key indicators and targets required to bring about these improvements are outlined in the sub-sections below.

4.2.1 Journey Time

Developing targets or indicators for journey time, will consider a number of key components. These will relate to the existing and new local bus network, its service frequencies and how these may compare against the same journey by private car.

With this, we will develop a monitor process which captures data by our proposed service typology. Our aim is to compare bus journey times alongside the that of the private car journey to establish where, on the network, there are greater disparities between these journey types, to understand how future changes or investments can be made in bus services delivery and highways priorities and infrastructure.

This also reflects the position that Cheshire East is starting from a 'low base' in bus services delivery, lower than a regional or national average in bus use and a higher than regional or national average in private car or van ownership or use. This reflects the desire by the Council to reverse these trends.

We will work with local bus industry partners to formally monitor journey time on an annual basis and combine this analysis as part of the metrics for subsequent annual BSIPs.

We will focus our monitoring process against the following journey time indicators:

- **Indicator One** - *Improved journey times across our network typologies: town to town, urban and rural bus routes.*
- **Indicator Two** – *Improved journey times on key routes where they are comparable to car journeys,*
- **Indicator Three** – *In line with industry methods of monitoring, monitor public perception of local bus services compared to alternative and comparable journeys made by other modes of travel.*

TARGET 2024/2025 – *Improve journey times for direct bus services – no more than 50% greater than the equivalent car journey time. Improve journey times for routes requiring one interchange, to be no more than **double** the equivalent car journey time and minimise time penalties for interchanging between services.*

4.2.2 Bus Service Reliability

For the purposes of monitoring of bus services reliability, we are starting from a comparable base, to that of a number of our local authority counterparts in the region.

Whilst the DfT national statistics data reflects that bus services operating across the borough was – in the 10 years to 2019 – 85% we are looking at a realistic target of improving this figure to 95%, by 2024/25.

With appropriate levels of funding to implement bus priorities, we believe this target is achievable.

We will also continue to monitor reliability reports to the Traffic Commissioners department with an indicator which is focussed on 'zero' reliability returns.

As we continue to develop the network in future years, post pandemic recovery, we will work closely with local bus operators and industry partners to deliver further network enhancements, to deliver a more reliable network.

We will work with local bus industry partners to formally monitor this on an annual basis and work to combine this analysis with more innovative methods industry data through and existing and new industry technologies.

We will work towards developing reliability metrics for future annual BSIPs.

We will focus on the following reliability targets:

- **Indicator One** – *measure the % of on-time services operating on town-to-town and urban services at timing points,*
- **Indicator Two** – *measure the public perception % of passenger satisfaction, either separately or as part of national satisfaction surveys (i.e. Transport Focus or National Highways and Transport surveys),*
- **Indicator Three** – *measure the public perception % of passenger satisfaction of Demand Responsive Transport services, aligned with bus services (which working with industry providers towards identifying additional methodologies in which to monitor and support the future roll out of DRT or new technologies).*

TARGET 2024/2025 – *we have set a target of building on current DfT local reliability targets to achieve 95% of reliability of all services across the network by the end of the initial BSIP funding window at 2024/25. This extends to ensuring we will maintain 'zero' reliability reports to the North Western Traffic Commissioner across the same period.*

4.2.3 Passenger Numbers and Growth

For this first BSIP we continue to see differences in the local bus market on travel behaviours and patterns as a result of the pandemic. Our aspiration to stabilise the network, introduce quality improvements and deliver network growth, we believe brings forward an opportunity to grow confidence in a future network, and deliver growth.

We will base future predications on a baseline figure at 2018/2019, where we aim to reverse a local declining trend of bus use.

As required by national guidance, we have outlined a borough-wide target for growth in passenger numbers. However a borough-wide target does not truly reflect the potential for bus use in parts of Cheshire East. Therefore we have taken the opportunity to set an additional target which applies to those localities and routes where we believe there is greater propensity to use bus and consequently a greater potential for growth.

It is the intention of Cheshire East to work with local bus industry operators and business partners, to build patronage levels to pre-covid levels by the end of 2022/23.

As we develop our Enhanced Partnership, we will work with bus operators to derive more sophisticated targets for passenger growth.

This will be subject to commitment by the bus industry to work to develop a network which can achieve this target and work to secure service enhancements, but most crucially the opportunity to secure available funding.

The opportunity to develop passenger numbers, and growth in future years, relies on developing the future network with improved service headways and frequencies, bus stop and bus priority infrastructure and improved marketing and publicity information using cost effective electronic methods of dissemination.

We will work with local bus industry partners to formally monitor passenger numbers and growth on an annual basis and combine this analysis with metrics for subsequent annual BSIPs.

We will focus on the following Passenger Numbers and Growth targets:

- **Indicator One** – *stabilisation of network to reflect baseline patronage levels at pre - pandemic 2018/2019 levels (i.e. halt the decline in passenger numbers),*
- **Indicator Two** – *build patronage levels to pre-pandemic levels by the end of 2022/23,*
- **Indicator Three** – *increase patronage levels by 10% on 2018/19 baseline figure by 2024/25.*
- **Indicator Four** – *increase patronage levels by 20% on 2018/19 baseline figure by 2030*

TARGET 2024/2025 – *we have set a borough-wide target of improving patronage by 10% on the 2018/19 baseline figure, by the end of the initial BSIP funding window at 2024/25.*

TARGET 2024/2025 - *we have set a target to double patronage by 2025 on the 2018/2019 baseline figure on bus routes in areas with high propensity for bus use.*

4.2.4 Passenger Satisfaction

We recognise that a critical component to our aspirations in stabilising the current network, but then by introducing quality improvements and ultimately network growth hinges on ensuring our passengers are satisfied with, and have confined in, using our local bus services.

In comparison to our neighbouring local authority partners, we have seen lower levels of passenger satisfaction with our bus networks. There is limited, recent data upon which we can draw an accurate reflection on how satisfied our passengers are with bus services, other than in 2016, with Transport Focus data which shows a figure of 74% for punctuality of services and 60% for Value for Money.

We are making a commitment through this BSIP to monitor passenger satisfaction.

We will work with our local bus industry partners to identify how best to achieve this and make it a condition of a 'Passenger Charter' with industry, where we will define the appropriate methodology and reporting mechanism to meet our indicators and targets.

This 'Passenger Charter' will form a key commitment within the Enhanced Partnership to be developed in early 2022/23.

Equally, through the Enhanced Partnership process we will explore new mechanisms, technologies and industry innovations to improve passenger satisfaction, with a commitment to consider how bus services across the borough are delivered. We will draw on future phases of by reviewing and analysing the development of new advances in vehicle technologies and delivery mechanisms such as Demand Responsive Transport.

We will work with local bus industry partners to formally monitor passenger satisfaction in line with Local Transport Plan and BSIP monitoring on at least an annual basis and combine this analysis as part of the metrics for subsequent annual BSIPs.

We will focus on the following Passenger Satisfaction targets:

- **Indicator One** – *measurement and monitoring to reflect overall passenger satisfaction with the punctuality of bus services to be at or above average of regional authorities by 2023/24 and at 74% (or higher) by 2024/25.*
- **Indicator Two** – *measurement and monitoring to reflect overall passenger satisfaction with 'Value for Money' for bus services across all services to increase to 64% (or higher) by 2024/25.*
- **Indicator Three** – *Creation of a Passenger Charter, to be aligned with the development and delivery of an Enhanced Partnership. To be delivered by no later than the end of 2022.*

TARGET 2024/2025 – *we have set a target to maintain our current (2018/19) satisfaction with bus service punctuality targets at 74% to 2024/25.*

We recognise that this figure is retained, but we also recognise that with appropriate funding it is our ambition that we anticipate more bus operating on the network, with a greater coverage and an increased service frequency.

TARGET 2024/2025 - *we have set a target to increase passenger satisfaction with 'Value for Money' from 60% to 64% by 2024/25.*

Measurement to be based on national DfT passenger satisfaction statistics.

4.3 Funding Arrangements

The Cheshire East EP will draw on numerous funding sources to deliver the above-mentioned objectives and outcomes these include:

- National Bus Strategy 'Bus Back Better' funding
- Cheshire East Borough Council Capital Programme Funding
- Cheshire East Borough Council Revenue Funding
- Private Developer Contributions (i.e. s106, s278)
- Reinvestment of operator revenue generated by schemes
- Bus Operator match funding
- Other external funding opportunities

Some of the actions and deliverables are dependent on funding made available as a result of BSIP development.

5. Enhanced Partnership Governance Arrangements

Cheshire East’s Enhanced Partnership will be governed by two primary bodies:

- Enhanced Partnership Forum – Within the Forum all Bus Operators who operate within the Cheshire East Enhanced Partnership Plan and Scheme area will be invited and entitled to participate. However, attendance by individual operators is voluntary.
- Enhanced Partnership Board – The Board has the mandate to make decisions using an Enhanced Partnership Scheme Variation mechanism on issues put to them by the Enhanced Partnership Forum, and other issues identified as being relevant to partnership delivery.

The EP Forum and Board governance structure is summarised within Figure 5.1 and detailed within the remainder of section 5 of this document.

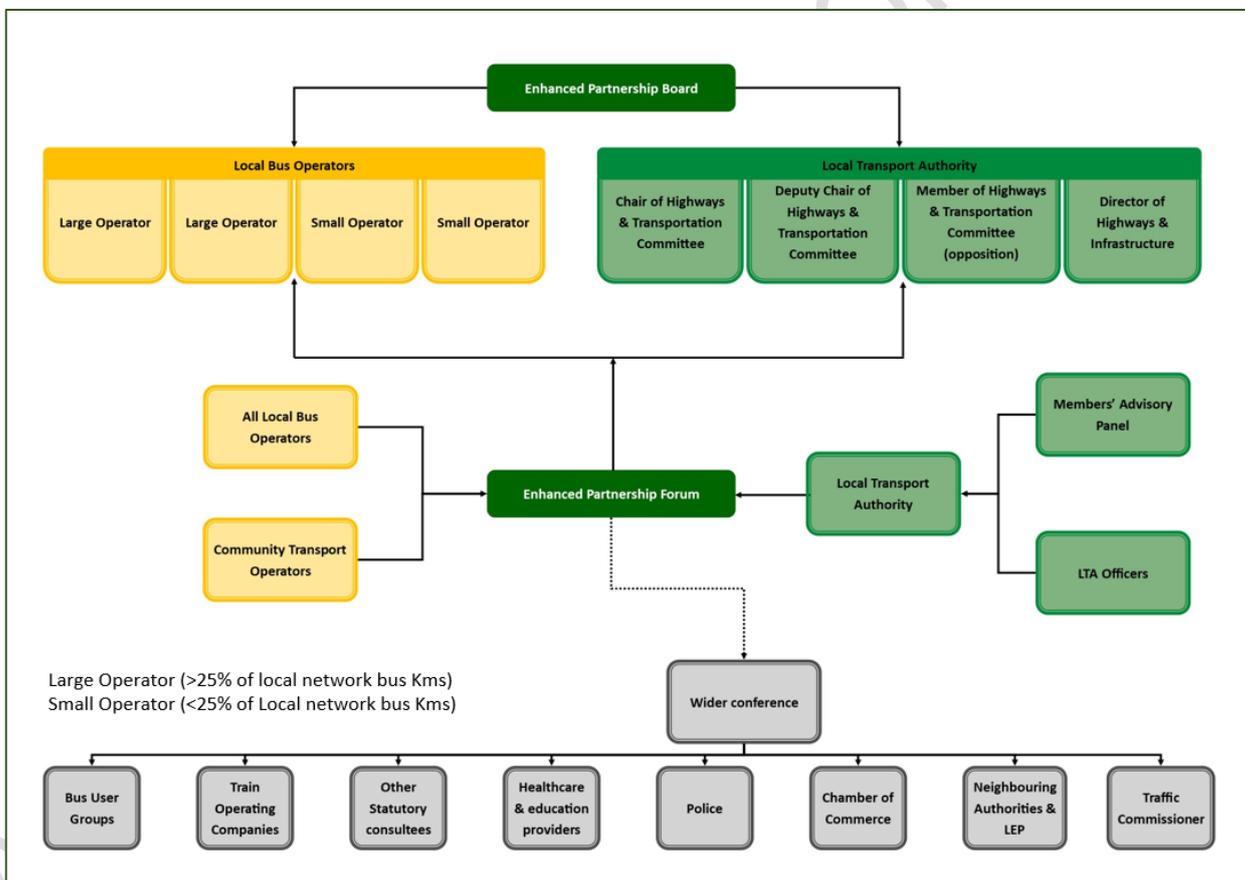


Figure 5.1: **EXEMPLAR** EP Forum & Board Governance Structure

5.1 Enhanced Partnership Forum

The Enhanced Partnership Forum will provide a platform for discussions regarding all issues currently faced by the Cheshire East Bus Network, consulting with and building consensus across the various stakeholders and making recommendations for decisions to the Enhanced Partnership Board.

5.1.1 Membership of the Enhanced Partnership Forum

Membership of the Forum will comprise the following:

- All bus operators running qualifying bus services
- Cheshire East Borough Council

A service is a "qualifying local service" for objection purposes if it is a registered local bus service which has one or more stopping place within the geographical area of the EP plan or scheme concerned and it is not an excluded service. In accordance with DfT Guidance, an excluded service:

- Is a service run under sections 89 to 91 of the Transport Act 1985 where the authority retains all the revenue from that service,
- Is a registered local service which is an excursion or tour,
- Is a service operated under Section 22 of the Transport Act 1985 (a community bus service). An EP does not apply to this type of registered service - although there is nothing to prevent the operator from voluntarily complying with some or all of the EP requirements that would otherwise apply to that service, or
- The service has 10% or less of its overall distance (not just the distance within the EP plan or scheme) registered as a local bus service. (This might include interurban or other long-distance scheduled services that are not generally used for local journeys within the EP area but may use bus stops within it).

External organisations may also be invited to participate in the Enhanced Partnership Forum on an advisory basis for fixed periods to provide specialist expertise.

A wider conference of all relevant parties, including representatives of organisations such as bus user groups, businesses and the Local Enterprise Partnership, in addition to Enhanced Partnership Forum members may be invited to review and discuss the progress of, and future opportunities for, the partnership.

5.1.2 Enhanced Partnership Forum Annual General Meeting (AGM)

The final Enhanced Partnership Forum meeting of each financial year will be the Enhanced Partnership Forum AGM. During the AGM all Bus Operators within the EP Plan and Scheme area will be invited to self-nominate or nominate other willing Operators for Enhanced Partnership Board membership, to represent themselves and all other operators in their category. A ballot will be held at the AGM to select the preferred Board representatives as selected by the Operators. The ballot will be organised by Cheshire East Borough Council.

5.1.3 Meeting Arrangements

Enhanced Partnership Forum meetings will take place no less than twice per year, normally midway between each Enhanced Partnership Board meeting. Forum meetings will be arranged, chaired and minutes taken by Cheshire East Borough Council. Meeting length will vary according to agenda content but ordinarily expected to be one to two hours.

Agendas and meeting papers will be circulated by the Council no less than 14 days in advance of each meeting, and draft minutes circulated no more than two weeks after each meeting. Draft minutes will be approved at the next Forum meeting.

5.2 Enhanced Partnership Board

The Cheshire East Enhanced Partnership Board will be the decision-making body of the Enhanced Partnership.

Certain decisions of the Board may constitute Enhanced Partnership Scheme Variations if the requirements are met. Membership of the Board will comprise the following representatives:

- Two Large Operators (voting)
- Two Small Operators (voting)
- Four Cheshire East Borough Council
 - Chair of Highways Committee (voting)
 - Deputy Chair of Highways Committee (voting)
 - 1 Opposition Member (voting)
 - Director of Highways and Infrastructure (voting)

Board meetings will require a quorum attendance of one Bus Operator per category (Large/Small) and two Council representatives. An Operator representative may, if necessary, arrange for an alternate or deputy from the same category to participate with voting rights.

5.2.1 Operator representative selection

Operators representing each of the categories of Operator Membership above will be invited to self-nominate or nominate other willing operators in writing to the Secretary for the Enhanced Partnership Board (care of Cheshire East Borough Council Democratic Services) prior to each Forum AGM.

Where there are more than two nominees for a single category, all Bus Operators in the same category will be given the opportunity to vote by secret ballot undertaken among those present at the Enhanced Partnership Forum AGM for a preferred representative.

Voting will be on the basis of one vote per Operator (where Operators are part of the same holding company or group, they will only be entitled to one vote between them). Operator representatives will be reselected on an annual basis.

The voting procedure for membership selection will be a simple majority and be administered by the Council. Where there is a tie, a run-off vote will take place between the leading tied Operators.

In the event that a Forum AGM ballot fails to select Operator representatives for one or more Operator category, the default Operator objection mechanism set out in the Enhanced Partnerships and Schemes (Objections) Regulations will be used to determine the views of Operators in that category for the purposes of Board votes (in terms of objection or otherwise to the proposals).

5.2.2 Role of Enhanced Partnership Board Members

Operator representatives will be acting on behalf of all Operators in that category, not on behalf of their own company alone. Representatives will be responsible for ensuring attendance at all Enhanced Partnership Board meetings in that year, and ensure they have:

- fully reviewed and understood all meeting papers in advance of attendance,
- the required mandate from the Operators they represent.

5.2.3 Enhanced Partnership Board Decision Making

Decisions of the Enhanced Partnership Board will be made by way of a vote through a show of hands. Unless stated otherwise in this document, decisions will be passed by way of a simple majority of all members of the Board entitled to vote (on a one Operator representative, one vote basis).

Operators will be entitled to make known their concerns in writing to the Council's Strategic Transport Team if they object to a particular vote of the Board. The Council will review the circumstances and consider whether these are such that use of its veto is required as provided for below.

Board decisions will be made by those board members in attendance at the meeting, subject to the meeting being deemed quorate.

5.2.4 Cheshire East Borough Council Veto

These controls ensure that the voting system does not allow an individual Operator to influence the Enhanced Partnership to its own commercial benefit or to harm competitors; there is no opportunity for a group of Operators to vote in a co-ordinated manner to mutual benefit on a sustained basis; there is no discrimination between Operators; and that actual or potential competition, entry to new services and by new Operators, or innovation, is not inhibited.

The Council may, in exceptional circumstances, exercise a veto over Board decisions which it may reasonably believe or suspect as having anti-competitive implications or being otherwise significantly against the public interest.

Should the Council seek to exercise its veto, this will be via a report to the Councils' Highways and Transport Committee with the relevant report considered as part of the public agenda.

In any instances where commercially sensitive matters arise these would be considered by the Councils' Highways and Transport committee in private session, with affected bus operators in attendance.

5.2.5 Meeting Observers

Any other Bus Operator and Council representatives will be able to attend the Board meetings as observers but will not have the right to vote.

Observers may be invited to make comments or ask questions of the Board at the Chair's discretion or invited to defer these until the next Forum meeting.

5.2.6 Meeting Arrangements

Enhanced Partnership Board meetings will take place no less than twice per year at regular intervals between each Forum meeting, with provision for additional meetings as required to take decisions which in the opinion of the Chair cannot be deferred to a scheduled meeting, provided that a minimum number can be achieved, with no less than one week's notice being given.

Meetings will be arranged, and minutes taken by the Council and will normally be held at Delamere House with the chair to be voted in via the EP Board meeting. Meeting length will vary according to agenda content but ordinarily be one to two hours. Agendas and meeting papers will be circulated to all Board members no less than one week in advance of each meeting date, and draft minutes circulated no more than two weeks after each meeting. Copies will also be distributed to all Forum members so any issues or concerns can be discussed with the relevant Operator representative, to be raised at the Board meeting. Draft minutes will be approved at the next Board meeting.

5.2.7 Enforcement

Where the Council has delegated to it Traffic Commissioner Powers, the following arrangements will apply to relevant local bus service registrations.

- If a Bus Operator should fail to observe or perform any of the Requirements of this agreement or meet the Punctuality and Reliability standards to the reasonable satisfaction of the Council, then the Council shall be entitled to serve a written warning notice on the Bus Operator.

The warning notice will detail the failure to observe or perform the Requirements or Punctuality or Reliability standards in question with sufficient detail as the Bus Operator may require to enable it to understand and identify the alleged failure(s) (a 'Warning Notice'). The Council may also, at its discretion, invite the Operator to participate in discussions about any specified failures before a Warning Notice is issued.

- In the event that a Warning Notice is served on a Bus Operator which, in the opinion of the Bus Operator (acting reasonably) is factually inaccurate, is unfair or unreasonable, or has been issued in error, the Bus Operator shall be entitled to provide evidence to support their claims. The Operator may also request a face-to-face meeting with the relevant representatives of the Council to discuss the evidence and express its concerns in person. The parties shall meet as soon as reasonably practicable at a mutually convenient location and discuss the Warning Notice and the Bus Operator's concerns in good faith. In the event that the Council is of the view that the Bus Operator's concerns are valid, it shall withdraw and cancel the Warning Notice with immediate effect. Such withdrawn and cancelled Warning Notice shall not be deemed a valid Warning Notice for the purposes of calculating the number of Warning Notices issued against a Bus Operator as below.

The Warning Notice shall state on its face that it is a Warning Notice and shall set out the measures which the Council requires the Bus Operator to take (acting reasonably) to ensure that the Requirement(s) or Punctuality or Reliability standards are met, do not occur again, and the reasonable timescales within which the Bus Operator is to effect such measures. The Bus Operator shall use all reasonable endeavours to comply with the terms of the Warning Notice. In the event that the Council serves more than three Warning Notices on a single Bus Operator within any continuous twelve-month period, or the Bus Operator fails to remedy a Warning Notice within the specified timescales without reasonable excuse, the Council shall, subject first to the outcome of the statutory appeals process available to the Bus Operator if engaged, be entitled to cancel the local bus service registration.

- In arriving at a decision regarding the issuing of a Warning Notice or cancelling a bus service registration, the Council will take into account the effects of any agreed scheme or improvement which was anticipated to have a beneficial effect on the Bus Operator's operations, but which has not been delivered or materialised, to the extent that the delivery of such scheme or improvement was outside the Bus Operator's control.

5.2.8 Implications for small (and medium) sized operators

Given the variety of bus operators involved (in terms of market share, fleet size, company turnover and structure), it is important to ensure that the effects of the partnership do not unduly impact upon smaller operators' ability to engage or to comply with requirements.

The Enhanced Partnership Board will therefore allocate operator votes based on a small and large market share, measured as a proportion of total registered mileage.

In addition, Bus Operator Requirements will not be placed upon certain categories of service (Non-qualifying Services), which represent many smaller operators' main commercial interests.

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Cheshire East Enhanced Partnership (EP) Scheme

February 2020 (Version 2)

Confidential

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1. Enhanced Partnership Scheme

THE CHESHIRE EAST ENHANCED PARTNERSHIP SCHEME FOR BUSES IS MADE IN ACCORDANCE WITH SECTION 138G(1) OF THE TRANSPORT ACT 2000 BY:

CHESHIRE EAST BOROUGH COUNCIL

This document fulfils the statutory requirements for an Enhanced Partnership Scheme (EP Scheme).

In accordance with statutory requirements in Section 138 of the Transport Act 2000, the EP Scheme document sets out:

Section 2 – Scope of the EP Scheme and Commencement Date,

Section 3 – Obligations on the Local Authorities,

Section 4 – Obligations on Bus Operators, and

Section 5 – Governance Arrangements.

The EP Scheme can only be put in place if an associated Enhanced Partnership Plan (EP Plan) has been made.

Therefore, this document should be considered alongside the associated EP Plan.

The EP Scheme has been jointly developed by Cheshire East Borough Council as Local Transport Authority (LTA) and Bus Operators that provide local qualifying bus services¹ in the EP Plan and Scheme area.

It sets out obligations and requirements on both the Local Transport Authority and Operators of local bus services in order to achieve the intended improvements, with the aim of delivering the objectives of the associated EP Plan.

¹ A "qualifying local service" is a registered local bus services which has one or more stopping places within the geographical area of the EP Plan or Scheme, and it is not an exempted service.

2. Scope of the EP Scheme and Commencement Date

2.1 Map and description of Enhanced Partnership Plan and Scheme Area

The Cheshire East Enhanced Partnership Plan and Enhanced Partnership Scheme(s) extend across the full extent of the Cheshire East Borough.

Any changes to this boundary will represent an Enhanced Partnership Scheme Variation.

Figure 2.1 demonstrates the extent of the EP Plan and Scheme coverage. It includes all local bus services within it (including cross-boundary services which commence in Cheshire East) and considers the varying needs of different parts of the borough.

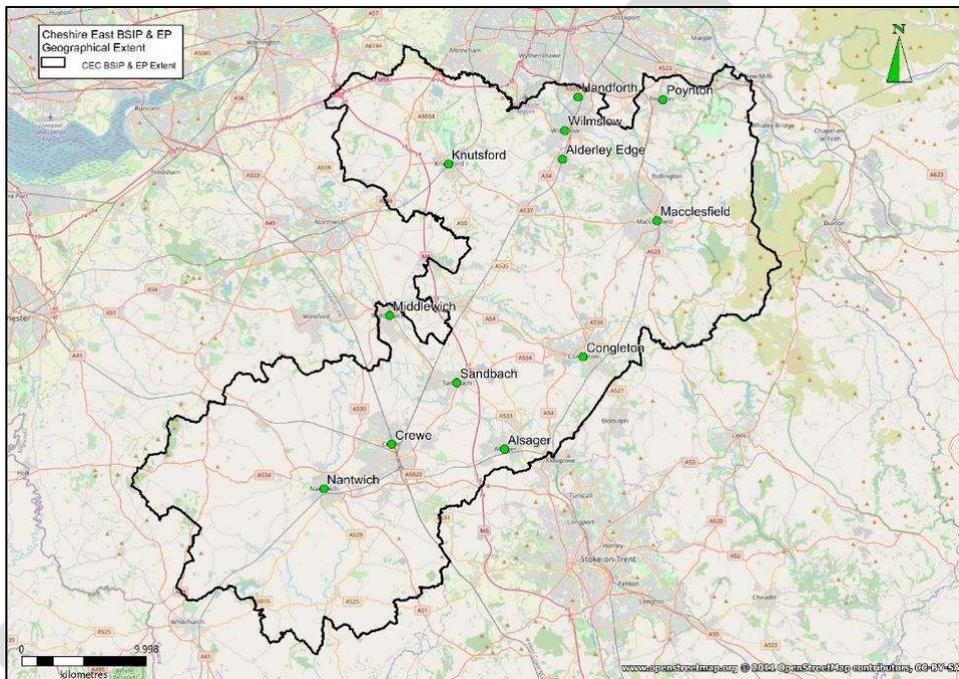


Figure 2.1: Extent of Cheshire East EP Plan and Scheme(s)

The EP Plan and Scheme will support the improvement of local bus services operating within Cheshire East borough, including the following areas across the principal towns and key service centres:

Role and tier in retail hierarchy	Centre name	Cheshire East Centres
Principal town	Principal town centres	Crewe and Macclesfield
Key service centres	Town centres	Alsager, Congleton, Handforth, Knutsford, Middlewich, Nantwich, Poynton, Sandbach and Wilmslow.
Local service centres	Local centres	Alderley Edge, Audlem, Bollington, Chelford, Disley, Goostrey, Haslington, Holmes Chapel, Mobberley and Prestbury

2.2 Commencement Date

The EP Plan and EP Scheme are made on [date, subject to DfT announcement]] (“the Commencement Date”).

The EP Plan will have no end date but will be reviewed on an annual basis from the Commencement Date.

The EP Scheme will have no specific end date but will be reviewed by Cheshire East Borough Council on an annual basis from the Commencement Date.

2.3 Exempted Services

In accordance with *The National Bus Strategy Delivering Bus Service Improvement Plans using an Enhanced Partnership Guidance* exempted services:

- Are services operated under Section 22 of the Transport Act 1985 (a community bus service). The EP does not apply to this type of registered service – although there is nothing to prevent an operator from voluntarily complying with some or all of the EP requirements that would otherwise apply to that service;
- Any other service not registered as a public bus service with the Traffic Commissioner. Examples include:
 - All scheduled intercity bus or coach services
 - All sightseeing tour buses operating in the area
 - School services
- A service which has part or all of its route registered as a local service in the EP Plan and Scheme geographical area, but where that part of its route is 10% or less of the overall route distance covered by the service from its service start to service end point.

3. Obligation on the Authority

3.1 Summary of Obligation on Authorities

The following table summarises the specific interventions that Cheshire East Borough Council, as the Local Transport Authority, has the responsibility to deliver as part of the EP Scheme. These interventions have been categorised as those to be delivered with Local Transport Authority funding and those that could be delivered subject to successful Department for Transport (DfT) BSIP funding.

Interventions	Local Authority funding	BSIP Funding Dependent
Facilities		
Boroughwide Bus Shelter Renewal Programme (3.2.1)	10 per annum	25 per annum
Boroughwide Bus Stop Renewal Programme (3.2.2)	5 per annum	150 per annum
Boroughwide Information Totems (3.2.3)	0 per annum	60 specific locations
Measures		
Develop a Passenger Charter for Cheshire East (3.3.1)	Establish a Passenger Charter	-
Improved process for the management of roadworks in the EP Scheme area (3.3.2)	Establish a mechanism to minimise disruption to local bus services	-
Evidence base study for bus priority measures in the EP Scheme area (3.3.3)	Commission a bus priority feasibility study to support the introduction of Quality Corridors and priority measures.	Identify, prioritise and maintain a list of priority measures. Deliver top prioritised interventions and signal trials
Action Plan and Delivery Programme for retrofitting bus fleet to Euro VI standards (3.3.4)	Develop an action plan	Deliver programme to retrofit buses to Euro VI
Improved Information Provision (3.3.5)	Enhance the dissemination of paper-based public transport information & Encourage Operators to maintain or improve their electronic public transport provision	Develop and coordinate an integrated website or app
Identify locations, routes or corridors for the delivery of two demonstration Quality Corridor (or corridors) or 'Superbus' routes. (3.3.6)	-	Delivery to two demonstration Quality Corridor or superbus routes

Ticketing & Fares		
Multi-operator/Multi modal ticketing (4.4.1)	Work with Bus Operators to develop a feasibility study on the deliverability of multi-operator ticketing.	Commit to participating in a working group for the development of multi-operator ticketing schemes
Simplification of fares (4.4.2)	Work with bus operators to develop a feasibility study to identify fare simplification mechanisms.	-
Integration with other modes (4.4.3)	-	Work with Bus Operators to develop plans for increased bus service coordination and integration. Commit to participating in a working group for the development of multi-modal ticketing schemes.

3.2 Facilities

This section describes the ‘facilities’ that Cheshire East Borough Council has agreed to take to improve buses setting out what is to be provided, for the duration of the EP Plan and Scheme, as adopted on **[the Commencement Date]**.

3.2.1 Bus Shelters

Cheshire East Borough Council will provide the following facilities:

- Boroughwide Bus Shelter Renewal Programme includes **10** per year to align with the existing Cheshire East Borough Council renewal programme.
- Cheshire East Borough Council will also work with Operators, **develop a programme for identifying and improving roadside infrastructure** including bus shelters.
- Develop a **specification for minimum standards** for facilities management and maintenance (in partnership with bus industry).

Subject to a successful DfT BSIP funding allocation, Cheshire East Borough Council is further committed on the following ambitions outlined within the EP Plan:

- identify, within a rolling proactive programme, the next most appropriate 25 shelters per annum to be renewed or refreshed.
- Develop a specification for enhanced standards for facilities management and maintenance in partnership with local Bus Operators operating qualifying services within the EP Scheme area.

Existing bus shelters to be improved, as detailed in Schedule **[Insert Schedule in Annex B]**, and will incorporate:

- Appropriate size and siting (location);
- Information displays (paper-based);

- Bus Stop Flag;
- Lighting (as appropriate to location),
- Bench seating (as appropriate to location), and
- Accessibility adjustments where appropriate both to and at the bus stop (walk access route, hardstanding and kerb)

3.2.2 Bus Stops

Cheshire East Borough Council will provide the following facilities:

- Boroughwide Bus Stop Renewal Programme includes **5** per year to align with the existing Cheshire East Borough Council renewal programme.
- Boroughwide Bus Stop Renewal Programme includes the commitment to **replace existing bus stops when required**.
- As in section 3.2.1, Cheshire East Borough Council will also work with Operators, **develop a programme for identifying and improving roadside infrastructure** including bus stops.

Subject to a successful DfT BSIP funding allocation, Cheshire East Borough Council is further committed on the following ambitions outlined within the EP Plan:

- Boroughwide Bus Stop Renewal Programme (150 bus stops per annum).
- Work to improve local bus stop infrastructure, to generate bus user confidence in using the network, with a commitment to ensure improved paper-based or electronic information is available for all services and all bus stops across the borough.
- Work to improve the physical access to bus services for users through improved bus stop infrastructure, where this will address qualitatively the 'look and feel' of roadside bus stop infrastructure, combined quantitatively with the need for more stops as a result of increased service levels or new routes.

3.2.3 Bus Totems

Cheshire East Borough Council will provide the following facilities:

- As in section 3.2.1, Cheshire East Borough Council will work with Operators, **develop a programme for identifying and improving roadside infrastructure** including key hub stops, with information totems (i.e. at key visitor attractions, interchanges, principal towns/service centres, hospitals).

Subject to a successful DfT funding allocation, Cheshire East Borough Council is further committed on the following ambitions outlined within the EP Plan:

- Focus on the delivery of information 'totems' at key stops, hubs and interchanges to encourage greater information on all modal movements (bus, rail and active mode links).
- Cheshire East Borough Council will install Bus Totems including real-time passenger information across the EP Scheme Area. The initial list of locations is at Annex **[annex]**.

- Cheshire East Borough Council will maintain new screens in a fit for purpose state and replace screens when they stop working.
- In addition to initial list of locations ([Annex]), the programme for subsequent installations will use the Enhanced Partnership Scheme Bespoke Variation arrangements to introduce further locations.

3.3 Measures

This section describes the 'measures' that Cheshire East Borough Council has agreed to take to improve buses setting out what is to be provided, for the duration of the EP Plan and Scheme, as adopted on [the Commencement Date].

Cheshire East Borough Council will provide the following measures:

- Develop, with local bus operators, a Passenger Charter for Cheshire East.
- Improved process for the management of roadworks in the EP Scheme area.
- Evidence Base study for bus priority measures and demonstration corridor(s) within Cheshire East Borough Council boundary.
- The development of an Action Plan and Delivery programme to retro fit buses operating in CEC area to Euro VI.
- Improved public transport information provision including paper-based and online information.

3.3.1 Passenger Charter

Within xx months of the Commencement Date Cheshire East Borough Council as the LTA will establish with local bus operators and bus user groups a **Passenger Charter** outlining commitments to Cheshire East bus passengers.

Engagement with bus user groups, Passenger Focus and other wider conference stakeholders will be included as part of the development of the Passenger Charter.

3.3.2 Managing Roadworks in the EP Scheme area

Within xx months of the Commencement Date Cheshire East Borough Council as the LTA will engage with local bus operators to establish a **mechanism to minimise disruption to local bus services** from both planned and emergency roadworks.

The development of the mechanism will include liaison with bus operators, as part of the EP Forum and Board, to strengthen communication and notifications of planned roadworks, ensuring that the co-ordination of works across the network minimises disruption, as well as setting out their processes and procedures for the provision and management of streetworks permits in the EP Scheme area.

Any mechanism will amend the Scheme using the Enhanced Partnership Scheme Bespoke Variation arrangements at Section 5.

3.3.3 Bus Priority

Cheshire East Borough Council will **commission a bus priority feasibility study (within xx months of the Commencement Date)]** including an evidence base and a process to identify bus priority measures, prioritise and deliver schemes.

The Council will facilitate close engagement with Bus Operators and other stakeholders such as neighbouring authorities and town and parish councils throughout the development of the study.

The feasibility study will identify short term and long-term Bus Priority Facilities and will include as a minimum:

- Description of works
- Area of influence
- Services affected
- Predicted journey time saving
- Predicted journey time reliability improvement
- Predicted patronage effects.

The outcome of the feasibility study will be the identification of a prioritised list of demonstration corridors and/or locations for discrete bus priority measures.

These findings will also feed into the LTP Delivery Plan development where additional interventions are identified for the borough.

To inform this study Bus Operators will share a representative sample of patronage and journey time information for all qualifying bus services operating in the study area.

Council data including highway infrastructure, traffic flow, highway delay data and development planning will feed into the evidence base for the feasibility study. This will also include the the outcomes from the ongoing trial of smart signals within Cheshire East.

Cheshire East Borough Council will deliver this **Phase 1** ambition for bus priority from the EP Plan, by focusing on routes (or sections of routes) that serve Crewe or Macclesfield.

Subject to a successful DfT BSIP funding allocation, Cheshire East Borough Council is further committed on the following ambitions outlined within the EP Plan for Phase 2 and Phase 3:

- **Phase 2** – Identify, prioritise and maintain a list of where bus priority measures are needed. Deliver top 20 prioritised interventions and signal trials.
- **Phase 3** – Deliver top 20 prioritised interventions and signal trials.

The EP Board, will direct the specification of the feasibility study and Operators will be involved throughout the development. Where there is a requirement to vary the nature of the feasibility study, this will be agreed by Enhanced Partnership Scheme Variation, for example the adaptation of the programme of feasibility studies.

3.3.4 Emission Standards

Within xx months of the Commencement Date Cheshire East Borough Council as the LTA will develop with local bus operators an **action plan for retrofitting bus fleets to Euro VI standards**.

Subject to a successful DfT BSIP funding allocation, Cheshire East Borough Council is further committed on the following ambitions outlined within the EP Plan for Phase 2 and Phase 3:

- **Phase 2** – Deliver programme to retro fit buses operating in CEC area to Euro VI standard and deliver a number of new bus technologies to support quality corridors / super bus routes.
- **Phase 3** – Continue to deliver programme and increase the number of low and zero emission buses in the total bus fleet.

3.3.5 Public Transport Information Provision

(a) Paper-based provision

Cheshire East Borough Council, as the LTA, will work with the EP Forum and Board to ensure the **dissemination of paper-based public transport information** for every qualifying local bus service operating across the borough (**within xx months of the Commencement Date**).

Subject to a successful DfT BSIP funding allocation, Cheshire East Borough Council is further committed to improve paper-based information provision across the borough, as outlined within the EP Plan.

(b) Electronic-based information provision

Cheshire East Borough Council, as the LTA, will work with the EP Forum and Board to **encourage Operators to maintain or improve their corporate web- or app-based real time information and timetabled information**.

Subject to a successful DfT BSIP funding allocation, Cheshire East Borough Council is further committed to the following ambitions:

- Develop and coordinate an integrated website or app, collating all real-time information and standardised public transport information for bus services within Cheshire East.

Cheshire East Borough Council will work with the local Bus Industry to coordinate standardised public transport information, in “electronic” format, but not be limited to:

- Service timetables for all registered local bus services within the borough for download or interrogation,
- Maps to illustrate main towns, villages and roads served, and a network overview map,
- Journey planning,
- Bus services fare information and mobile ticket purchasing functionality,
- News and events information, and
- Access to real time information

Coordinated information will be maintained and reviewed annually throughout the EP Scheme. Subject to DfT BSIP funding, the new website or app will be launched and reviewed annually thereafter.

3.3.6 Demonstration Quality Corridor / Superbus routes

As outlined in section 3.2.1, Cheshire East Borough Council will also work with Operators, develop a programme for identifying and improving roadside infrastructure including bus shelters, stops and totems to inform locations along a potential demonstration corridor or corridors.

As outlined in section 3.3.3, Cheshire East Borough Council will **commission a bus priority feasibility study (within xx months of the Commencement Date)** including an evidence base and a process to identify bus priority measures, prioritise and deliver schemes. This will include locations for a potential demonstration corridor or corridors. The Council will work with Operators as part of the development of this feasibility study.

Subject to a successful DfT BSIP funding allocation, Cheshire East Borough Council is further committed to the following ambitions:

- Cheshire East Borough Council will work closely with operators at this point to identify locations, routes or corridors for the delivery of two demonstration Quality Corridor (or corridors) or 'Superbus' routes.

These routes will benefit from the introduction of increased frequencies and headways, new low emission buses and be supported with improved bus priority at key junctions, new bus stop infrastructure and improved at-stop information.

There will also be a commitment to review bus fares on these corridors to supporting increasing ridership. The aim of these corridors is to demonstrate the full potential of a 'step-change' in the upgrade to the quality of all aspects of bus provision to users in Cheshire East.

3.4 Ticketing & Fares

3.4.1 Multi-operator Ticketing

In collaboration with Bus Operators, Cheshire East Borough Council will lead the development of a **feasibility study on the deliverability of multi-operator ticketing** within the EP Scheme area (within xx months of the Commencement Date).

The Council will facilitate close engagement with Bus Operators and other stakeholders such as neighbouring authorities and town and parish councils throughout the development of the study.

The EP Board, will direct the specification of the feasibility study and where there is a requirement to vary the nature of the feasibility study, this will be agreed by Enhanced Partnership Scheme Variation.

Subject to successful DfT BSIP funding allocation, Cheshire East Borough Council will commit to participating in a working group with Bus Operators for the development of multi-operator ticketing schemes, as outlined within the EP Plan.

Ticket types will be arrived by agreement with the Enhanced Partnership, including affected operators, at a level that reflects increased customer utility compared with broadly equivalent single-operator tickets. Undercutting the single-operator ticket is generally undesirable as the impact on the Operator's revenue can adversely affect the commercial viability of its service.

Competition concerns are mitigated by the involvement of the Council as scheme promoter.

For monitoring purposes, Cheshire East Borough Council will receive monthly sales returns for all ticketing schemes, in which Bus Operators within the borough participate, separated by type and period.

The price and technology associated with multi-operator tickets will be developed as part of the feasibility study. Implementation and any amendments to prices will use the Enhanced Partnership Scheme Bespoke Variation arrangements.

3.4.2 Simplification of fares

Cheshire East Borough Council, as LTA, will collaborate with Bus Operators to:

Develop a feasibility study to identify **fare simplification mechanisms** that covers the extent of the EP Scheme area (**within xx months of the Commencement Date**).

Subject to successful DfT BSIP funding allocation, Cheshire East Borough Council, in collaboration with Bus Operators, will commit to the following ambitions as outlined within the EP Plan,

- Work to establish the best mechanisms for simplification of fares and coordinated ticketing across the borough, across operators and across modes.
- CEC and Operators to work together as part of the Enhanced Partnership to identify Operator-led fare simplification across the borough.
- Better value for money on fares. Consideration of fare caps for short-hops and competitiveness (with other modes) and affordability of fares on inter-urban & town/urban routes.

Where there is a future requirement to vary the nature of the fares structure, this will be agreed by Enhanced Partnership Scheme Variation.

3.4.3 Integration with other modes

Bus service coordination and integration with other modes is wholly subject to receiving BSIP funding from the Department for Transport. Within 'The Plan', Cheshire East Borough Council has identified the following ambition for Phase 1, which aim to offer increased bus service coordination and integration:

Cheshire East Borough Council will work alongside Bus Operators to outline plans for **increased bus service coordination and integration:**

- with rail services at Crewe and Macclesfield Railway Stations, and
- between local bus services or between local buses and other types of road transport such as Demand Responsive Transport (DRT).

Subject to successful DfT BSIP funding allocation, Cheshire East Council will lead a working group for the development of multi-modal ticketing schemes, as outlined within the EP Plan.

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4. Obligation on Local Bus Operators

This section describes the standards of service and commitments to be met by bus operators operating registered local qualifying bus services in the EP Scheme area.

These interventions have been categorised as those not dependent on funding and those that could be delivered subject to successful Department for Transport (DfT) BSIP funding.

Interventions	Non BSIP Funding Dependent	BSIP Funding Dependent
Vehicle Standards		
Emission Standards (4.1.1)	Work with CEC to develop an action plan for retrofitting bus fleet to Euro VI standards	Retro fit buses and increase number of low and zero emission buses
Technology (4.1.2)	With CEC set minimum standards for new and existing vehicle technology.	Roll-out minimum standards to all vehicles.
Timetable Changes		
Change Dates (4.2)	Timetables changes to take place on four dates per year.	-
Passenger Charter		
Passenger Charter for Cheshire East (4.3)	Establish a Passenger Charter	-
Ticketing and Fares		
Multi-operator/Multi modal ticketing (4.4.1)	Work with CEC to develop a feasibility study on the deliverability of multi-operator ticketing.	Commit to participating in a working group for the development of multi-modal ticketing schemes
Simplification of fares (4.4.2)	Work with CEC to develop a feasibility study to identify fare simplification mechanisms.	-
Integration with other modes (4.4.3)	-	Work with CEC to develop plans for increased bus service coordination and integration. Commit to participating in a working group for the development of multi-modal ticketing schemes.
Enhanced Frequency		
Network Stabilisation (4.5.1)	Ensure changes to existing commercial networks are minimised and potential mitigations are discussed with CEC before notifications are made on changes.	Frequency and headway improvements to Crewe and Macclesfield town networks.
Quality Improvements (4.5.2)	-	Enhance pre-covid bus networks across Congleton, Wilmslow, Nantwich and Sandbach towns.

Interventions	Non BSIP Funding Dependent	BSIP Funding Dependent
Network Growth (4.5.3)	-	Further enhancements at Crewe, Macclesfield, Congleton, Wilmslow, Nantwich and Sandbach.
Public transport information provision		
Paper based information (4.6.1)	Enhance the dissemination of paper-based public transport information	Work with CEC to improve paper-based information provision
Electronic-based information provisions (4.6.2)	Operators to maintain or improve their corporate web/app based real time information and timetabled information.	Work with CEC on development and coordination of an integrated website or app
Demonstration Quality Corridor(s) / Superbus Routes		
Demonstration Quality Corridor (4.7)	Work with CEC on a feasibility study including an evidence base and a process to identify bus priority measures.	Work with CEC to deliver two demonstration Quality Corridor or 'Superbus' routes.

4.1 Vehicle Standards

4.1.1 Emission Standards

Bus Operators are expected to work with Cheshire East Borough Council to:

Develop an **action plan for retrofitting bus fleet** to Euro VI standards (within xx months of the **Commencement Date**). This action plan will be reviewed on an annual basis.

The Council will facilitate close engagement with Bus Operators and other stakeholders such as neighbouring authorities and town and parish councils throughout the development of the action plan.

Subject to successful DfT BSIP funding allocation, Bus Operators are expected to commit to the following ambitions as outlined within the EP Plan.

- Deliver programme to retro fit buses operating in CEC area to Euro VI standard and deliver a number of new bus technologies to support quality corridors / super bus routes.
- Increase the number of low and zero emission buses in the total bus fleet.

The EP Board will direct the specification of the initial action plan and Operators will be involved throughout the development. Where there is a requirement to vary the nature of the action plan, this will be agreed by Enhanced Partnership Scheme Variation.

4.1.2 Technology

Bus Operators within the EP Scheme area are expected to commit to the following existing **minimum standards** for new and cascaded vehicles operating across the network which are

registered on or after the EP Scheme Commencement Date, these vehicles must meet the following requirements:

- CCTV installed for safety and security. This will provide images inside the vehicle for safety and security and also facing forwards from the vehicle to help identify traffic issues.
- Automatic Vehicle Location equipment (i.e. linked to electronic ticket machine technology) installed that will feed into any new Cheshire East Borough Council led or coordinated real time information system.
- Customer comfort (i.e. heating and ventilation).

Implementation and any amendments to minimum vehicle standards will use the Enhanced Partnership Scheme Bespoke Variation arrangements. The Council will facilitate close engagement with Bus Operators and other stakeholders such as neighbouring authorities throughout the development of the minimum standards.

Subject to successful DfT funding, new vehicles as part of demonstration or superbuss corridors will be required to comply with further quality vehicle standards as outlined in section 4.7 below.

4.2 Timetable Changes (Network Stability)

Bus Operators will commit to **4 timetable changes** throughout the year within the whole EP Scheme area (within xx months of the Commencement Date).

These changes will take place during the following months over a two-week (14-day) period:

- January (post-Christmas early timetable changes)
- April (Easter timetable changes),
- July (pre-summer holidays) and
- September (post-School summer holiday timetable changes)

This aligns with the following BSIP Ambitions:

- Limit the number of timetable changes per year, to a number which can build confidence in the travelling public in order that they use buses more, are operationally achievable for the local bus operators, and are aligned (as best as they can be) with our local neighbouring authorities.
- Formally monitor every six months to be more proactive in identifying timetable changes and rolling out bus priorities.

The occurrence of these changes may be influenced by external factors including emergencies. It is also noted that cross boundary exemptions may apply where a service is deemed to operate majorly within another LTA. Coordination and appropriate engagement on the timing of these changes across the year will take place with neighbouring local authorities, where local bus operators or their services are represented in other local authority boundaries.

The exact timing of these will be considered by the Board and adapted by Enhanced Partnership Variation.

4.3 Passenger Charter

Within xx months of the Commencement Date, Bus Operators will commit to working with Cheshire East Borough Council (as the LTA) to establish a **Passenger Charter** outlining commitments to Cheshire East bus passengers.

Engagement with bus user groups, Passenger Focus and other wider conference stakeholders will be included as part of the development of the Passenger Charter.

4.4 Ticketing & Fares

4.4.1 Multi-operator Ticketing

In collaboration with Cheshire East Borough Council, Bus Operators will assist the development of a **feasibility study on the deliverability of multi-operator ticketing** within the EP Scheme area (within xx months of the Commencement Date).

The Council will facilitate close engagement with Bus Operators and other stakeholders such as neighbouring authorities and town and parish councils throughout the development of the study.

The EP Board, will direct the specification of the feasibility study and Operators will be involved throughout the development. Where there is a requirement to vary the nature of the feasibility study, this will be agreed by Enhanced Partnership Scheme Variation.

Subject to successful DfT BSIP funding allocation, Bus Operators are expected to commit to participating in a working group for the development of multi-modal ticketing schemes, as outlined within the EP Plan.

To achieve this ambition, Bus Operators in the Cheshire East Enhanced Quality Partnership need to demonstrate a willingness to participate in a multi-operator ticketing scheme. This would offer bus users the opportunity to make journeys which involve several operators, enabling users to travel more conveniently than having to purchase separate tickets for each journey.

Ticket types will be arrived by agreement with the Enhanced Partnership, including affected operators, at a level that reflects increased customer utility compared with broadly equivalent single-operator tickets. Undercutting the single-operator ticket is generally undesirable as the impact on the Operator's revenue can adversely affect the commercial viability of its service.

Competition concerns are mitigated by the involvement of the Council as scheme promoter.

For monitoring purposes, Bus Operators will submit to the Council monthly sales returns for all ticketing schemes in which they participate, separated by type and period.

The price and technology associated with multi-operator tickets will be developed as part of the feasibility study. Implementation and any amendments to prices will use the Enhanced Partnership Scheme Bespoke Variation arrangements.

4.4.2 Simplification of fares

Bus operators are expected to collaborate with Cheshire East Borough Council to:

Develop a feasibility study to identify **fare simplification mechanisms** that covers the extent of the EP Scheme area (within xx months of the Commencement Date]).

Subject to successful DfT BSIP funding allocation, Bus Operators are expected to commit to the following ambitions as outlined within the EP Plan,

- Work to establish the best mechanisms for simplification of fares and coordinated ticketing across the borough, across operators and across modes.
- CEC and Operators to work together as part of the Enhanced Partnership to identify Operator-led fare simplification across the borough.
- Better value for money on fares. Consideration of fare caps for short-hops and competitiveness (with other modes) and affordability of fares on inter-urban & town/urban routes.

All operators applying the price changes are eligible to object, a 28-day operator objection mechanism will be utilised to allow this. Changes can only be implemented if there are no operator objections at the end of the objection period. Where there is a future requirement to vary the nature of the fares structure, this will be agreed by Enhanced Partnership Scheme Variation.

4.4.3 Integration with other modes

Bus service coordination and integration with other modes is wholly subject to receiving BSIP funding from the Department for Transport. Within 'The Plan', Cheshire East Borough Council has identified the following ambitions for Phase 1, which aim to offer increased bus service coordination and integration:

- Bus Operators are expected to work alongside Cheshire East Borough Council to outline plans for **increased bus service coordination and integration**:
 - with rail services at Crewe and Macclesfield Railway Stations, and
 - between local bus services or between local buses and other types of road transport such as Demand Responsive Transport (DRT).

Subject to successful DfT BSIP funding allocation, Bus Operators are expected to commit to participating in a working group for the development of multi-modal ticketing schemes, as outlined within the EP Plan.

4.5 Enhanced Frequency

Bus Operators within the EP Scheme area are expected to work alongside Cheshire East Borough Council to ensure

Any changes to the existing commercial networks are minimised and potential mitigations are discussed with CEC before notifications are made on changes to service frequency.

Frequency enhancements within the EP Scheme area are entirely subject to receiving appropriate BSIP funding from the Department for Transport. Within 'The Plan', Cheshire East Borough Council has identified the following phasing of ambitions:

4.5.1 Phase 1: Network Stabilisation

Specifically consider bus service frequencies and headway improvements, and temporal enhancements to our principal Crewe and Macclesfield town networks. This is a commitment, beyond stabilising the network, that we will work with our local operators on how to develop the local bus networks in our principal towns. Working with operators to deliver increased service frequencies to:

- Our Macclesfield town services to every 15 minutes to Weston Estate, Upton Priory and Moss Rose
- Our Crewe town services to every 15 minutes to serve Wistaston, Sydney and Elm Drive
- An existing service between Macclesfield to Bollington to every 15 minutes
- An existing service between Crewe and Nantwich to every 15 minutes, with a 30-minute frequency between Crewe and Hanley
- An existing service to every 15 minutes to serve Leighton Hospital, Brookhouse Estate, Shavington and Crewe
- The route between Crewe and Chester, from its current 60 minutes to every 30 minutes (Monday to Saturday)
- An evening link between Northwich – Winsford – Crewe – Shavington (Monday to Saturday).

4.5.2 Phase 2: Quality Improvement

Deliver enhancements to pre-covid bus networks across our Congleton, Wilmslow, Nantwich and Sandbach towns, by improving (AM and PM) peak and inter-peak timetables, and how we can better connect smaller communities to key attractors (i.e. health and education establishments). This will include working with operators to deliver:

- New or improved pre-AM Peak, inter-peak and post-PM peak service frequencies to Bromley Estate, Mossley and Buglawton, and
- New pre-AM Peak service frequencies to Newcastle.

4.5.3 Phase 3: Network Growth

This will bring further enhancements across Crewe, Macclesfield, Congleton, Wilmslow, Nantwich and Sandbach, by improving (AM and PM) peak and inter-peak timetables, and inter-urban services to better connect key service centres and smaller communities to main attractors (i.e. hospitals and health centres, employment and education establishments).

This will include working with operators to deliver:

- Additional temporal enhancements across the remainder of our Crewe and Macclesfield services every 15 minutes from 06:30 to 21:00 (as a minimum) Monday to Friday, at a minimum of every 30 minutes between 07:00 and 21:00 on Saturdays, and a minimum of hourly on Sundays,

- Bringing our Congleton town services to every 15 minutes from 06:30 to 21:00 (as a minimum) Monday to Friday, at a minimum of every 30 minutes between 07:00 and 21:00 on Saturdays, and a minimum of hourly on Sundays,
- Improved service frequency links to Leighton and Macclesfield Hospitals and assess enhancements to existing and new services for improved health service access to locations which lie outside of the borough.

4.6 Public Transport Information Provision

4.6.1 Paper-based Information Provision

Bus Operators will work with Cheshire East Borough Council to ensure the **dissemination of paper-based public transport information** for every bus service operating across the borough (within xx months of the Commencement Date).

Subject to a successful DfT BSIP funding allocation, Cheshire East Borough Council is further committed to improve paper-based information provision across the borough, as outlined within the EP Plan.

4.6.2 Electronic-based Information Provision

Bus Operators will work with Cheshire East Borough Council to **maintain or improve their corporate website or app-based real time information and timetabled information.**

Subject to a successful DfT BSIP funding allocation, Bus Operators are further committed to supporting Cheshire East Council in the following ambitions:

- Develop and coordinate an integrated website or app, collating all real-time information and standardised public transport information for bus services within Cheshire East.

Bus Operators will work with Cheshire East Borough Council to coordinate standardised public transport information, in “electronic” format , but not be limited to:

- Service timetables for all registered local bus services within the borough for download or interrogation,
- Maps to illustrate main towns, villages and roads served, and a network overview map,
- Journey planning,
- Bus Services Fare information,
- Mobile ticket purchasing functionality,
- News and events information, and
- Access to real time information

Coordinated information will be maintained and reviewed annually throughout the EP Scheme. Subject to DfT BSIP funding, the new website or app will be launched by [date: e.g. end of the second year of the EP Scheme] and reviewed annually thereafter.

4.7 Demonstration Quality Corridor(s) or Superbus Routes

Subject to successful DfT BSIP funding allocation, Bus Operators are expected to commit to work closely with Cheshire East Council on the delivery of two demonstration Quality Corridor or 'Superbus' routes.

These routes will benefit from the introduction of increased frequencies and headways, new low emission buses and be supported with improved bus priority at key junctions, new bus stop infrastructure and improved at-stop information. Any new vehicles will be subject to standards outlined in section 4.1.2, as well as the following requirements:

- Audio visual announcements, where manufacturer permits:
 - Next stop audio announcements on both decks, including through an induction hearing loop at every wheelchair space and priority seats.
 - Next stop visual announcements on both decks.
 - Take all reasonable steps to alert passengers on both decks to route diversions through audio announcements on the vehicle.
 - Take all reasonable steps to alert passengers on both decks to route diversions through visual displays on the vehicle.
- A display showing onward connection details by bus, where applicable, from open data sources.
- Option to pay for tickets through contactless ticketing.

There will also be a commitment to review bus fares on these corridors to supporting increasing ridership. The aim of these corridors is to demonstrate the full potential of a 'step-change' in the upgrade to the quality of all aspects of bus provision to users in Cheshire East.

5. Governance Arrangements

5.1 Enhanced Partnership Forum & Board

The future content and arrangements for the variation and revocation of the EP Plan and EP Scheme will be subject to consideration by the EP Forum and Board.

- Enhanced Partnership Forum** (section 5.2) – Within the Forum all Bus Operators who operate within the Cheshire East Enhanced Partnership Plan and Scheme area will be invited and entitled to participate. However, attendance by individual operators is voluntary.
- Enhanced Partnership Board** (section 5.3) – The Board has the mandate to make decisions using an Enhanced Partnership Scheme Variation mechanism on proposals and issues put to them by the Enhanced Partnership Forum, and other issues identified as being relevant to partnership delivery.

The EP Forum and Board governance structure is summarised within Figure 5.1 and detailed within the remainder this section of the document.

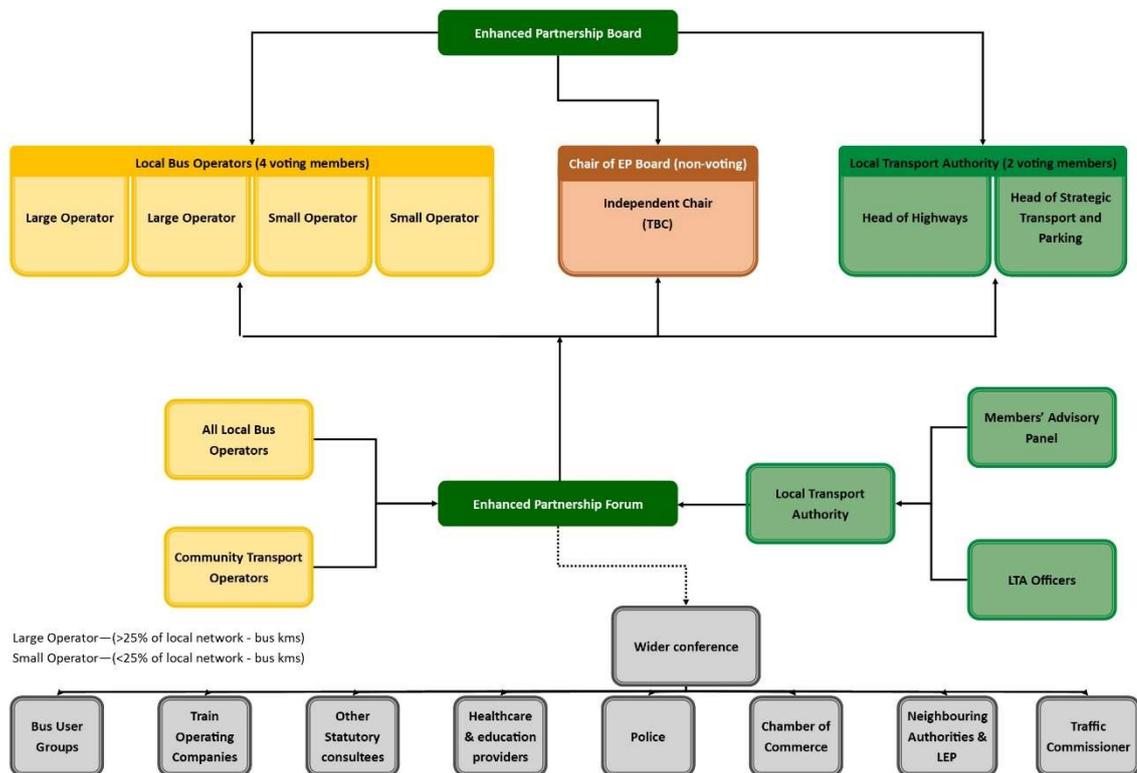


Figure 5.1: EP Forum & Board Governance Structure

5.2 Enhanced Partnership Forum

The Enhanced Partnership Forum will provide a platform for discussions regarding all opportunities and issues currently faced by the Cheshire East Bus Network, consulting with and building consensus across the various stakeholders and making recommendations for decisions to the Enhanced Partnership Board.

5.2.1 Membership of the Enhanced Partnership Forum

Membership of the Forum will comprise the following:

- All bus operators running qualifying bus services
- Cheshire East Borough Council

A service is a "qualifying local service" for objection purposes if it is a registered local bus service which has one or more stopping place within the geographical area of the EP plan or scheme concerned and it is not an exempted service. In accordance with DfT Guidance, an exempted service:

- Are services operated under Section 22 of the Transport Act 1985 (a community bus service). The EP does not apply to this type of registered service – although there is nothing to prevent an operator from voluntarily complying with some or all of the EP requirements that would otherwise apply to that service;
- Any other service not registered as a public bus service with the Traffic Commissioner. Examples include:
 - All scheduled intercity bus or coach services
 - All sightseeing tour buses operating in the area
 - School services
- A service which has part or all of its route registered as a local service in the EP Plan and Scheme geographical area, but where that part of its route is 10% or less of the overall route distance covered by the service from its service start to service end point.

External organisations may also be invited to participate in the Enhanced Partnership Forum on an advisory basis for fixed periods to provide specialist expertise.

A wider conference of all relevant parties, including representatives of organisations such as bus user groups, businesses and the Local Enterprise Partnership, in addition to existing Enhanced Partnership Forum members may be invited to review and discuss the progress of, and future opportunities for, the partnership.

5.2.2 Meeting Arrangements

Enhanced Partnership Forum meetings will take place no less than twice per year, normally midway between each Enhanced Partnership Board meeting. Forum meetings will be arranged and minutes taken by Cheshire East Borough Council. Meeting length will vary according to agenda content but ordinarily expected to be one to two hours.

Agendas and meeting papers will be circulated by the Council no less than 14 days in advance of each meeting, and draft minutes circulated no more than two weeks after each meeting. Draft minutes will be approved at the next Forum meeting.

5.2.3 Enhanced Partnership Forum Annual General Meeting (AGM)

The final Enhanced Partnership Forum meeting of each financial year will be the Enhanced Partnership Forum AGM. During the AGM, all Bus Operators within the EP Plan and Scheme area will be invited to self-nominate or nominate other willing Operators for Enhanced Partnership Board membership, to represent themselves and all other operators in their category. A ballot will be held at the AGM to select the preferred Board representatives as selected by the Operators. The ballot will be organised by Cheshire East Borough Council.

5.3 Enhanced Partnership Board

The Cheshire East Enhanced Partnership Board will be the decision-making body of the Enhanced Partnership.

Certain decisions of the Board may constitute Enhanced Partnership Scheme Variations if the requirements are met. Membership of the Board will comprise the following representatives:

- Two Large Operators (voting)
- Two Small Operators (voting)
- Two Cheshire East Borough Council Officers (voting):
 - Head of Highways
 - Head of Strategic Transport and Parking
- Chair of EP Board – Independent (non-voting)

Board meetings will require a quorum attendance of one Bus Operator per category (Large/Small) and one Council representative. An Operator representative may, if necessary, arrange for an alternate or deputy from the same category to participate with voting rights.

Cheshire East Borough Council will provide a secretary for Board Meeting arrangements and minuting.

5.3.1 Operator representative selection

Operators representing each of the categories of Operator Membership above will be invited to self-nominate or nominate other willing operators in writing to the secretary for the Enhanced Partnership Board (care of Cheshire East Borough Council Democratic Services) prior to each Forum AGM.

Where there are more than two nominees for a single category, all Bus Operators in the same category will be given the opportunity to vote by secret ballot undertaken among those present at the Enhanced Partnership Forum AGM for a preferred representative.

Voting will be on the basis of one vote per Operator (where Operators are part of the same holding company or group, they will only be entitled to one vote between them). Operator representatives will be reselected on an annual basis.

The voting procedure for membership selection will be a simple majority and be administered by the Council. Where there is a tie, a run-off vote will take place between the leading tied Operators.

In the event that a Forum AGM ballot fails to select Operator representatives for one or more Operator category, the default Operator objection mechanism set out in the Enhanced Partnerships and Schemes (Objections) Regulations will be used to determine the views of Operators in that category for the purposes of Board votes (in terms of objection or otherwise to the proposals).

5.3.2 Role of Enhanced Partnership Board Members

Operator representatives will be acting on behalf of all Operators in that category, not on behalf of their own company alone. Representatives will be responsible for ensuring attendance at all Enhanced Partnership Board meetings in that year, and ensure they have:

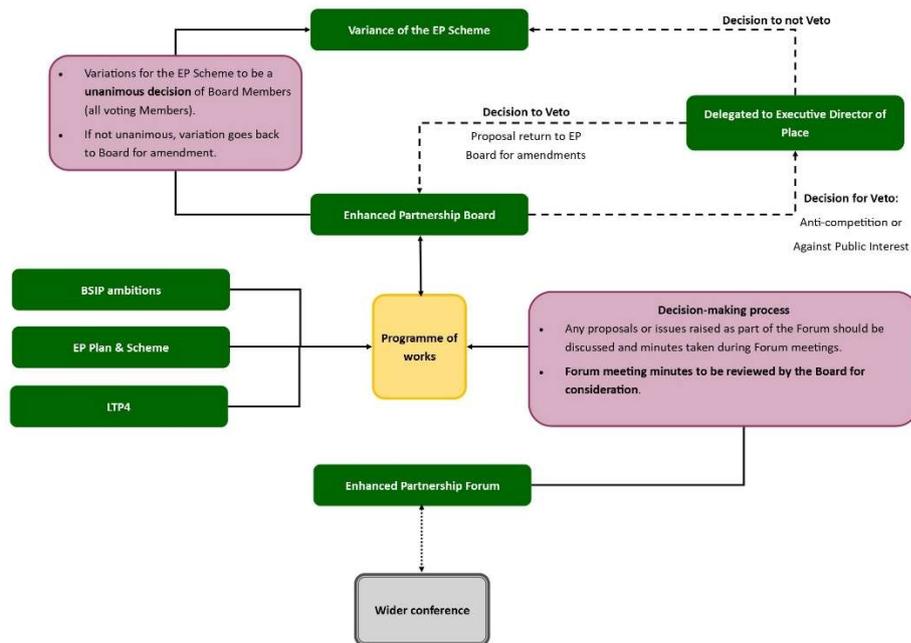
- fully reviewed and understood all meeting papers in advance of attendance,
- the required mandate from the Operators they represent.

5.3.3 Enhanced Partnership Board Decision Making

Decisions of the Enhanced Partnership Board will be made by way of a vote through a show of hands. Unless stated otherwise in this document, decisions will be passed by way **unanimous vote** from all members of the Board entitled to vote (on a one Operator representative, one vote basis).

Operators will be entitled to make known their concerns in writing to the Council's Strategic Transport Team if they object to a particular vote of the Board. The Council will review the circumstances and consider whether these are such that use of its veto is required as provided for below.

Board decisions will be made by those Board members in attendance at the meeting, subject to the meeting being deemed quorate.



It is expected that the EP Board will provide an annual progress report to the Council's Highways and Transport Committee.

5.3.4 Cheshire East Borough Council Veto

These controls ensure that the voting system does not allow an individual Operator to influence the Enhanced Partnership to its own commercial benefit or to harm competitors; there is no opportunity for a group of Operators to vote in a co-ordinated manner to mutual benefit on a sustained basis; there is no discrimination between Operators; and that actual or potential competition, entry to new services and by new Operators, or innovation, is not inhibited.

The Council may, in exceptional circumstances, **exercise a veto over Board decisions** which it may reasonably believe or suspect as having **anti-competitive implications** or **not within the wider public interest**.

Should the Council seek to exercise its veto, this will be via a report to the Executive Director of Place (as the Delegated Officer for the Councils' Highways and Transport Committee). If the Council decides to exercise its veto, notification of intent will be at the Enhanced Partnership Board meeting, this will allow the need for the veto to be discussed by all Board Members.

In any instances where commercially sensitive matters arise these would be considered by the Executive Director of Place (as the Delegated Officer for the Councils' Highways and Transport Committee) via private submission by affected bus operators.

5.3.5 Meeting Observers

Any other Bus Operator and Council representatives will be able to attend the Board meetings as observers but will not have the right to vote.

Observers may be invited to make comments or ask questions of the Board at the Chair's discretion or invited to defer these until the next Forum meeting.

5.3.6 Meeting Arrangements

Enhanced Partnership Board meetings will take place no less than twice per year at regular intervals between each Forum meeting, with provision for additional meetings as required to take decisions which in the opinion of the Chair cannot be deferred to a scheduled meeting, provided that a minimum number can be achieved, with no less than one week's notice being given.

Meetings will be arranged and minutes taken by the Council and will normally be held at Delamere House. Meetings will be chaired by the Chair of the EP Board. Meeting length will vary according to agenda content but ordinarily be one to two hours. Agendas and meeting papers will be circulated to all Board members no less than one week in advance of each meeting date, and draft minutes circulated no more than two weeks after each meeting. Copies will also be distributed to all Forum members so any issues or concerns can be discussed with the relevant Operator representative, to be raised at the Board meeting. Draft minutes will be approved at the next Board meeting.

5.3.7 Enforcement

Where the Council has Traffic Commissioner Powers delegated to it, the following arrangements will apply to relevant local bus service registrations.

- If a Bus Operator should fail to observe or perform any of the Requirements of this agreement or meet the Punctuality and Reliability standards to the reasonable

satisfaction of the Council, then the Council shall be entitled to serve a written warning notice on the Bus Operator.

The warning notice will detail the failure to observe or perform the Requirements or Punctuality or Reliability standards in question with sufficient detail as the Bus Operator may require to enable it to understand and identify the alleged failure(s) (a 'Warning Notice'). The Council may also, at its discretion, invite the Operator to participate in discussions about any specified failures before a Warning Notice is issued.

- In the event that a Warning Notice is served on a Bus Operator which, in the opinion of the Bus Operator (acting reasonably) is factually inaccurate, is unfair or unreasonable, or has been issued in error, the Bus Operator shall be entitled to provide evidence to support their claims. The Operator may also request a face-to-face meeting with the relevant representatives of the Council to discuss the evidence and express its concerns in person. The parties shall meet as soon as reasonably practicable at a mutually convenient location and discuss the Warning Notice and the Bus Operator's concerns in good faith. In the event that the Council is of the view that the Bus Operator's concerns are valid, it shall withdraw and cancel the Warning Notice with immediate effect. Such withdrawn and cancelled Warning Notice shall not be deemed a valid Warning Notice for the purposes of calculating the number of Warning Notices issued against a Bus Operator as below.

The Warning Notice shall state on its face that it is a Warning Notice and shall set out the measures which the Council requires the Bus Operator to take (acting reasonably) to ensure that the Requirement(s) or Punctuality or Reliability standards are met, do not occur again, and the reasonable timescales within which the Bus Operator is to effect such measures. The Bus Operator shall use all reasonable endeavours to comply with the terms of the Warning Notice. In the event that the Council serves more than three Warning Notices on a single Bus Operator within any continuous twelve-month period, or the Bus Operator fails to remedy a Warning Notice within the specified timescales without reasonable excuse, the Council shall, subject first to the outcome of the statutory appeals process available to the Bus Operator if engaged, be entitled to cancel the local bus service registration.

- In arriving at a decision regarding the issuing of a Warning Notice or cancelling a bus service registration, the Council will take into account the effects of any agreed scheme or improvement which was anticipated to have a beneficial effect on the Bus Operator's operations, but which has not been delivered or materialised, to the extent that the delivery of such scheme or improvement was outside the Bus Operator's control.

5.3.8 Implications for small (and medium) sized operators

Given the variety of bus operators involved (in terms of market share, fleet size, company turnover and structure), it is important to ensure that the effects of the partnership do not unduly impact upon smaller operators' ability to engage or to comply with requirements.

The Enhanced Partnership Board will therefore allocate operator votes based on a small and large market share, measured as a proportion of total registered mileage.

In addition, Bus Operator Requirements will not be placed upon certain categories of service (non-qualifying services), which represent many smaller operators' main commercial interests.

5.4 Review of EP Scheme

Once the EP Scheme is made, it will be reviewed by the EP Board annually following publication of data on progress towards targets, as required by the BSIP – this will ensure any necessary action is taken to deliver the targets set out in the BSIP as outlined in the EP Plan.

Cheshire East Borough Council will initiate each review.

The EP Forum can also decide to review specific elements of the scheme on an ad-hoc basis. EP Forum members should contact the Cheshire East Borough Council using the following email address [\[email address\]](#) explaining what the issue is and its urgency.

Cheshire East Borough Council will then decide whether to table at the next scheduled meeting or make arrangements for all or the necessary EP Board members to gather more quickly.

5.5 Bespoke Arrangements for Varying or Revoking the Enhanced Partnership Scheme

Under powers at s.138E of the Transport Act 2000, Enhanced Partnership Scheme Variations where this section is quoted will be subject to the bespoke voting mechanism also as set out in this section.

Changes to or new flexibility provisions added to the EP Scheme under s.138E of the Transport Act 2000 shall only be included in the EP scheme if they satisfy the statutory objection mechanism as set out in The Enhanced Partnership Plans and Schemes (Objections) Regulations 2018.

5.5.1 Proposer of a variation

Consideration will be given to potential EP Scheme variations highlighted either by a local authority, one of the organisations represented on the EP Forum, or by an operator of local bus services. The proposer of a variation should demonstrate how this might contribute to achieving the objectives set out in the BSIP, EP Plan and current local transport policies. Such requests should be in writing and submitted to [\[email address\]](#).

Cheshire East Borough Council will forward all requests onto all EP Board members within 5 working days.

5.5.2 Enhanced Partnership Scheme Variations

Enhanced Partnership Scheme Variations to area-wide Facilities and Measures described in section 3 and 4 will be subject to a bespoke voting mechanism as set out within section 5.3.3.

Any Enhanced Partnership Variation requires both of the following conditions to be met:

- An unanimous vote of the EP Board in favour of the Scheme Variation; and
- Council veto on the EP Board has not been invoked in response to this vote.

The following process will be followed in response to variation proposals:

1. Variation discussed at EP Forum

2. EP Forum discussions captured and minuted by Cheshire East Borough Council
3. Variation presented by Cheshire East Borough Council from EP Forum minutes to EP Board
4. Recommendation accepted, accepted subject to variation or rejected by EP Board vote
5. Once accepted by unanimous vote of the board and not vetoed by Cheshire East Borough Council Formal Enhanced Partnership Scheme Variation is created
6. Enhanced Partnership Variation is then circulated to the EP Forum.

5.5.3 Decision-making process and bespoke objection mechanism

Cheshire East Borough Council is committed to working collaboratively with local bus operators to arrive at decisions for the betterment of the local bus network and its passengers.

Upon receipt of a request for a variation to the EP Plan or EP Scheme, Cheshire East Borough Council, under this section, will reconvene the EP Board, giving at least 14 days' notice for the meeting, to consider the proposed variation.

If the proposed variation is agreed by all representatives present at the EP Scheme Board, and provided Cheshire East Council does not exercise its veto in accordance with the terms of this EP Scheme, the Proposed Variation shall be made in accordance with its terms.

If there is not full agreement to a proposed variation at the EP Board pursuant to paragraph above, then the proposed variation may be put to the operator objection mechanism as set out in The Enhanced Partnership Plans and Schemes (Objections) Regulations 2018, as if the proposed variation was a variation to this EP Scheme notified under section 138L of the Transport Act 2000.

5.6 Revocation of an EP Scheme

If Cheshire East Borough Council or another member of the EP Board believes it is necessary to revoke the EP Scheme, the EP Board will be reconvened.

If at any point in the future, any area covered by this EP Scheme is included in a new or modified EP scheme, the relevant requirements set out in this EP Scheme document will cease to apply to areas covered and incorporated in line with the proposed future arrangements.

Appendix A Schedule of Facilities

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Appendix B

Schedule of Measures

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Appendix C Definitions for use in the Document

Automatic Vehicle Location (AVL) – means for automatically determining and transmitting the geographic location of a vehicle, allowing it to be tracked in real time.

Bus Stop (stand or halt) – bus stop clearway as defined in accordance with paragraph 1(a) of Part 1 to Schedule 19 of The Traffic Signs Regulations and General Directions 2002 but which will permit a local bus to stand within the clearway for as long as maybe necessary up to a maximum period of 10 minutes.

CCTV – closed circuit television system, whereby static or mobile cameras are used to record offences or for surveillance and safety and security purposes.

EP Scheme Area – area to which this EP Scheme document applies.

Euro VI equivalent standards – Euro VI diesel bus or a bus with CVRAS approved technologies retrofitted to a diesel bus to reduce NOx and PM emissions and achieve Euro VI equivalent standards

Facilities – physical assets that are provided at specific locations along particular routes (or parts of routes) within the EP scheme area or new and improved bus priority measures. This is deemed for such purposes of section 138D(1) of the Transport Act 2000.

Measures – improvements with the aim of:

- Increasing the use of local bus service serving the routes to which the measures relate or ending or reducing a decline in their use; or
- Improving the quality of local bus service.

Local Authorities – prescribed under section 23 of the Local Government Act 2003.

Local Highway Authorities – Local Authority with responsibility for the maintenance of highway infrastructure in its local authority area. In the case of this EP Scheme, this means Cheshire East Borough Council.

Local Transport Authority (LTA) – collective name of authority(ies).

Multi-Operator Capping – common fares and ticketing product, applied across multiple bus operators, that will cap a user's travel cost according to the lowest price available for the journey or journeys made.

Multi-Operator Ticketing – common fares and ticketing product applied and accepted by multiple operators.

Network Stability – specified dates through the year, agreed between Cheshire East Borough Council and bus operators, on which local bus service changes take place.

Real Time Information – using technology to track the location of buses in real time. Information is transmitted to bus stops or devices to indicate to passengers the predicted arrival time at a particular point.

Registered Local Bus Service – as set out in Section 2 of the Transport Act 1985.

Cheshire East Borough Council Enhanced Partnership Plan – document made pursuant to section 138A of the Transport Act 2000 and which is required to be in place for an EP Scheme to be made.

Zero Emission Vehicle – vehicle that emits no pollutants at its tailpipe.

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Working for a brighter future together

Highways and Transport Committee

Date of Meeting:	2 March 2022
Report Title:	Highways and Transport 2022-23 Programmes
Report of:	John David – Interim Director of Infrastructure and Highways
Report Reference No:	HT/22/21-22
Ward(s) Affected:	All Cheshire East Wards

Note : Yellow highlighting indicates where updating will be needed once budgets and settlements are known.

1. Purpose of Report

- 1.1.** This report informs committee members of the capital and revenue budgets available for the highway service for 2022/23 and the allocation of those budgets to the various programmes of work. The programmes of work contribute to the Council's aim to be a thriving and sustainable place and in particular to the priority of having a transport network that is safe and promotes active travel.

2. Executive Summary

- 2.1.** This report explains the allocation of highway revenue and capital funding to deliver day to day maintenance activities and improvement programmes on the public highway to ensuring that the Council can fulfil its statutory responsibilities as a Highway and Transport authority as well as contributing to the Council's Corporate Plan and Local Transport Plan objectives and priorities.
- 2.2.** The report outlines the challenging funding position in terms of both capital expenditure (being dependent on Department of Transport grants)

and revenue expenditure (due to the Council's position in respect of its Medium Term Financial Strategy (MTFS))

- 2.3. This report follows on from a previous report presented to the Highways and Transport committee on 16 November 2021. This demonstrated to members how budget allocations and programmes had been set for 2021-22 and invited the committee to comment. The feedback has been considered by the highways team as part of the business planning process and preparation of the detailed budget allocations and programme for 2022-23 presented in this report.
- 2.4. Due to the responsive nature of the service to many variable outside factors, the budgets presented do not operate as fixed budgets, but are the basis on which the contractor's business plan has been set for the start of the financial year in April 2022. Future committee reports through the year will report on progress on the delivery of the programmes, including any emerging pressures due to network demands which might call for amendments of some programmes.
- 2.5. Any comments members may have on these budget allocations are welcomed, and will be taken into account both during the year and in preparation for future years' budgets, whilst working within the overall available revenue budget envelope and whilst ensuring all statutory responsibilities as Highway Authority are being fulfilled.

3. Recommendations

- 3.1. The Committee is recommended to note the apportionment of revenue and capital funding to the key elements of highway services shown in Tables 2 to 4 below and comment on the apportionment to the service programmes.

4. Reasons for Recommendations

- 4.1. The budgets for the capital and revenue programmes represent the optimal apportionment between programmes to best achieve the Council's priorities, whilst fulfilling the Council's responsibilities as the Highway Authority as far as reasonably practicable within available budgets.

5. Other Options Considered

- 5.1. In developing the final allocation of available budgets various funding allocation variations are considered across the highway assets as part of the business planning process, taking account of asset condition, risk and investment need,

6. Background

6.1. Policy Context - National

6.1.1 The Council is a Local Highway and Transport Authority and in this context it has a number of statutory duties to perform that have an impact on the maintenance of the public highway and the provision of transport in the borough. These include:

- Highways Act 1980 – duty to maintain highway maintainable at public expense
- Traffic Management 2004
- New Roads and Streetworks Act 1991
- Well Managed Highway Infrastructure Code of Practice

6.1.2 Highways are the Council's most valuable asset (current value £6.6bn), and the Council receives capital grants from central government to invest in structural maintenance of that asset. The value of this grant has diminished significantly in real terms in recent years and was reduced by 21% in 2021/22 from the previous year. in Cheshire East, resulting in a deteriorating highway condition. This is a common position across highway authorities nationally.

6.1.3 The national picture was highlighted by the Local Government Association's transport spokesperson in response to the overall reduction in capital funding allocated to councils for local road maintenance in 2021/22 by the Department for Transport of £400 million (22 per cent). This said that "Councils are working hard to keep our roads safe and resilient, repairing potholes as quickly as they can. However, it would already take £10 billion and more than a decade to clear the current local roads repair backlog"

6.1.4 It is important that in using the limited resources available that the duties contained in the Highways Act and Traffic Management Act, particularly in maintaining a safe network, are given priority.

6.1.5 Some of the Council's funding is obtained because of the incentive element of central government capital funding. This is awarded to local highway authorities who can demonstrate good practice in how they invest in the highway asset and provides high value for money in terms of asset life. The Council is in the highest category (Band 3) on this measure and receives the maximum incentive funding.

6.2. Policy Context - Local

6.2.1 The Council's Highways and Transport programmes are developed to ensure that the Council's duties as a local highway authority are delivered and to contribute to the Corporate Plan outcomes and Local Transport Plan (LTP) objectives.

6.2.2 The Corporate Plan has a priority of providing a transport network that is safe and promotes active travel.

- 6.2.3 The Council has a suite of highway policies that help to inform delivery of the highway service and prioritise how revenue and capital money is spent. A programme of reviews of these policies will come to this committee for consideration over forthcoming meetings.
- 6.2.4 The Council's Local Transport Plan 2019 – 2024 is used to demonstrate how government funding will be used to maintain the public highway network and meet local transport needs. DfT has indicated that updated national guidance on Local Transport Plans and associated funding will be published later this year; emphasising their role in contributing to the Government's decarbonisation strategy.
- 6.2.5 The Council's financial position as outlined in its Medium Term Financial Strategy (MTFS) means that the annual funding of important service budgets such as highways is very challenging.
- 6.2.6 A comparison of the highway service revenue budget from 2015-16 (£11.214m) to 2021-22 (£10.425m) shows a reduction in funding of £789k while inflation rose by 14%. If that inflation index had been applied to the 2015/16 figure, then the 2021/22 figure would be £12.784m, so the real terms cut since then is (£12.784-£10.425) = £2.359m, a cut of approximately 18%.

6.3. Available Revenue Budget for 2022/23

- 6.3.1. Revenue funding is allocated from the Council's general fund as part of its budget setting process.
- 6.3.2. Following the budget consultation process which considered proposals for the various service areas, there is a revenue budget available for highway services via the highways maintenance of £11.236m for 2022/23.
- 6.3.3. A paper entitled Highways and Transport 2022-23 Programme Preparation was presented to the Highways and Transport committee on 16 November 2021. This demonstrated to members how budget allocations and programmes had been set for 2021-22 and invited the committee to comment. These have been considered by the highways team as part of the business planning process and preparation of the budget allocations and programme for 2022-23.

6.4. Available Capital Budget for 2022/23

- 6.4.1. Capital budgets are determined by the size of grant from central government in the form of two annual block grants: The Structural Maintenance Block (SMB) and the Integrated Transport Block (ITB). The government can also provide Pothole Funding but not necessarily on an annual basis.
- 6.4.2. In 2021/22 the council contributed an extra £6m capital over two years capital (£3m per annum), from its own funds for additional

structural maintenance of the network to help contribute to its priority for a safe and well-maintained network. In 2022/23 the council has approved a further £4m budget from its own funds for the programme to managing and maintaining highways.

6.4.3. The total capital funding available for 2022/23 is therefore shown in the table below:

INSERT TABLE SHOWING FUNDING SOURCES when known

Funding <i>(* Indicative pending announcements from funding bodies at time of publishing Committee paper)</i>	Government - Department for Transport (£000)	Council Investment (£000)	Total Budget (£000)
Local Transport Plan - Integrated Transport Block grant	2,003		2,003
Local Transport Plan - Strategic Maintenance Block grant	5,799		5,799
Local Transport Plan - Incentive Fund	1,450		1,450
Pothole Fund	5,799		5,799
Traffic Signal Maintenance Fund	500		500
Highway Pothole/Challenge Fund (MTFS)		3,242	3,242
Managing and Maintaining Highways Investment		4,000	4,000
Traffic Signs and Bollards - LED Replacement		625	625
2022/23 Budget Totals (£000)	15,551	7,867	23,418

Table 1 – Capital Funding sources for Highway in 2022/23

6.5. Revenue Service Provision

6.5.1 This table summarises the allocations of revenue budget for highway programmes in 2022/23 and reflects current priorities. These numbers may be subject to some slight amendments subject to final completion of the business planning process.

Highway Asset	Description	Council Revenue Budget Allocation (£000)	
		2021-22	2022-23
Coordinating Roadworks and other Activities on the highway	Managing Council, utility and developer works on the highway.	£587	£568
Handling enquiries from the public	Answering enquiries from the public, councillors and MPs / Providing information on highway activities	£180	£183
Inspection of the highway	Highway inspections / updating digital records / boundary enquiries	£465	£513
Bridges and Structures	Inspection / routine small maintenance works	£250	£262
Drainage system cleaning and repairs	Gully emptying and drainage system cleansing	£972	£1,124
Pothole Repairs	Repair of carriageway potholes	£1,296	£2,234
Other Road Repairs (including road edge failures, damaged paving etc)	Footway repairs and other non-carriageway repairs	£568	£602
Responding to Emergencies	Responding to urgent defects and emergency issues on the network	£508	£699
Road Markings Renewals	Replacement of worn and damaged road markings (to be included in capital programme in 2022/23)	£12	£0
Hedge and Trees	Responding to urgent tree works / hedge cutting	£342	£689
Grass Cutting and Weed treatment	Cutting of grass verges and weed treatment	£818	£813
Fencing & Wall Repairs	Repair of drystone walls and fences (to be included in capital programme in 2022/23)	£13	£0

Highway Asset	Description	Council Revenue Budget Allocation (£000)	
		2021-22	2022-23
Road Signs Cleaning and Repairs	Cleansing, straightening and repair of road signs (to be included in capital programme in 2022/23)	£13	£0
Winter Service (including gritting and snow clearance)	Gritting of roads and provision of grit bins	£2,027	£2,026
Street Lighting	Repair of street light and cable faults / structural and electrical testing	£560	£580
Traffic Signals	Repair of traffic signals and electronic signs	£312	£319
Traffic and Road Safety (including education to schools)	Design of road safety schemes/provision of road safety education to schools	£242	£312
Managing Flood Risk	Addressing statutory duties as the Lead Local Flood Authority including planning applications and flooding issues.	£271	£312
Overall Revenue Allocation (£000)		£9,436	£11,236

Table 2 Allocation of Revenue Budget across Routine/Reactive Core Highway Service programmes

The increase from the 2021/2022 budget figure of £9.436m to £11.236m in 2022/23 in the table above is because of the forecast estimated increase in income from fees and charges to third parties in relation to their use of the highway network. Also, the repayment of the Salix loan which was used to convert all street lights to LED is now complete, so the annual revenue used to make that repayment (approx. £1.2m) has been returned to the highways base budget.

6.6. Capital programme

6.6.1 Annual Block Grants

- 6.6.1.1. The table below summarises the allocations of capital budget to highway and transport programmes in 2022/23. As with the revenue allocation and programmes, member views have been considered in preparing the allocation across programmes.
- 6.6.1.2. As described in 6.4.1 capital funding comes from two central government block grants; the Structural Maintenance Block (SMB) intended for capital maintenance of highways and structures and the Integrated Transport Block (ITB) for other capital transport programmes. The table indicates the allocation of the grant for each programme:
- 6.6.1.3. As in previous years, members will receive the detailed work programmes (ie locations) across the borough as soon as they are available.

Integrated Transport and Highways Maintenance - Core Budget Allocations	Projects and Programmes	How are the Projects and Programmes Determined?	LTP Block Grants Funding Allocations (£000)	
			2021-22	2022-23
Infrastructure & Transport Policy and Scheme Development	<ul style="list-style-type: none"> • Town Studies • Transport Strategies <ul style="list-style-type: none"> - Crewe Transport Access Study - Macclesfield Transport Access Study • Infrastructure scheme feasibility and development work • Levelling Up fund bid - match funding 	Application of criteria to best deliver Council policy	525	525

Integrated Transport and Highways Maintenance - Core Budget Allocations	Projects and Programmes	How are the Projects and Programmes Determined?	LTP Block Grants Funding Allocations (£000)	
			2021-22	2022-23
Local Highway Measures	<ul style="list-style-type: none"> • Ward Member highway improvement budget • Minor Works Programme <ul style="list-style-type: none"> - Traffic management measures - Traffic Regulations Orders - Pedestrian access improvements - Vehicles passing bays etc 	<p>Member determined based on ward priorities</p> <p>Officer determined based on assessment and prioritisation to deliver policy objectives</p>	350	350
			347	290
Sustainable Transport Enhancement Programme (STEP)	<ul style="list-style-type: none"> • Active travel investment • Public transport investment • Sustainable Modes of Transport to Schools (SMOTs) • Public Rights of Way and Countryside Access Improvements • Boulderstones Bridge Match funding contribution 	Schemes are prioritised against the objectives of the Local Transport Plan, Sustainable Modes of Transport to Schools (SMOTS) objectives etc to deliver on policy	895	752

Integrated Transport and Highways Maintenance - Core Budget Allocations	Projects and Programmes	How are the Projects and Programmes Determined?	LTP Block Grants Funding Allocations (£000)	
			2021-22	2022-23
Road Safety Investment	<ul style="list-style-type: none"> • Local Safety Schemes – cluster analysis to target killed/seriously injured traffic collision sites • Minor Safety Schemes - proactive programme to developing issues raised by Police • Vulnerable road user Schemes – cluster analysis focusing on sites VRU injury collision sites • Road safety camera site related works 	Application of analysis of police Stats19 road traffic injury collision data to determine work programme that helps reduce number of killed and seriously injured on the roads in the borough.	320	245
Programme Management	<ul style="list-style-type: none"> • Highway Client team programme management 	Amount of work delivered by the highway client team that is chargeable to capital in accordance with local government financial rules.	200	200

Integrated Transport and Highways Maintenance - Core Budget Allocations	Projects and Programmes	How are the Projects and Programmes Determined?	LTP Block Grants Funding Allocations (£000)	
			2021-22	2022-23
Highway Asset Investment	<ul style="list-style-type: none"> • Carriageway Repairs • Footway Repairs • Drainage Improvements • Bridges & Structures • Street Lighting • Traffic Signals • Road markings • Road Signs • Safety Barriers 	Evidence led asset management approach using established scoring matrices to prioritise works.	6,615	6,890
		Overall LTP Allocation	9,252	9,252

Table 3 Allocation of Department for Transport Local Transport Plan annual block grants across highway programmes

6.6.2 Pothole Fund

- 6.6.2.1 The table below summarises the funding provided by central government to help the council address road condition in 2022/23 and how the highway service is using it to repair roads in the Borough.
- 6.6.2.2 The actual level of government funding available this year is to give context only as the situation for 2022/23 is not yet known. Unlike the ITB and SMB grants the government’s funding for potholes is not an annual grant although the experience in recent years is that the DfT have made a Pothole Fund available each year. The size of the fund varies significantly with Cheshire East allocations ranging from £0.500M to the high in 2021/22 of £5.799M.

DfT Pothole Fund	Programme	How is the Programme Determined?	DfT Pothole Fund Allocation (£000)	
			2021/22	2022/23
Highway Asset Investment	• Road repairs	Evidence led asset management approach using established scoring matrices to prioritise works.	5,799	5,799
Overall Allocation			5,799	5,799

Table 4 Allocation of Department for Transport Pothole Fund in 2022/23

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6.6.3 Additional Council Capital Investment

6.6.3.1 The draft capital programme for the £7.242m Council investment funded activities below summarises the percentage allocations: (Update when MTFS funding confirmed)

Council Capital Investment - Budget Allocation	Programmes	How are the Projects and Programmes Determined?	LTP Block Grants Funding Allocations (£000)	
			2021-22	2022-23
Highway Asset Investment	<ul style="list-style-type: none"> • Drainage Improvements • Bridges & Structures • Street Lighting • Road Marking Replacement • Road Repairs • Level 3 Footway Improvements 	Highway Asset management led approach using established Council asset led scoring matrices to prioritise works.	1,200 1,400 400	1,200 1,000 400 100 4,000 542
		Overall Council Allocation	3,000	7,242

Table 5 Allocation of Additional Council Capital Investment across key highway programmes in 2022/23

6.6.4 Notes on funding Tables:

- Sufficient capital funding for the highway network from all sources is essential to provide a safe and well maintained highway network through long term planned investment. The level of capital funding is not sufficient to maintain steady state and we remain in a situation of managed decline. This has an adverse impact on the revenue funded service as this results in higher number of defects requiring a greater proportion of the available revenue budget to deliver reactive repairs to keep the highway safe, but which score lower in terms of value for money.
- Between 2015-2021 the Government provided a six year funding commitment for the Local transport Plan block grants which resulted in the annual grants received remaining unchanged throughout. When construction inflation was applied this resulted in a £1.6million cut in funding in real terms. Inflationary pressures on budgets remains a significant challenge post Covid with supply issues and staff shortages driving up material prices and employment costs.

6.7. Next Steps in Business Planning

- 6.7.1 The process of highway service business planning for the next financial year with the Council's contractor began in October 2021 and is now complete in readiness for the new financial year in April.
- 6.7.2 In the early stages of the business planning process indicative funding, typically based on the revenue and capital allocations available in the current financial year are used. These are replaced by the actual budgets when finalised. Typically, these aren't available until February when central government announces the details of its road funding paper allocations to local authorities and full Council meets to finalise the MTFS.
- 6.7.3 The funding allocations in this report have been used to complete the business planning process with the Council's contractor.

7. Consultation and Engagement

- 7.1. The overall highways capital and revenue budgets have been set following the Council's budget consultation process. This included a report to this committee on 13 January 2022 on the Medium-Term Financial Strategy for 2022/23 – 2025/26. As part of the consultation process the committee was asked to provide comments and feedback to the Corporate Policy Committee on proposals related to the responsibilities of the committee.
- 7.2. Corporate Policy committee, at its meeting on 10 February, considered the feedback and made recommendations to the Council (considered at its 24

February meeting) on the budget proposals contained in the final Medium Term Financial Strategy for 2022/23 – 2025/26.

7.3. Alongside the Council's overall budget consultation process, a 2022-23 Programme Preparation report was presented to the Highways and Transport committee on 16 November 2021. This demonstrated to members how budget allocations and programmes had been set for 2021-22 and invited them to share their views on the coming year's detailed programme and funding. These have been considered by the highway team as part of the business planning process and the preparation of final detailed budget allocations and programme for 2022-23.

8 Implications

8.1 Legal

- 8.1.1 The purpose of the report is to provide an overview of the intended expenditure under various budget lines.
- 8.1.2 Any financial expenditure should be in compliance with the Budget and Policy Framework, and the Finance Procedure rules as set out in the Constitution Chapter 3 part 3 and part 4.8.1.3

8.2 Finance

- 8.2.1 No direct financial implications arise from this report. The revenue and capital programmes utilise, and will be managed within, the available budgets provided by the Council and central government for 2022/23.
- 8.2.2 The recommended allocations proposed are designed to make best use of the available budgets to maintain and invest in the highway and transport network to meet Council objectives.

8.3 Policy

- 8.3.1 National and local policy context is covered in section 5.

8.4 Equality

- 8.4.1 An Equality Impact Assessment is undertaken for the delivery of schemes as part of the process to design and deliver them in line with the Council's current policy and practise and takes account of the needs of all residents and users of the public highway.

8.5 Human Resources

- 8.5.1 There are no Human Resource implications

8.6 Risk Management

- 8.6.1 The revenue and capital programmes should be treated as indicative as they are always subject to change because of unknown events such as extreme weather and flooding that must be responded and

recovered from in year. For example, the 2019 floods resulted in £2.5m of funding being reallocated and many programmes were impacted as a result. Such budget adjustments need to be made immediately however, the work and programme consequences would be reported at the next available meeting.

- 8.6.2 The highway network is the Council's largest asset. As such it represents a very large financial and reputational risk if it is not maintained and operated in line with engineering best practice.
- 8.6.3 The provision of day to day highway service and delivery of highway and transport projects has inherent risks, and these will vary for each scheme. The project team for the schemes deliver it in full compliance with the Construction Design Management (CDM) 2015 Regulations. These seek to address and minimise risk from the early stage of design through to completion of construction on site and subsequent whole life maintenance requirements.
- 8.6.4 The provision of the highway service and delivery of highway and transport schemes requires good project management which includes the development of a Contract wide and scheme specific risk registers. These are monitored and updated as risks are identified and mitigated to minimise their impact on the safe and efficient delivery of services and schemes. All risks have assigned owners who are responsible for mitigating and managing them.

8.7 Rural Communities

- 8.7.1 The Programme is designed to provide a consistent level of routine and reactive highway service boroughwide and prioritises capital investment in highway maintenance and transport in line with the asset management strategy and Local Transport Plan for the benefit of all residents.

8.8 Children and Young People/Cared for Children

- 8.8.1 There are no direct implications for children and young people.

8.9 Public Health

- 8.9.1 Providing a safe highway network that promotes active travel is a key aim of the Council. Road safety activities that reduce traffic speed and volume can prevent injuries as well as a wider impact on health by encouraging active travel.
- 8.9.2 Investment in the highway asset to maintain condition, improve access and invest in active travel and public transport helps encourage healthier lifestyles and support modal shift to more sustainable modes of transport.
- 8.9.3 There is a strong evidence base to support improved wellbeing, and physical health through increased physical activity via improved access

to green open spaces. The annual work programme helps deliver the council's Local Transport Plan strategy objectives which support the maintenance and improvement of the Public Rights of Way network and facilitate Countryside Access Improvements where appropriate.

- 8.9.4 Targeted developments in areas with higher levels of deprivation also aim to reduce health inequalities. For example, improved transport networks, and sustainable travel impacts on ability to access employment, education, training, increased social connectivity and reducing social isolation, supporting the wider determinants of health.
- 8.9.5 The annual highway capital programme includes funding for works that can help to improve air quality and therefore associated respiratory health improvements.
- 8.9.6 All of the services and works described within this report are delivered through the council's Highway Service Contract with integrated service provider Ringway Jacobs. This contract includes a number of Social Value outcomes which impact on the wider determinants of health and aim to reduce health inequalities.

8.10 Climate Change

- 8.10.1 The highway service is playing its part in working to help deliver the Council's net zero carbon by 2025. It's key contribution to the work of the Council's Carbon group is twofold. The first is through the fleet implementation plan which is working with key services to introduce low carbon vehicles to replace traditional diesel or petrol powered, cars, vans and HGVs where practicable. The highway service has introduced small electric vans and consideration is being given to this for other vehicles within the fleet. To support this move, electric charging points have been installed in the highway depots. Where diesel/petrol vehicles are still necessary those operated are to the latest environmental standards. The second is the investment into converting all lit highway signs and bollards to low (LED) or no energy (solar) power. The two year programme is underway and due for completion in March 2023.
- 8.10.2 Low carbon considerations are a high priority when planning programmes of work to maintain/improve highway assets. Where possible, materials and products with lower carbon footprint are selected, electric plant and equipment used, and recycling maximised on each site. Collaboration with teams and other services to make best use of a site is also planned to make best use of the location and resources required.
- 8.10.3 Good management of works on the highway through the Council's permit system also plays a key role as it coordinates the keeping demands of developers, utilities and the council's highway service works on the highway. This reduces the impact to traffic travelling on

the highway as it keeps congestion down and minimises associated pollution.

- 8.10.4 Road safety enhancements help reduce the number of road traffic collisions and minimise disruption and congestion on the highway associated with such events. Road safety improvements can also encourage drivers to travel at lower and more appropriate speeds for the roads and conditions which can contribute to a reduction in vehicle emissions.

Access to Information	
Contact Officer:	Paul Davies, Contract Operations Manager Paul.davies@cheshireeast.gov.uk 07748 650204
Appendices:	
Background Papers:	Highways and Transport 2022-23 Programme Preparation paper presented to the Highways and Transport Committee on 16 November 2021

Highways and Transport Committee Work Programme

Ref No	Committee Date	Report title	Purpose of Report	Report Author/ Senior Officer	Consultation and Engagement Process and Timeline	Equality Impact Assessment Required and Published (Y/N)	Part of Budget and Policy Framework (Y/N)	Corporate Plan Priority	Exempt Item and Paragraph Number (Y/N)
HT/26/21-22	June 2022 TBC	Flowerpot Junction Improvement Scheme	<p>Authorise to make Compulsory Purchase Orders and Side Roads Orders for the delivery of the Flowerpot Junction Improvement Scheme.</p> <p>Approve the forward funding of the additional developer contributions in accordance with the capital programme.</p>	Chris Hindle/ John David	Y	Y	Y	A thriving and sustainable Place	Y Part confidential
HT/41/22-23	June 2022 TBC	DfT Active Travel Social Prescribing Grant	To approve acceptance of £619,500 from DfT for implementation of an Active Travel Social Prescribing Project in Crewe.	Richard Hibbert/Guy Kilminster/John David	tbc	N	N	A Council which empowers and cares about people/ A thriving and sustainable place	N

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HT/42/22-23	September 2022 TBC	Review of Ward Member Budget scheme	To review the effectiveness of the new ward member budget scheme.	Tom Shuttleworth, Paul Davies Matt Davenhill	N/A	N	tbc	A thriving and sustainable Place	N
HT/23/22-23	TBC	Pavement Parking Policy Update	To approve the proposed pavement parking policy for the borough.	Richard Hibbert/John David	tbc	tbc	Y	A thriving and sustainable Place	N
HT/15/21-22	TBC	HS2 Programme Update	To seek approval for the Local Transport Authority bid for Levelling Up Funding and the preferred solution for the Crewe Hub Project and provide any further updates on the HS2 programme including Phases 2a and 2b line of routes and Crewe Hub station.	Hayley Kirkham/ John David	tbc	tbc	Y	A thriving and sustainable Place	N
HT/43/22-23	TBC	Speed Management Strategy	To approve the Speed management strategy following consultation period.	Matt Davenhill / Tom Shuttleworth	Complete	Y	N	A thriving and sustainable Place	N

Highways and Transport Committee Work Programme

HT/44/22-23	TBC	Middlewich Eastern Bypass Full Business Case Approval	To approve the full business for the scheme for submission to DfT	Neil Grundy	N/A	TBC	N	A thriving and sustainable Place	N
HT/45/22-23	TBC	A500 Full Business Case Approval	To approve the full business for the scheme for submission to DfT	Simon Kerr	N/A	TBC	N	A thriving and sustainable Place	N
HT/46/22-23	TBC	Highways and Transport 2022/23 Programme	To note the programme of activities for Highways and Transport services in the forthcoming year.	John David	tbc	tbc	Y	A thriving and sustainable Place	N

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