

Highways and Transport Committee

Agenda

Date: Thursday, 16th June, 2022
Time: 10.30 am
Venue: The Capesthorpe Room - Town Hall, Macclesfield SK10 1EA

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**

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 3 - 6)

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

For requests for further information

Contact: Karen Shuker

Tel: 01270 686459

E-Mail: karen.shuker@cheshireeast.gov.uk with any apologies

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. **Levelling Up Fund Bids for Nantwich Road, Crewe Station.** (Pages 7 - 16)

To consider a report summarising the Council's approach to developing Levelling Up Fund bids for Crewe and to seek support to prepare round 2 constituency and LTA bids to bring forward the Nantwich Road enhancement schemes, linked to the Crewe Hub.

6. **Local Transport Development Plans - Tranche 2** (Pages 17 - 334)

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

7. **Highways & Transport Budgets 2022/23** (Pages 335 - 354)

To receive the alignment of the 2022-23 budgets for Highways and Transport and to note or approve virements and supplementary estimates as required.

8. **Appointments to Sub-Committees, Working Groups, Panels, Boards and Joint Committees** (Pages 355 - 360)

To appoint Members to the Public Rights of Way Sub Committee.

9. **Work Programme** (Pages 361 - 366)

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, C Naismith, M Sewart, D Stockton and P Williams

CHESHIRE EAST COUNCIL

Minutes of a meeting of the **Highways and Transport Committee**
held on Wednesday, 13th April, 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, L Braithwaite, B Burkhill, J Clowes (Substitute),
H Faddes, A Gage, L Gilbert, M Hunter, M Sewart, D Stockton and P Williams

OFFICERS IN ATTENDANCE

Mrs S Baxter (Democratic Services Officer), Mr C Hindle (Head of
Infrastructure), Mr J David (Interim Director of Highways & Infrastructure), Mr
P Davies (Contract Operations Manager), Mr R Hibbert (Head of Strategic
Transport and Parking), Ms J Wilcox (Head of Financial Management) and
Mrs M Withington (Principal Lawyer)

64 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor M Benson.

65 DECLARATIONS OF INTEREST

In the interest of openness in respect of item 6 - National Bus Strategy -
Enhanced Partnership Plan and Scheme(s), Mandy Withington, the
Principal Lawyer, declared that her son was employed by a local bus
company, but he was junior member of the company and had no
involvement in the decisions of the company.

66 MINUTES OF PREVIOUS MEETING

RESOLVED

That the minutes of the previous meeting held on 2 March 2022 be
approved as a correct record and signed by the Chair subject to the
inclusion of the question asked by Councillor J Clowes around the
progress of the missing Traffic Regulation Order Consolidation Order
which was raised under minute number 63 'Work Programme'. Officers at
the time advised they would provide a response to this question after the
meeting.

67 PUBLIC SPEAKING/OPEN SESSION

Carol Jones attended the meeting and spoke on item 5-National Bus
Strategy - Enhanced Partnership Plan and Scheme(s).

68 **NATIONAL BUS STRATEGY - ENHANCED PARTNERSHIP PLAN AND SCHEME(S)**

Consideration was given to a report updating the Committee on the Council's draft Enhanced Partnership (EP) Plan and Scheme as well as seeking the Committee's endorsement prior to its submission to the Department for Transport (DfT).

Mr R Hibbert, the Head of Strategic Transport and Parking, advised that given the decision made by the Department for Transport not to allocate any funding to the Council's Bus Service Improvement Plan (BSIP) any reference to BSIP funding dependency contained within the appendix B of the report should be removed.

Members expressed disappointment at the decision by the Department for Transport, in the failure to allocate any funding to the Council's BSIP. The consensus of the Committee was that essential approval should be given to the Enhanced Partnership Plan in order to give the Council the best possible opportunity of being awarded funding in the future. Members expressed the view that without an Enhanced Partnership Plan in place it was highly unlikely the Council would be successful in securing future discretionary funding and the ability to retain the existing covid recovery grant funding could be compromised.

Councillor S Akers Smith asked if the Chair, on behalf of the Committee, would write to the DfT expressing the Committee's frustration at the decision not to allocate any funding to the BSIP. The Chair agreed he would be happy to do this.

On behalf of the Committee, the Chair thanked officers and those Members on the BSIP Advisory Panel for their involvement with the BSIP and those Members involved from all political groups. He considered the Plan to be an ambitious one which would have been revolutionary, however he emphasised the importance of moving forward with those elements of the Enhanced Partnership that were not funding dependent.

RESOLVED

1.1. That the **draft** Enhanced Partnership Plan (EP Plan) and Scheme (EP Scheme) documents be approved.

1.2. That the Director of Highways and Infrastructure, in consultation with the Bus Services Member Advisory Panel, be authorised to finalise the **draft** Enhanced Partnership Plan and Scheme documents.

1.3. That the Highways and Transport Committee authorise the commencement of statutory consultations on the **draft** proposals subject to the removal of any reference to BSIP funding dependence contained within the report.

1.4.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.

1.5.That it be noted the final version of a Cheshire East Enhanced Partnership Plan and Scheme would be reported to a future meeting of the Highways and Transport Committee for approval.

1.6.That the Chair be authorised to write to the Department for Transport on behalf of the Committee outlining the Committee's frustration at the decision by the DfT not to allocate any funding to the Council's Bus Service Delivery Plan.

69 HIGHWAYS AND TRANSPORT 2022-23 PROGRAMMES

Consideration was given to a report informing the Committee 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 Chair queried if the information contained within the table in section 6.6.3.1 of the report was correct in referring to LTP Block Grants Funding Allocations. He asked if it should state Council Investment Funding Allocation. In response Mr P Davies, the Contract Operations Manager confirmed that he was correct and reference to LTP Block Grants Funding Allocations had been made in error.

RESOLVED (Unanimously)

1.That the apportionment of revenue and capital funding to the key elements of highway services as shown in Tables 2 to 4 of the report be noted.

2.That Council be recommended to approve a supplementary capital estimate for the Pothole Fund grant of £5.799m, set out in paragraph 6.6.2 of the report.

70 WORK PROGRAMME

Consideration was given to the work programme.

Mrs S Baxter, the Democratic Services Officer advised of the following amendments to the work programme:-

HS2 Update-To be considered at the June meeting

Local Transport Plan Update-To be considered at the June meeting

Parking Service Update-To be considered at the July meeting

On Street Electric Vehicle Charging-To be considered at the July meeting

Idling Vehicles Feasibility Study- To be considered at the September meeting

Councillor M Sewart asked for an update in relation to pavement parking which had yet not been allocated a date on the Committees work programme. In response the Head of Strategic Transport and Parking advised he would seek further clarification from the Department for Transport. The consultation on pavement parking closed in late 2019 and to the best of his knowledge he had not had sight of an update on the outcome of the consultation since that date. He advised he would seek further clarification from the DfT as to when a response could be expected and he would report back to the Committee.

RESOLVED

That the amendments to the work programme be noted.

71 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 14 March 2022.

RESOLVED

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

The meeting commenced at 2.00 pm and concluded at 3.00 pm

Councillor C Browne (Chair)



Working for a brighter future together

Highways and Transport Committee

Date of Meeting:	16 June 2022
Report Title:	Levelling Up Fund Bids for Nantwich Road, Crewe Station.
Report of:	Jayne Traverse, Executive Director of Place
Report Reference No:	HT/15/21-22
Ward(s) Affected:	All Wards

1. Purpose of Report

- 1.1.** The report summarises the Council's approach to developing Levelling Up Fund bids for Crewe and seeks Committee support to prepare round 2 constituency and LTA bids to bring forward the Nantwich Road enhancement schemes, linked to the Crewe Hub.

2. Executive Summary

- 2.1.** Government's planned investment in a new high-speed rail network in the UK, known as HS2, will have significant impacts to Cheshire East.
- 2.2.** HS2 services will also call at Crewe railway station. Cheshire East Council are seeking Government to deliver key interventions and investments that will ensure that Crewe, the first northern HS2 hub, does not decline further at the expense of the Midlands and South, which will both receive significant Government investment.
- 2.3.** Funding opportunities, such as the Levelling Up Fund, provide tangible opportunities for the Council to support, and accelerate, the delivery of such interventions, and demonstrate to Government the Council's commitment to realising the benefits of HS2 to Crewe.

3. Recommendations

3.1. That Committee:

- 3.1.1. Authorise the Director of Highways and Infrastructure to submit both a constituency and Local Transport Authority Round 2 Levelling Up Bid for the Nantwich Road enhancement schemes.
- 3.1.2. Note that a local financial contribution of at least 10% of the estimated scheme costs will be required for each bid that is successful.

4. Reasons for Recommendations

- 4.1. In March 2022, Government launched the second round of bidding for the Levelling Up Fund (LUF), with bids due by 6th July 2022. The criteria for the second round of bids are largely consistent with the first round in 2021.
- 4.2. For the LUF, each authority is categorised as a Priority Area, with Priority 1 areas deemed to be in most need of Levelling Up and Priority 3 areas the least. Although, some local authority areas were re-categorised for round 2 of LUF, Cheshire East remains a Priority 3 area.
- 4.3. As a Local Transport Authority (LTA), the Council has the opportunity to submit an additional bid into this fund, known as an LTA bid. This is in addition to the single bid allocation per constituency MP, known as a constituency bid or MP bid.
- 4.4. Whilst the constituency bids can be for schemes across regeneration, culture or transport and up to £20m in value, an LTA bid must be for a single project, or package of closely linked projects, must be at least 90% transport related and can, in exceptional circumstances, be for up to £50m.
- 4.5. However, it is important to note that an LTA bid for over £20m is subject to far greater bid requirements and scrutiny. In fact, the bid requirements are similar to those of a large local major's fund bid, typically taking several years to develop.
- 4.6. It is anticipated that LUF bids will have the formal backing of at least one MP. Although MP's can support several bids, they can only formally back a single LUF bid. For round 2 of LUF, MPs are expected to complete a pro-forma for the bid they wish to back, Whilst MP backing of a bid is highly desirable, it is not essential.
- 4.7. The Council has undertaken work to identify the potential options for a round 2 transport led LUF bid for Crewe and assessment to understand which would be eligible for LUF.

- 4.8. The outcome of this work has identified that a bid, of under £20m, to bring forward the western section of the Nantwich Road enhancements as outlined in Appendix 1, meets the key criteria of the fund, and is strongly linked to the Towns Fund and Future High Street Fund. Consequently, the scheme would be a strong candidate for a constituency bid.
- 4.9. The Crewe and Nantwich MP has indicated his backing and support for the Nantwich Road enhancements. Aligned to this, the Council is taking forward further project development work to identify future schemes to address traffic impacts in the Town.
- 4.10. Further support from other Cheshire MP's will be sought in recognition of the importance of Crewe Station to the sub-region.
- 4.11. In addition, this work identified the eastern section of the Nantwich Road enhancements as outlined in Appendix 1, also meets the criteria for LUF bid. This scheme has a strong transport business case and is a key element in supporting the wider HS2 and Crewe hub programme and consequently, would be a strong candidate for an LTA bid.
- 4.12. Both schemes are well-developed schemes, that can each be delivered independently of each other if necessary and have recently been subject to a 6-week public engagement; a key requirement for LUF bids.
- 4.13. Feedback from the Department for Transport (DfT) has confirmed that submitting two complementary bids would not be treated as a single larger bid and that each scheme would be assessed on its individual merits.
- 4.14. Sufficient funding is allocated in the Council's Medium Term Financial Strategy for the Crewe Hub to meet all of the local match funding requirement for the schemes should they be successful.

5. Other Options Considered

- 5.1. The Council could choose not to bid into round 2 of the LUF. However, in this case, the Council would forego the opportunity to secure funding for bringing forward the Nantwich Road Bridge enhancements, in readiness for HS2 to Crewe.
- 5.2. The Council could choose to submit a LUF bid for an alternative scheme. Such schemes include Earle Street Bridge and Crewe Hub Phase 1 commercial development. However, based on professional review and assessment, any alternative scheme is not deliverable in the timescales, by 2025/26, for LUF round 2 and would consequently not meet the bid criteria. However, such alternative schemes still have significant merit in further development to enable them to be in a strong position for future funding opportunities.

6. Background

- 6.1.** On 23rd March 2022, Government launched the second round of bidding for the Levelling Up Fund (LUF). This followed the first round of bids and award of funding in 2021. Bids for round 2 are required to be submitted to Government by 6th July 2022.
- 6.2.** The criteria for bidding criteria for round 2 of LUF is substantially the same as for round 1. Although some areas have been re-categorised for round 2 of LUF, Cheshire East Council remains a Priority 3 area, and therefore considered least in need of Levelling Up.
- 6.3.** Even though Priority 3 areas are still eligible to submit LUF bids, in order to be successful, Priority 3 area bids will need to score strongly against the other LUF criteria.
- 6.4.** The LUF criteria are summarised as:
 - 6.4.1.** Deliverability – can the scheme be completed by March 2025?
 - 6.4.2.** Strategic fit with local and Fund priorities – can the scheme be linked to other initiatives such as net zero, HS2, Future High Street Fund and Towns Fund?
 - 6.4.3.** Value for money
 - 6.4.4.** Local Contribution – can you commit to a minimum local financial contribution of 10%?
- 6.5.** Local community and stakeholder engagement and/or consultation is also expected to have been undertaken in advance of bidding to demonstrate local support the scheme(s) within the bid.
- 6.6.** Cheshire East Council is able to submit a bid, of up to £20m, for each constituency MP within the borough, referred to as MP or constituency bids.
- 6.7.** In addition, each Local Transport Authority, including Cheshire East Council, can submit a further transport bid for LUF, referred to as an LTA bid. Whilst bids are expected to be under £20m, in exceptional circumstances, the LTA bid can be up to £50m. LTA bids must be a minimum of 90% investment in transport.
- 6.8.** LTA bids over £20m require a DfT compliant transport business case in addition to the requirements of bid for up to £20m. The bid requirements for an LTA bid for more than £20m are similar to those of a DfT large local majors bid, which typically take several years to develop.
- 6.9.** Government is also seeking local MP backing of a LUF bid, with MP's only eligible to formally back a single bid. This backing can be either for an MP bid or an LTA bid, but not both. MP's are however able to support multiple

bids. Whilst MP support does not have the same weight as MP backing of a bid, additional MP support would be beneficial for a Priority 3 area bid.

- 6.10.** It has been made more explicit in the LUF Round 2 guidance that MP backing is not essential for a successful bid. Consequently, Cheshire East would be eligible to submit a bid without the formal backing of an MP, recognising however, that MP backing is a key advantage.
- 6.11.** The Council has been investigating the potential options for an LTA bid over the past 12-18 months, including the possibility for a bid of over £20m.
- 6.12.** This work focussed on possible schemes within Crewe given that the town has the highest levels of deprivation across the borough and has the strongest links to wider Government agendas including HS2, Future High Street Fund and Towns Fund.
- 6.13.** The scheme options that were assessed for fit with LUF were:
 - 6.13.1. Earle Street and Mill Street rail bridge improvements
 - 6.13.2. Nantwich Road Bridge enhancements
 - 6.13.3. Weston Road/Crewe hub access strategy
- 6.14.** This work demonstrated that a bid focussed on the Crewe hub Nantwich Road enhancements was the strongest option for the Council and scores the strongest across all remaining criteria for the bid.
- 6.15.** A public engagement exercise for the Nantwich Road enhancements was undertaken in between 29th April and 10th June 2022. The results will be available to support a LUF bid. Initial feedback has been very positive and a verbal update can be provided at the committee.

7. Consultation and Engagement

- 7.1.** The LUF requires that public and stakeholder engagement was undertaken prior to bid submissions to demonstrate local support for the bid. If the recommendations within this report are approved the consultation undertaken above will provide robust evidence of public support for the bid. If a different scheme was chosen for the LUF bid, there would be insufficient time to undertake public engagement prior to the bid submission.

8. Implications

8.1. Legal

- 8.1.1.** If the funding bid(s) is successful, any grant funding agreement that the Council is required to enter into before funding is made available will

require review to ensure that the Council acts in compliance with its terms.

- 8.1.2.** If the funding bid(s) are successful, project delivery of the schemes will require legal input to secure the necessary agreements from Network Rail to deliver the scheme(s)

8.2. Finance

- 8.2.1.** As part of the wider Crewe hub vision, LUF bids for the Nantwich Road enhancements would be funded from the HS2 capital budget. DfT has confirmed that project development costs spent to date on the scheme do not count towards the Council's local contribution.

- 8.2.2.** Contributions 'in kind' from Network Rail and Avanti Trains are expected to deliver about 150k towards the local contribution.

- 8.2.3.** The Western enhancement scheme is estimated to cost approximately £19M, the Eastern Deck enhancement scheme is estimated to cost approximately £10M. Work is still underway to refine these costs, partly driven by the impacts and uncertainties of construction inflation.

- 8.2.4.** In total therefore, as a conservative estimate, there is a need for the local contribution to be around £2.9M if both schemes were to be successful in attracting government funding.

- 8.2.5.** If this bid was unsuccessful, there is a risk that costs spent up to bid submission and planning submission would need to be expensed. These are likely to be in the order of £600,000, of which approximately half has already been incurred.

8.3. Policy

- 8.3.1.** HS2 will have significant implications on the borough and will be a key factor in future Council policy including the Local Plan and Local Transport Plan. Successful delivery of these improvements to the environment around the station would help demonstrate the Council's ambition to capitalise on the benefits HS2 will deliver.

8.4. Equality

- 8.4.1.** An Equality Impact Assessment will be completed for the Levelling Up Fund bid ahead of submission.

8.5. Human Resources

- 8.5.1.** There will be increasing demands on the Council's planning and highways services which will coincide with the current challenges to recruitment across these services.

8.6. Risk Management

- 8.6.1.** Abortive costs – if the LUF Round 2 bids are not successful, the Council may be required to expense all or a proportion of the project development work to date. Council officers have undertaken significant evaluation and assessment of possible schemes for LUF and are of the opinion that the Nantwich Road enhancement schemes present strong bids that will minimise the risk of abortive costs.
- 8.6.2.** Reputational Risk – Government has stated its support for the Council's Crewe hub vision, but also that they require a local funding contribution to realise this. Government has also outlined to the Council that we should be looking to utilise existing funding sources where possible to bring elements of this vision forward. By not submitting a bid for LUF that seeks to accelerate a key element of the Crewe hub vision, it is likely that there would be a reputational risk to the Council when Government is considering the wider Crewe hub vision business case

8.7. Rural Communities

- 8.7.1.** No direct impacts.

8.8. Children and Young People/Cared for Children

- 8.8.1.** No direct impacts.

8.9. Public Health

- 8.9.1.** No direct impacts.

8.10. Climate Change

- 8.10.1.** The Council's LUF bid recommendations would improve the active travel access to Crewe railway station and encourage more sustainable travel movements between the station and the town centre as well as improving the environment around, and accessibility to, Crewe railway station. This will help to encourage more people to use public transport from Crewe to other parts of the Country via its 360° rail connectivity.

Access to Information	
Contact Officer:	Chris Hindle, Head of Infrastructure Chris.hindle@cheshireeast.gov.uk
Appendices:	Appendix 1: Nantwich Road Bridge Enhancement Schemes
Background Papers:	

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Working for a brighter future together

Highways and Transport Committee

Date of Meeting:	16 June 2022
Report Title:	Local Transport Development Plans – Tranche 2
Report of:	John David, Interim Director of Highways & Infrastructure
Report Reference No:	HT58/22-23
Ward(s) Affected:	All wards in Alsager, Congleton, Handforth, Middlewich, Poynton and Wilmslow

1. Purpose of Report

- 1.1.** The purpose of this report is to seek approval for the second set of Local Transport Development Plans, which have been prepared as part of the Council's transport strategy framework. The first five plans were approved by the Committee in March 2022. This report presents Local Transport Development Plans for Alsager, Congleton, Handforth, Middlewich, Poynton and Wilmslow for approval.
- 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 Development Plans have been prepared to identify priority schemes and initiatives to support towns and surrounding areas.
- 1.3.** Local Transport Development Plans have been prepared 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 rural areas, ensuring that all parts of the borough are included in at least one LTP Development Plan.

- 1.4.** Local Transport Development 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 Development Plans outlined in this report and appendices set out projects and schemes to improve our local transport networks across all modes of transport in Alsager, Congleton, Handforth, Middlewich, Poynton and Wilmslow.
- 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.** The plans have been developed in collaboration with the Council's regeneration team to ensure the transport improvements complement wider regeneration plans, including the emerging Town Centre Vitality Plans. There has been close coordination with teams preparing the Vitality Plans to ensure consistency between the two suites of documents. The LTDP plans are also complementary to strategic road and rail infrastructure schemes, such as Poynton Relief Road, Middlewich Eastern Bypass and the emerging surface access strategy for Crewe HS2 Hub Station.
- 2.4.** The plans are aligned with the Council's Bus Service Improvement Plan (BSIP) which was approved in October 2021. However, following the Department for Transport (DfT) announcement on funding awards in April 2022, the Local Transport Development Plans have been updated to reflect

there is no additional BSIP funding as a result of the DfT settlement. Cheshire East will continue with scaled-back plans to improve bus services and will continue to develop an Enhanced Partnership with local bus operators, although limited funding will impact scheme delivery significantly.

- 2.5.** The LTP Development Plans for Alsager, Congleton, Handforth, Middlewich, Poynton and Wilmslow are appended to this report, at

- 2.5.1. Appendix A – Alsager
- 2.5.2. Appendix B – Congleton
- 2.5.3. Appendix C – Handforth
- 2.5.4. Appendix D – Middlewich
- 2.5.5. Appendix E – Poynton
- 2.5.6. Appendix F – Wilmslow

- 2.6.** This set of plans plus those that were approved by the Committee in March 2022 provide coverage of the entire borough. Whilst the Local Transport Development Plans are centred on the two principal towns and nine key service centres, as designated in the adopted Cheshire East Local Plan, they have been prepared to reflect the wider functional areas around each place. In some instances, these areas overlap where there is evidence that our more rural communities interact with more than one key service centre. The intention is to provide a framework for transport programmes that reflects how the borough functions in terms of day-to-day travel patterns.

- 2.7.** Where plans are adjacent to one another, the transport development programmes have been carefully coordinated to reflect that transport networks and larger projects often span the plan boundaries. For example, a number of our active travel programmes intend to create better cycling routes between towns. In this case, as an example, the proposals for active travel improvements along Manchester Road- between Wilmslow and Handforth – are referenced in LTDP's for both Wilmslow and Handforth. There are numerous similar examples which reflect the Councils desire for enhancing networks for all modes of travel between towns in Cheshire East.

3. Recommendations

- 3.1.** The Highways and Transport Committee is recommended to:
- 3.1.1. Approve the Local Transport Development Plans as in Appendices A – F, which will become part of the Council's policy and programme planning framework for transport.
 - 3.1.2. Note that individual projects in any Local Transport Development 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. Authorise the Interim Director of Highways & Infrastructure to update the first tranche of Local Transport Development Plans, as approved at Committee in March 2022, to take account of Government's confirmation that no additional Bus Service Improvement Plan funding will be available to the Council (see paragraph 2.4).

4. Reasons for Recommendations

- 4.1. The Local Transport Development 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 Development 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 Development Plans will enable the Council to use the plans as part of the annual business planning cycle for the Highways & Transport Programme. Furthermore, the aim is to proactively seek opportunities for developer funding and 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. There is also a risk that the Council would be in breach of its duty to keep up to date the Local Transport Plan

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 Development Plans have now been developed to complement these strategic actions, setting out priority schemes to support towns and surrounding rural 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.

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 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 Development Plans. Further to this, targeted engagement has been conducted in late April / early May 2022 with Town Councils on Local Transport Development 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 Development 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 Development 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 Development Plans, however, adoption will put the Council in a stronger position to secure external funding.
- 8.2.2. Upon adoption by the Council, the Transport Development 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 Development 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; Town Centre 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 G) 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 & Parking 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 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, Local Transport Development 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 Development 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 boroughwide LTP and Local Transport Development 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 and 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 boroughwide LTP and Local Transport Development Plans have been aligned with wider Council strategies and includes the key objective 'protecting and improving our environment'. The LTP 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 Development 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. Alsager Transport Development Plan B. Congleton Transport Development Plan C. Handforth Transport Development Plan D. Middlewich Transport Development Plan E. Poynton Transport Development Plan F. Wilmslow Transport Development Plan G. 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



Alsager Transport Development Plan

Rev 0

May 2022

Alsager Transport Development Plan

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1. Introduction

1.1 Local Context

Alsager is a small town in the south east of the borough with a population of 11,800. It lies east of Crewe and is close to the Potteries conurbation to the south. It was a small farming village until the 19th Century when, due to its rail connections and rural character, it became popular with managers from the nearby Potteries. During the Second World War, a large armaments factory was built outside the town at Radway Green and the town grew to house the influx of factory workers. This site, now with a range of occupiers, remains the town's largest employment location.

Alsager town centre stretches along the main street and has about 100 retail units. In addition, the town centre includes the recently remodelled Milton Park, a large area of public open space. Parts of the town are characterised by spacious tree-lined streets with attractive villas and designated as conservation areas.

The number of jobs available within the area is low, although the unemployment rate is lower than the Cheshire East average. Income levels are generally below the Cheshire East average. One of the major employers in the town, Twyford, has closed its manufacturing operation (although its distribution operation remains open).

The town is served by several bus routes that provide access to Crewe, Hanley, Kidsgrove, Nantwich and Sandbach. The railway station, which is a short walk from the town centre, provides links to Crewe and Stoke-on-Trent, Derby, Lichfield and on to Northampton, Milton Keynes, and London Euston. Junction 16 of the M6 motorway is a short distance away.

1.2 Background to the Alsager Transport Development Plan

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

A two-stage approach has been taken in developing the Transport Development Plans. The first stage was to develop a 'Transport Issues and Options report' for Alsager. 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 Alsager and the supporting 'long list' of schemes (including presenting the evidence for these) was undertaken between 23rd November 2020 and 31st March 2021. In total, 43 responses were received by online response and email. Consultation with the Town Council was also undertaken by Council Officers during this period. Respondents were also invited to suggest further schemes they felt should be considered for the Development Plan as part of the consultation.

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

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

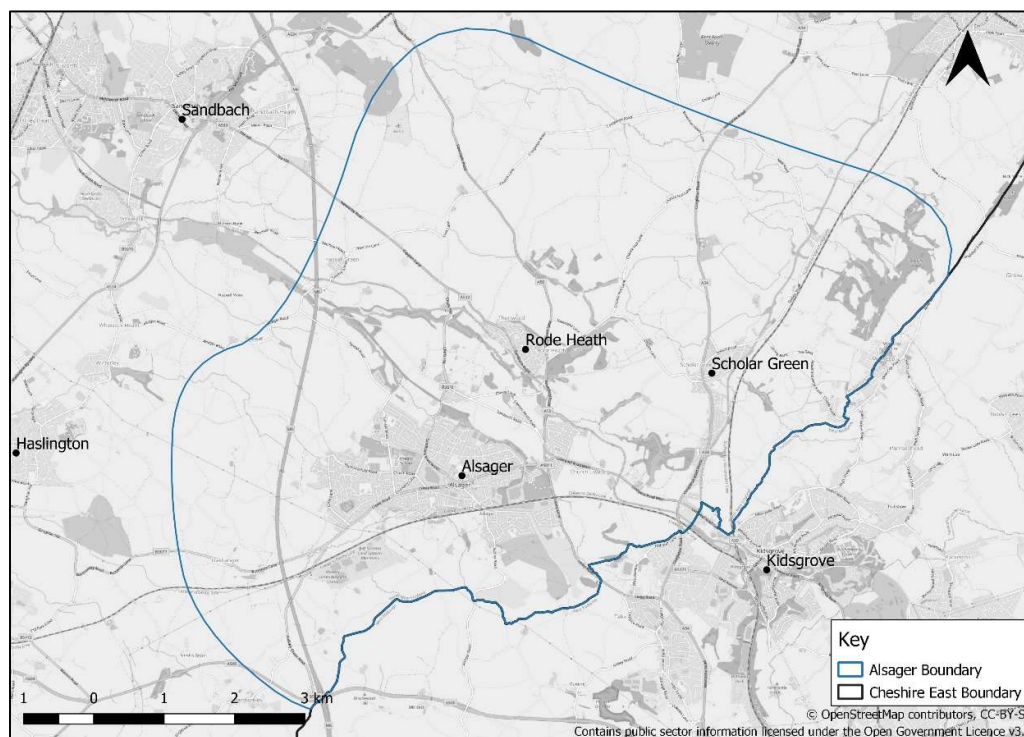


Figure 1.1 Alsager Development Plan Area

1.3 What does the Development Plan do for Alsager?

The Transport Development Plan for Alsager:

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

1.4 Objective Setting and Scheme Options Development

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

- 1. Improving access to Alsager town centre to support the economy;**
- 2. Supporting access for rural communities surrounding Alsager to key services and employment centres;**

3. Improving access on key routes to Crewe, wider Cheshire, and the Potteries;

4. Supporting access to education and employment sites including Radway Green Business Park; and

5. Strengthening the transport network to accommodate development sites such as Radway Green, White Moss Quarry and the former MMU site and others included within the Local Plan.

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

A total of 41 individual transport schemes have been identified for the Development Plan and assessed. These include the 'long list' of schemes consulted on with the public between 23rd November 2020 and 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 Local Transport Plan; the local transport objectives for Alsager (see above); and four agreed practical objectives (Technical Feasibility, Value for Money, Affordability and Acceptability).

It must be noted that the majority of the identified schemes are at a Concept stage, as would be expected at this point. Therefore, the Development Plan must be treated as a 'live' document, in that as schemes develop the assessment will need to be updated to reflect that further information on the scheme is known. This will be done in a proportionate way depending on the size and scale of the scheme and the requirements of the assessment going forwards. At adoption of the Development Plan the majority of the schemes identified do not have funding secured for their implementation. The Development Plan provides the platform for the Council to go forward and seek the relevant funding needed both internally through the Local Transport Plan capital allocation and also from external sources.

1.5 Report Structure

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

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

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

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

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

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

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

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

2. Policy & Background Information

2.1 Policy Context and Background Information

A review of key local, regional, and national policy to support the development of this Development Plan was undertaken when developing the evidence base. Figure 2.1 below shows the relationship between the key identified national, regional, borough-wide, and local policies which are relevant to developing transport with Alsager.

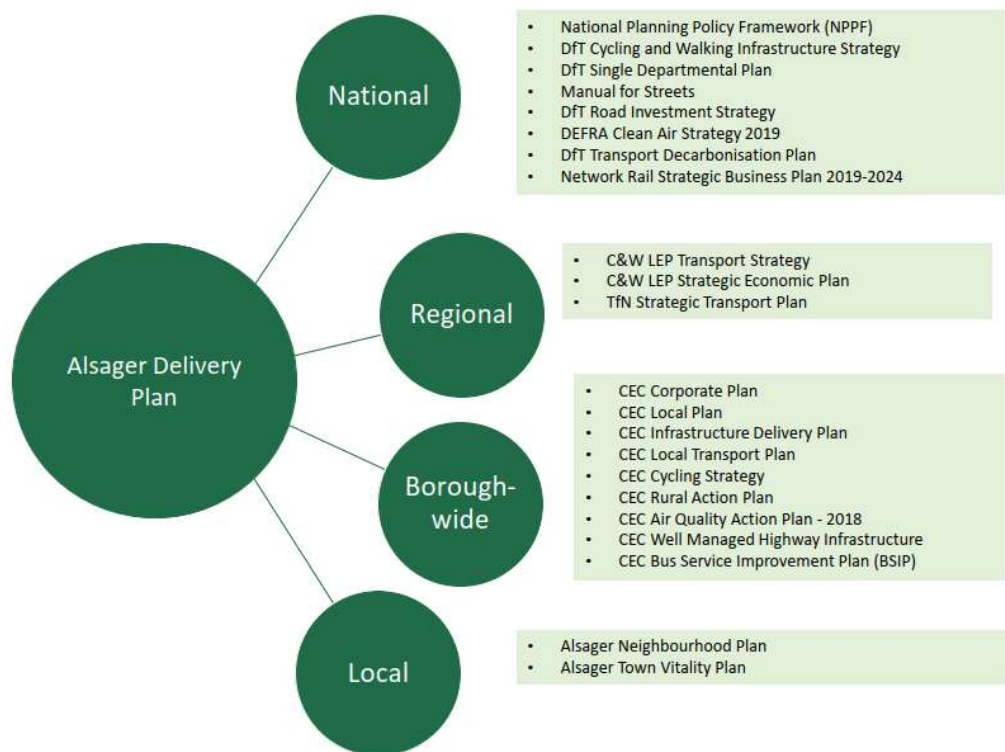


Figure 2.1 Policy Overview

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

2.2 Summary of Relevant Local Policy

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

2.2.1 Cheshire East Local Plan

The CEC Local Plan is the Statutory Development Plan for the borough and was adopted in July 2017. The plan outlines committed sites in Alsager which consist of 1,300 new homes and 47ha of employment land across various locations (see Figure 2.2). As shown in Figure 2.2, there is also a considerable amount of further planned

housing and employment site growth within the Development Plan area. It is important to maintain access to these new development sites and ensure that the transport network has sufficient capacity to support future growth. It is therefore important that these development sites are considered within the objectives and schemes.

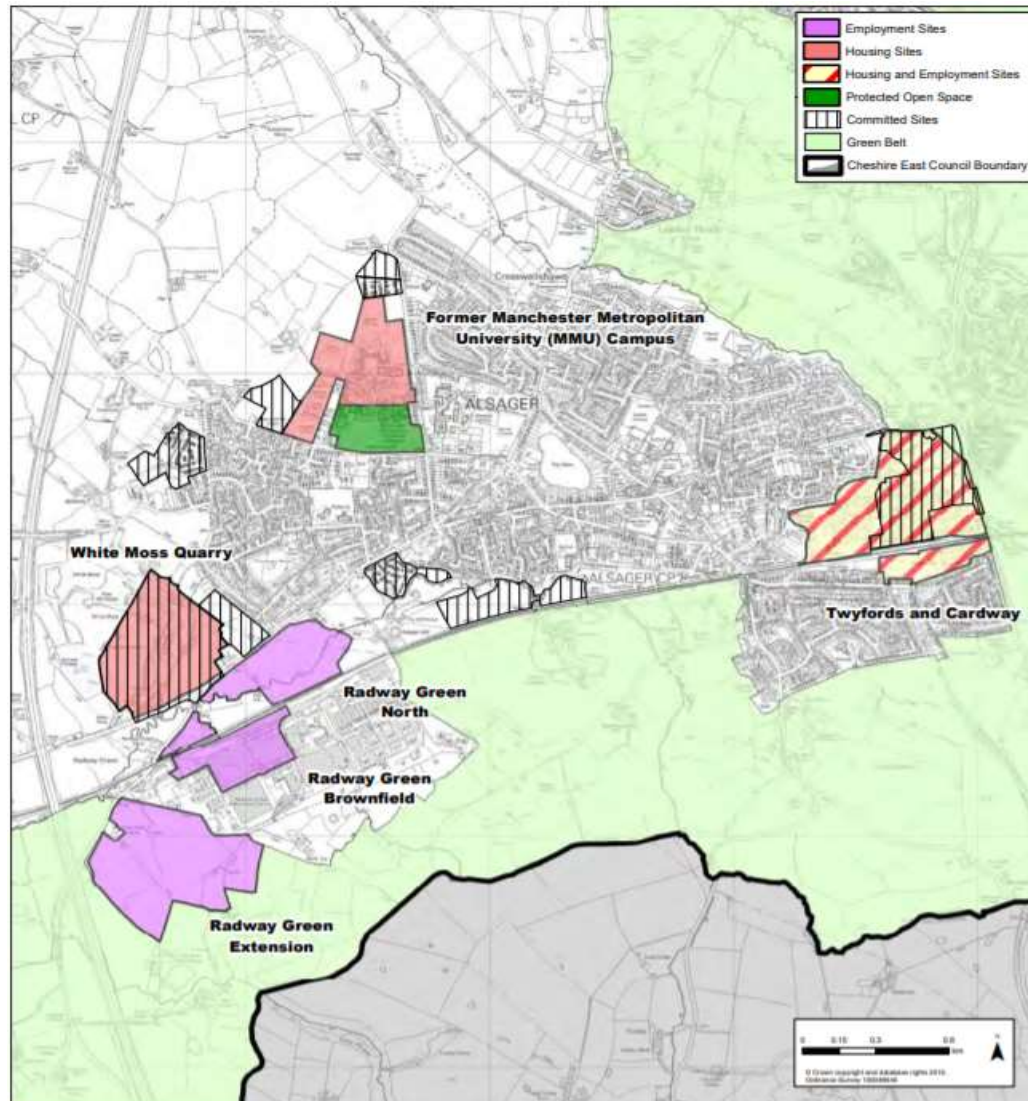


Figure 2.2 Alsager Local Plan Sites

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

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

2.2.2 Cheshire East Local Transport Plan 4

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

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

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

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

2.2.3 Alsager Neighbourhood Plan

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

For transport, the Alsager Neighbourhood Plan outlines the following vision:

“Alsager will offer an excellent quality of life for its residents. A range of housing will be provided to meet local needs and there will be high levels of local employment. There will be good access to education and important services and the town will continue to have access to sustainable transport.”

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

- Pedestrians and cyclists will be prioritised over drivers, with slower traffic through the town centre to increase safety for all road users;
- Retaining and enhancing existing car parks whilst including facilitating walking routes through them that replicate desire lines;
- Encourage provision of electric charging points;
- Providing adequate street lighting to enhance house security, pedestrian safety, and the safety of road users;

- Providing sufficient external amenity space including car and bicycle parking;
- Ensuring that new uses, buildings, or land for public or community use are in suitable locations which are served by a choice of sustainable transport options which are of an appropriate scale and flexible design to enable multi-use throughout the day and be accessible by all members of the community;
- Proposals that enhance sports facilities must be inclusive in accordance with the 2010 Equalities Act, accompanied by car parking and located on sites which are easily accessible by public transport, walking and cycling;
- Proposals for new cycle paths providing safe and effective routes across and through the Plan area linking with other areas adjacent to and accessible from the town;
- Proposals for new paths to link with the National Cycle Network;
- Ensuring accessible routes for those with wheelchairs, frames, buggies, or other mobility aids including being free of pavement parking;
- Proposals to create safe walking and cycling routes from any proposed development sites, with consideration of access to key services and facilities in the town including the town centre, railway station, schools, and key employment sites;
- Prioritisation of sustainable transport by managing down the need for employee and visitor parking in businesses;
- Proposals for adequate spaces surrounding businesses to avoid inappropriate parking;
- Proposals to provide short and long stay commuting parking near to Alsager Railway Station will be supported if these are consistent with all other policies in the Plan;
- Proposals for major developments to provide a detailed travel plan;
- Integral or other off-street accessible car parking spaces which are near and fully accessible to the proposed development;
- New paths, tracks or links which are appropriate to the area, suitable for the intensity of use and sensitive to the character of the immediate locality; and
- Proposals that are likely to have a significantly harmful impact on local air quality will be required to provide an Air Quality Assessment (AQA).

Overall, the transport issues and opportunities identified within the neighbourhood plan focus on public realm regeneration. The ambitions included in the plan are to prioritise pedestrians and cyclists over cars, creating safe and accessible routes throughout the area including building new cycle paths, and links to the national cycle network. The aim is for this to be complemented by improvements to the public right of way (PRoW) network in the area. Ensuring community facilities are served by a choice of appropriate sustainable transport as well as ensuring health and leisure facilities are easily accessible by all modes of transport is also included. Sustainable

transport is also promoted, and routes throughout the area should be accessible for all.

2.2.4 Alsager 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 Development Plan has been produced in coordination with the emerging Alsager Town Centre Vitality Plan.

2.2.5 Alsager Public Realm – Reclaiming the Road

'Reclaiming the Road' proposals have been developed as instructed by the Neighbourhood Plan Steering Group and Alsager Town Council to enhance the town centre. The ambitions are to make the centre of Alsager a hub for the community. The focus would be on more space for pedestrians and cyclists, linking into nearby neighbourhoods, with less car dominance overall. The desire is for the centre to be an attractive space for families, retail, leisure and cultural activities.

2.2.6 Cheshire East Bus Service Improvement Plan

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

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

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

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

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

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

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

2.3 Existing Transport Situation

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

2.3.1 Walking

There is a disjointed Public Rights of Way (PRoW) network within the Development Plan area with gaps in connectivity. 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 Alsager, including the Salt Line rural walking route and Trent and Mersey Canal routes.

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

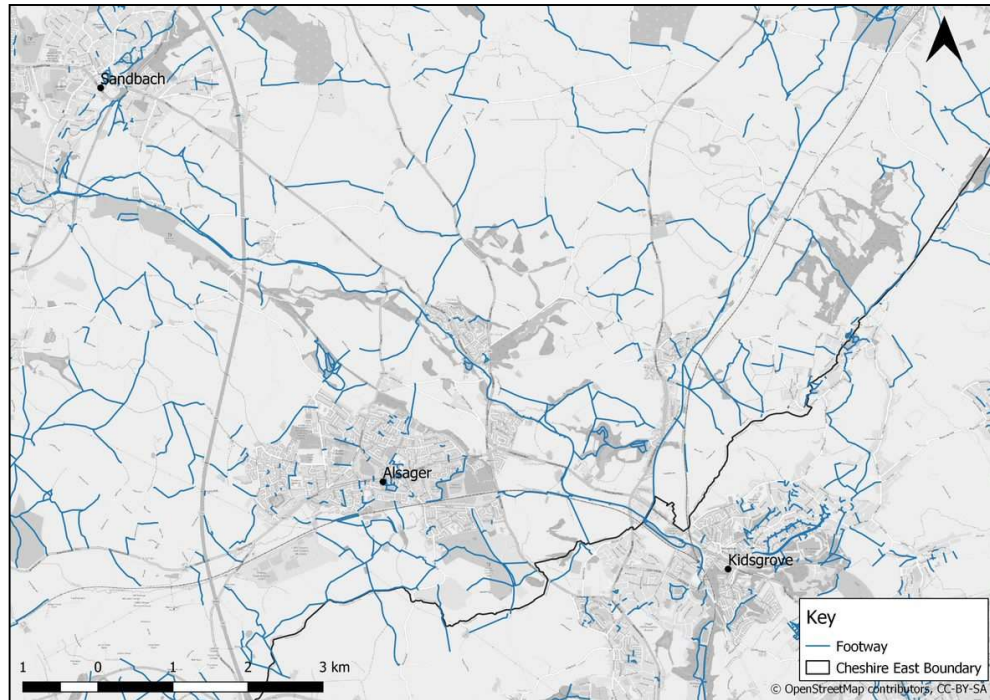


Figure 2.3 Public Right of Way (PRoW) within the Study Area

2.3.2 Cycling

There is a lack of dedicated cycling routes in Alsager, however, there may be opportunities to create links from Alsager developments to National Cycle Route 70 and National Cycle Route 5; and opportunity to improve access to the canal towpath (Chells Hill).

In Alsager, 9% of residents travel under 2km to work which is an ideal distance for walking and cycling trips. Similarly, 7% 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 Council's ambition is a 'step change' in the takeup of cycling by residents of all ages across Cheshire East – with a focus on encouraging more people to cycle safely and walk more often with confidence for everyday journeys and leisure, especially into and out of town and village centres.

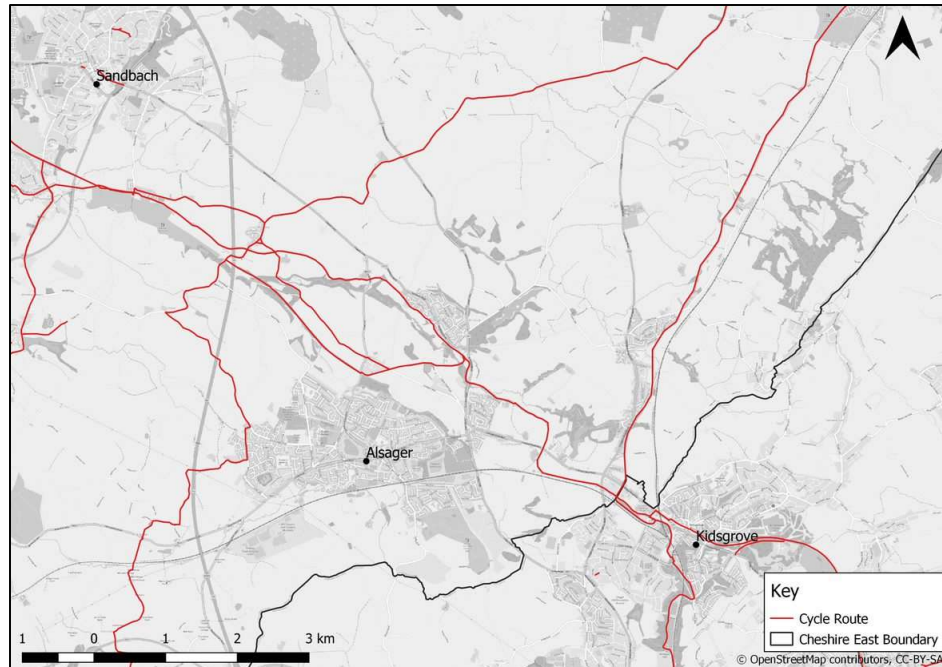


Figure 2.4 Cycle Network within the Development Plan Area

2.3.3 Public Transport (Bus and Rail)

Alsager is currently served by bus services to destinations including Leighton Hospital, Sandbach, Rode Heath, Congleton and Kidsgrove.

The public consultation undertaken for the Development Plan had feedback that improvements to the frequency of bus services was needed. Lack of real time information and poor connectivity to the train station were also issues raised.

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.

Alsager Railway Station is in the centre of Alsager, approximately 500m south-east of the town centre. Alsager has connectivity to Crewe and Birmingham with one train per hour for each stop. The nearest bus stop to Alsager Station is 100m away and buses are infrequent and departure/arrival times are not well coordinated.

The public consultation highlighted installing ticket machines at the station would be of benefit for residents. A feasibility study into reopening Radway Green North Station was also highlighted by the public consultation.

2.3.4 Parking

Alsager has four car parks operated by CEC. The car parks provide 403 standard parking spaces and there are no designated accessible parking spaces. At present, all CEC operated car parks in Alsager are free of charge. There are no significant private paid car parks in Alsager.

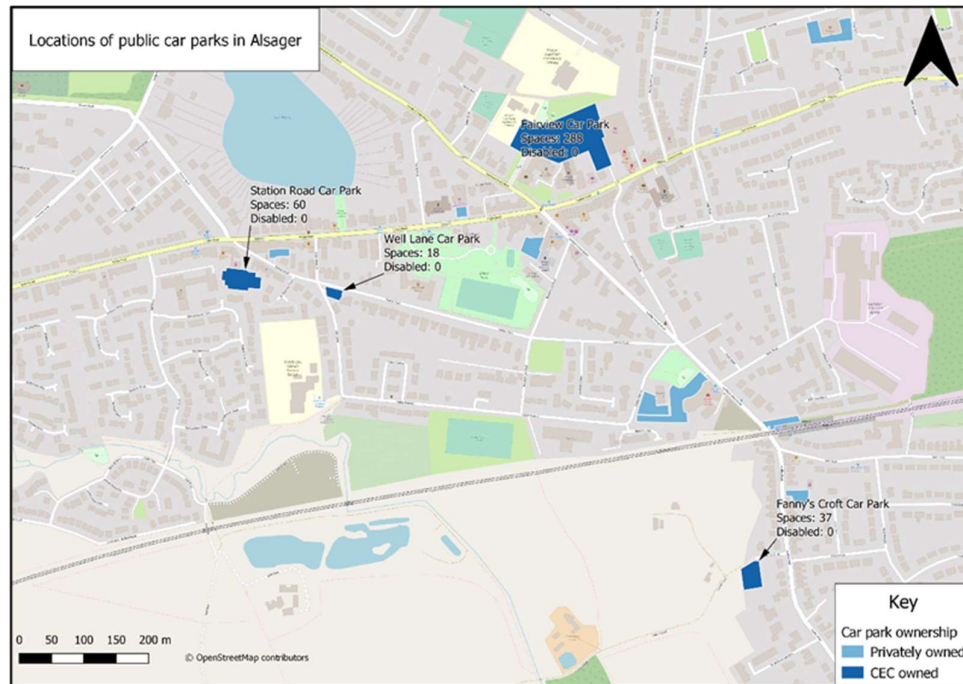


Figure 2.5 - Locations of public car parks in Alsager

2.3.5 Highway Network

Located within proximity to the M6, Alsager is well connected to the north and south of the country by the Strategic Road Network. Alsager town centre is focused on the crossroads of the B5077 (Crewe Road / Lawton Road) and the B5078 (Sandbach Road North / Sandbach Road South) – Bank Corner junction.

Alsager also has connections to Stoke via the A500, Sandbach via the A533, Crewe via the B5077, and Congleton via the A34.

The public consultation highlighted concerns about the impacts of Radway Green developments on future traffic and congestion as well as road maintenance. Respondents also pointed out a need for improvements at B5077/B5078 junction to meet neighbourhood plan policy. There were also suggestions to prevent cut-through car trips in the town and adopting unofficial car parks to accommodate for future needs.

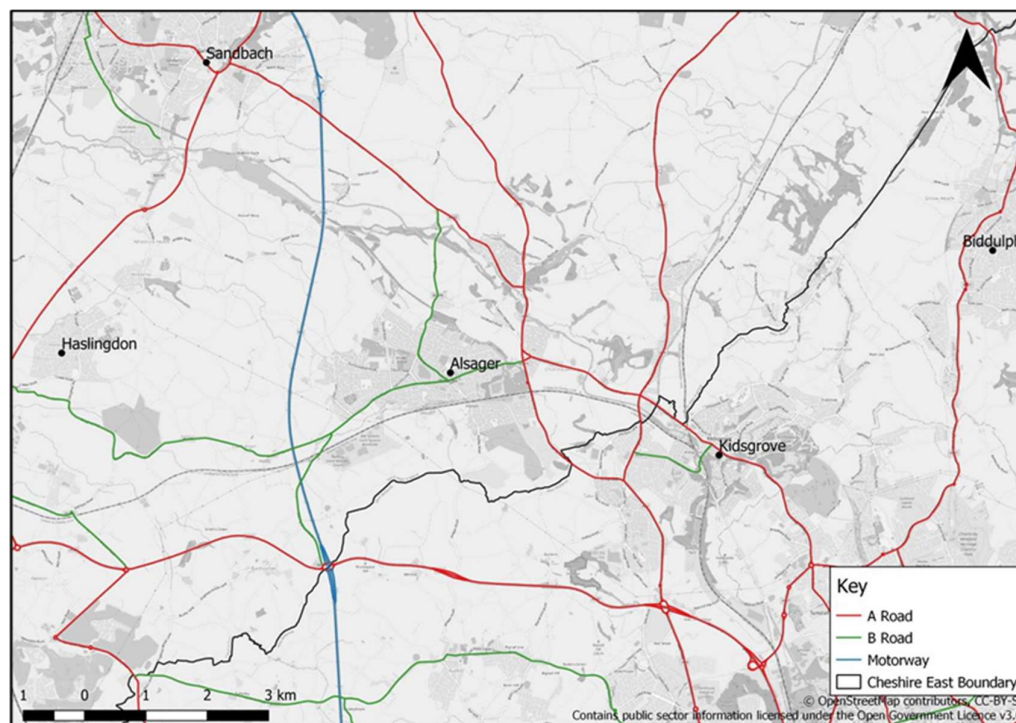


Figure 2.6 – Local Road Network

2.3.6 Summary

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

There are clear opportunities to improve the existing cycling and walking network within and around the Alsager area, with improvements to current off-road routes and the development of new ones. Improvements to on road facilities for walking and cycling are clear with better crossing points and cycle parking provision. 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 with and around Alsager.

3. Objectives Overview

3.1 Overview

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

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

The town specific transport objectives for Alsager are:

- 1. Improving access to Alsager town centre to support the economy;**
- 2. Supporting access for rural communities surrounding Alsager to key services and employment centres;**
- 3. Improving access on key routes to Crewe, wider Cheshire, and the Potteries;**
- 4. Supporting access to education and employment sites including Radway Green Business Park; and**
- 5. Strengthening the transport network to accommodate development sites such as Radway Green, White Moss Quarry and the former MMU site and others included within the Local Plan.**

3.3 Public consultation Feedback on Local Transport Objectives

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

Objective	Number of Responses	Number (%) of Responses Strongly Agreed or Tend to Agree with Objective
1	35	39 (90%)
2	36	39 (92%)
3	34	39 (87%)

Objective	Number of Responses	Number (%) of Responses Strongly Agreed or Tend to Agree with Objective
4	32	39 (82%)
5	29	39 (74%)

Table 3.1 Public consultation Responses on Local Transport Objectives for Alsager

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

3.4 Logic Mapping

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

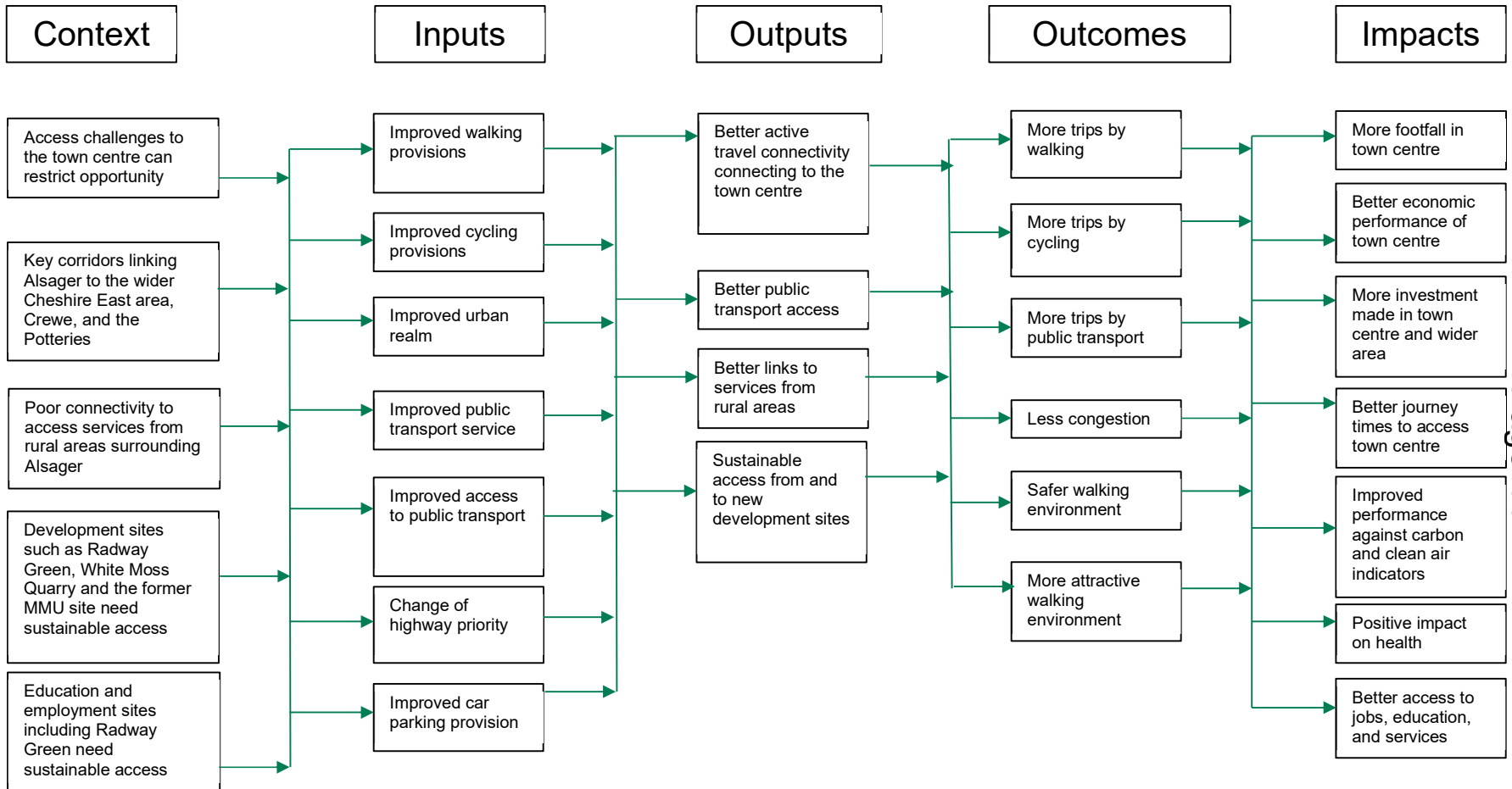


Figure 3.1 Alsager Transport Delivery Plan Logic Map

4. Options Overview & Assessment

4.1 Overview

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

Following the development of the local transport objectives and 'long list' an online interactive public consultation was held between 23rd November 2020 and 31st March 2021. In total 43 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 provide comment on them. The consultation also allowed respondents to state their agreement or disagreement with the individual schemes identified and provide comment on them if they wished. People could also put forward any new scheme options not identified within the 'long list' they felt that should be considered. Council Officers also consulted with the Town Council as part of the public consultation.

4.2 Assessment Process

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

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

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

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

- The five Alsager Specific Transport Objectives:
 - o Improving access to Alsager town centre to support the economy;
 - o Supporting access for rural communities surrounding Alsager to key services and employment centres;
 - o Improving access on key routes to Crewe, wider Cheshire, and the Potteries;
 - o Supporting access to education and employment sites including Radway Green Business Park; and
 - o Strengthening the transport network to accommodate development sites such as Radway Green, White Moss Quarry and the former MMU site and others included within the Local Plan.
- Four agreed additional practical delivery criteria:
 - o Technically Feasible;
 - o Value for Money;
 - o Affordability; and
 - o Acceptability.

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

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

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

Table 4.1 Scoring criteria for additional areas

4.3 Scheme Sequencing Process

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

It must be noted that at present the majority of the schemes are at a Concept stage and are not funded. As Concept schemes they have limited information and detail currently available. Once the Development Plan has been adopted, the process of developing schemes currently at the Concept stage to the Feasibility stage will be undertaken, subject to funding being secured.

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

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

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

Table 4.2 Assessment guidance for Timescales

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

5. Packaging & Sequencing of Options

5.1 Introduction

This section sets out the emerging packages of schemes for Alsager. These have been developed following the initial issues and options work undertaken for the Development Plan; the public consultation which followed this and the feedback from it; the assessment undertaken of the emerging schemes (based on their current development stage) against the LTP objectives, the local transport objectives for Alsager (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 41 schemes have been identified for Alsager and the wider area. These schemes vary in size, scale, and their stage of development. Many schemes are at a Concept stage with little design; site investigation and costing undertaken. Therefore, assessment at this stage is relatively high level but will advance as the Development Plan is taken forward. It must also be noted at this stage most of the schemes identified are not funded yet.

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

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

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

5.2 Active Travel Schemes Package

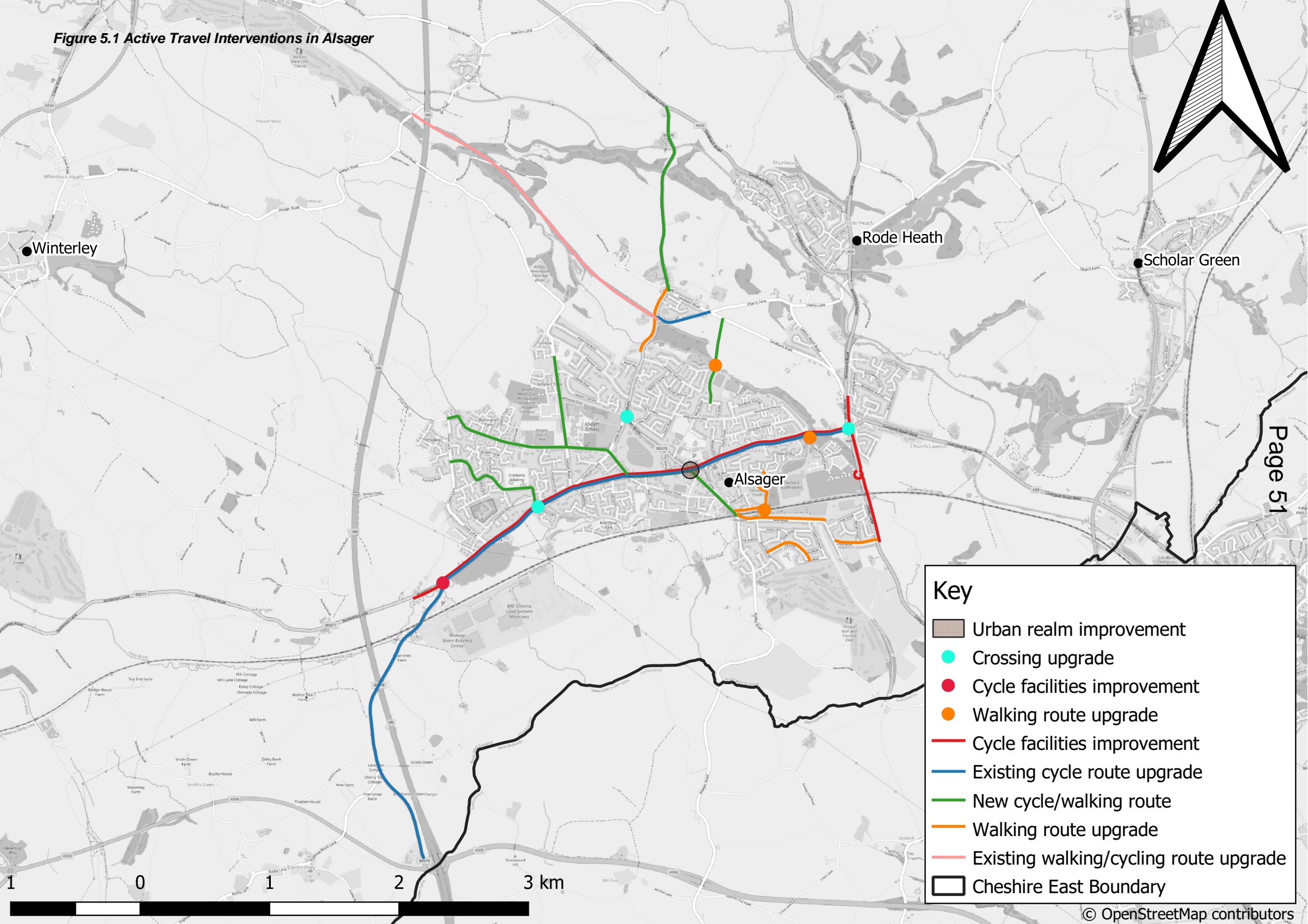
A total of 25 of the transport schemes identified for Alsager and the wider area relate to Active Travel schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Development Plan process. The Active Travel schemes fall into six broad categories as described in Table 5.1.

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

Table 5.1 Active Travel Scheme Categories

Figure 5.1 plots out the location and scheme identified for Active Travel. Appendix A provides the full list of identified Active Travel schemes and the current assessment against the criteria as set out in Chapter 4. As many schemes are at Concept stage the precise interventions are still to be developed, for example improvements to current cycle routes require progressing to the Feasibility stage to identify where and what along the route will need to be improved. In this case we have indicated the entire route on the map. It must also be noted that schemes such as 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 in Alsager



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

Local Transport Objective	How the Active Travel Package Supports Objective
1 Improving access to Alsager town centre to support the economy.	<ul style="list-style-type: none"> Improved walking and cycling facilities and public realm at Bank Corner junction, addressing severance at this junction and a revised focus on pedestrians and cyclists. Implementing a 20-mph speed limit through Alsager town centre in accordance with the adopted Speed Management Strategy.
2 Supporting access for rural communities surrounding Alsager to key services and employment centres.	<ul style="list-style-type: none"> Improving walking and cycling routes for rural areas, for example providing improvements to the bridge on the path in Wood Park leading to Lawton Heath.
3 Improving access on key routes to Crewe, wider Cheshire, and the Potteries.	<ul style="list-style-type: none"> Providing cycle improvements on key routes such as the B5077 through Alsager centre to Radway Green, which is also the main route towards Crewe. Walking and cycling upgrades for example improving links to the Salt Line Way walking and cycling route which can be accessed off Cherry Lane or via the canal, which connects to Sandbach. Improve access to the Trent and Mersey Canal from Alsager, connecting into local walking and cycling routes.
4 Supporting access to education and employment sites including Radway Green Business Park.	<ul style="list-style-type: none"> Providing cycling connectivity to key employment areas such as improvements to the B5077 through Alsager centre to Radway Green Business Park to encourage more to cycle to work. Implementing Travel Plans for businesses at Radway Green to encourage active travel to work. Develop high quality walking and cycle links from LPS22 (former MMU campus) and Alsager School to Alsager centre to support sustainable and active travel.
5 Strengthening the transport network to accommodate development sites such as Radway Green, White Moss Quarry and the former MMU site and others included within the Local Plan.	<ul style="list-style-type: none"> Ensure high quality walking and cycle access for new development sites, such as from LPS22 (former MMU campus).

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

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

Within the Short Term of the Development Plan adoption, five Active Travel schemes could potentially be developed. Within the Medium Term of the Development Plan a further 18 schemes could potentially be developed and in the Long-Term two schemes are identified for potential development.

5.3 Public Transport Schemes Package

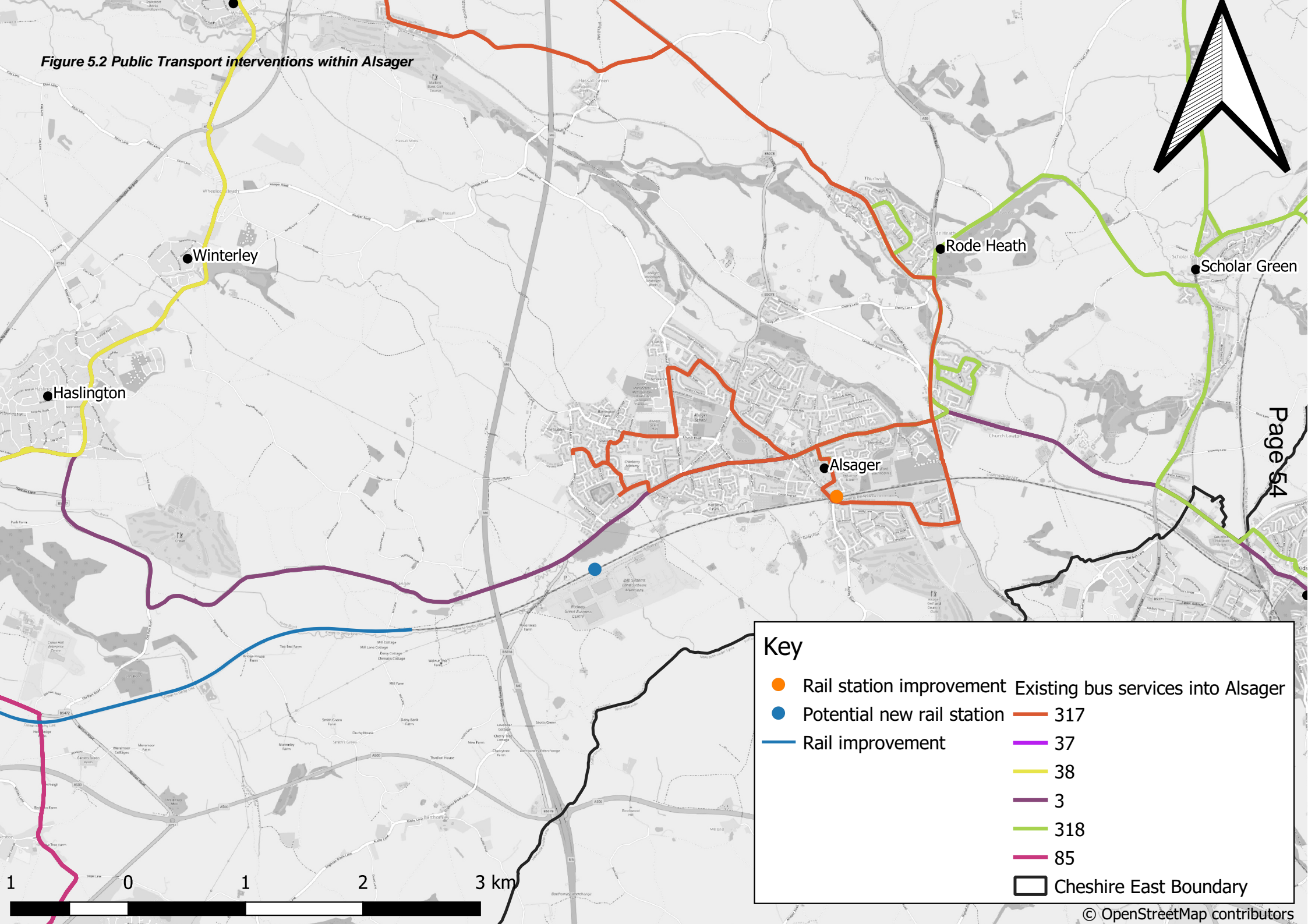
A total of eight of the transport schemes identified for Alsager and the wider area relate to Public Transport schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Development Plan process. The Development Plan has been developed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

Public Transport Category	Description of measures
Bus service improvements	Providing an enhanced bus service.
Rail station improvements	Improvements to railway station facilities.
Rail service improvements	Providing more frequent rail services.

Table 5.3 Public Transport Scheme Categories

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

Figure 5.2 Public Transport interventions within Alsager



A primary focus of the Public Transport interventions is delivering on the local transport objectives for Alsager. How the Public Transport schemes will deliver on this is set out below in Table 5.4. Going forwards improvements will need to be delivered in line with the Council's Bus Service Improvement Plan.

Local Transport Objective	How the Public Transport Package Supports Objective
1 Improving access to Alsager town centre to support the economy.	<ul style="list-style-type: none"> Improvements to rail links including working towards a more frequent service and ensuring facilities are in place e.g., ticket machines.
2 Supporting access for rural communities surrounding Alsager to key services and employment centres.	<ul style="list-style-type: none"> Consider how FlexiLink can better serve residents who do not have access to bus services. Assess the feasibility of providing additional passenger transport services to rural locations such as Thurlwood.
3 Improving access on key routes to Crewe, wider Cheshire, and the Potteries.	<ul style="list-style-type: none"> Working alongside the rail industry to re-establish rail services stopping at Alsager Station which have been reduced during COVID-19 as part of rail industry recovery.
4 Supporting access to education and employment sites including Radway Green Business Park.	<ul style="list-style-type: none"> Improving public transport services to Radway Green.
5 Strengthening the transport network to accommodate development sites such as Radway Green, White Moss Quarry and the former MMU site and others included within the Local Plan.	<ul style="list-style-type: none"> Improving public transport services to Radway Green.

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

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

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

5.4 Parking Schemes Package

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

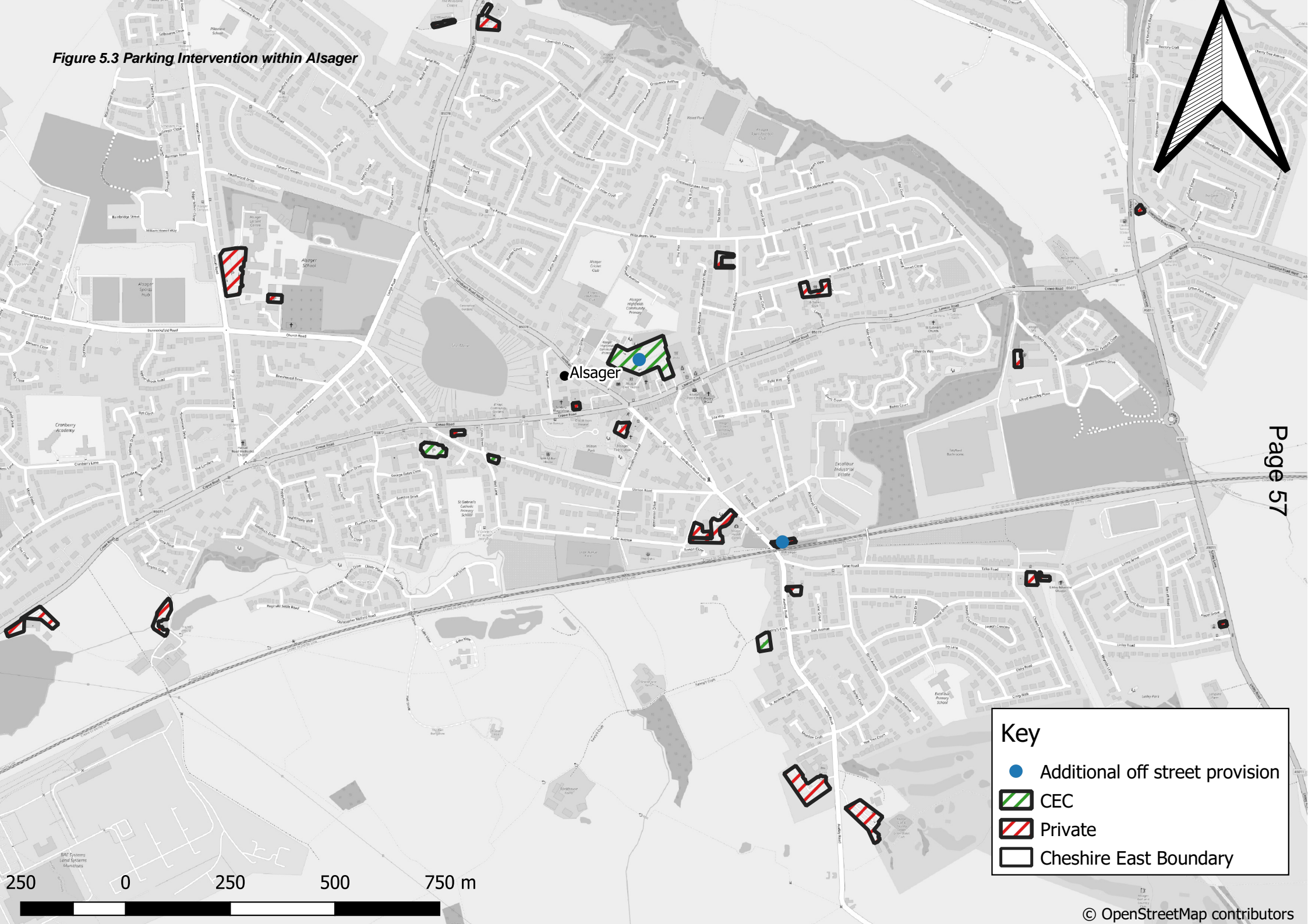
feasibility. The Parking schemes fall into two categories as described in Table 5.5 below.

Parking Category	Description of measures
Additional off-street parking provision	Providing increased car parking availability where appropriate and alleviate parking issues to support businesses and for service access.
Installing Electric Vehicle (EV) charge points	Installing EV charge points in car parks to support residents, visitors, and businesses in transitioning to EVs.

Table 5.5 Parking Scheme Categories

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

Figure 5.3 Parking Intervention within Alsager



A primary focus of the Parking schemes is delivering the local transport objectives for Alsager. 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 Alsager town centre to support the economy.	<ul style="list-style-type: none"> • Providing EV charging at town centre car parks. • Preventing access from Lawton Road to private shop parking behind shops on the north side of Lawton Road, instead creating access from Fairview Car Park.
2 Supporting access for rural communities surrounding Alsager to key services and employment centres.	<ul style="list-style-type: none"> • Increased car parking availability at Alsager Station will allow those living in rural areas to access Alsager Station services.
3 Improving access on key routes to Crewe, wider Cheshire, and the Potteries.	<ul style="list-style-type: none"> • Parking not applicable to supporting this objective.
4 Supporting access to education and employment sites including Radway Green Business Park.	<ul style="list-style-type: none"> • Parking not applicable to supporting this objective.
5 Strengthening the transport network to accommodate development sites such as Radway Green, White Moss Quarry and the former MMU site and others included within the Local Plan.	<ul style="list-style-type: none"> • Increased car parking availability at Alsager Station will enable additional people to park at Alsager Station. • 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 Short Term of the Development Plan adoption, one Parking scheme could potentially be developed. Within the Medium Term of the Development Plan a further two 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 three of the transport schemes identified for Alsager and the wider area relate to Highway Transport schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the

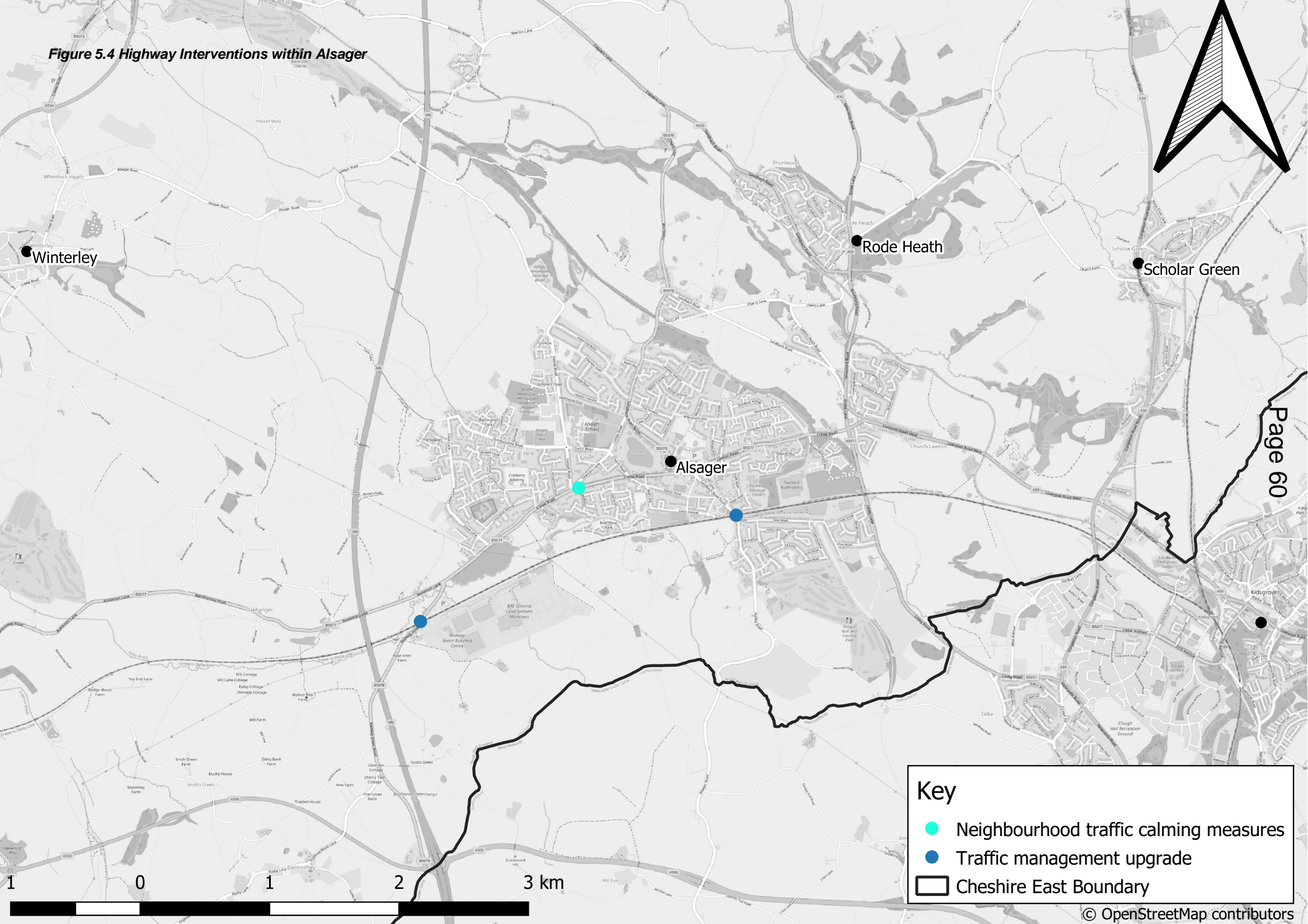
Development Plan process. The Highway schemes fall into two broad categories as described in Table 5.7 below.

Highway Category	Description of measures
Junction Improvements	Junction improvements to allow for better flow of traffic through a junction.
Neighbourhood Traffic Calming	Measures to reduce the impact of traffic on a neighbourhood, for example speed management.

Table 5.1 Highway Scheme Categories

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

Figure 5.4 Highway Interventions within Alsager



Key

Neighbourhood traffic calming measures

Traffic management upgrade

Cheshire East Boundary

A primary focus of the Highway schemes is delivering the local transport objectives for Alsager. 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 Alsager town centre to support the economy.	<ul style="list-style-type: none"> Implementing a 20-mph speed limit through Alsager town centre in accordance with the adopted Speed Management Strategy. Traffic calming along B5077 Crewe Road and B5078 in line with the adopted Speed Management Strategy.
2 Supporting access for rural communities surrounding Alsager to key services and employment centres.	<ul style="list-style-type: none"> Various junction improvements and traffic calming although focussed in and around the urban areas of Alsager will provide improved connectivity to services and employment for residents in rural areas.
3 Improving access on key routes to Crewe, wider Cheshire, and the Potteries.	<ul style="list-style-type: none"> Junction improvements, for example, at A5011/Crewe Road/A50 improve the key route towards Kidsgrove.
4 Supporting access to education and employment sites including Radway Green Business Park.	<ul style="list-style-type: none"> Improving level crossings at Sandbach Road South and Radway Green to improve traffic flow and safety, improving access to employment sites at Radway Green and within Alsager centre.
5 Strengthening the transport network to accommodate development sites such as Radway Green, White Moss Quarry and the former MMU site and others included within the Local Plan.	<ul style="list-style-type: none"> Improving level crossing at Radway Green to improve traffic flow and safety near the development site.

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 Medium Term of the Development Plan a further three schemes could potentially be developed.

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 Alsager. 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 Alsager town centre to support the economy.				
2 Supporting access for rural communities surrounding Alsager to key services and employment centres.				
3 Improving access on key routes to Crewe, wider Cheshire, and the Potteries.				
4 Supporting access to education and employment sites including Radway Green Business Park.				
5 Strengthening the transport network to accommodate development sites such as Radway Green, White Moss Quarry and the former MMU site and others included 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 Alsager Transport Development Plan is the result of an evidence led process. This included developing a set of five local transport objectives with 40 identified and assessed schemes that will support the development and vitality of Alsager over the life of the current Local Transport Plan.

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

6.2 Funding Summary

The Development Plan has 40 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 Alsager Transport Development Plan will provide a framework to inform the annual capital programme for transport and highways. In total eleven Transport Development Plans covering the whole of the Borough will be implemented utilising funding from a range of sources including: LTP Integrated Transport Block funding; Community Infrastructure Levy; Section 106 and 278 Agreements; the Council's capital and revenue funding; one-off funding programmes; and external funding.

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

6.3 Next Steps

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

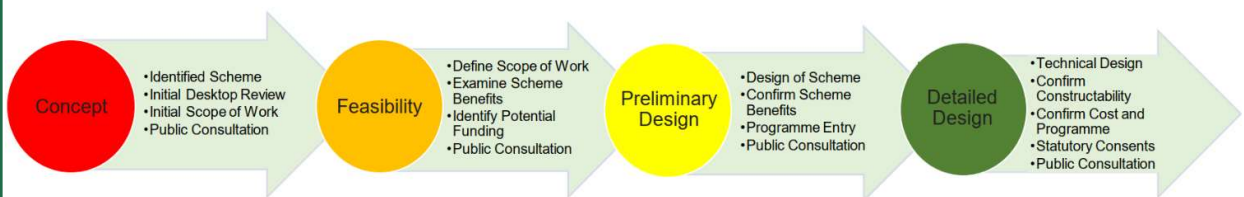


Figure 6.1 Scheme Development Stages

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

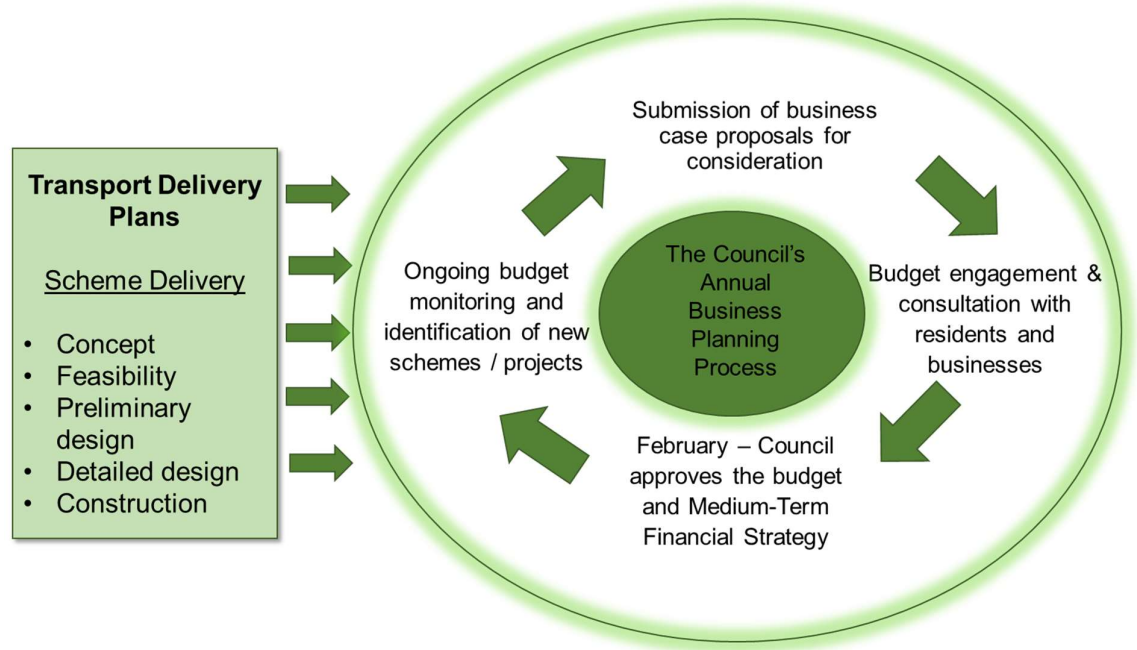


Figure 6-2 LTDP Budget Cycle

Appendix A – Options Long List & Assessment



ID	Category	Scheme Description	LTP Objectives					Improve organisational efficiency and effectiveness	Improving access to Alsager town centre to support the economy	Town Specific Objectives				Technically Feasible	Value for Money	Affordability	Acceptability	Development Stage - Concept - Feasibility - Preliminary design - Detailed design
			Supporting Growth	Access to Services	Protects and Improves the Environment	Heath, Wellbeing and Physical Activity	Maintaining and managing our network assets'			Supporting access for rural communities surrounding Alsager to key services and employment centres	Improving access on key routes to Crewe, wider Cheshire and the Potteries	Supporting access to education and employment sites including Radway Green Business Park	Strengthening the transport network to accommodate development sites such as Radway Green, White Moss Quarry and the former MMU site and others included within the Local Plan					
ALS_10	Active Travel	Traffic calming along B5077 Crewe Road, B5078 and improvements to the junction to improve the route for cyclists.																Concept
ALS_15	Active Travel	Cycle improvements to the B5077 through Alsager centre to Radway Green.																Concept
ALS_19	Active Travel	Improve access to the Trent and Mersey Canal for walking and cycling routes.																Concept
ALS_20	Active Travel	Sandbach Road South to Town Centre cycle route.																Concept
ALS_21	Active Travel	Traffic calming measures on Talke Road, Ivy Lane, Linley Road to improve the walking route to Excalibur Primary School.																Concept
ALS_22	Active Travel	Improvements to the public realm at Bank Corner junction, with a pedestrian / cyclist focus.																Feasibility
ALS_101	Active Travel	20 mph zone through Alsager town centre in accordance with the adopted Speed Management Strategy.																Concept
ALS_23	Active Travel	Improvements to pedestrian crossing point at Lodge Road / Sandbach Road North.																Feasibility
ALS_25	Active Travel	Walking and cycling access from LPS22 (former MMU campus) and Alsager School to Alsager centre.																Concept
ALS_3	Active Travel	Implement Travel Plans for businesses at Radway Green to encourage active travel.																Concept
ALS_33	Active Travel	Wood Park leading to Lawton Heath walking and cycling route - improvements to the bridge on the pathway including ramped access.																Concept
ALS_34	Active Travel	Moorhouse Avenue - provision of ramped access to footpath 26.																Concept
ALS_35	Active Travel	Maintenance, surfacing and widening of Barkers Bridge leading to Alsager Station from Talke Road for improved pedestrian access.																Concept
ALS_51	Active Travel	A5011 Linley Lane Cycle Route to the new supermarket.																Concept
ALS_53	Active Travel	Partial closure of Cherry Lane between B5078 Sandbach Road North and Cherry Lane Estate to traffic, for walking and cycling only.																Concept
ALS_55	Active Travel	Secure, safe, cycle parking within the town centre.																Concept
ALS_56	Active Travel	Improve links to the Salt Line Way walking and cycling route which can be accessed off Cherry Lane or via the canal.																Concept
ALS_102	Active Travel	Study to identify public realm improvements such as new street furniture, maintenance of green space, lighting and seating throughout Alsager connected to Town Centre Vitality Plan.																Concept
ALS_103	Active Travel	Install footway along Sandbach Road between Wilbraham Arms and Chells Hill.																Concept
ALS_104	Active Travel	Pedestrian improvements between Edwards Way and Talke Road/Alsager Station.																Concept
ALS_105	Active Travel	Install cycleway along Dunnocksfold Road.																Concept
ALS_106	Active Travel	Improved pedestrian crossings along Station Road.																Concept
ALS_14	Highways	A5011/Crewe Road/A50 junction improvements including improved pedestrian and cyclist facilities.																Concept
ALS_46	Parking	EV charging at town centre car parks.																Feasibility
ALS_47	Active Travel	Review and improve signage to and from the town centre.																Concept
ALS_48	Parking	Prevent access from Lawton Road to private shop parking behind shops on the north side of Lawton Road, instead creating access from Fairview Car Park.																Concept
ALS_107	Parking	Enable taxis to park in waiting bays after a certain time of day.																Concept
ALS_108	Highways	Traffic calming measures at junction of Crewe Road and Poppyfields.																Concept
ALS_45	Parking	Increased car parking availability at Alsager Station.																Concept
ALS_13	Highways	Improve level crossings at Sandbach Road South and Radway Green to improve traffic flow and safety.																Concept
ALS_52	Public Transport	Double track the section of currently single track line between Crewe and Alsager.																Concept
ALS_54	Public Transport	Re-establish rail services stopping at Alsager Station which have been reduced during COVID 19 as part of rail industry recovery.																N/A - National Rail/ East Midland Rail Responsibility
ALS_6	Public Transport	Provision of ticket machines at Alsager Station.																N/A - National Rail/ East Midland Rail Responsibility

ID	Category	Scheme Description	LTP Objectives							Town Specific Objectives				Technically Feasible	Value for Money	Affordability	Acceptability	Development Stage
			Supporting Growth	Access to Services	Protects and Improves the Environment	Heath, Wellbeing and Physical Activity	Maintaining and managing our network assets'			Supporting access for rural communities surrounding Alsager to key services and employment centres	Improving access on key routes to Crewe, wider Cheshire and the Potteries	Supporting access to education and employment sites including Radway Green Business Park	Strengthening the transport network to accommodate development sites such as Radway Green, White Moss Quarry and the former MMU site and others included within the Local Plan					
ALS_7	Public Transport	Opening a station at Radway Green.																Concept
ALS_109	Public Transport	Assess the feasibility of providing additional passenger transport services to rural locations such as Thurlwood.																Concept
ALS_110	Public Transport	Extend Flexilink service across weekends and evenings and support establishment of community transport where appropriate.																Concept
ALS_111	Public Transport	Improved public transport access to Stoke-on-Trent.																Concept
ALS_112	Public Transport	Reintroduction of direct train service to Derby.																N/A - National Rail/ East Midland Rail Responsibility
ALS_112	Active Travel	Introduce cycle route Sandbach Road North.																Concept

Appendix B – Sequencing & Packaging of options



ID	Category	Scheme Description	Development Stage - Concept - Feasibility - Preliminary design - Detailed design	Timeframe			Funding Status Funded (F) / Part Funded (P) / Not Funded (N) / * Subject to Statutory Planning Process
				Short (< 2 Years)	Medium (2 - 5 Years)	Long (5+ Years)	
ALS_10	Active Travel	Traffic calming along B5077 Crewe Road, B5078 and improvements to the junction to improve the route for cyclists.	Concept		X		P
ALS_15	Active Travel	Cycle improvements to the B5077 through Alsager centre to Radway Green.	Concept		X		N
ALS_19	Active Travel	Improve access to the Trent and Mersey Canal for walking and cycling routes.	Concept		X		N
ALS_20	Active Travel	Sandbach Road South to Town Centre cycle route.	Concept		X		N
ALS_21	Active Travel	Traffic calming measures on Talke Road, Ivy Lane, Linley Road to improve the walking route to Excalibur Primary School.	Concept	X			N
ALS_22	Active Travel	Improvements to the public realm at Bank Corner junction, with a pedestrian / cyclist focus.	Feasibility		X		P
ALS_101	Active Travel	20 mph zone through Alsager town centre in accordance with the adopted Speed Management Strategy.	Concept		X		N
ALS_23	Active Travel	Improvements to pedestrian crossing point at Lodge Road / Sandbach Road North.	Feasibility		X		N
ALS_25	Active Travel	Walking and cycling access from LPS22 (former MMU campus) and Alsager School to Alsager centre.	Concept		X		N
ALS_3	Active Travel	Implement Travel Plans for businesses at Radway Green to encourage active travel.	Concept	X			P
ALS_33	Active Travel	Wood Park leading to Lawton Heath walking and cycling route - improvements to the bridge on the pathway including ramped access.	Concept		X		N
ALS_34	Active Travel	Moorhouse Avenue - provision of ramped access to footpath 26.	Concept		X		N
ALS_35	Active Travel	Maintenance, surfacing and widening of Barkers Bridge leading to Alsager Station from Talke Road for improved pedestrian access.	Concept		X		N
ALS_51	Active Travel	A5011 Linley Lane Cycle Route to the new supermarket.	Concept		X		F*
ALS_53	Active Travel	Partial closure of Cherry Lane between B5078 Sandbach Road North and Cherry Lane Estate to traffic, for walking and cycling only.	Concept		X		N
ALS_55	Active Travel	Secure, safe, cycle parking within the town centre.	Concept	X			N
ALS_56	Active Travel	Improve links to the Salt Line Way walking and cycling route which can be accessed off Cherry Lane or via the canal.	Concept		X		N
ALS_102	Active Travel	Study to identify public realm improvements such as new street furniture, maintenance of green space, lighting and seating throughout Alsager connected to Town Centre Vitality Plan.	Concept	X			N
ALS_103	Active Travel	Install footway along Sandbach Road between Wilbraham Arms and Chells Hill.	Concept			X	N
ALS_104	Active Travel	Pedestrian improvements between Edwards Way and Talke Road/Alsager Station.	Concept		X		N
ALS_105	Active Travel	Install cycleway along Dunnocksfold Road.	Concept			X	N
ALS_106	Active Travel	Improved pedestrian crossings along Station Road.	Concept		X		N
ALS_14	Highways	A5011/Crewe Road/A50 junction improvements including improved pedestrian and cyclist facilities.	Concept		X		P*
ALS_46	Parking	EV charging at town centre car parks.	Feasibility	X			P
ALS_47	Active Travel	Review and improve signage to and from the town centre.	Concept	X			N
ALS_48	Parking	Prevent access from Lawton Road to private shop parking behind shops on the north side of Lawton Road, instead creating access from Fairview Car Park.	Concept		X		N
ALS_107	Parking	Enable taxis to park in waiting bays after a certain time of day.	Concept		X		N
ALS_108	Highways	Traffic calming measures at junction of Crewe Road and Poppyfields.	Concept		X		N
ALS_45	Parking	Increased car parking availability at Alsager Station.	Concept			X	N
ALS_13	Highways	Improve level crossings at Sandbach Road South and Radway Green to improve traffic flow and safety.	Concept		X		N
ALS_52	Public Transport	Double track the section of currently single track line between Crewe and Alsager.	Concept			X	N
ALS_54	Public Transport	Re-establish rail services stopping at Alsager Station which have been reduced during COVID-19 as part of rail industry recovery.	N/A - National Rail/ East Midland Rail Responsibility				N/A
ALS_6	Public Transport	Provision of ticket machines at Alsager Station.	N/A - National Rail/ East Midland Rail Responsibility				N/A
ALS_7	Public Transport	Opening a station at Radway Green.	Concept			X	N

ID	Category	Scheme Description	Development Stage	Timeframe			Funding Status
				Short (< 2 Years)	Medium (2 - 5 Years)	Long (5+ Years)	
ALS_109	Public Transport	Assess the feasibility of providing additional passenger transport services to rural locations such as Thurlwood.	Concept	X			N
ALS_110	Public Transport	Extend Flexilink service across weekends and evenings and support establishment of community transport where appropriate.	Concept		X		N
ALS_111	Public Transport	Improved public transport access to Stoke-on-Trent.	Concept		X		N
ALS_112	Public Transport	Reintroduction of direct train service to Derby.	N/A - National Rail/ East Midlands Rail Responsibility				N
ALS_112	Active Travel	Introduce cycle route Sandbach Road North.	Concept		X		N

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
Heath, Wellbeing and Physical Activity	Negatively impacts peoples health and no mitigation can be put in place	Negatively impacts peoples health but mitigation can be put in place	Neither adversely affects or supports physical activity	Improves health, well being and physical activity	Actively promotes health, wellbeing and physical activity
Maintaining and managing our network assets	The addition of new schemes which cause maintenance liability	Contributes to maintenance liability	Neither adversely affects or supports managing network assets	Is of some benefit to maintaining and managing network assets	Upgrading network assets and enhancing existing assets
Improve organisational efficiency and effectiveness	Adversely impacts the efficiency and organisation of Cheshire East Council	Negatively impacts the efficiency and organisation of Cheshire East Council	Neither adversely affects or supports effectiveness of Cheshire East Council	Is of some benefit to the efficiency and effectiveness of Cheshire East Council	Improves the efficiency and effectiveness of Cheshire East Council
Improving access to Alsager town centre to support the economy	Significantly impacts access into Alsager Town Centre	Significantly impacts access into Alsager Town Centre	Significantly impacts access into Alsager Town Centre	Significantly impacts access into Alsager Town Centre	Significantly impacts access into Alsager Town Centre
Supporting access for rural communities surrounding Alsager to key services and employment centres	Significantly negatively impacts access from rural communities around Alsager to key services and employment	Has some negative impact on access from rural communities around Alsager to key services and employment	Neither impacts or improves access from rural communities around Alsager to key services and employment	Provides some improvement from rural communities around Alsager to key services and employment into Alsager Town Centre	Provides significant improvement from rural communities around Alsager to key services and employment
Improving access on key routes to Crewe, wider Cheshire and the Potteries	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 including Radway Green Business 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
Strengthening the transport network to accommodate development sites such as Radway Green, White Moss Quarry and the former MMU site 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
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



Congleton Transport Development Plan

Rev 0

May 2022

Congleton Transport Development Plan

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1. Introduction

1.1 Local Context

Congleton is a market town in the eastern part of the Cheshire East borough and lies on the River Dane which runs through the north of the town centre. Congleton is located between the principal towns of Crewe and Macclesfield. The town is 18km north of Stoke-on-Trent, 16.5km east of Crewe town centre and 12km south of Macclesfield. The area has strong economic links to neighbouring Macclesfield and nearby Biddulph with significant cross-border movements into Stoke-on-Trent. Congleton has a vibrant town centre with about 260 retail units.

Currently, there are a number of light engineering factories and sand extraction occurs on the Cheshire Plain, although many of the town's residents work in Manchester, Macclesfield, and Stoke-on-Trent.

Congleton is also close to Staffordshire, which is to the south east of the town. Nearby settlements which rely on Congleton as a local service centre include the large rural area to the north including Marton, Eaton, Moreton, Astbury, Somerford and North Rode. Good transport provision within Congleton is important for residents, businesses, and visitors to access shops and services.

1.2 Background to the Congleton Transport Development Plan

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

A two-stage approach has been taken in developing the Transport Development Plans. The first stage was to develop a 'Transport Issues and Options report' for Congleton. 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 Congleton and the supporting 'long list' of schemes (including presenting the evidence for these) was undertaken between the 23rd of November 2020 and 31st March 2021. In total, 74 responses were received by online response and email. Consultation with the Town Council was also undertaken by Council Officers during this period. Respondents were also invited to suggest further schemes they felt should be considered for the Development Plan as part of the consultation.

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

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

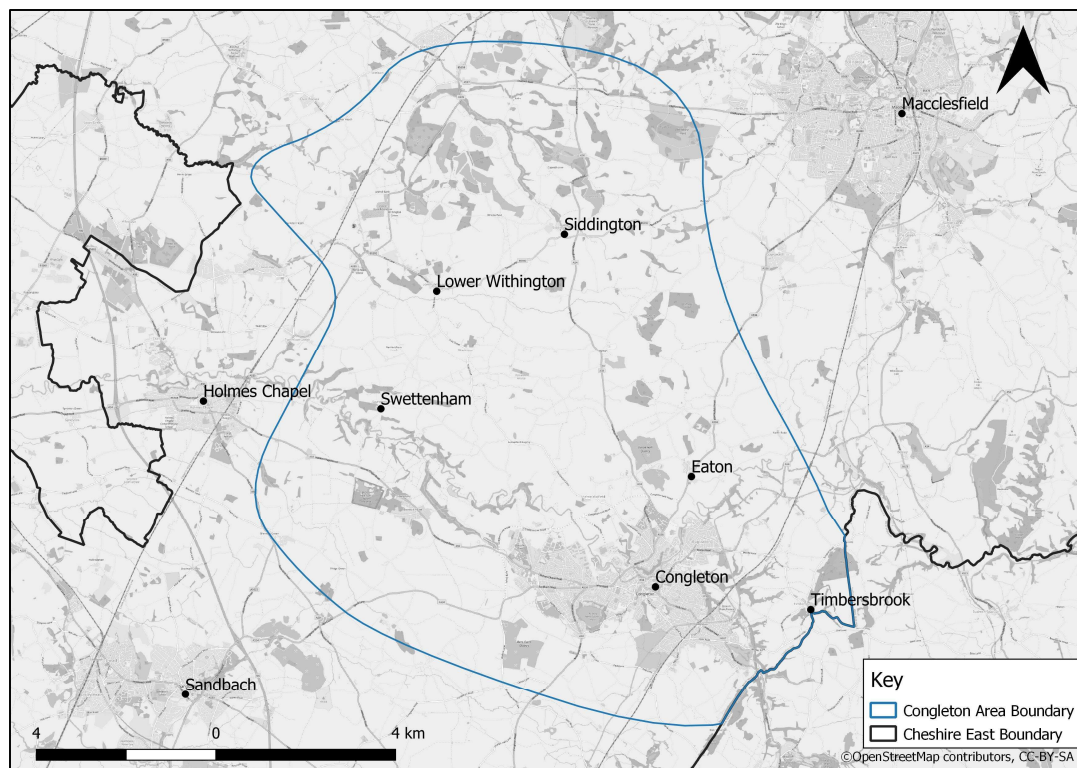


Figure 1.1 Congleton Development Plan Area

1.3 What does the Development Plan do for Congleton?

The Transport Development Plan for Congleton:

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

1.4 Objective Setting and Scheme Options Development

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

1. **Strengthening the transport network to accommodate development sites such as Congleton Business Park extension and residential developments in north Congleton included within the Local Plan;**
2. **Improving access on key routes to wider Cheshire, the Potteries, and Greater Manchester;**
3. **Improving access to Congleton town centre for residents and visitors to support the town centre economy;**

4. **Supporting access to education and employment sites including Radnor Park Industrial Estate; and**
5. **Supporting access from rural communities to key services and employment.**

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

A total of 79 individual transport schemes have been identified for the Development Plan and assessed. These include the 'long list' of schemes consulted on with the public between the 23rd of November 2020 and the 31st of March 2021 plus additional schemes put forward as part of the public consultation. The feedback on schemes from the public consultation was examined and where appropriate schemes were updated to reflect public comments. All schemes were then assessed against the objectives of the Local Transport Plan; the local transport objectives for Congleton (see above); and four agreed practical objectives (Technical Feasibility, Value for Money, Affordability and Acceptability).

It must be noted that the majority of the identified schemes are at a Concept stage, as would be expected at this point. Therefore, the Development Plan must be treated as a 'live' document, in that as schemes develop the assessment will need to be updated to reflect that further information on the scheme is known. This will be done in a proportionate way depending on the size and scale of the scheme and the requirements of the assessment going forwards. At adoption of the Development Plan the majority of the schemes identified do not have funding secured for their implementation. The Development Plan provides the platform for the Council to go forward and seek the relevant funding needed both internally through the Local Transport Plan capital allocation and from external sources.

1.5 Report Structure

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

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

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

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

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

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

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

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

2. Policy & Background Information

2.1 Policy Context and Background Information

A review of key local, regional, and national policy to support the development of this Development Plan was undertaken when developing the evidence base. Figure 2.1 below shows the relationship between the key identified national, regional, borough-wide, and local policies which are relevant to developing transport with Congleton.

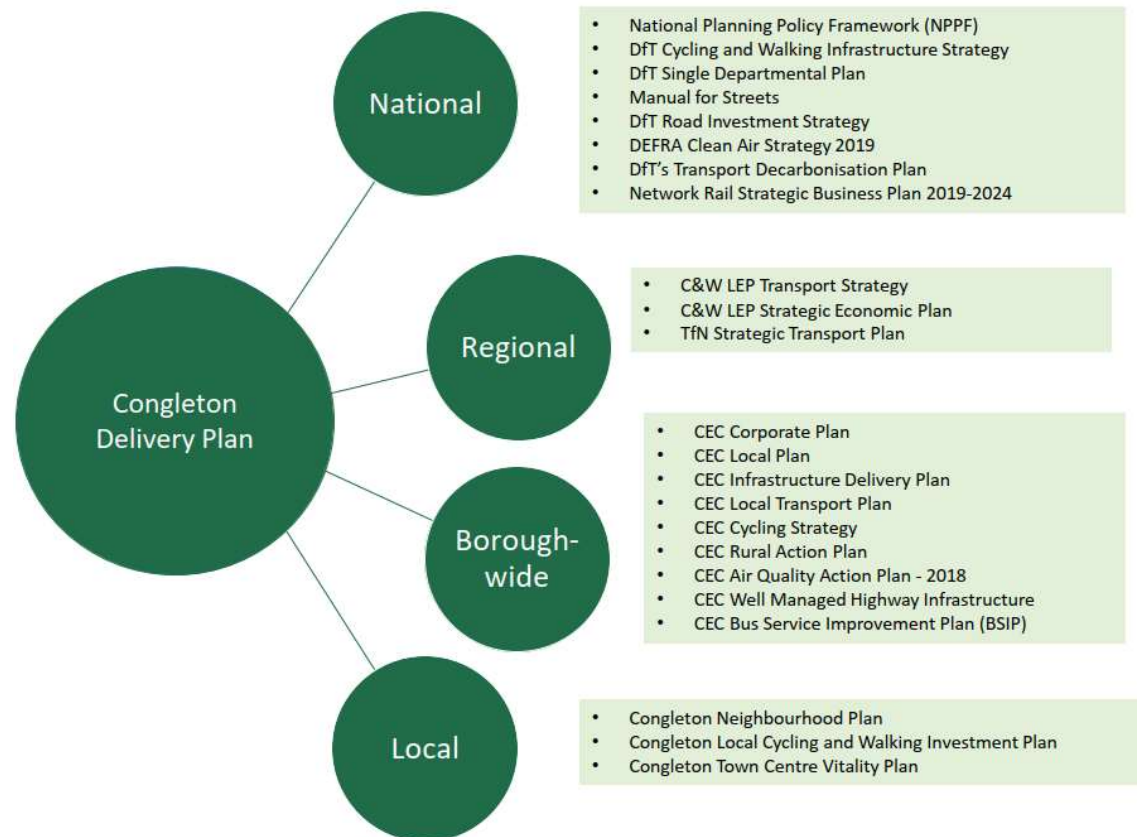


Figure 2.1 Policy Overview

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

2.2 Summary of Relevant Local Policy

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

2.2.1 Cheshire East Local Plan

The CEC Local Plan is the Statutory Development Plan for the borough and was adopted in July 2017. The plan outlines committed sites in Congleton which consist of over 2,000 new homes and over 20ha of employment land across various sites

such as Congleton Business Park Extension (see Figure 2.2). Whilst it is not featured in the plan, these sites are bound by the development of the Congleton Link Road. 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.

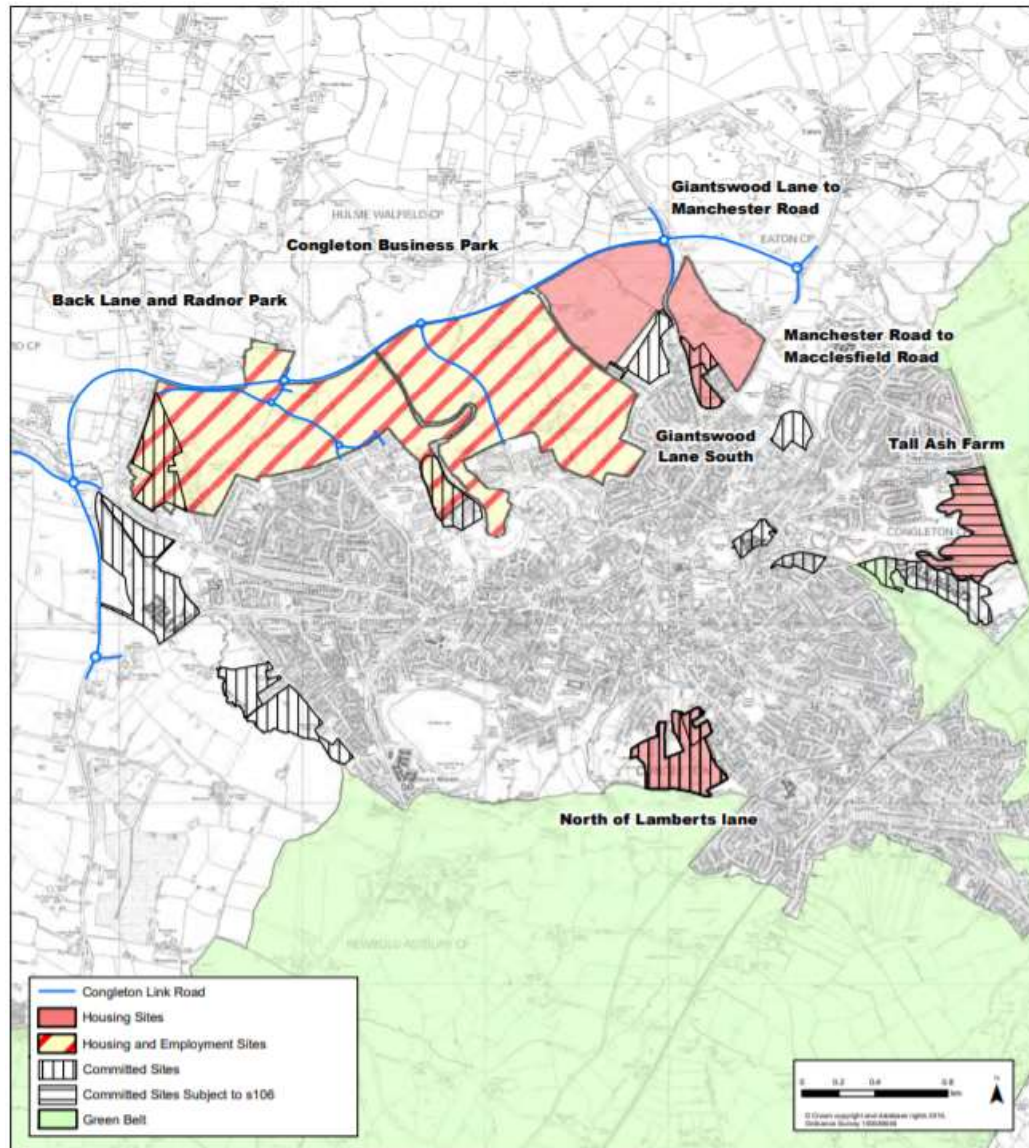


Figure 2.2 Congleton Local Plan Sites

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

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

2.2.2 Cheshire East Local Transport Plan 4

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

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

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

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

2.2.3 Congleton Neighbourhood Plan

The Congleton 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:

- Meet the objectively assessed local housing needs of Congleton especially the needs of the existing and future residents of the town and in particular the ageing population, to create a vibrant and inclusive local community;
- Improve the attractiveness and vibrancy of the Town Centre;
- To secure the future prosperity of Congleton it is important to retain and attract a variety of new employment opportunities within the town to meet local needs and to support the local economy;
- Develop an integrated sustainable transport framework within the town improving walking and cycling routes between everyday facilities such as shops, services, open spaces and the surrounding countryside;

- Have a range of high-quality community, leisure, health, social, creative, and cultural facilities available and accessible to everyone who lives in the town;
- Preserve and extend our green spaces, enhance our environment, and implement where practical renewable energy; and
- Deliver high quality, distinctive and safe places which respect the Town's heritage and character.

The Neighbourhood Plan outlines the need to integrate new developments into the transport network, linking to the station, for example, to have sustainable growth. Regarding development growth within Congleton, key sites include Back Lane / Radnor Park and other development sites within the Local Plan, such as LPS 27 (Congleton Business Park Extension).

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

2.2.4 Local Cycling and Walking Infrastructure Plan (Congleton)

Local authorities have been advised by the DfT to develop Local Cycling and Walking Infrastructure Plans (LCWIP). Their 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 Congleton and sets out ambitious plans to deliver a high-quality walking and cycling network. The LCWIP is an evidence-based plan that has identified a sequenced programme of potential walking and cycling routes in and around Congleton. 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 Development Plan.

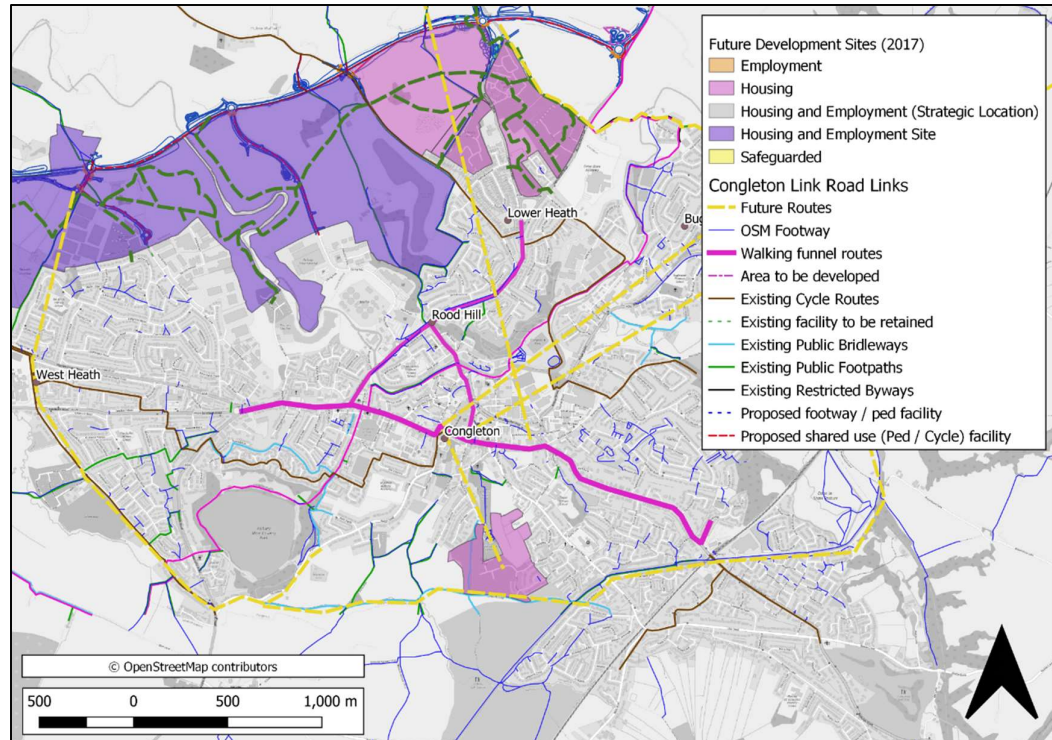


Figure 2.3 Congleton Walking Network Plan (reproduced from the LCWIP)

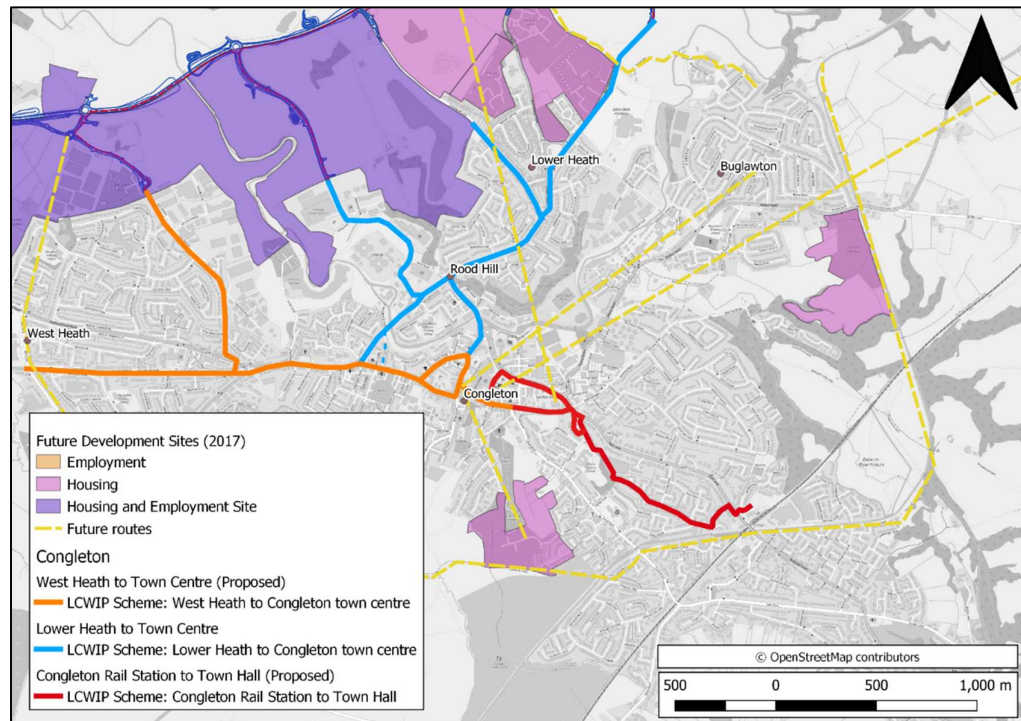


Figure 2.4 Cycling Network Plan (reproduced from the LCWIP)

2.2.5 Congleton 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 Development Plan has been produced in coordination with the emerging Congleton Town Centre Vitality Plan.

2.2.6 Cheshire East Bus Service Improvement Plan

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

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

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

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

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

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

- Deliver enhancements to the pre-covid bus network in Congleton by improving (AM and PM) peak and inter-peak timetables, and how we can better connect smaller communities to key attractors such as health and education establishments; and

- Work in partnership with operators to develop integrated and smart ticketing across bus and rail operators.

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 Congleton to support the development of the local transport objectives and transport schemes. This section provides a high-level overview of the current transport situation for the key modes in the Development Plan area.

2.3.1 Walking

There is an extensive Public Rights of Way (PRoW) network within the Development Plan area, although 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 Congleton, including the canal towpath between Congleton, Macclesfield and Alsager and the former railway line, Biddulph Valley Way.

As well as dedicated off road walking routes and PROWs, many pedestrians use the wide network of existing footpaths adjacent the highway to connect to destinations.

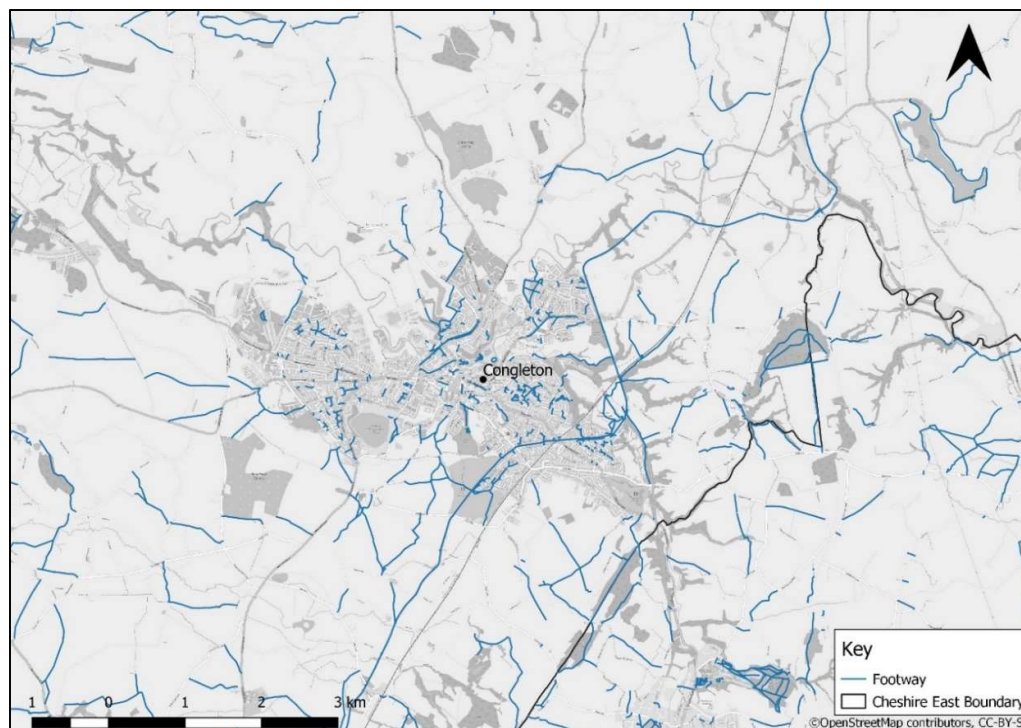


Figure 2.3 Public Right of Way (PRoW) within the Study Area

2.3.2 Cycling

The cycling network in Congleton is formed of routes which pass directly through Congleton and National Cycle Network routes which pass around the town. At present many cycle routes are on-road or shared paths and do not provide high quality facilities. The Local Cycling and Walking Infrastructure Plan for Congleton sets out a core network that has informed this Development Plan.

In Congleton, 9% 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 Council's ambition is a 'step change' in the takeup of cycling by residents of all ages across Cheshire East – with a focus on encouraging more people to cycle safely and walk more often with confidence for everyday journeys and leisure, especially into and out of town and village centres.

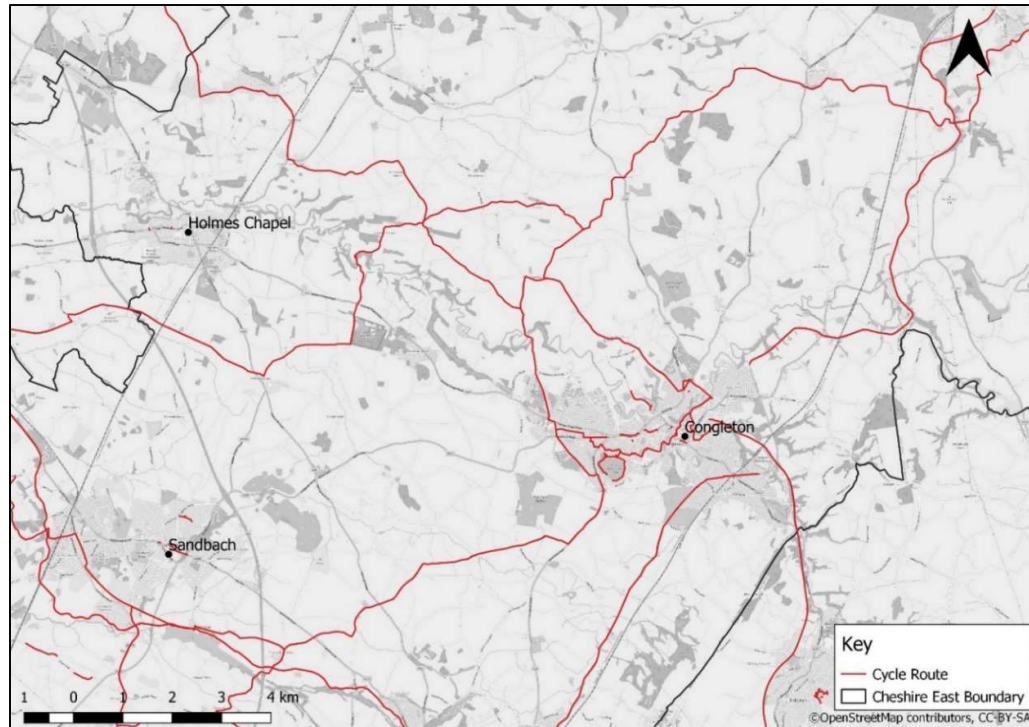


Figure 2.4 Cycle Network within the Development Plan Area

2.3.3 Public Transport (Bus and Rail)

Congleton is currently served by several bus services to destinations including Macclesfield, Crewe, Alsager and Newcastle Under Lyme.

The public consultation undertaken for the Development Plan included feedback that improvements to the frequency of bus services was needed. Lack of real time information and poor connectivity to the train station were also raised as issues.

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.

Congleton Railway Station is located approximately 1.5km east of the town centre. Congleton railway station has two services per hour that links Congleton to Stoke-on-Trent, Macclesfield, Poynton, Stockport, and Manchester Piccadilly. The nearest bus stop to Congleton Station is 150m away and buses are infrequent and departure / arrival times are not well coordinated.

The public consultation highlighted more frequent rail services would be of benefit for residents; as would investing in the facilities at the station such as the quality of the buildings, parking and cycling facilities. The addition of services to Crewe, Manchester, Winsford and London was also highlighted by the public consultation.

2.3.4 Parking

Congleton has 13 car parks operated by CEC. The car parks provide 844 standard parking spaces and an additional 17 accessible spaces. Parking charges are similar across the town, ranging between £0.40 for 0-1 hour (i.e., Antrobus Street) tariff and £1.80 for 4-8 hours (i.e., Park Street). Six car parks offer both long and short stay free of charge – Blake Street and Edgerton Street, Rood Hill, Rope Walk, Royle Street, Thomas Street and Roe Street, constituting almost a half of public car parks in Congleton.

The public consultation highlighted problems with pavement parking.

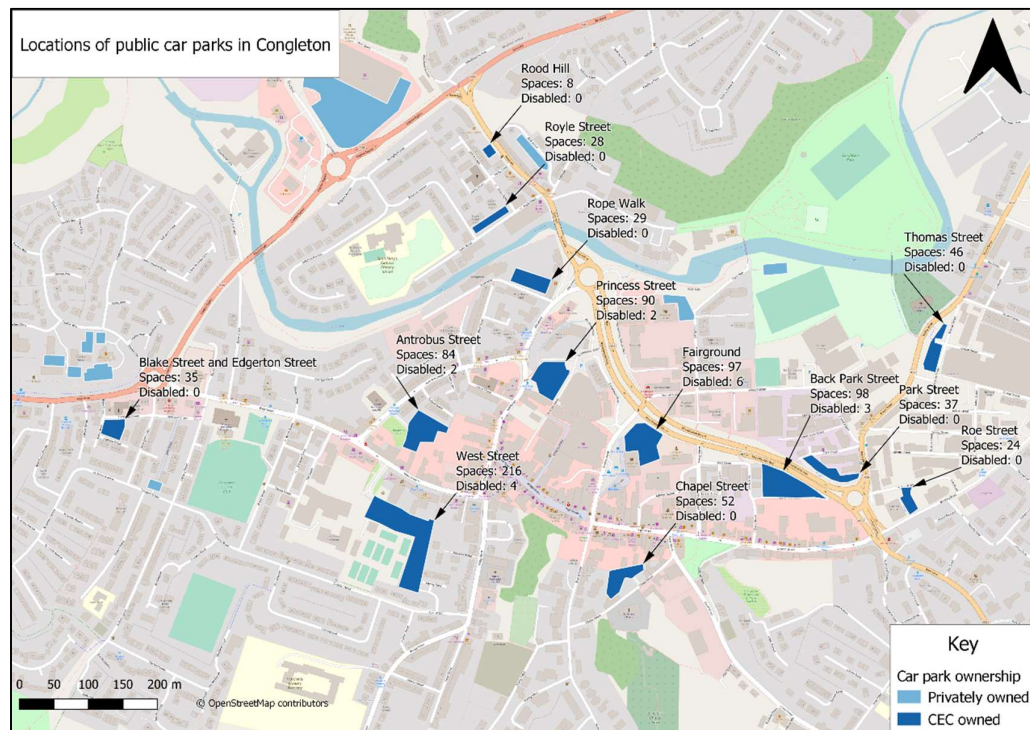


Figure 2.5 - Locations of public car parks in Congleton

2.3.5 Highway Network

Located within proximity to the M6, Congleton is well connected to the north and south of the country by the Strategic Road Network. The A34 and the A54 are the two major A-roads that run through Congleton. Additionally, the A534 links east-west movements between Congleton and Sandbach. The A34 is a key north-south link between Congleton and Stoke-on-Trent centre; the A527 is also another option for travel into Stoke-on-Trent via Biddulph.

Northbound on the A34 connects to Alderley Edge, Wilmslow, Handforth and into Greater Manchester. Northbound, the A536 provides a direct link between Congleton and Macclesfield via Eaton.

The Congleton Link Road A536 opened in April 2021 and has presented the opportunity to improve the existing routes into and around the town centre for buses, pedestrians, and cyclists. This will also reduce through traffic and congestion, consequently improving air quality.

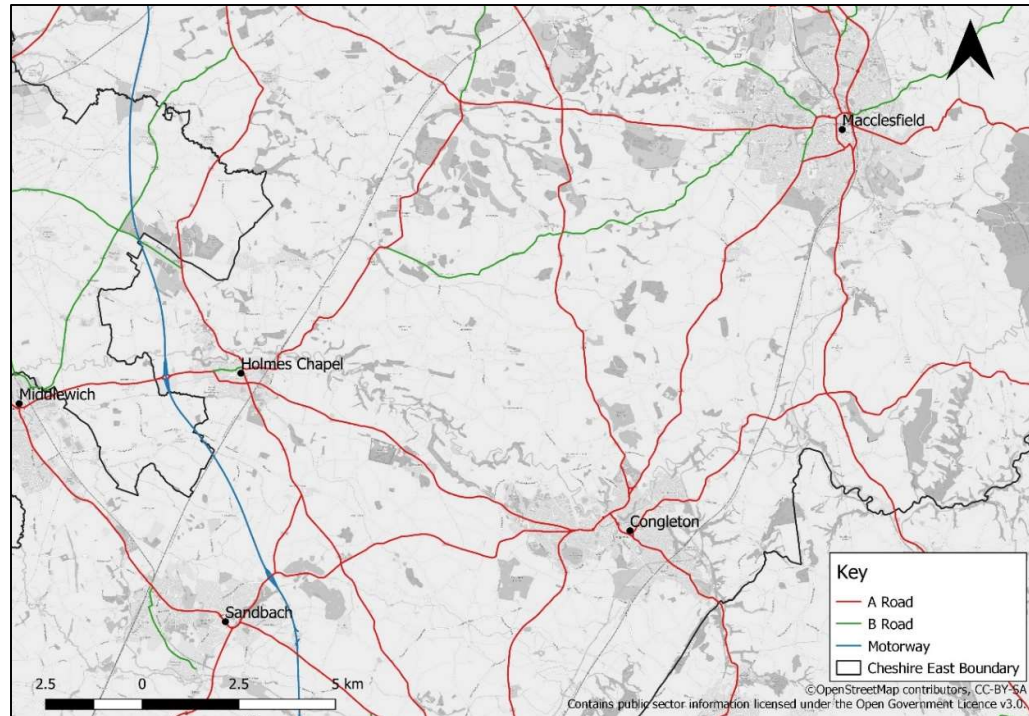


Figure 2.6 – Local Road Network

2.3.6 Summary

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

There are clear opportunities to improve the existing cycling and walking network within and around the Congleton area, with improvements to current off-road routes and the development of new ones. There are several opportunities to improve the public transport offer to passengers as set out in the Council's Bus Service Improvement Plan.

There are opportunities to improve the local highway network to complement the Congleton Link Road that has recently been delivered.

3. Objectives Overview

3.1 Overview

To develop the initial 'long list' of schemes and then support the scheme assessment (detailed in Chapter 4), a set of locally focused transport objectives have been developed for Congleton. As part of the public consultation held between 23rd of November 2020 and 31st of March 2021 the public were invited to provide their views on these proposed local transport objectives. It should be noted that this consultation took place prior to the Congleton Link Road opening in April 2021.

3.2 Congleton Local Transport Objectives

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

The town specific transport objectives for Congleton are:

1. **Strengthening the transport network to accommodate development sites such as Congleton Business Park extension and residential developments in north Congleton included within the Local Plan;**
2. **Improving access on key routes to wider Cheshire, the Potteries, and Greater Manchester;**
3. **Improving access to Congleton town centre for residents and visitors to support the town centre economy;**
4. **Supporting access to education and employment sites including Radnor Park Industrial Estate; and**
5. **Supporting access from rural communities to key services and employment.**

3.3 Public consultation Feedback on Local Transport Objectives

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

Objective	Number of Responses	Number (%) of Responses Strongly Agreed or Tend to Agree with Objective
1	50	38 (76%)
2	53	45 (85%)

3	52	45 (85%)
4	54	45 (83%)
5	54	47 (87%)

Table 3.1 Public consultation Responses on Local Transport Objectives for Congleton

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

3.4 Logic Mapping

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

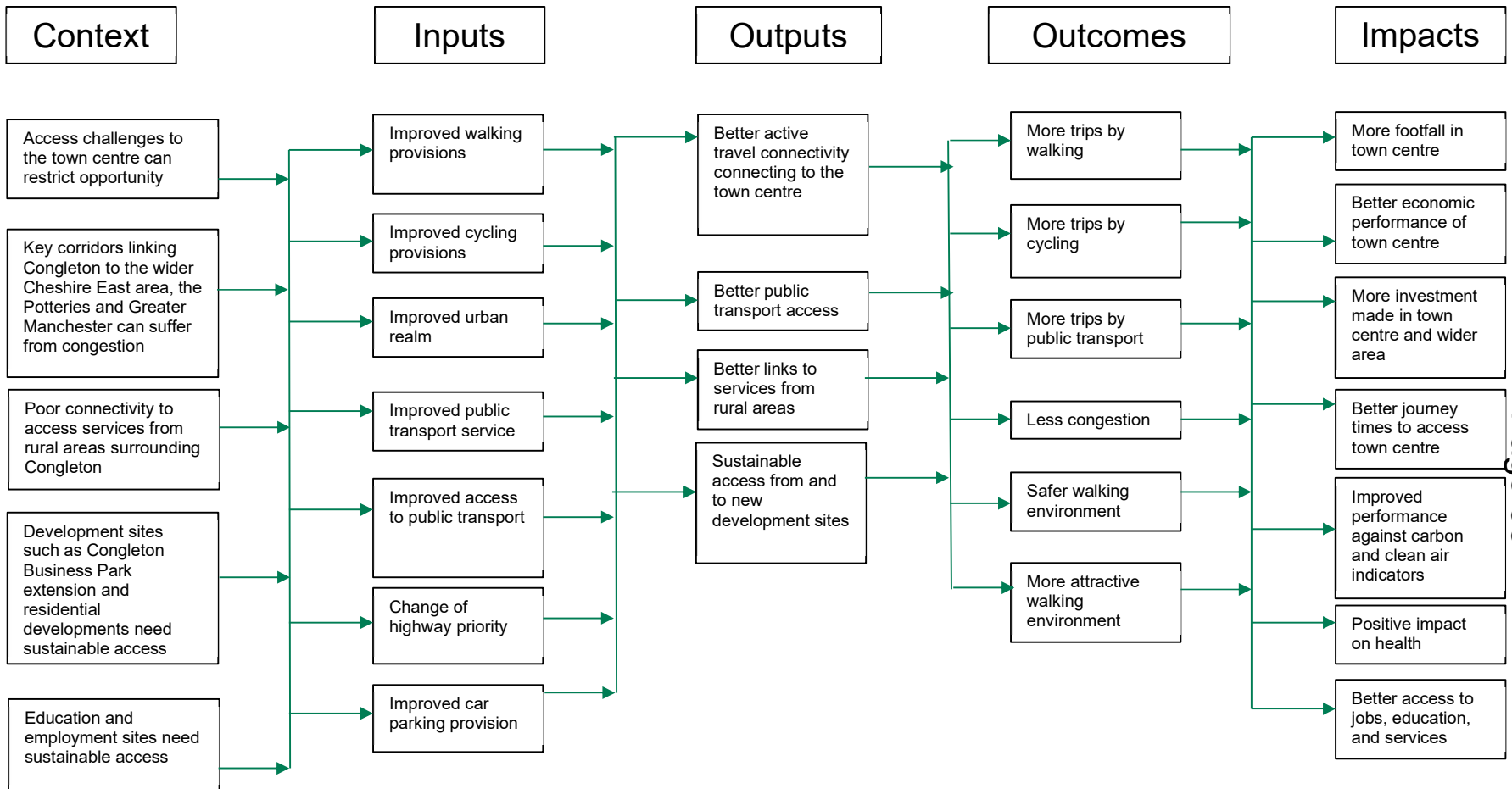


Figure 3.1 Congleton Transport Development Plan Logic Map

4. Options Overview & Assessment

4.1 Overview

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

Following the development of the local transport objectives and 'long list' an online interactive public consultation was held between 23rd of November 2020 and 31st of March 2021. In total 74 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 provide comment on them. The consultation also allowed respondents to state their agreement or disagreement with the individual schemes identified and provide comment on them if they wished. People could also put forward any new scheme options not identified within the 'long list' they felt that should be considered. Council Officers also consulted with the Town Council as part of the public consultation.

4.2 Assessment Process

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

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

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

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

- The five Congleton Specific Transport Objectives:
 - o Strengthening the transport network to accommodate development sites such as Congleton Business Park extension and residential developments in north Congleton included within the Local Plan;
 - o Improving access on key routes to wider Cheshire, the Potteries, and Greater Manchester;
 - o Improving access to Congleton town centre for residents and visitors to support the town centre economy;
 - o Supporting access to education and employment sites including Radnor Park Industrial Estate; and
 - o Supporting access from rural communities to key services and employment.
- Four agreed additional practical delivery criteria:
 - o Technically Feasible;
 - o Value for Money;
 - o Affordability; and
 - o Acceptability.

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

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

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

Table 4.1 Scoring criteria for additional areas

4.3 Scheme Sequencing Process

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

It must be noted that at present the majority of the schemes are at a Concept stage and are not funded. As Concept schemes they have limited information and detail currently available. Once the Development Plan has been adopted, the process of developing schemes currently at the Concept stage to the Feasibility stage will be undertaken, subject to funding being secured.

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

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

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

Table 4.2 – Assessment guidance for Timescales

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

5. Packaging & Sequencing of Options

5.1 Introduction

This section sets out the emerging packages of schemes for Congleton. These have been developed following the initial issues and options work undertaken for the Development Plan; the public consultation which followed this and the feedback from it; the assessment undertaken of the emerging schemes (based on their current development stage) against the LTP objectives, the local transport objectives for Congleton (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 79 schemes have been identified for Congleton and the wider area. These schemes vary in size, scale, and their stage of development. Many schemes are at a Concept stage with little design; site investigation and costing undertaken. Therefore, assessment at this stage is relatively high level but will advance as the Development Plan is taken forward. It must also be noted at this stage most of the schemes identified are not funded yet.

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

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

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

5.2 Active Travel Schemes Package

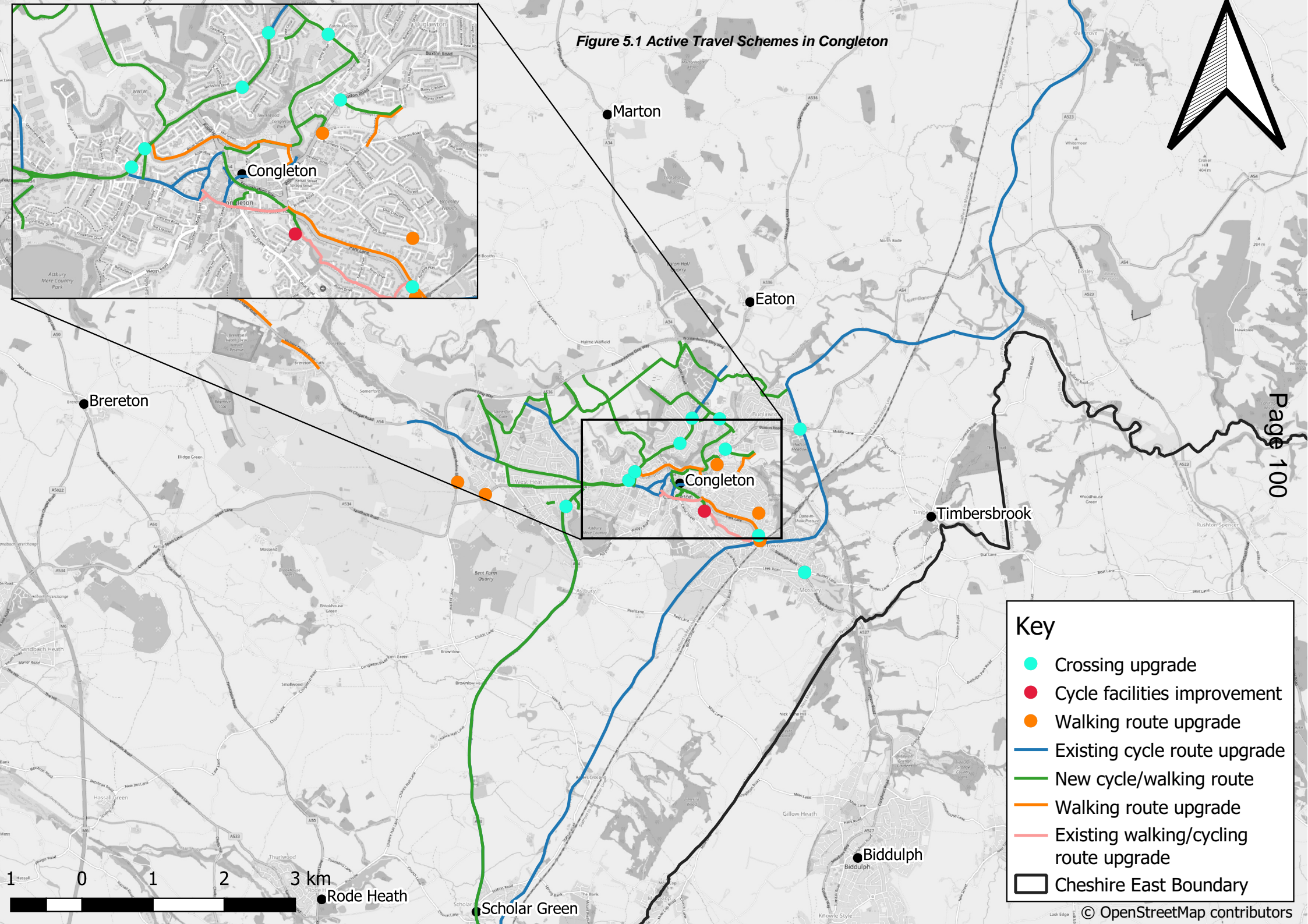
A total of 49 of the transport schemes identified for Congleton and the wider area relate to Active Travel schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Development Plan process. The Active Travel schemes fall into broad categories as described in Table 5.1.

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

Table 5.1 Active Travel Scheme Categories

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

Figure 5.1 Active Travel Schemes in Congleton



Key

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

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

Local Transport Objective	How the Active Travel Package Supports Objective
1 Strengthening the transport network to accommodate development sites such as Congleton Business Park extension and residential developments in north Congleton included within the Local Plan.	<ul style="list-style-type: none"> - An East-West Greenway providing high quality walking and cycling links through the area of new development to the north of Congleton is planned. This is planned to incorporate a new pedestrian and cycling bridge across the River Dane. - A scheme is also being developed to link areas of new development in Congleton into the town centre and wider active travel network. This route follows Barn Road, Clayton Bypass and West Road. - Several other improvements are also planned to ensure new developments properly integrate walking and cycling connections.
2 Improving access on key routes to wider Cheshire, the Potteries, and Greater Manchester.	<ul style="list-style-type: none"> - Improving the canal tow path so this provides a high-quality walking and cycling link between Congleton and Macclesfield. - Providing a high-quality walking and cycling link southwards alongside the A34 linking to Kidsgrove. - Improvements to the Biddulph Valley Way.
3 Improving access to Congleton town centre for residents and visitors to support the town centre economy.	<ul style="list-style-type: none"> - Complementing the Congleton Link Road by improving walking and cycling links on various routes in and around the town centre. - Improving the walking and cycling link between the town centre and Congleton rail station.
4 Supporting access to education and employment sites including Radnor Park Industrial Estate.	<ul style="list-style-type: none"> - Improving the cycling route along Back Lane to Radnor Park Industrial Estate. - Improving the walking and cycling route between western Congleton / Congleton High School and Lower Heath. - Reduction of speed limits around schools to 20mph in accordance with the adopted Speed Management Strategy. Also considering the introduction of school streets that close roads to motorised traffic in the vicinity of schools (where feasible).
5 Supporting access from rural communities to key services and employment.	<ul style="list-style-type: none"> - Providing a high-quality walking and cycling link southwards alongside the A34 linking to Astbury, Brownlow, Brownlow Heath, Scholar Green and Kidsgrove.

	<ul style="list-style-type: none"> - Improvements to the Biddulph Valley Way. - Various improvements to pedestrian crossing points and footways in rural areas.
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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 Development Plan adoption, five Active Travel schemes could potentially be developed. Within the Medium Term of the Development Plan a further 41 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 Congleton and the wider area relate to Public Transport schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Development Plan process. The Development Plan has been developed aligning with the Council's Bus Service Improvement Plan (BSIP). The Public Transport schemes fall into four broad categories as described in Table 5.3 below.

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

Table 5.3 Public Transport Scheme Categories

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

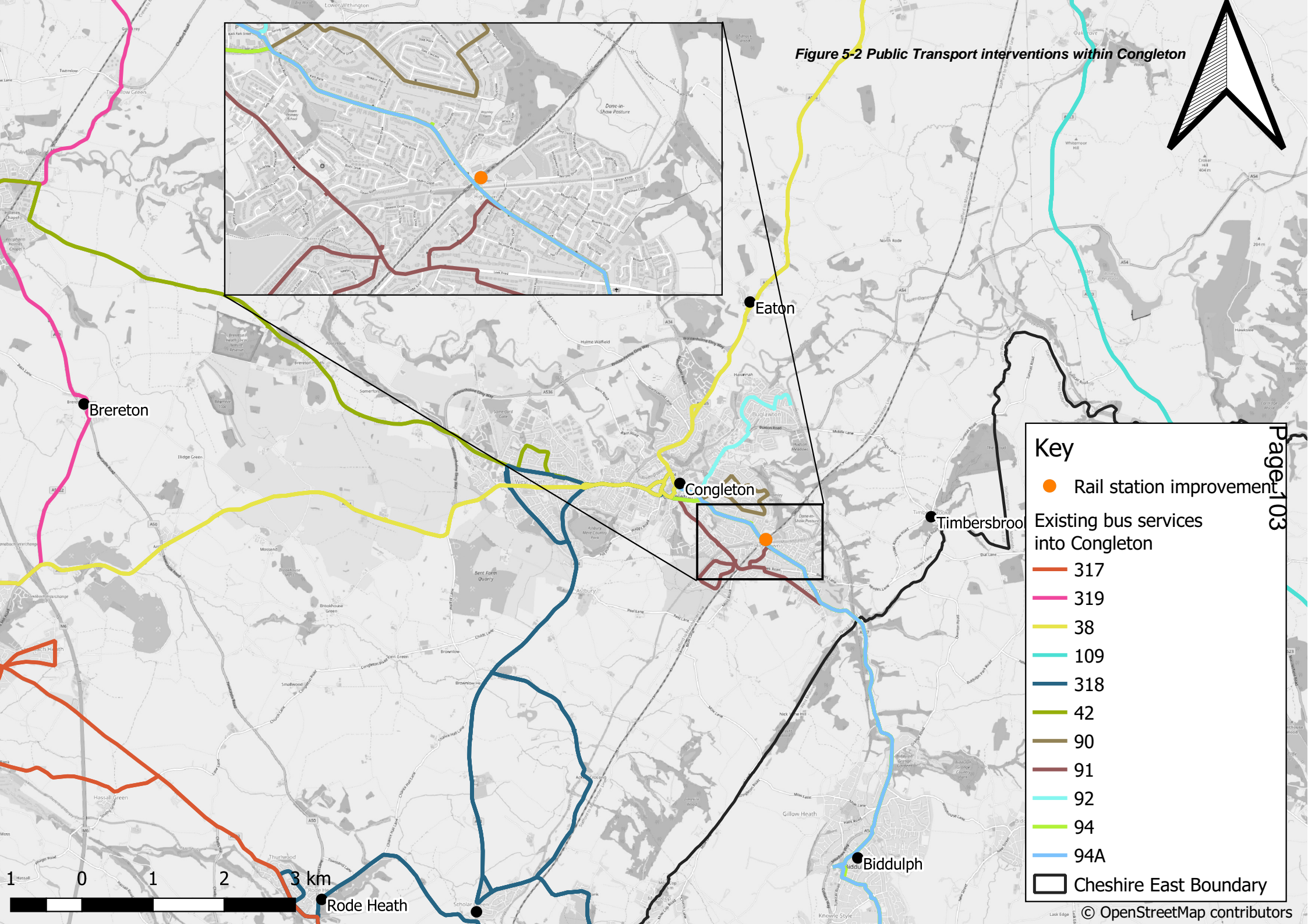


Figure 5-2 Public Transport interventions within Congleton

Page103

Key

●

Rail station improvement

Existing bus services into Congleton

317

319

38

109

318

42

90

91

92

94

94A

Cheshire East Boundary

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A primary focus of the Public Transport interventions is to deliver on the local transport objectives for Congleton. 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 Strengthening the transport network to accommodate development sites such as Congleton Business Park extension and residential developments in north Congleton included within the Local Plan.	<ul style="list-style-type: none"> - Providing public transport options for new residential developments to the north of Congleton.
2 Improving access on key routes to wider Cheshire, the Potteries, and Greater Manchester.	<ul style="list-style-type: none"> - Improvements to rail services, including re-establishing services affected by the Coronavirus pandemic such as Cross-Country services stopping at Congleton (working with rail partners). - Improving rail station facilities including car parking, cycle parking and waiting areas (working with partners).
3 Improving access to Congleton town centre for residents and visitors to support the town centre economy.	<ul style="list-style-type: none"> - Improved bus services around Congleton to key locations including the rail station and areas such West Heath, Buglawton and Mossley.
4 Supporting access to education and employment sites including Radnor Park Industrial Estate.	<ul style="list-style-type: none"> - Improvements to bus connectivity to key employment sites such as Radnor Park Industrial Estate.
5 Supporting access from rural communities to key services and employment.	<ul style="list-style-type: none"> - Improving links to rural areas such as Marton, Eaton, Moreton, Astbury, Somerford and North Rode.

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. Regarding 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 Medium Term of the Development Plan, eight schemes could potentially be developed with an additional scheme already identified within the Covid Recover Plan for the rail sector.

5.4 Parking Schemes Package

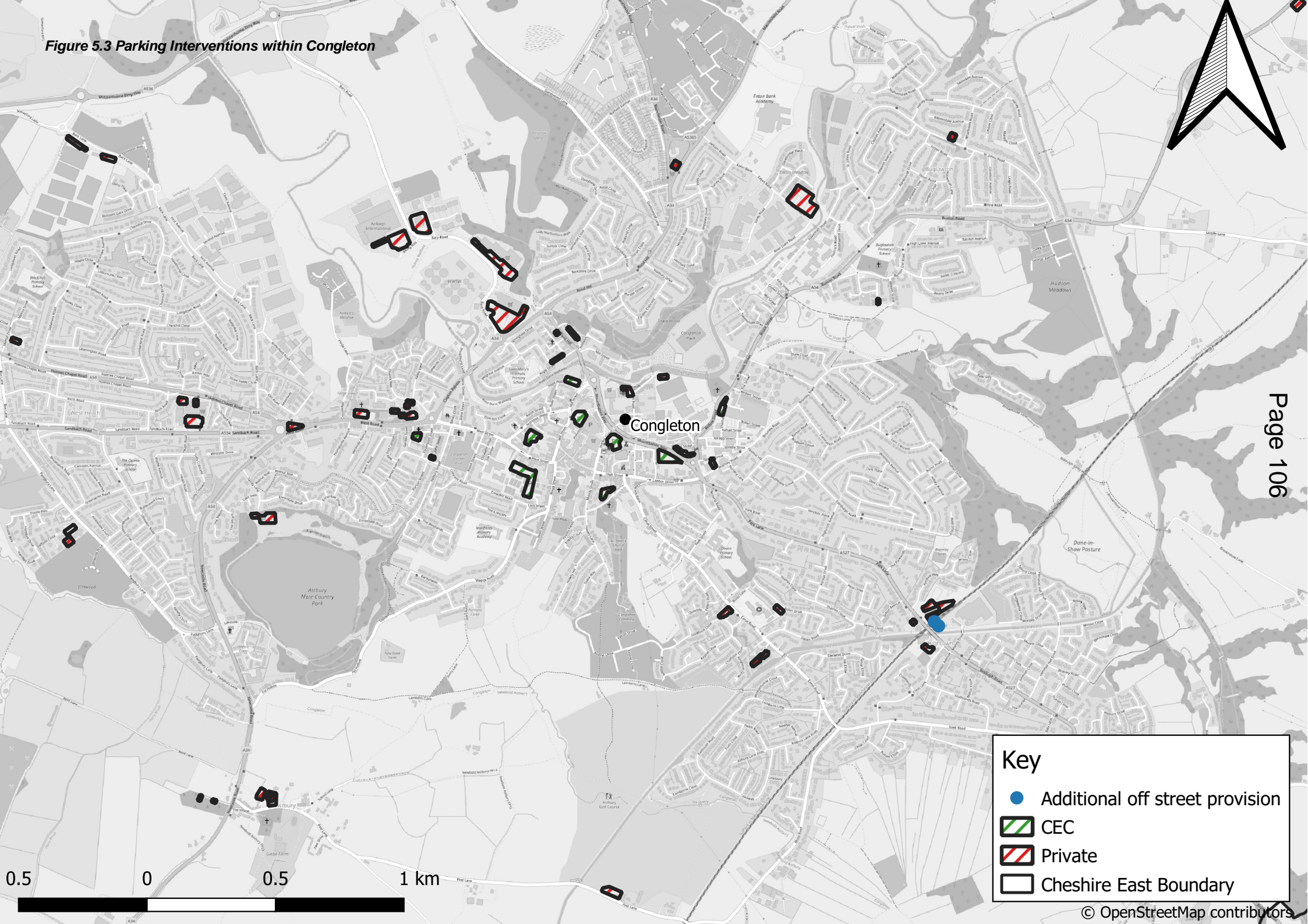
Congleton currently benefits from several car parks and parking facilities. A total of four of the transport schemes identified for Congleton relate to Parking Schemes and initiatives. These vary in scale and size with three being at Concept stage and two at feasibility. The Parking schemes fall into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

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

Table 5.5 Parking Scheme Categories

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

Figure 5.3 Parking Interventions within Congleton



Key

Additional off street provision

CEC

Private

Cheshire East Boundary

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

Objective	How the Parking Package Supports
1 Strengthening the transport network to accommodate development sites such as Congleton Business Park extension and residential developments in north Congleton included within the Local Plan.	- New developments to be delivered in line with CEC parking standards and complementary measures are considered where appropriate to manage inappropriate parking.
2 Improving access on key routes to wider Cheshire, the Potteries, and Greater Manchester.	- Implementing a park and ride facility at Congleton Station to increase the number of parking spaces (work with partners).
3 Improving access to Congleton town centre for residents and visitors to support the town centre economy.	- Providing EV charging at town centre car parks / key locations. - Reviewing on-street parking within the town centre.
4 Supporting access to education and employment sites including Radnor Park Industrial Estate.	- Supporting schools to reduce demand for drop off parking and managing the highway effectively.
5 Supporting access from rural communities to key services and employment.	- Given car access to services is important from rural areas, improvements to town centre car parking as noted above will benefits residents in these areas.

Table 5.6 Parking Scheme Package and its Local Transport Objective Support

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

Within the Short Term of the Development Plan adoption, two Parking schemes could potentially be developed. Within the Medium Term of the Development Plan a further two schemes could potentially be developed.

5.5 Highway Schemes Package

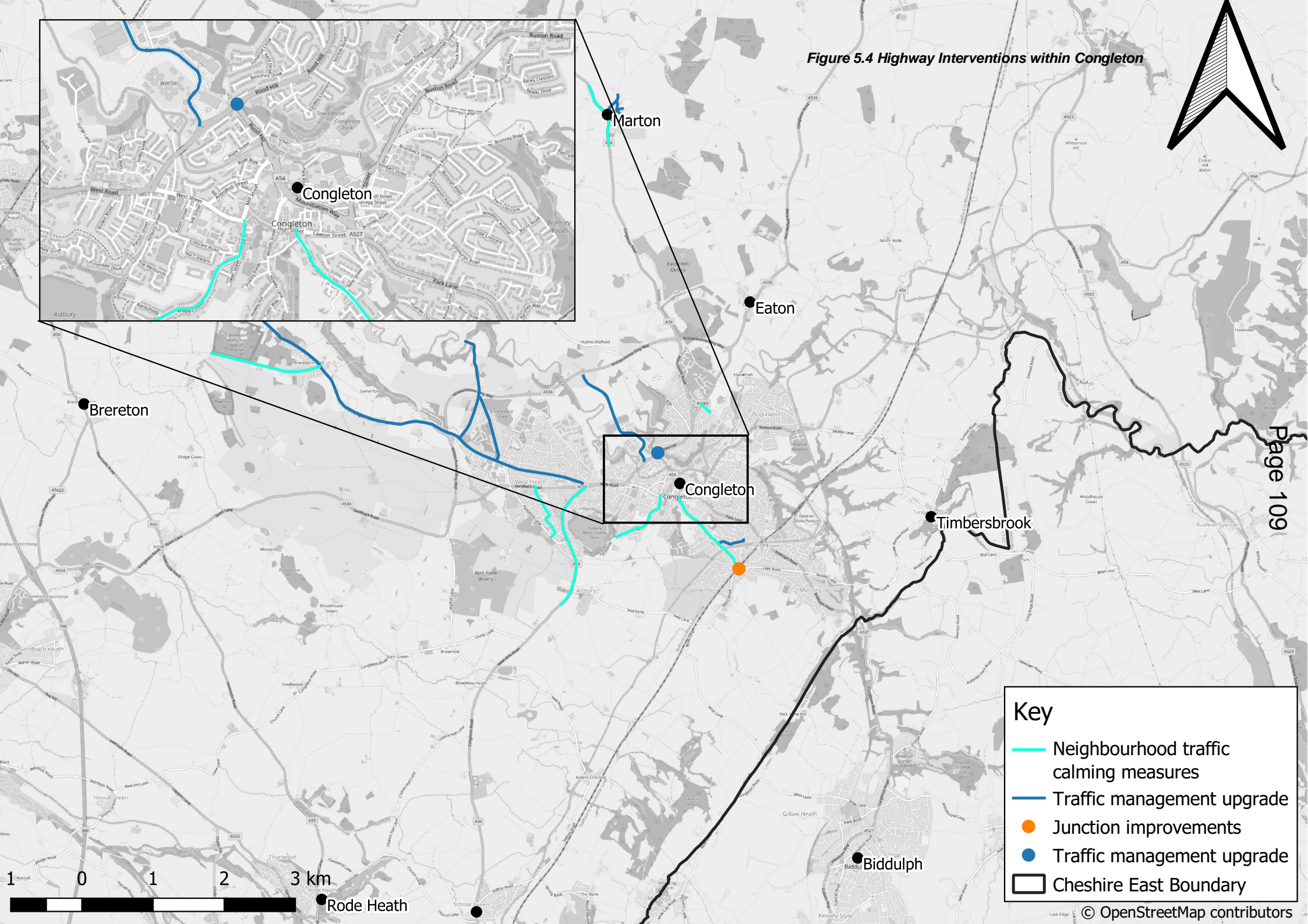
A total of 17 of the transport schemes identified for Congleton and the wider area relate to Highway Transport schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Development Plan process. The Highway schemes fall into three broad categories as described in Table 5.7 below.

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

Table 5.7 Highway Scheme Categories

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

Figure 5.4 Highway Interventions within Congleton



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

Objective	How the Highway Package Supports
1 Strengthening the transport network to accommodate development sites such as Congleton Business Park extension and residential developments in north Congleton included within the Local Plan.	<ul style="list-style-type: none"> - Delivery of the Congleton Link Road is anticipated to play a key role in facilitating new development, particularly to the north of Congleton. There is now an opportunity to complement the Link Road with local improvements in and around the town centre. - Considering lower speed limits, 20mph zones and traffic calming in numerous locations in line with the adopted Speed Management Strategy.
2 Improving access on key routes to wider Cheshire, the Potteries, and Greater Manchester.	<ul style="list-style-type: none"> - Post scheme monitoring of the impact of Congleton Link Road on traffic flows along the A34 and A54 routes through Congleton.
3 Improving access to Congleton town centre for residents and visitors to support the town centre economy.	<ul style="list-style-type: none"> - Consideration of signal re-timings for the A54 Rood Hill/A34 Clayton Bypass junction. - Considering lower speed limits, 20mph zones and traffic calming in numerous locations in line with the adopted Speed Management Strategy.
4 Supporting access to education and employment sites including Radnor Park Industrial Estate.	<ul style="list-style-type: none"> - Reduction of speed limits around schools to 20mph in accordance with the adopted Speed Management Strategy. Also considering the introduction of school streets that close roads to motorised traffic in the vicinity of schools (where feasible).
5 Supporting access from rural communities to key services and employment.	<ul style="list-style-type: none"> - Considering lower speed limits, 20mph zones and traffic calming in numerous locations in line with the adopted Speed Management Strategy.

Table 5.8 Highway Scheme Package and its Local Transport Objective Support

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

Within the Medium Term of the Development Plan 15 schemes could potentially be developed and in the Long-Term 1 scheme are identified for potential development. With an additional scheme already being undertaken for impact monitoring.

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 Congleton. 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 Strengthening the transport network to accommodate development sites such as Congleton Business Park extension and residential developments in north Congleton included within the Local Plan.				
2 Improving access on key routes to wider Cheshire, the Potteries, and Greater Manchester.				
3 Improving access to Congleton town centre for residents and visitors to support the town centre economy.				
4 Supporting access to education and employment sites including Radnor Park Industrial Estate.				
5 Supporting access from rural communities to key services and employment.				

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

6. Summary and Next Steps

6.1 Summary

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

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

6.2 Funding Summary

The Development Plan has 79 individual different schemes assessed within it. These vary significantly in value. As a result, the Council will need to access external funding sources to deliver some of the intended works.

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

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

6.3 Next Steps

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

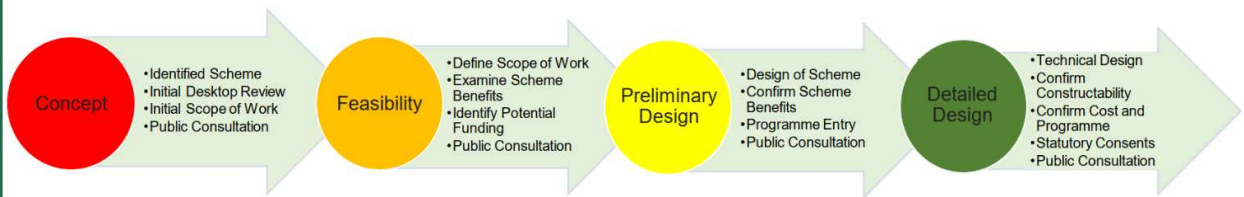


Figure 6.1 Scheme Development Stages

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

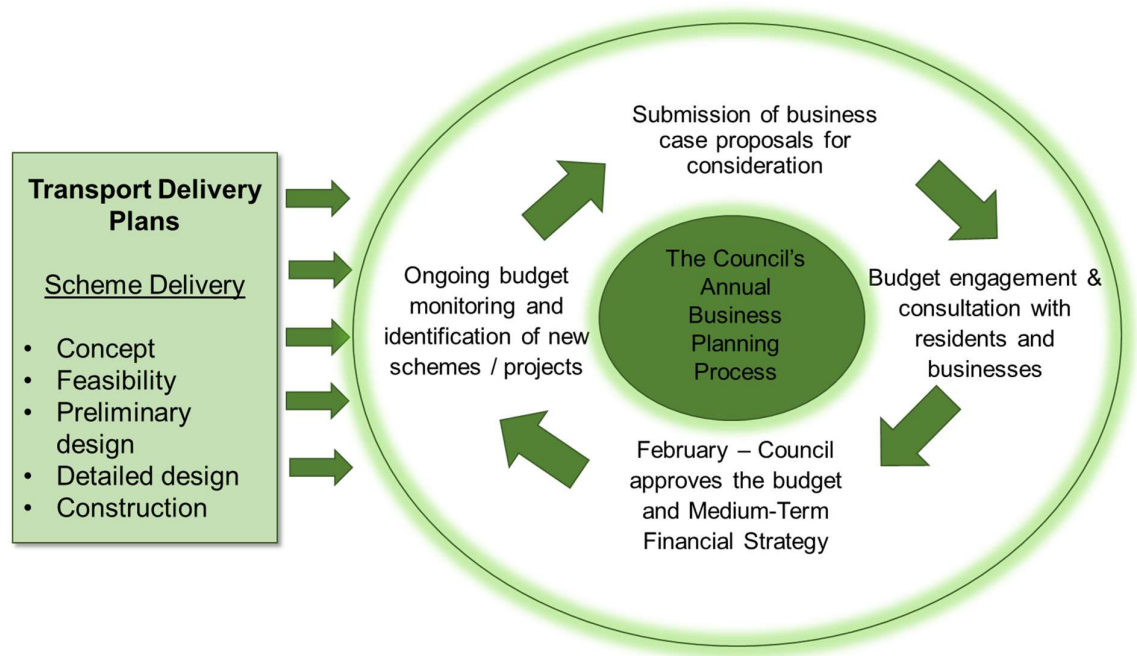


Figure 6-2 LTDP Budget Cycle

Appendix A – Options Long List & Assessment

ID	Category	Scheme Description	LTP Objectives						Congleton Local Transport 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'		Strengthening the transport network to accommodate development sites such as Congleton Business Park extension and residential developments in north Congleton included within the Local Plan	Improving access along key routes to wider Cheshire, the Potteries and Greater Manchester	Improving access to Congleton town centre for residents and visitors to support the town centre economy	Supporting access to education and employment sites including Radnor Park Industrial Estate	Supporting access from rural communities to key services and employment	Technically Feasible	Value for Money	Affordability	Acceptability	
CO101	Public Transport	Improved bus services around Congleton to key locations including the Congleton rail station and areas such West Heath, Buglawton, Mossley in line with BSIP delivery.																Concept
CO102	Public Transport	Coordinate bus service timetables with train times in line with BSIP delivery.																Concept
CO103	Public Transport	Improvements to rail services, including re-establishing services affected by the Coronavirus pandemic such as Cross Country services stopping at Congleton (work with rail partners).																N/A - Part of Covid Recover Plan for the Rail Sector
CO98	Public Transport	Improve rail station facilities including car parking, cycle parking and waiting areas (work with partners).																Concept
CO104	Public Transport	Linking rural areas such as Marton, Eaton, Moreton, Astbury, Somerford and North Rode to key services via bus services or passenger transport in line with BSIP delivery.																Concept
CO7	Highways	Post scheme monitoring of the impact of Congleton Link Road on traffic flows along Wallhill Lane, Padgbury Lane, A34 and A54 routes through Congleton including signal timing for A34 and A54 Road Hill/A34 Clayton Bypass.																N/A - Monitoring of scheme impact
CO99	Highways	Junction improvement to increase capacity at Moss Road/Canal Road																Concept
CO13	Highways	Traffic calming on School Lane, 20mph limits and review of school signage on A34 Congleton Road in accordance with the adopted Speed Management Strategy.																Concept
CO15	Highways	A34 Newcastle Road - 30mph zone and traffic calming extension to Astbury in accordance with the adopted Speed Management Strategy.																Concept
CO55	Highways	Make Ullswater Road 20mph to discourage through traffic on this route in accordance with the adopted Speed Management Strategy.																Concept
CO65	Highways	20mph and supporting measures near Eaton Bank Academy on Jackson Road in accordance with the adopted Speed Management Strategy.																Concept
CO74	Highways	Canal Street and Canal Road traffic calming to reduce through traffic in accordance with the adopted Speed Management Strategy.																Concept
CO76	Highways	Traffic calming or traffic management measures on Waggis Road to reduce through traffic in accordance with the adopted Speed Management Strategy.																Concept
CO69	Highways	Traffic calming on the A34 Congleton Road through Marton in accordance with the adopted Speed Management Strategy.																Concept
CO105	Highways	Implement measures to manage traffic flows on Back Lane, Black Firs Lane and Chelford Road in accordance with the adopted Speed Management Strategy.																Concept
CO72	Highways	Interventions on Holmes Chapel Road to improve visibility and slow the speed of traffic in accordance with the adopted Speed Management Strategy.																Concept
CO16	Active Travel	Further walking and cycling improvements on Padgbury Lane (access to Congleton High School).																Concept
CO19	Active Travel	Improve walking and cycling access to Congleton Railway Station via Park Lane, links to Sefton Avenue and improve cycling facilities at the station itself.																Preliminary Design
CO106	Active Travel	Improving pedestrian and cycle facilities along Mountbatten Way and consideration given to improving public realm.																Concept
CO107	Active Travel	Walking and cycling route between western Congleton / Congleton High School and Lower Heath.																Feasibility
CO108	Active Travel	Improving the Congleton - Macclesfield and Congleton - Alsager canal routes (Walking and cycling).																Feasibility
CO25	Active Travel	Congleton to Astbury and Kidsgrove - A34 shared path.																Concept
CO26	Active Travel	Lower Heath from Buglawton to Lower Heath cycle route A536 Macclesfield Road and an improved crossing point across the A34.																Feasibility
CO27	Active Travel	Cycle route - linking new residential developments north of Congleton via Barn Road (near Tesco) to the town centre.																Feasibility
CO38	Active Travel	Delivery of a walking and cycling Greenway through the Local Plan development sites including bridge across River Dane and Dane Street.																Preliminary Design
CO30	Active Travel	Town Centre - Review scheme to allow cycling on Market Street.																Concept
CO31	Active Travel	Town Centre - West Street - pedestrian and cycle friendly route.																Concept
CO32	Active Travel	Town Centre - Antrobus Street pedestrian/cycle improvements.																Feasibility
CO34	Highways	Town Centre - Albert Place 20mph in accordance with the adopted Speed Management Strategy.																Concept
CO35	Active Travel	Town Centre - Lawton Street improvements for pedestrians.																Concept
CO36	Active Travel	Town Centre - Mill Street/Swan Bank improvements for pedestrians/cyclists																Feasibility
CO37	Active Travel	Stonehouse Green, parallel to Mountbatten Way - cycle facilities																Concept
CO109	Active Travel	Bridge Street and Little Street cycling access.																Detailed Design
CO45	Active Travel	Increase footpaths widths - Eaton Bank, Jackson Road and Surrey Drive.																Concept
CO110	Active Travel	Improved links to Astbury Mere Country Park - Sandy Lane and A34 Newcastle Road.																Concept
CO111	Active Travel	Secure, safe, cycle parking within the town centre.																Concept
CO49	Active Travel	Improve the connection between the end of Biddulph Valley Way to the A54 Brook Street.																Concept
CO51	Active Travel	Cycling and Walking improvements between the Loachbrook Farm Estate, Somerford and Holmes Chapel Road																Concept

CO52	Active Travel	Gateways to be installed Sandbach Road to Sandy Lane adjacent to the existing public footpath.																Concept
CO54	Active Travel	Replace steps with a ramp on Edinburgh Road to enable all to use the route between the Bromley estate and Hightown.																Concept
CO57	Active Travel	Footway / cycleway in Hankinsons Field.																Concept
CO58	Active Travel	Park Lane - replace steps with ramp to the canal.																Concept
CO112	Active Travel	Make Market Square two way for cycles.																Concept Design
CO61	Active Travel	Improvements to bollard section between New Street and Townsend Road for cyclist and pedestrians.																Concept
CO62	Active Travel	River Dane leisure path.																Concept
CO63	Highways	Traffic management measures on Daven Road to reduce traffic volumes in accordance with the adopted Speed Management Strategy.																Concept
CO64	Active Travel	Upgrade existing path between Loachbrook Avenue and Blythe Avenue.																Concept
CO113	Active Travel	Upgrade cycle / pedestrian connection between Congleton Park and Davenshaw Drive.																Concept
CO114	Active Travel	Implement more footpaths and cycle routes through the Somerford area.																Concept
CO115	Active Travel	Improve cycling route along Back Lane to Radnor Park Industrial Estate.																Concept
CO66	Active Travel	Introduce pedestrian crossings at the A34 Clayton Bypass near the fire station roundabout and near Dane Street.																Feasibility
CO39	Parking	Implement a park and ride facility at Congleton Station to increase the number of parking spaces (work with partners).																Concept
CO116	Parking	Review on-street parking within the town centre.																Feasibility
CO201	Active Travel	Create a link from Worrall Street to the footway / cycleway alongside St Stephens Church to improve access for pedestrians and cyclists from Bromley Farm Estate.																Concept
CO117	Public Transport	Extend Flexlink service across weekends and evenings in line with BSIP delivery.																Concept
CO118	Parking	Provide EV charging at town centre car parks / key locations.																Concept
CO119	Active Travel	Cycleway from Riverdane Road to the top of "Bulls Bank".																Concept
CO120	Active Travel	A cycle/walk way from Box Lane to link up the existing cycle path by New Life Church.																Concept
CO121	Active Travel	Continuous pavement on both sides of the A54 between Somerford Park Farm and Lyndale Grove.																Concept
CO122	Active Travel	Paved footpath along the A54 between Davenport Methodist Church and Davenport Lane.																Concept
CO123	Public Transport	Public transport links between West/Lower Heath and Congleton station.																Concept
CO124	Active Travel	Installation of a pedestrian crossing on Rood Hill close to the junction with Daisybank Drive.																Concept
CO125	Active Travel	Improvements to Tommy's Lane and the access from Bromley Road.																Concept
CO126	Active Travel	Improve cycle links between town centre and NE of town (Mountbatten Way).																Concept
CO127	Active Travel	Pedestrian Crossing at Mossley Traffic Lights.																Concept
CO128	Public Transport	Direct bus service from Congleton to Monks Heath.																Concept
CO129	Active Travel	Cycle lane linking the Congleton bypass with the Alderley bypass.																Concept
CO130	Active Travel	Controlled crossing at Eaton Bank.																Concept
CO131	Active Travel	Provision of pavements for walking/cycling along Black Firs Lane.																Concept
CO132	Active Travel	Pedestrian crossing at "The Mount" on A34 Newcastle Road.																Concept
CO133	Active Travel	Improved surface and lighting on Tommy's Lane / pedestrian crossing on Brook Street.																Concept
CO134	Highways	Reduction of speed limits around schools to 20mph in accordance with the adopted Speed Management Strategy.																Concept
CO135	Highways	Closing school streets to traffic during school hours.																Concept
CO136	Highways	20mph speed limit on Brereton Heath Lane from Bagmere Cottage to Woodside Cottage in accordance with the adopted Speed Management Strategy.																Concept
CO137	Highways	30mph limit on Brereton Heath Lane from Woodside Cottage east to the 40mph limit sign in accordance with the adopted Speed Management Strategy.																Concept
CO138	Parking	Review of parking bays on Brereton Heath Lane.																Concept
CO138	Active Travel	Improve pedestrain and cycling signage in Congleton.																Concept
CO139	Public Transport	Improving facilities at the bus station in Congleton.																Concept
CO140	Active Travel	Improving public realm on Mill Street, High Street and Lawton Street.																Concept

Appendix B – Sequencing & Packaging of options

ID	Category	Scheme Description	Short Term (0 -2 years)	Medium Term (2 - 5 years)	Long Term (5+ years)	Funding Status
						Funded (F) / Part Funded (P) / Not Funded (N) / * Subject to Statutory Planning Process
CO101	Public Transport	Improved bus services around Congleton to key locations including the Congleton rail station and areas such West Heath, Buglawton, Mossley in line with BSIP delivery.		X		N
CO102	Public Transport	Coordinate bus service timetables with train times in line with BSIP delivery.		X		N
CO103	Public Transport	Improvements to rail services, including re-establishing services affected by the Coronavirus pandemic such as Cross Country services stopping at Congleton (work with rail partners).				N/A
CO98	Public Transport	Improve rail station facilities including car parking, cycle parking and waiting areas (work with partners).		X		N
CO104	Public Transport	Linking rural areas such as Marton, Eaton, Moreton, Astbury, Somerford and North Rod to key services via bus services or passenger transport in line with BSIP delivery.		X		N
CO7	Highways	Post scheme monitoring of the impact of Congleton Link Road on traffic flows along Wallhill Lane, Padgbury Lane, A34 and A54 routes through Congleton including signal timing for A34 and A54 Rood Hill/A34 Clayton Bypass.				F
CO99	Highways	Junction improvement to increase capacity at Moss Road/Canal Road			X	N
CO13	Highways	Traffic calming on School Lane, 20mph limits and review of school signage on A34 Congleton Road in accordance with the adopted Speed Management Strategy.		X		N
CO15	Highways	A34 Newcastle Road - 30mph zone and traffic calming extension to Astbury in accordance with the adopted Speed Management Strategy.		X		N
CO55	Highways	Make Ullswater Road 20mph to discourage through traffic on this route in accordance with the adopted Speed Management Strategy.		X		N
CO65	Highways	20mph and supporting measures near Eaton Bank Academy on Jackson Road in accordance with the adopted Speed Management Strategy.		X		N
CO74	Highways	Canal Street and Canal Road traffic calming to reduce through traffic in accordance with the adopted Speed Management Strategy.		X		N
CO76	Highways	Traffic calming or traffic management measures on Waggs Road to reduce through traffic in accordance with the adopted Speed Management Strategy.		X		N
CO69	Highways	Traffic calming on the A34 Congleton Road through Marton in accordance with the adopted Speed Management Strategy.		X		N
CO105	Highways	Implement measures to manage traffic flows on Back Lane, Black Firs Lane and Chelford Road in accordance with the adopted Speed Management Strategy.		X		N
CO72	Highways	Interventions on Holmes Chapel Road to improve visibility and slow the speed of traffic in accordance with the adopted Speed Management Strategy.		X		N
CO16	Active Travel	Further walking and cycling improvements on Padgbury Lane (access to Congleton High School).		X		N
CO19	Active Travel	Improve walking and cycling access to Congleton Railway Station via Park Lane, links to Sefton Avenue and improve cycling facilities at the station itself.	X			P
CO106	Active Travel	Improving pedestrian and cycle facilities along Mountbatten Way and considertion given to improving public realm.		X		N
CO107	Active Travel	Walking and cycling route between western Congleton / Congleton High School and Lower Heath.		X		N
CO108	Active Travel	Improving the Congleton - Macclesfield and Congleton - Alsager canal routes (Walking and cycling).		X		N
CO25	Active Travel	Congleton to Astbury and Kidsgrove - A34 shared path.		X		N
CO26	Active Travel	Lower Heath from Buglawton to Lower Heath cycle route A536 Macclesfield Road and an improved crossing point across the A34.	X			P
CO27	Active Travel	Cycle route - linking new residential developments north of Congleton via Barn Road (near Tesco) to the town centre.		X		N
CO38	Active Travel	Delivery of a walking and cycling Greenway through the Local Plan development sites including bridge across River Dane and Dane Street.		X		P
CO30	Active Travel	Town Centre - Review scheme to allow cycling on Market Street.		X		N
CO31	Active Travel	Town Centre - West Street - pedestrian and cycle friendly route.		X		N
CO32	Active Travel	Town Centre - Antrobus Street pedestrian/cycle improvements.	X			N
CO34	Highways	Town Centre - Albert Place 20mph in accordance with the adopted Speed Management Strategy.		X		N
CO35	Active Travel	Town Centre - Lawton Street improvements for pedestrians.		X		N

CO36	Active Travel	Town Centre - Mill Street/Swan Bank improvements for pedestrians/cyclists		X		N
CO37	Active Travel	Stonehouse Green, parallel to Mountbatten Way - cycle facilities		X		N
CO109	Active Travel	Bridge Street and Little Street cycling access.	X			F
CO45	Active Travel	Increase footpaths widths - Eaton Bank, Jackson Road and Surrey Drive.		X		N
CO110	Active Travel	Improved links to Astbury Mere Country Park - Sandy Lane and A34 Newcastle Road.		X		N
CO111	Active Travel	Secure, safe, cycle parking within the town centre.	X			N
CO49	Active Travel	Improve the connection between the end of Biddulph Valley Way to the A54 Brook Street.		X		N
CO51	Active Travel	Cycling and Walking improvements between the Loachbrook Farm Estate, Somerford and Holmes Chapel Road		X		N
CO52	Active Travel	Gateways to be installed Sandbach Road to Sandy Lane adjacent to the existing public footpath.		X		N
CO54	Active Travel	Replace steps with a ramp on Edinburgh Road to enable all to use the route between the Bromley estate and Hightown.		X		N
CO57	Active Travel	Footway / cycleway in Hankinsons Field.		X		N
CO58	Active Travel	Park Lane - replace steps with ramp to the canal.		X		N
CO112	Active Travel	Make Market Square two way for cycles.		X		N
CO61	Active Travel	Improvements to bollard section between New Street and Townsend Road for cyclist and pedestrians.		X		N
CO62	Active Travel	River Dane leisure path.		X		N
CO63	Highways	Traffic management measures on Daven Road to reduce traffic volumes in accordance with the adopted Speed Management Strategy.		X		N
CO64	Active Travel	Upgrade existing path between Loachbrook Avenue and Blythe Avenue.		X		N
CO113	Active Travel	Upgrade cycle / pedestrian connection between Congleton Park and Davenshaw Drive.		X		F
CO114	Active Travel	Implement more footpaths and cycle routes through the Somerford area.		X		N
CO115	Active Travel	Improve cycling route along Back Lane to Radnor Park Industrial Estate.		X		N
CO66	Active Travel	Introduce pedestrian crossings at the A34 Clayton Bypass near the fire station roundabout and near Dane Street.		X		N
CO39	Parking	Implement a park and ride facility at Congleton Station to increase the number of parking spaces (work with partners).		X		N
CO116	Parking	Review on-street parking within the town centre.	X			N
CO201	Active Travel	Create a link from Worrall Street to the footway / cycleway alongside St Stephens Church to improve access for pedestrians and cyclists from Bromley Farm Estate.			X	N
CO117	Public Transport	Extend Flexilink service across weekends and evenings in line with BSIP delivery.		X		N
CO118	Parking	Provide EV charging at town centre car parks / key locations.	X			P
CO119	Active Travel	Cycleway from Riverdane Road to the top of "Bulls Bank".		X		N
CO120	Active Travel	A cycle/walk way from Box Lane to link up the existing cycle path by New Life Church.		X		N
CO121	Active Travel	Continuous pavement on both sides of the A54 between Somerford Park Farm and Lyndale Grove.			X	N
CO122	Active Travel	Paved footpath along the A54 between Davenport Methodist Church and Davenport Lane.		X		N
CO123	Public Transport	Public transport links between West/Lower Heath and Congleton station.		X		N
CO124	Active Travel	Installation of a pedestrian crossing on Rood Hill close to the junction with Daisybank Drive.		X		N
CO125	Active Travel	Improvements to Tommy's Lane and the access from Bromley Road.		X		N
CO126	Active Travel	Improve cycle links between town centre and NE of town (Mountbatten Way).		X		N
CO127	Active Travel	Pedestrian Crossing at Mossley Traffic Lights.		X		N
CO128	Public Transport	Direct bus service from Congleton to Monks Heath.		X		N
CO129	Active Travel	Cycle lane linking the Congleton bypass with the Alderley bypass.			X	N
CO130	Active Travel	Controlled crossing at Eaton Bank.		X		N
CO131	Active Travel	Provision of pavements for walking/cycling along Black Firs Lane.		X		N
CO132	Active Travel	Pedestrian crossing at "The Mount" on A34 Newcastle Road.		X		N
CO133	Active Travel	Improved surface and lighting on Tommy's Lane / pedestrian crossing on Brook Street.		X		N
CO134	Highways	Reduction of speed limits around schools to 20mph in accordance with the adopted Speed Management Strategy.		X		N

CO135	Highways	Closing school streets to traffic during school hours.		X		N
CO136	Highways	20mph speed limit on Brereton Heath Lane from Bagmere Cottage to Woodside Cottage in accordance with the adopted Speed Management Strategy.		X		N
CO137	Highways	30mph limit on Brereton Heath Lane from Woodside Cottage east to the 40mph limit sign in accordance with the adopted Speed Management Strategy.		X		N
CO138	Parking	Review of parking bays on Brereton Heath Lane.		X		N
CO138	Active Travel	Improve pedestrain and cycling signage in Congleton.		X		N
CO139	Public Transport	Improving facilities at the bus station in Congleton.		X		N
CO140	Active Travel	Improving public realm on Mill Street, High Street and Lawton Street.		X		N

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
Heath, Wellbeing and Physical Activity	Negatively impacts peoples health and no mitigation can be put in place	Negatively impacts peoples health but mitigation can be put in place	Neither adversely affects or supports physical activity	Improves health, well being and physical activity	Actively promotes health, wellbeing and physical activity
Maintaining and managing our network assets'	The addition of new schemes which cause maintenance liability	Contributes to maintenance liability	Neither adversely affects or supports managing network assets	Is of some benefit to maintaining and managing network assets	Upgrading network assets and enhancing existing assets
Improve organisational efficiency and effectiveness	Adversely impacts the efficiency and organisation of Cheshire East Council	Negatively impacts the efficiency and organisation of Cheshire East Council	Neither adversely affects or supports effectiveness of Cheshire East Council	Is of some benefit to the efficiency and effectiveness of Cheshire East Council	Improves the efficiency and effectiveness of Cheshire East Council
Strengthening the transport network to accommodate development sites such as Congleton Business Park extension and residential developments in north Congleton 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
Improving access along key routes to wider Cheshire, the Potteries and Greater Manchester	Significantly impacts access on key routes and to key destinations	Has some impact to access on key routes and to key destinations	Neither impacts or improves access on key routes and to key destinations	Provides some improvement to access on key routes and to key destinations	Provides significant improvement to access on key routes and to key destinations
Improving access to Congleton town centre for residents and visitors to support the town centre economy	Significantly impacts access into Congleton Town Centre	Significantly impacts access into Congleton Town Centre	Significantly impacts access into Congleton Town Centre	Significantly impacts access into Congleton Town Centre	Significantly impacts access into Congleton Town Centre
Supporting access to education and employment sites including Radnor Park Industrial Estate	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 from rural communities to key services and employment	Significantly negatively impacts access from rural communities around Congleton to key services and employment	Significantly negatively impacts access from rural communities around Congleton to key services and employment	Significantly negatively impacts access from rural communities around Congleton to key services and employment	Significantly negatively impacts access from rural communities around Congleton to key services and employment	Significantly negatively impacts access from rural communities around Congleton 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



Handforth Transport Development Plan

Rev 0

May 2022

Handforth Transport Development Plan

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Document history and status

Rev	Date	Description	By	Review	Approved
0	May 2021	Final Report	LS	LO / JD	PS

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1. Introduction

1.1 Local Context

Handforth is a suburban area on the northern edge of Cheshire East with a population of 6,600. In the 1950s, two overspill housing estates were built in the area to re-house people from inner city Manchester. The town has a small shopping centre containing a number of retail units. Handforth Dean Retail Park to the east of Handforth contains several large format retailers.

Average (mean) household income levels are the third lowest in Cheshire East (out of 25 settlement areas). A large proportion of jobs in Handforth are located at the Stanley Green Industrial Estate and the Handforth Dean Retail Park. There is a very high level of in-commuting, particularly from Stockport. There is a smaller, but still substantial volume of out-commuting (with most residents working outside Handforth).

There is no direct road access between the settlement of Handforth and Handforth Dean. Access to the Retail Park is available from the A34 bypass. The A555 provides road access to the airport and M56 motorway, approximately 4 km to the north-west. Handforth has its own railway station with two trains per hour serving Crewe and Manchester. Regular buses serve Macclesfield, Manchester, Stockport, and Wilmslow.

1.2 Background to the Handforth Transport Development Plan

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

A two-stage approach has been taken in developing the Transport Development Plans. The first stage was to develop a 'Transport Issues and Options report' for Handforth. 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 Handforth and the supporting 'long list' of schemes (including presenting the evidence for these) was undertaken between 23rd November 2020 and 31st March 2021. In total, 74 responses were received by online response and email. Consultation with the Town Council was also undertaken by Council Officers during this period. Respondents were also invited to suggest further schemes they felt should be considered for the Development Plan as part of the consultation.

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

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

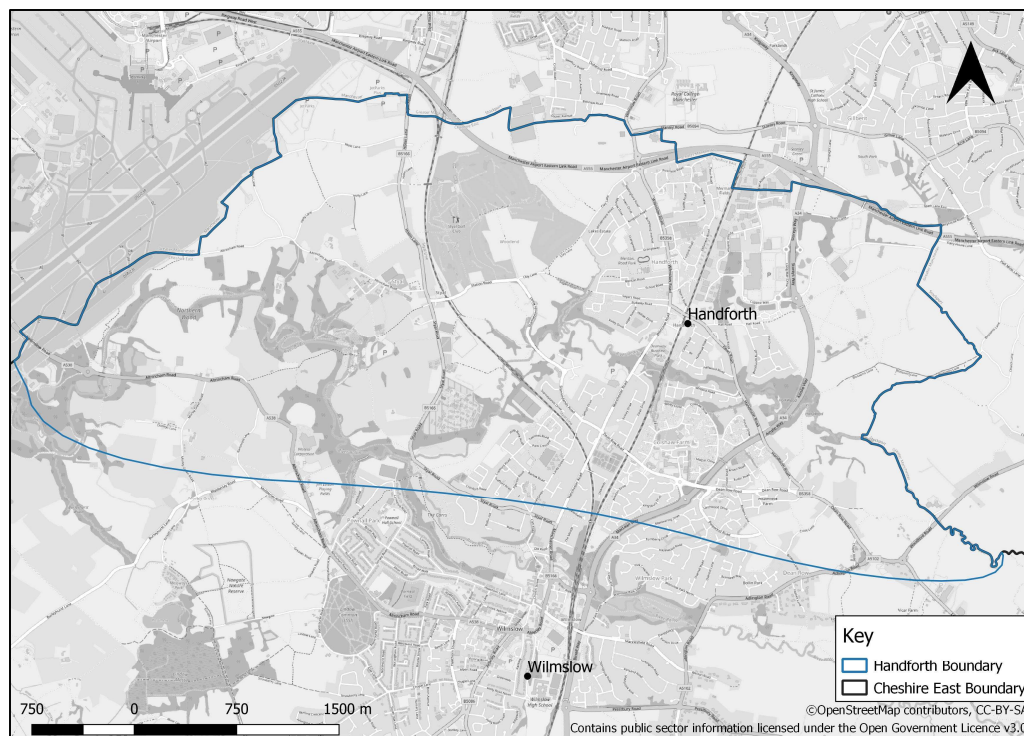


Figure 1.1 Handforth Development Plan Area

1.3 What does the Development Plan do for Handforth?

The Transport Development Plan for Handforth:

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

1.4 Objective Setting and Scheme Options Development

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

- 1. Strengthening the transport network to accommodate the Handforth Garden Village and other development sites included within the Local Plan;**
- 2. Improve transport connections along key corridors to and from Wilmslow, Macclesfield and wider Cheshire East and Greater Manchester, including access to key services such as hospitals;**
- 3. Improving access to Handforth to protect and enhance the village centre;**

4. Supporting access to education and employment sites including Wilmslow High School, Manchester Airport, Stanley Green Business Park and Handforth Dean; and

5. Supporting access from Styal and other rural communities to key services and employment.

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

A total of 39 individual transport schemes have been identified for the Development Plan and assessed. These include the 'long list' of schemes consulted on with the public between the 23rd of November 2020 and the 31st of March 2021 plus additional schemes put forward as part of the public consultation. The feedback on schemes from the public consultation was examined and where appropriate schemes were updated to reflect public comments. All schemes were then assessed against the objectives of the Local Transport Plan; the local transport objectives for Handforth (see above); and four agreed practical objectives (Technical Feasibility, Value for Money, Affordability and Acceptability).

It must be noted that the majority of the identified schemes are at a Concept stage, as would be expected at this point. Therefore, the Development Plan must be treated as a 'live' document, in that as schemes develop the assessment will need to be updated to reflect that further information on the scheme is known. This will be done in a proportionate way depending on the size and scale of the scheme and the requirements of the assessment going forwards. At adoption of the Development Plan the majority of the schemes identified do not have funding secured for their implementation. The Development Plan provides the platform for the Council to go forward and seek the relevant funding needed both internally through the Local Transport Plan capital allocation and from external sources.

1.5 Report Structure

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

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

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

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

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

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

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

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

2. Policy & Background Information

2.1 Policy Context and Background Information

A review of key local, regional, and national policy to support the development of this Development Plan was undertaken when developing the evidence base. Figure 2.1 below shows the relationship between the key identified national, regional, borough-wide, and local policies which are relevant to developing transport with Handforth.

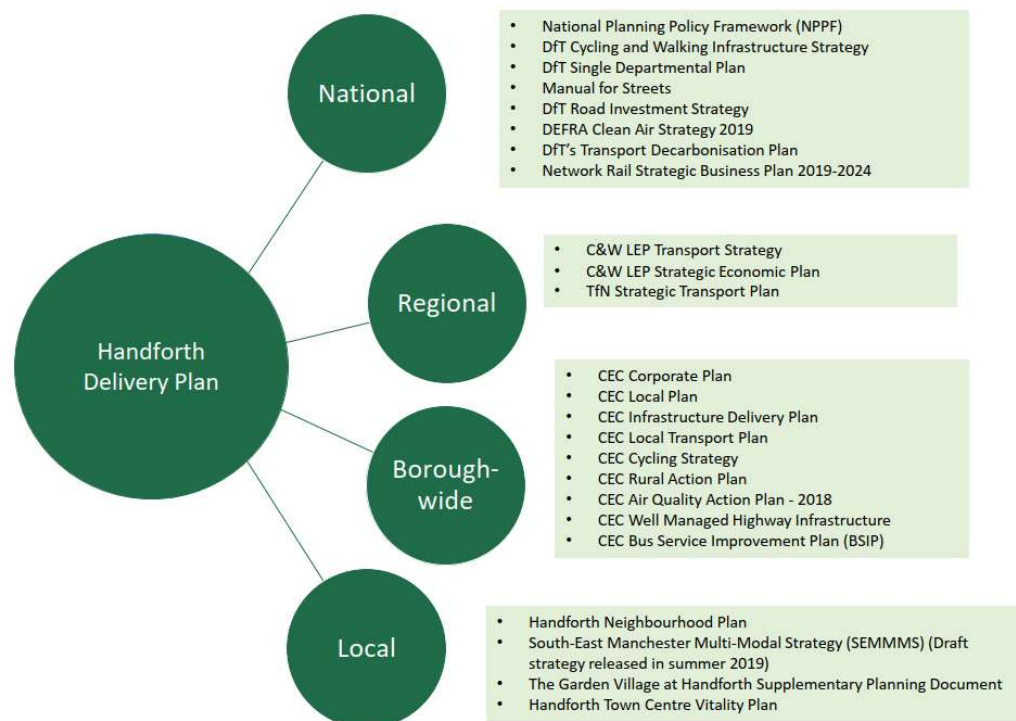


Figure 2.1: Policy Overview

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

2.2 Summary of Relevant Local Policy

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

2.2.1 Cheshire East Local Plan

The CEC Local Plan is the Statutory Development Plan for the borough and was adopted in July 2017. The plan outlines committed sites in Handforth which consist of 1, 500 new homes and 12ha of employment land known as the North Cheshire Growth

Village

(see

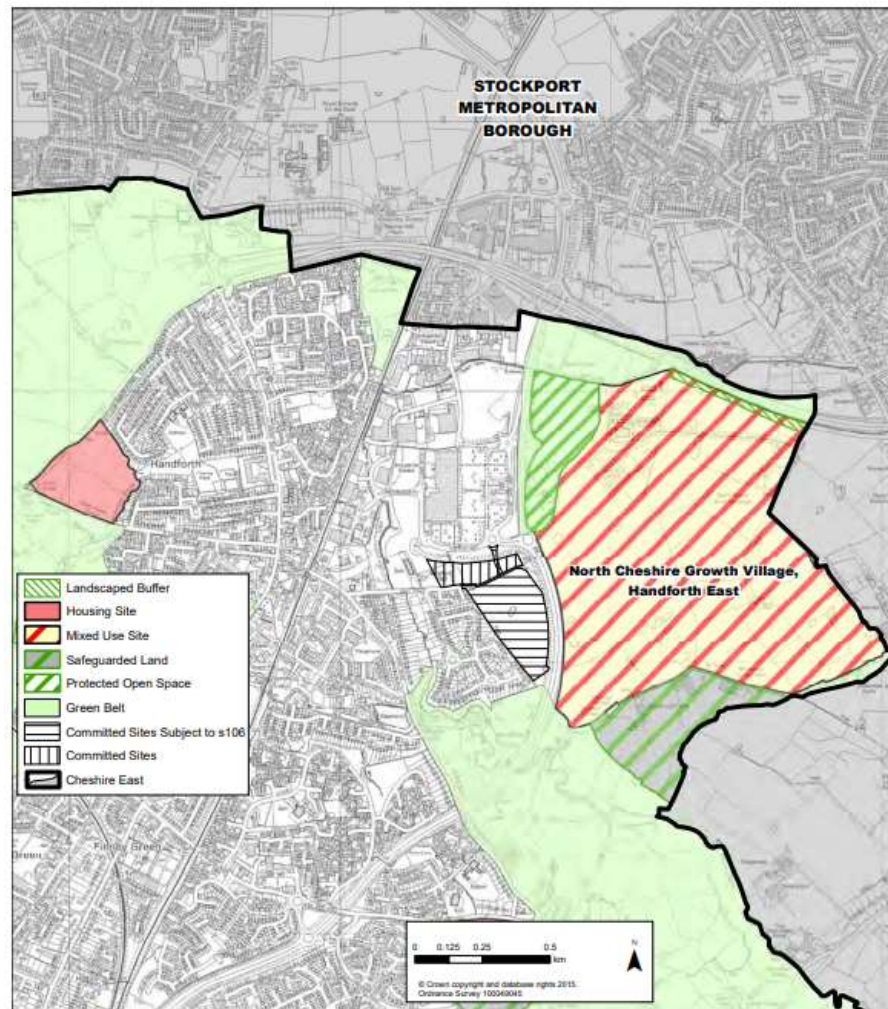


Figure 2.2). As shown in Figure 2.2, there is also a considerable amount of further planned housing and employment site growth within the Development Plan area. It is important to maintain access to these new development sites and ensure that the transport network has sufficient capacity to support future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

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

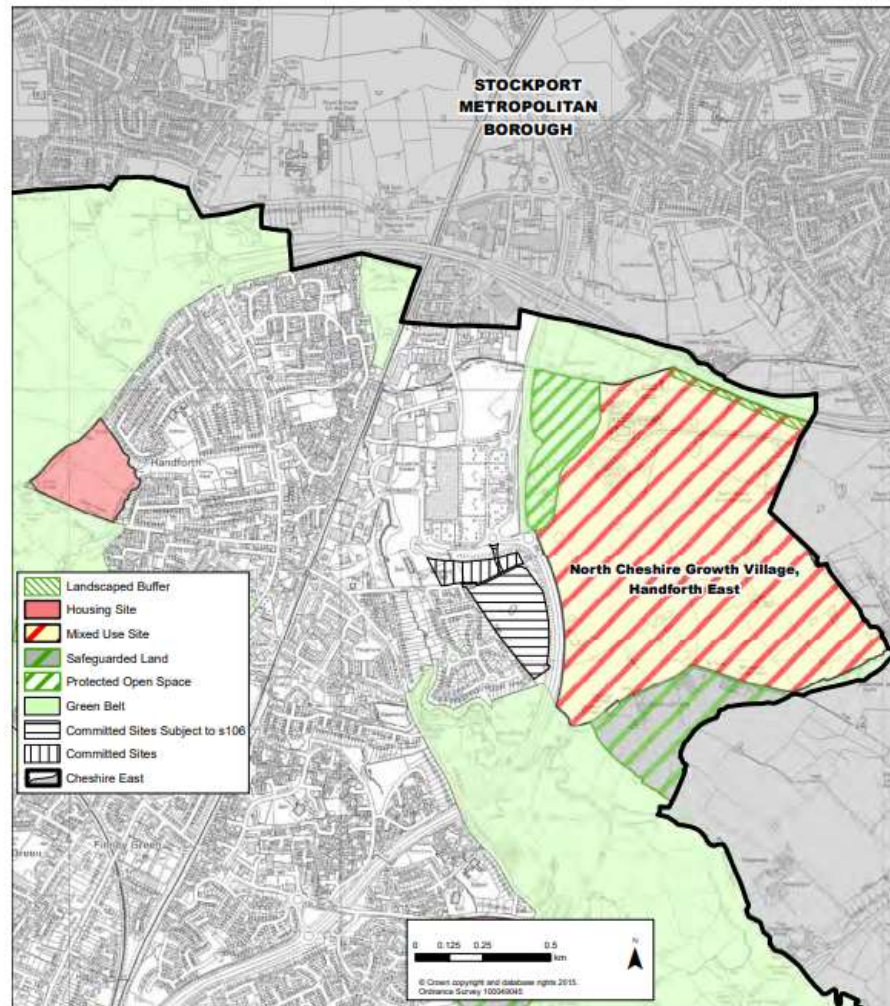


Figure 2.2 Handforth Local Plan Sites

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

2.2.2 Cheshire East Local Transport Plan 4

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

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

- Supporting Growth;

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

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

2.2.3 Handforth Neighbourhood Plan

The Handforth 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:

- Reduce the impact of both the completion of the A555 link road to the airport, and new house building in Handforth and surrounding areas, on traffic congestion on local roads and on the A34 as a major commuter route into Manchester;
- Improve car parking facilities within the village including provision of a station car park;
- Achieve good connectivity between the North Cheshire Growth Village (site LPS 33) and Handforth Station;
- Improve car parking facilities within the Spath Lane and Knowle Park estates';
- 'Improve the surfaces of roads and footpaths;
- Maintain and improve local bus services;
- Maintain existing and providing new footpaths and cycleways; and
- Improve access to the platforms at Handforth station.

In addition, the Neighbourhood Plan outlines concerns regarding housing growth within Handforth such as the Handforth Garden village and other development sites within the Local Plan, such as LPS 34 (Land Between Clay Lane and Sagars Road). There is a need to integrate these developments into the transport network, linking to the station, for example, in order to have sustainable growth.

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

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

The refreshed SEMMM Strategy covers south eastern areas of Greater Manchester, as well as the northern parts of Cheshire East. Much of the area is well connected to the Strategic Road Network (SRN) in the form of the M60 and M56 and long-distance rail services connect to other major UK cities and towns, such as Handforth.

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

SEMMMS issues outlined include:

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

SEMMMS potential options identified include:

- Bus Rapid Transit (BRT) scheme, which is one of the strategic priorities, connecting Handforth to areas such as Wilmslow, Hazel Grove, Manchester Airport and Didsbury. This could include a bus only route between Handforth and Woodford;
- New rail station at Stanley Green;
- Wilmslow to Manchester Airport cycle route;
- Increased car parking/P&R at Handforth Station;
- A34 capacity improvements; and
- A34 corridor walking and cycling improvements.

The Strategy also recognises Manchester Airport as a global connectivity hub, connecting to cities across the world in addition to generating an additional £900m GVA annually to the regional economy.

The Strategic Priorities are part of a wide-ranging package of recommended interventions for all modes of travel. The package addresses the positive changes necessary to deliver the progressive and resilient transport system that is required to support continued growth and prosperity in the strategy area.

2.2.5 Handforth 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 Development Plan has been produced in coordination with the emerging Handforth Town Centre Vitality Plan.

2.2.6 The Garden Village at Handforth Supplementary Planning Document

The Garden Village at Handforth Supplementary Planning Document (SPD) was produced to guide the delivery of the Handforth Garden Village, setting out how it should be implemented. The scale of the site (LPS 33 in the Local Plan) means that around 1,500 homes and 12 ha employment land in addition to a village centre can be delivered at this location.

Transport challenges for this site include:

- The Garden Village will be located within Handforth parish, parallel to the A34 and Handforth Dean, however, approximately 1km from Handforth centre;
- Pedestrian access is limited at present due to the A34/A555 – the overbridge to the A34 currently isn't suitable for cyclists/wheelchair access; and
- Handforth Train Station is approximately 1.4km from the centre of the site, however there are no dedicated parking facilities at present and no step-free access.

Within the SPD, the key direction in relation to transport is given. To ensure the site is safely accessed, the Council requires:

- Mitigation measures on the A34 and A555 corridors;
- Main vehicle access from the A34/Coppice Way roundabout and the A34 / Handforth Dean Retail Park 'dumbbell' junction, with secondary access from Dairy House Lane (no direct A555 access);
- Provision of a wide range of public transport facilities;
- Direct access for bus services to connect to Handforth Train Station, centre, and beyond, supported by a park and ride facility;
- Signalised pedestrian crossing on the north side of the A34/Coppice Way roundabout;
- Take into consideration BRT proposals from SEMMMS, running between Hazel Grove and Manchester Airport;
- Provision of a new 'Garden Bridge' on the A34, replacing the existing foot bridge;
- Pedestrian and cycle links to Handforth Dean and Handforth centre;
- Opportunities for improved/new PROW links into Stockport; and
- Development must provide safe, convenient, and attractive vehicle, cycle, and pedestrian access.

The SPD also includes a number of plans, this includes for transport:

- Green Infrastructure Network Plan;
- Movement and Public Realm Hierarchy Plan;
- Pedestrian and Cycle Permeability Plan; and
- Initial Preparation and Infrastructure Works Plan.

The site requirements and plans listed above will be taken into consideration when developing the options list for Handforth.

2.2.7 Cheshire East Bus Service Improvement Plan

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

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

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

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

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

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

- Work in partnership with Transport for the North (TfN) to develop integrated and smart ticketing across bus and rail operators;
- Improve passenger transport services from rural areas (including demand responsive and community transport); and
- Through future funding mechanisms and working in partnership with bus operators, aiming to secure the levels of revenue funding required to stabilise the local bus network and seek to bring service levels back to the level at which they were pre-Covid and seek to reverse a declining patronage.

2.3 Existing Transport Situation

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

2.3.1 Walking

There is a disjointed Public Rights of Way (PRoW) network within the Development Plan area, with gaps in connectivity specifically with local areas such as Wilmslow and Styal. 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 the highway to connect to destinations.

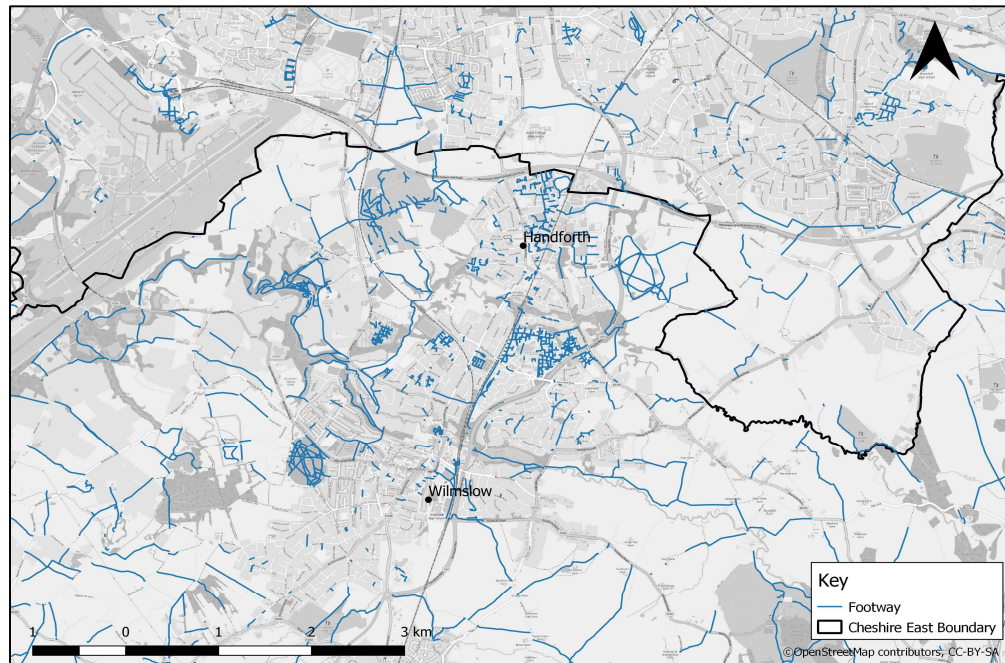


Figure 2.3 Public Right of Way (PRoW) within the Study Area

2.3.2 Cycling

There is a lack of dedicated cycling routes which go directly through Handforth. However, there may be opportunity to improve the Manchester Airport Orbital Cycleway (Regional Cycle Route 85) which starts and terminates just west of Handforth in Styal. Short stretches of advisory cycle lanes can be found along Wilmslow Road/Manchester Road.

In Handforth, 17% of Handforth residents travel between 5km and 10km which is ideal for cycling. However, only 2% of people who live within Handforth boundary area cycle to work (ONS, 2011).

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

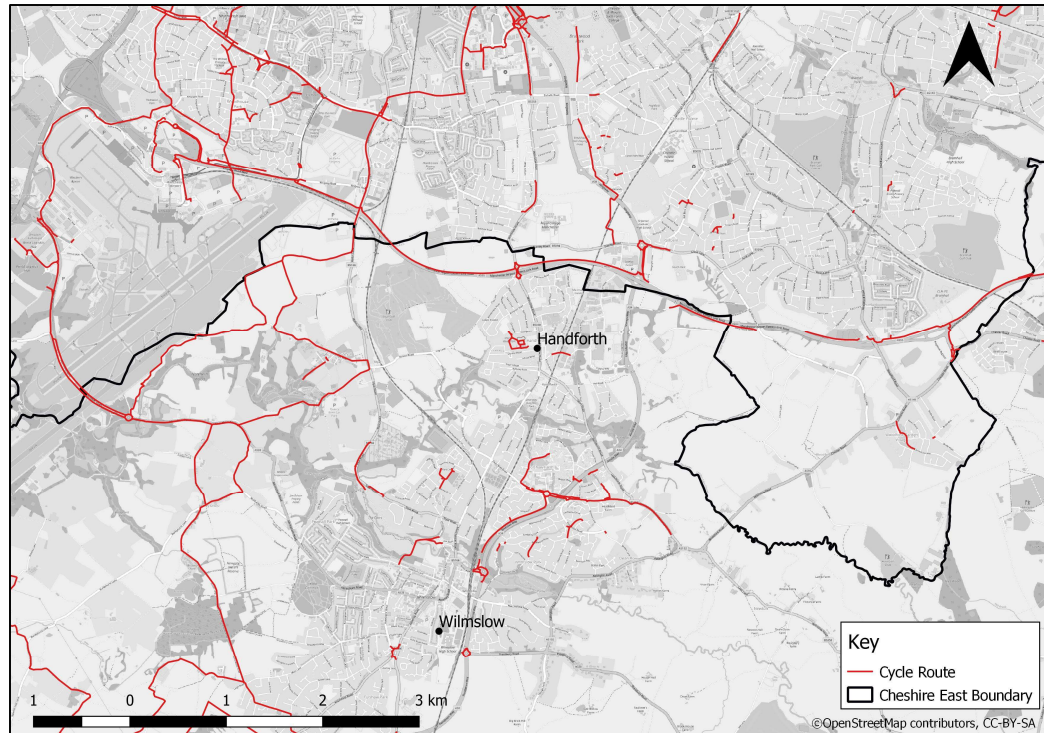


Figure 2.4 Cycle Network within the Development Plan Area

2.3.3 Public Transport (Bus and Rail)

Handforth is currently served by one hourly bus service, the 130 from Macclesfield to Handforth. The public consultation undertaken for the Development Plan had feedback that improvements to the frequency of bus services was needed.

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.

Handforth Station is located approximately 150 metres from the town's high street. It is located on the West Coast Main Line, and provides access to Manchester, Wilmslow, and Crewe amongst other destinations. Trains run twice hourly in the daytime and once per hour of an evening. Handforth Station is currently inaccessible for some people as there is currently no step free access – accessibility will be improved through the provision of lifts to both platforms. The nearest bus stop to Handforth Station is 160m away and buses are infrequent and departure/arrival times are not well coordinated.

The public consultation also highlighted that the inaccessibility of Handforth Station was also a key issue as it presents a barrier to many elderly and disabled residents using rail services.

2.3.4 Parking

Handforth has three car parks operated by CEC. The car parks provide 124 standard parking spaces and an additional 3 accessible spaces. All CEC operated car parks in Handforth are currently free of charge.

The public consultation highlighted problems with free parking and pavement parking.

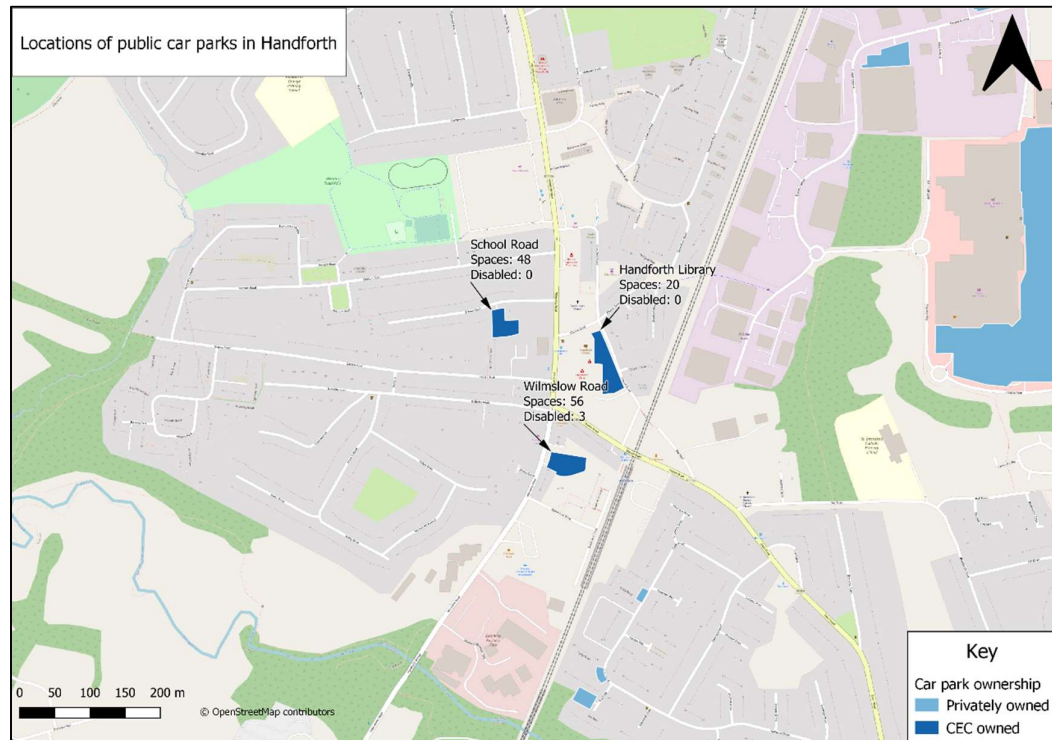


Figure 2.5 - Locations of public car parks in Handforth

2.3.5 Highway Network

Located next to the A555, Handforth is well connected to Manchester Airport and the A6. The Wilmslow-Handforth Bypass (A34) passes to the east of Handforth village, connecting the town with Manchester and the M60 to the north and Wilmslow and Alderley Edge to the south. The A34 is the main connection both northbound towards Greater Manchester and southbound to Wilmslow and further into Cheshire.

The public consultation highlighted general concerns about traffic and congestion with additional issues on former A34 road where traffic is on pre-bypass levels.

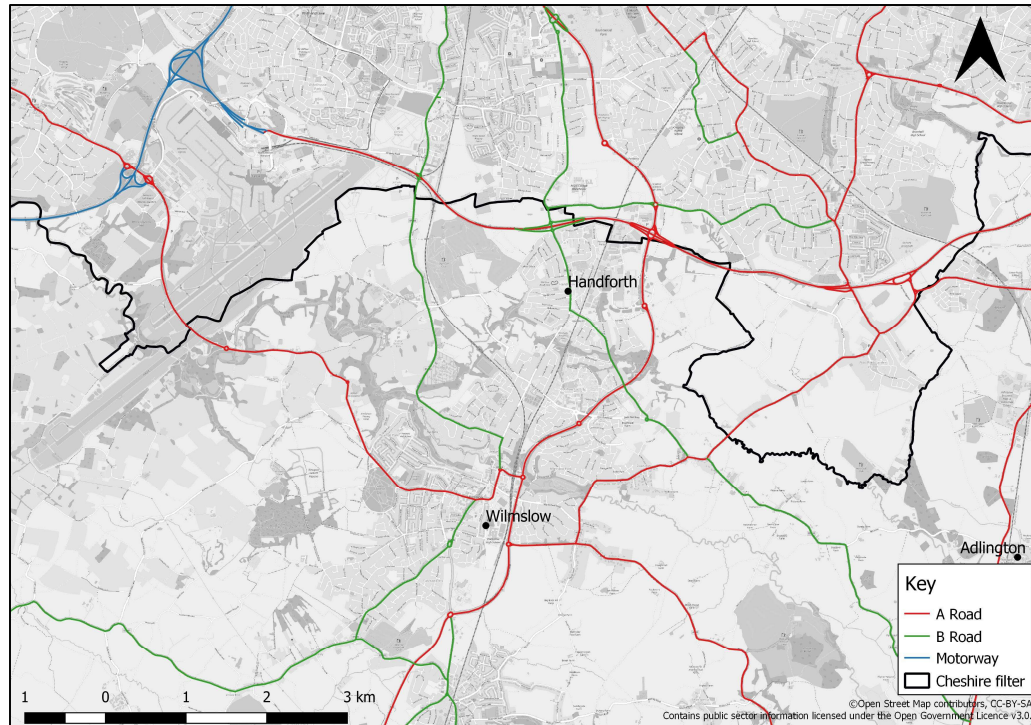


Figure 2.6 – Local Road Network

2.3.6 Summary

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

There are clear opportunities to improve the existing cycling and walking network within and around the Handforth area, with improvements to current off-road routes and the development of new ones. Improvements to on-road cycling routes are required, particularly along Manchester / Wilmslow Road, alongside better crossing points and cycle parking provision. There are several opportunities to improve the public transport offer for passengers. Working 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.

3. Objectives Overview

3.1 Overview

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

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

The town specific transport objectives for Handforth are:

1. **Strengthening the transport network to accommodate the Handforth Garden Village and other development sites included within the Local Plan;**
2. **Improve transport connections along key corridors to and from Wilmslow, Macclesfield and wider Cheshire East and Greater Manchester, including access to key services such as hospitals;**
3. **Improving access to Handforth to protect and enhance the village centre;**
4. **Supporting access to education and employment sites including Wilmslow High School, Manchester Airport, Stanley Green Business Park and Handforth Dean; and**
5. **Supporting access from Styal and other rural communities to key services and employment.**

3.3 Public consultation Feedback on Local Transport Objectives

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

Objective	Number of Responses	Number (%) of Responses Strongly Agreed or Tend to Agree with Objective
1	21	18 (86%)
2	21	20 (95%)

Objective	Number of Responses	Number (%) of Responses Strongly Agreed or Tend to Agree with Objective
3	20	19 (95%)
4	21	19 (90%)
5	21	18 (87%)

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

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

3.4 Logic Mapping

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

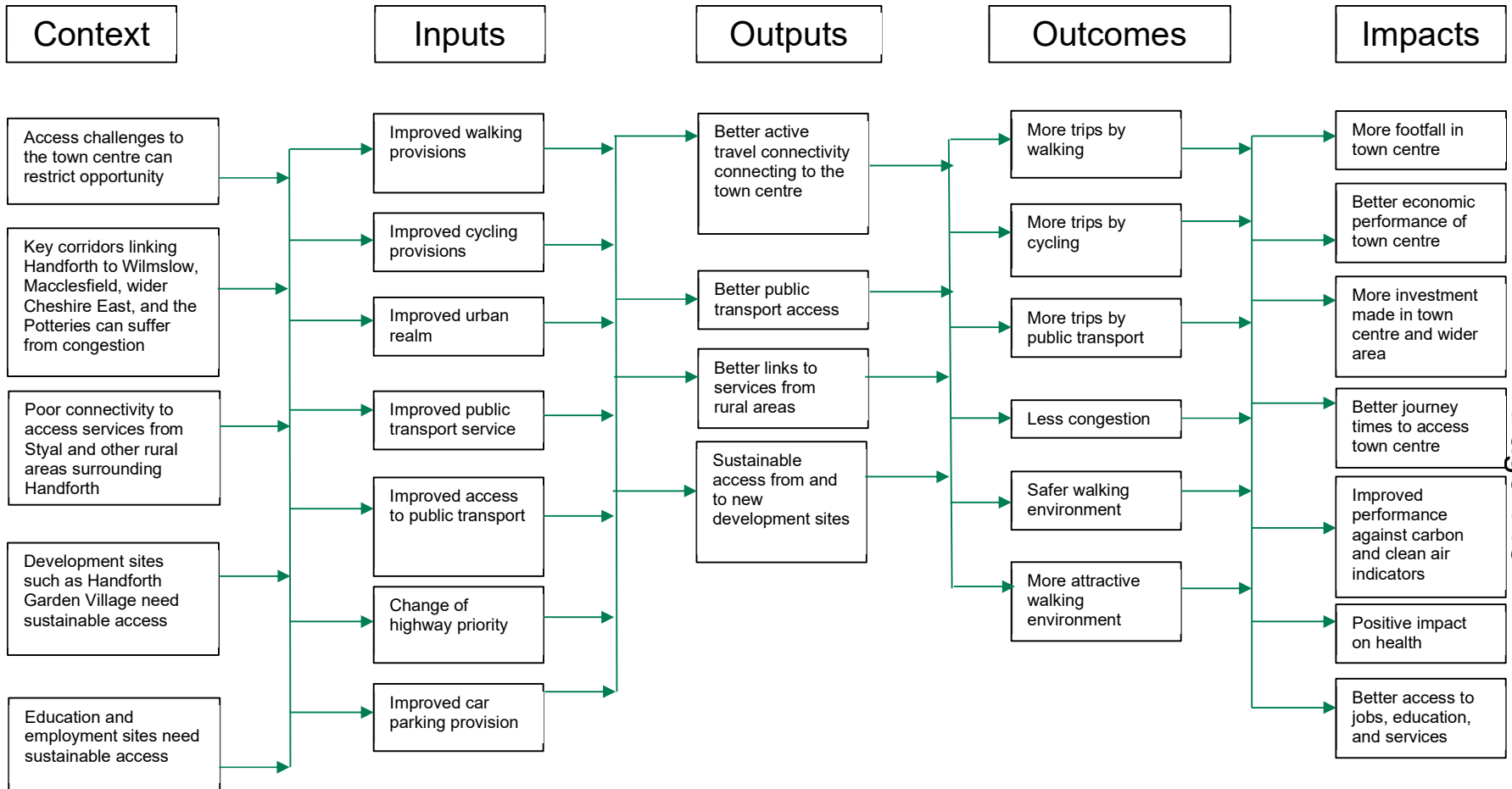


Figure 3.1 Handforth Transport Development Plan Logic Map

4. Options Overview & Assessment

4.1 Overview

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

Following the development of the local transport objectives and 'long list' an online interactive public consultation was held between 23rd of November 2020 and 31st of March 2021. In total 49 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 provide comment on them. The consultation also allowed respondents to state their agreement or disagreement with the individual schemes identified and provide comment on them if they wished. People could also put forward any new scheme options not identified within the 'long list' they felt that should be considered. Council Officers also consulted with the Town Council as part of the public consultation.

4.2 Assessment Process

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

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

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

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

- The five Handforth Specific Transport Objectives:
 - o Strengthening the transport network to accommodate the Handforth Garden Village and other development sites included within the Local Plan;
 - o Improve transport connections along key corridors to and from Wilmslow, Macclesfield and wider Cheshire East and Greater Manchester, including access to key services such as hospitals;
 - o Improving access to Handforth to protect and enhance the village centre;
 - o Supporting access to education and employment sites including Wilmslow High School, Manchester Airport, Stanley Green Business Park and Handforth Dean; and
 - o Supporting access from Styal and other rural communities to key services and employment.
- Four agreed additional practical delivery criteria:
 - o Technically Feasible;
 - o Value for Money;
 - o Affordability; and
 - o Acceptability.

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

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

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

Table 4.1 – Scoring criteria for additional areas

4.3 Scheme Sequencing Process

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

It must be noted that at present the majority of the schemes are at a Concept stage and are not funded. As Concept schemes they have limited information and detail currently available. Once the Development Plan has been adopted, the process of developing schemes currently at the Concept stage to the Feasibility stage will be undertaken, subject to funding being secured.

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

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

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

Table 4.2 – Assessment guidance for Timescales

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

5. Packaging & Sequencing of Options

5.1 Introduction

This section sets out the emerging packages of schemes for Handforth. These have been developed following the initial issues and options work undertaken for the Development Plan; the public consultation which followed this and the feedback from it; the assessment undertaken of the emerging schemes (based on their current development stage) against the LTP objectives, the local transport objectives for Handforth (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 39 schemes have been identified for Handforth and the wider area. These schemes vary in size, scale, and their stage of development. Many schemes are at a Concept stage with little design; site investigation and costing undertaken. Therefore, assessment at this stage is relatively high level but will advance as the Development Plan is taken forward. It must also be noted at this stage most of the schemes identified are not funded yet.

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

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

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

5.2 Active Travel Schemes Package

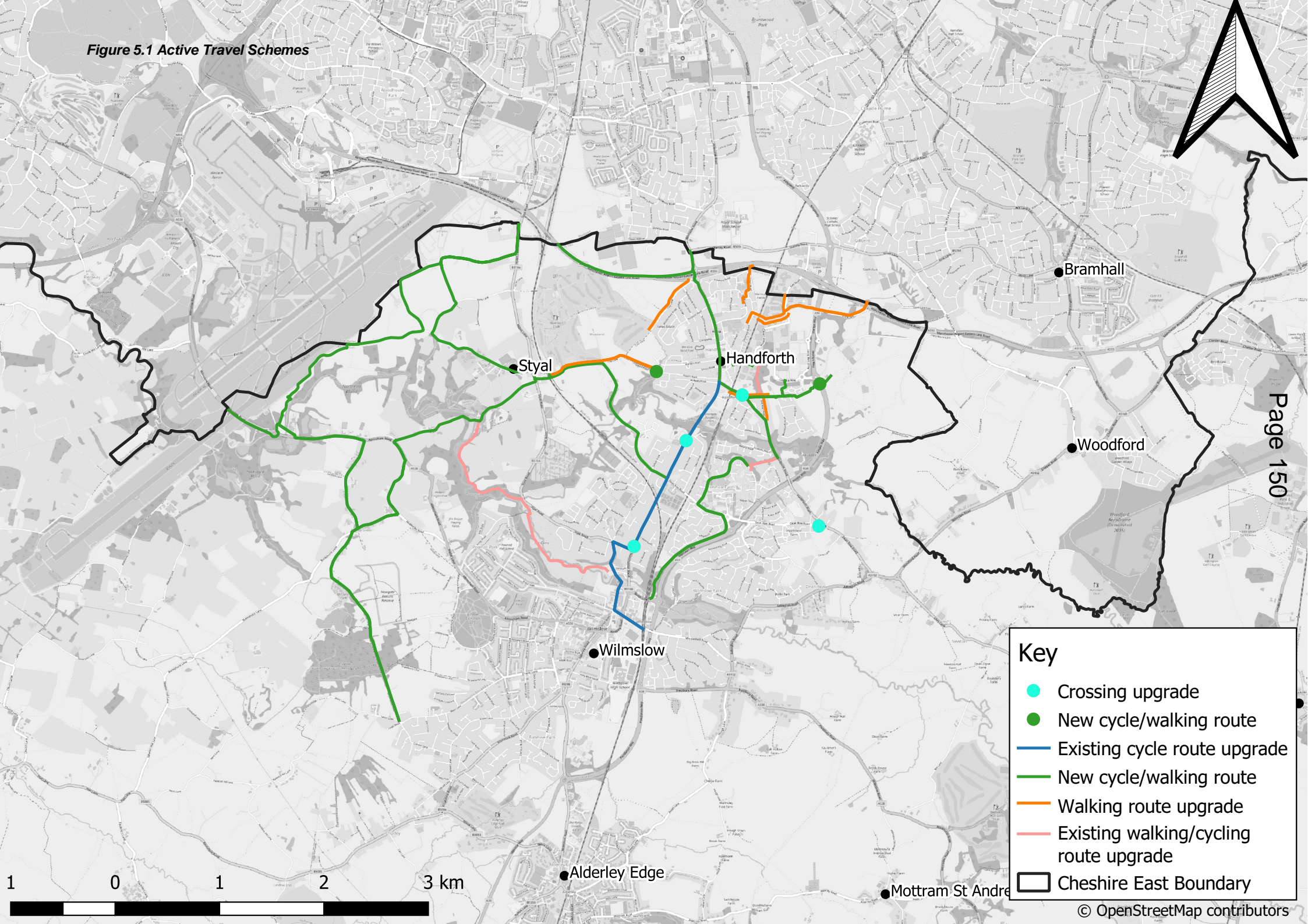
A total of 19 of the transport schemes identified for Handforth and the wider area relate to Active Travel schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Development Plan process. The Active Travel schemes fall into six broad categories as described in Table 5.1.

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

Table 5.1 – Active Travel Scheme Categories

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

Figure 5.1 Active Travel Schemes



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

Local Transport Objective	How the Active Travel Package Supports Objective
1 Strengthening the transport network to accommodate the Handforth Garden Village and other development sites included within the Local Plan	<ul style="list-style-type: none"> Implementing walking and cycling routes connecting to the Handforth Garden Village to encourage active travel, for example a route connecting to Handforth centre, and to Wilmslow via Colshaw Farm. Delivery of the Manchester Road / Wilmslow Road cycling schemes. Improved walking and cycling link to the development site LPS 34 (Land between Clay Lane and Sagars Road), including a bridge over Dobbin Brook and also a route linking this site to Styal Rail Station.
2 Improve transport connections along key corridors to and from Wilmslow, Macclesfield and wider Cheshire East and Greater Manchester, including access to key services such as hospitals	<ul style="list-style-type: none"> Introducing a cycle route along Wilmslow Road between Handforth Centre and B5094 Stanley Road also connecting to A555 Cycle Route. Improvements to the cycle/pedestrian route connecting Handforth to Wilmslow via Manchester Road and Wilmslow Road. Also providing additional and improved quality pedestrian crossing points along Manchester Road between Wilmslow and Handforth.
3 Improving access to Handforth to protect and enhance the village centre	<ul style="list-style-type: none"> Introducing secure and safe cycle parking within the town centre to encourage people to cycle to Handforth. Increasing the number and quality of pedestrian crossing points along Manchester Road between Wilmslow and Handforth to improve pedestrian access.
4 Supporting access to education and employment sites including Wilmslow High School, Manchester Airport, Stanley Green Business Park and Handforth Dean	<ul style="list-style-type: none"> Improving pedestrian access to Handforth Dean and Stanley Green Business Park by improving the underpass connecting Church Terrace to Lower Meadow Road. Improving the Manchester Airport Orbital Cycleway (Regional Cycle Route 85) which starts and terminates just west of Handforth in Styal. Improving access to Wilmslow which provides education and employment through interventions such as an improved cycle route along Manchester Road and Wilmslow Road and increased pedestrian crossings.
5 Supporting access from Styal and other rural	<ul style="list-style-type: none"> Improving walking and cycling links to Styal (and Quarry Bank Mill) by enhancing the Manchester Airport orbital walking and cycling loop.

Local Transport Objective	How the Active Travel Package Supports Objective
communities to key services and employment	<ul style="list-style-type: none"> • Providing a multiuser path for walking and cycling between The Carrs and Quarry Bank Mill/Styal addressing the existing forty-one steps on the route, improving access to Wilmslow from Styal. • Improving the walking and cycling route between LPS 34 (Land between Clay Lane and Sagars Road) and Styal Rail Station.

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

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

Within the Short Term of the Development Plan adoption, four Active Travel schemes could potentially be developed. Within the Medium Term of the Development Plan a further 15 schemes could potentially be developed.

5.3 Public Transport Schemes Package

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

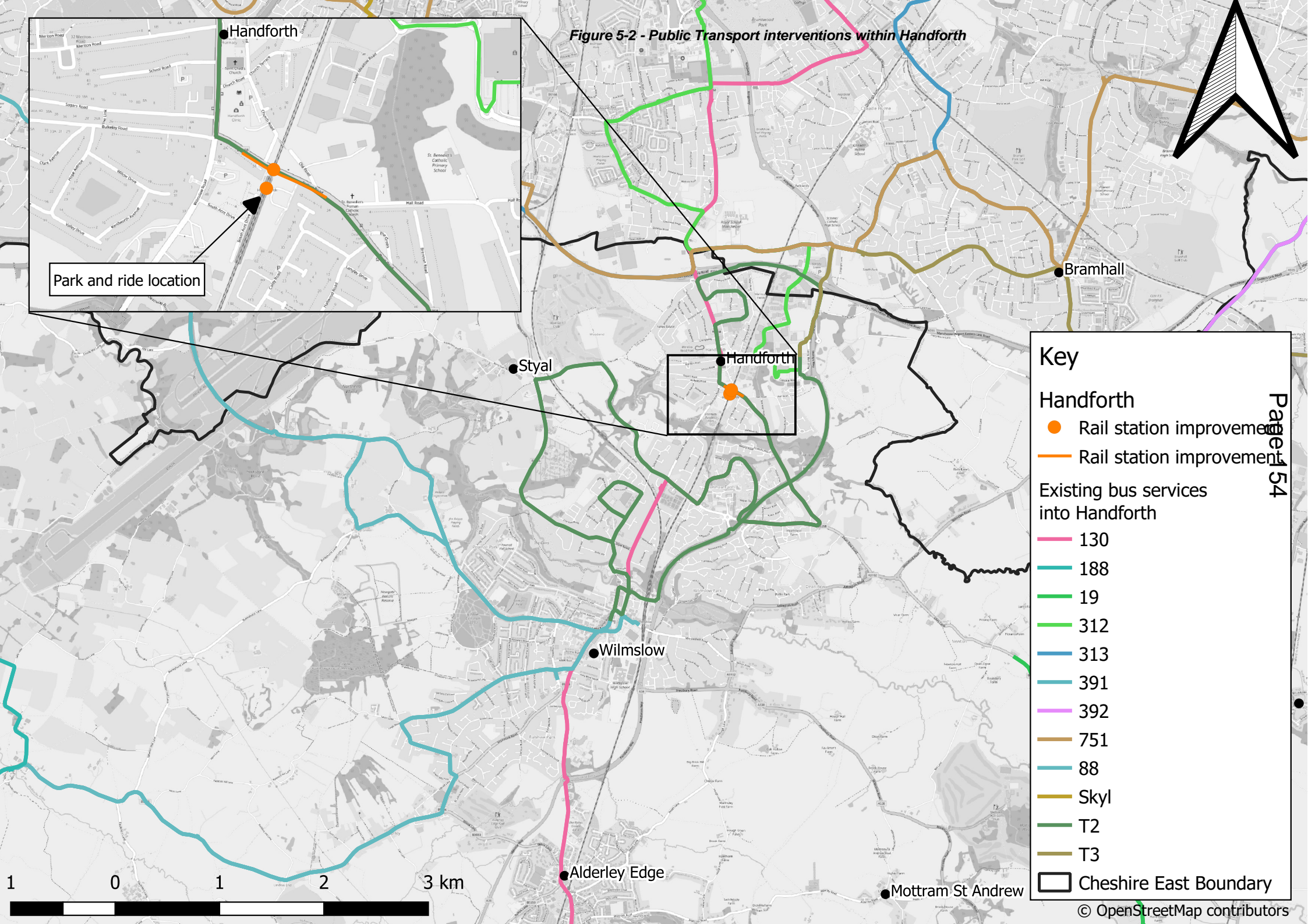
Public Transport Category	Description of measures
Bus service improvements	Providing an enhanced bus service.
Bus stop upgrades	Upgrades to existing bus stop facilities, for example new shelters and real time information.
Rail station improvements	Improvements to railway station facilities such as accessibility improvements and parking.
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 Handforth and the identified infrastructure schemes for bus and rail. A significant proportion of the bus schemes are around enhancing current service provision and ticketing options. The Council is also working with operators through the BSIP work to develop an Enhanced Partnership to work together to improve bus travel. Regarding the schemes identified around enhancing rail service provision, these will require working with third parties (rail operators, Network Rail) to push forward. As these are not physical schemes,

they are not presented with Figure 5.2. Appendix A provides the long list of identified schemes and the current assessment against the criteria set out in Chapter 4.

Figure 5-2 - Public Transport interventions within Handforth



Key

Handforth

- Rail station improvement
- Rail station improvement

Existing bus services into Handforth

- 130
- 188
- 19
- 312
- 313
- 391
- 392
- 751
- 88
- Skyl
- T2
- T3

- Cheshire East Boundary

A primary focus of the Public Transport interventions is delivering on the local transport objectives for Handforth. 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 Strengthening the transport network to accommodate the Handforth Garden Village and other development sites included within the Local Plan	<ul style="list-style-type: none"> Support the delivery of a Handforth Station Park and Ride Car Park that will allow Garden Village residents to park and ride and provide a pedestrian crossing on Station Road to connect into this facility. Also delivering footway widening on Station Road and provision of accessible lifts at Handforth Station. Ensuring Handforth Garden Village is well linked into the bus network such as bus links to Wilmslow, Handforth, Manchester Airport, and wider Greater Manchester, including the possibility of Bus Rapid Transit potentially via a route through the Handforth Garden Village in line with BSIP.
2 Improve transport connections along key corridors to and from Wilmslow, Macclesfield and wider Cheshire East and Greater Manchester, including access to key services such as hospitals	<ul style="list-style-type: none"> Making Handforth Station accessible to all through provision of lifts to both platforms, as currently there is no step-free access, and widening the footway on Station Road. This will allow more people to access Handforth Station rail services to key destinations.
3 Improving access to Handforth to protect and enhance the village centre	<ul style="list-style-type: none"> Improving bus connections to Spath Lane in line with BSIP to allow Spath Lane residents to access Handforth centre by bus.
4 Supporting access to education and employment sites including Wilmslow High School, Manchester Airport, Stanley Green Business Park and Handforth Dean	<ul style="list-style-type: none"> Making Handforth Station accessible to all through provision of lifts to both platforms, as currently there is no step-free access, and widening the footway on Station Road. This will allow more people to access Handforth Station rail services to Wilmslow, for example. Considering the provision of a bus route through Styal and Wilmslow via Stanneylands Road in line with BSIP, providing enhanced connectivity from Styal to Wilmslow, a key education and employment area.
5 Supporting access from Styal and other rural communities to key services and employment	<ul style="list-style-type: none"> Considering the provision of a bus route through Styal and Wilmslow via Stanneylands Road in line with BSIP, providing enhanced connectivity from Styal to Wilmslow. Consider how FlexiLink can better serve residents who do not have access to bus services. Work with local groups to deliver community transport specific to local needs in line with BSIP.

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

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

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

5.4 Parking Schemes Package

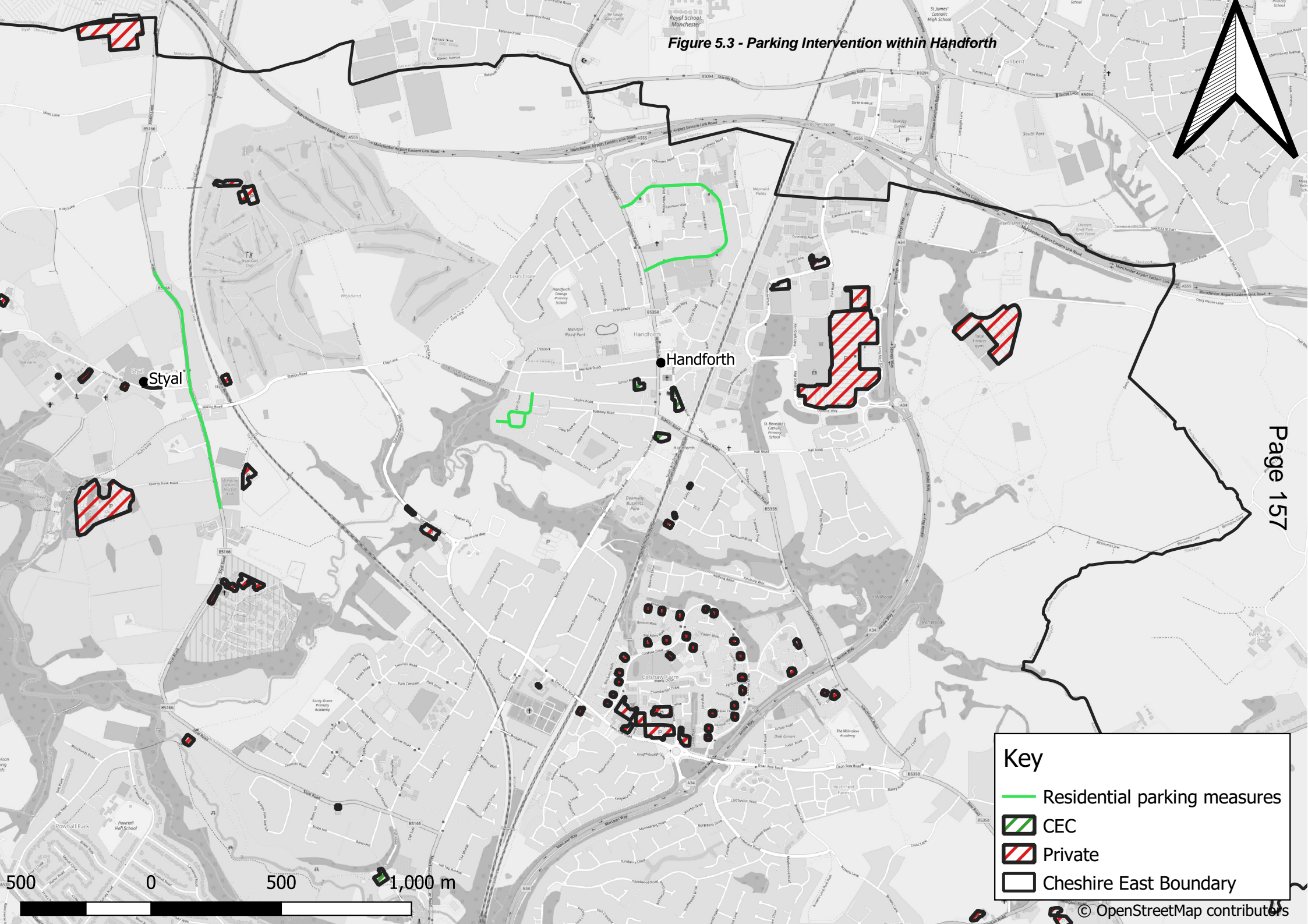
Handforth currently benefits from a few car parks and parking facilities. A total of three of the transport schemes identified for Handforth relate to Parking Schemes and initiatives. These vary in scale and size with three being at Concept stage and two at feasibility. The Parking schemes fall into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

Parking Category	Description of measures
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.
Additional off-street parking provision	Providing increased car parking availability where appropriate and alleviate parking issues to support businesses and for service access.

Figure 5.5 – Parking Scheme Categories

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

Figure 5.3 - Parking Intervention within Handforth



Key

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

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

Objective	How the Parking Package Supports
1 Strengthening the transport network to accommodate the Handforth Garden Village and other development sites included within the Local Plan	<ul style="list-style-type: none"> • Providing increased EV charging points within Handforth and at development sites. • Ensuring no inappropriate parking results from new developments. • Support the delivery of a Handforth Station Park and Ride Car Park that will allow Garden Village residents to park and ride and provide pedestrian crossing on Station Road to connect into this facility.
2 Improve transport connections along key corridors to and from Wilmslow, Macclesfield and wider Cheshire East and Greater Manchester, including access to key services such as hospitals	<ul style="list-style-type: none"> • Parking not applicable to supporting this objective.
3 Improving access to Handforth to protect and enhance the village centre	<ul style="list-style-type: none"> • Consider parking restrictions on Spath Lane and Knowle Park to ensure roads can be accessed for residents. • Improve management of parking restrictions within the Handforth village centre. • Providing increased EV charging points within Handforth and at development sites.
4 Supporting access to education and employment sites including Wilmslow High School, Manchester Airport, Stanley Green Business Park and Handforth Dean	<ul style="list-style-type: none"> • Parking not applicable to supporting this objective.
5 Supporting access from Styal and other rural communities to key services and employment	<ul style="list-style-type: none"> • Addressing airport parking on the highway within Styal which is close to Manchester Airport. • Increasing car parking at Handforth Station will allow those living in rural areas to access Handforth Station services.

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

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

securing funding for each scheme and conducting development work to establish feasibility.

Within the Medium Term of the Development Plan three schemes could potentially be developed.

5.5 Highway Schemes Package

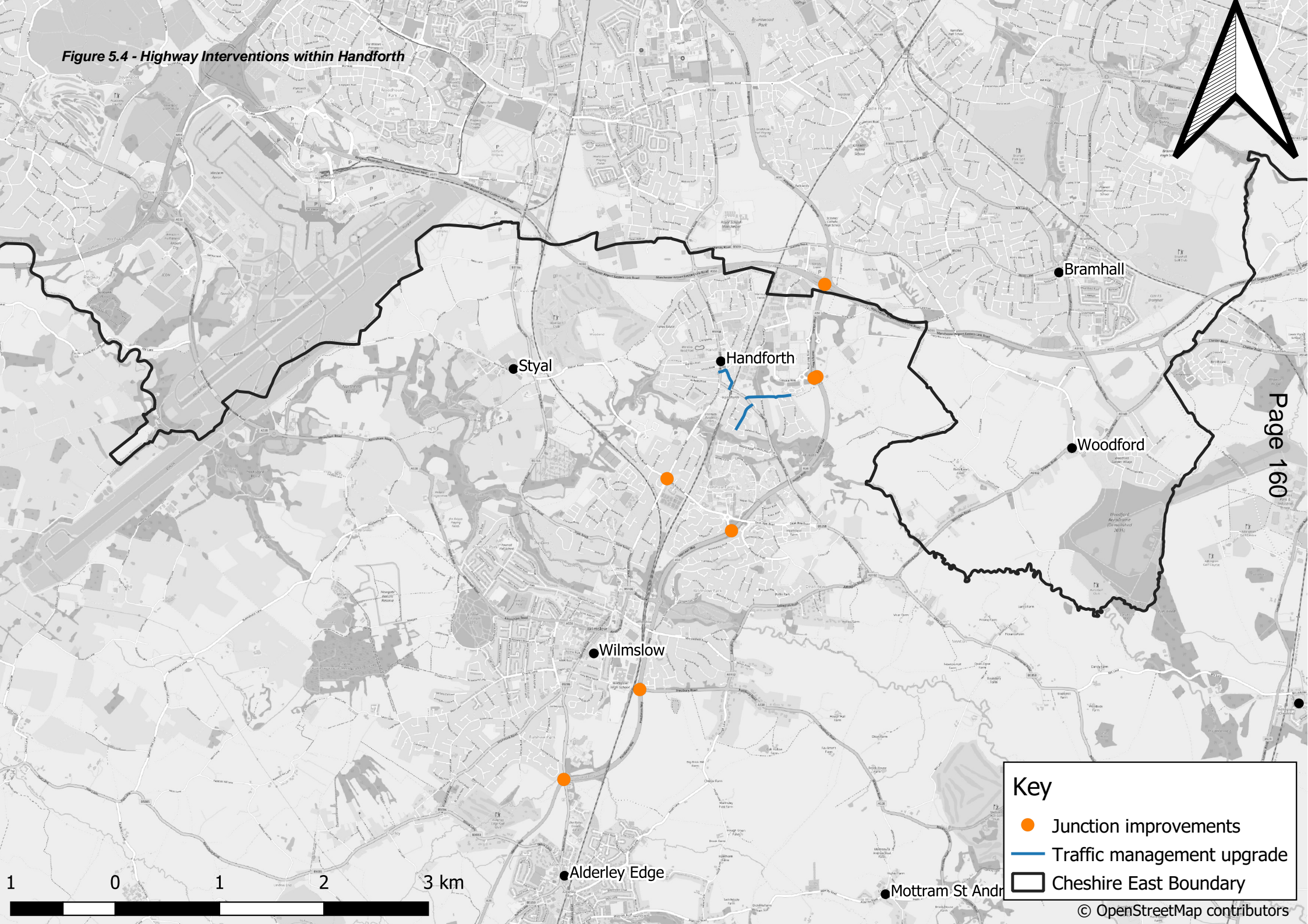
A total of nine of the transport schemes identified for Handforth and the wider area relate to Highway Transport schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Development Plan process. The Highway schemes fall into five 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.
Installing Electric Vehicle (EV) charge points	Installing EV charge points in car parks to support residents, visitors, and businesses in transitioning to EVs.
Monitoring and Evaluation	Post opening evaluation monitoring of traffic flows and the road network in the vicinity of the A555.

Table 5.7 Highway Scheme Categories

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

Figure 5.4 - Highway Interventions within Handforth



Key

●

Junction improvements

—

Traffic management upgrade

▭

Cheshire East Boundary

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

Objective	How the Highway Package Supports
1 Strengthening the transport network to accommodate the Handforth Garden Village and other development sites included within the Local Plan	<ul style="list-style-type: none"> Improved access to LPS 57 (Heathfield Farm) through roundabout improvements at Handforth Road/Dean Row Road, which would also include improved walking and cycling facilities. Junction improvements to provide access to the Handforth Garden Village development at A34 Ainslie Way/Coppice Way junction improvements. Implementing a 20-mph zone through Handforth town centre in accordance with the adopted Speed Management Strategy.
2 Improve transport connections along key corridors to and from Wilmslow, Macclesfield and wider Cheshire East and Greater Manchester, including access to key services such as hospitals	<ul style="list-style-type: none"> Junction improvements to provide access to the Handforth Garden Village and wider links on the A34. Improvements to various junctions on the A34 to improve traffic flow as identified in the refreshed draft South East Manchester Multi-Modal Strategy (SEMMMS) including junctions within Greater Manchester. Improving Dean Row Road/Stanneylands Road junction approach, a key corridor connecting to Wilmslow. Monitoring traffic flows and the road network in the vicinity of the A555 (Manchester Airport Relief Road) to understand potential impacts on local communities and whether further mitigation measures are required.
3 Improving access to Handforth to protect and enhance the village centre	<ul style="list-style-type: none"> Increasing the number of EV charging points within Handforth.
4 Supporting access to education and employment sites including Wilmslow High School, Manchester Airport, Stanley Green Business Park and Handforth Dean	<ul style="list-style-type: none"> Improvements to various junctions on the A34 to improve traffic flow as identified in the refreshed draft South East Manchester Multi-Modal Strategy (SEMMMS) including junctions within Greater Manchester, which provide connections to Wilmslow, a key area for education and employment, and north to Manchester.
5 Supporting access from Styal and other rural communities to key services and employment	<ul style="list-style-type: none"> Highway's interventions not applicable to supporting this objective.

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

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

Within the Short Term of the Development Plan adoption, two Highway schemes could potentially be developed. Within the Medium Term of the Development Plan a further five schemes could potentially be developed and in the Long-Term one 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 Handforth. 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 Strengthening the transport network to accommodate the Handforth Garden Village and other development sites included within the Local Plan				
2 Improve transport connections along key corridors to and from Wilmslow, Macclesfield and wider Cheshire East and Greater Manchester, including access to key services such as hospitals				
3 Improving access to Handforth to protect and enhance the village centre				
4 Supporting access to education and employment sites including Wilmslow High School, Manchester Airport, Stanley Green Business Park and Handforth Dean				
5 Supporting access from Styal and other rural communities to key services and employment				

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

6. Summary and Next Steps

6.1 Summary

The Handforth Transport Development 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 Handforth over the life of the current Local Transport Plan.

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

6.2 Funding Summary

The Development Plan has 39 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 Handforth Transport Development Plan will provide a framework to inform the annual capital programme for transport and highways. In total eleven Transport Development Plans covering the whole of the Borough will be implemented utilising funding from a range of sources including: LTP Integrated Transport Block funding; Community Infrastructure Levy; Section 106 and 278 Agreements; the Council's capital and revenue funding; one-off funding programmes; and external funding.

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

6.3 Next Steps

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

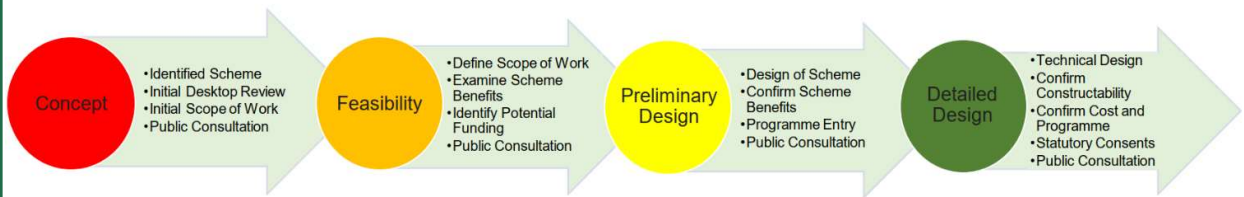


Figure 6.1 Scheme Development Stages

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

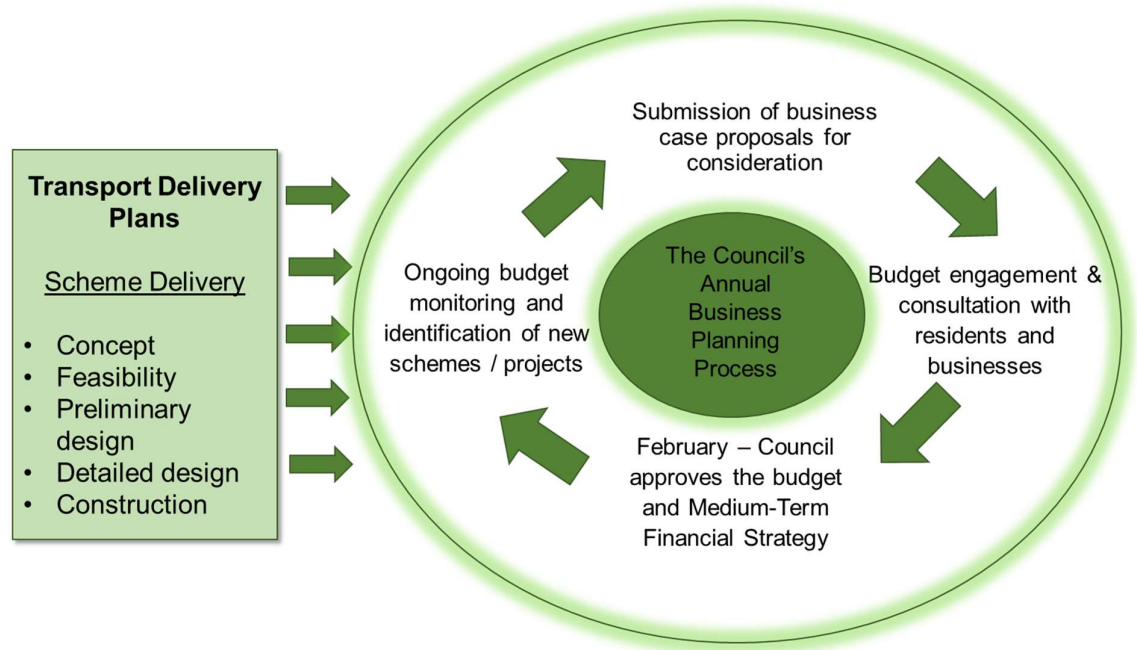


Figure 6-2 LTDP Budget Cycle

Appendix A – Options Long List & Assessment

ID	Category	Scheme Description	LTP4 Objectives						Town Specific Objectives					Technically Feasible	Value for Money	Affordability	Acceptability	Development Stage - Concept - Feasibility - Preliminary design - Detailed design
			Supporting Growth	Access to Services	Protects and Improves the Environment	Heath, Wellbeing and Physical Activity	Maintaining and managing our network assets'	Improve organisational efficiency and effectiveness	Strengthening the transport network to accommodate the Handforth Garden Village and other development sites included within the Local Plan	Improve transport connections along key corridors to and from Wilmslow, Macclesfield and wider Cheshire East and Greater Manchester, including access to key services such as hospitals	Improving access to Handforth to protect and enhance the village centre	Supporting access to education and employment sites including Wilmslow High School, Manchester Airport, Stanley Green Business Park and Handforth Dean	Supporting access from Styal and other rural communities to key services and employment					
HAN_1	Public Transport	Handforth Station Park and Ride Car Park, and provide pedestrian crossing on Station Road.																Detailed Design
HAN_101	Active Travel	Walking and cycle route between Handforth and the Garden Village development.																Preliminary Design
HAN_102	Active Travel	Hall Road / Coppice Way - upgrade to official cycling and walking status.																Concept
HAN_103	Active Travel	Shared-use/multi-user path through Handforth Community Woodlands to link Hall Road and Epsom Ave.																Concept
HAN_104	Active Travel	Upgrade public footpath FP80 (Delamere Road to Longsight Lane).																Concept
HAN_105	Active Travel	Improve footpath between Spath Lane and towards proposed Stanley Green station (Working in partnership with Stockport Council).																Concept
HAN_106	Active Travel	Improve pedestrian route along Earl Road and Spath Lane.																Concept
HAN_107	Highways	Continue engaging with Greater Manchester Combined Authority (GMCA) to represent views and minimise impacts on Cheshire East in relation to the proposed Manchester Clean Air Zone (CAZ).																N/A
HAN_108	Highways	Post opening evaluation monitoring of traffic flows and the road network in the vicinity of the A555 (Manchester Airport Relief Road) to understand potential impacts on local communities and whether further mitigation measures are required.																N/A
HAN_109	Highways	Improvements to various junctions on the A34 to improve traffic flow as identified in the refreshed draft South East Manchester Multi-Modal Strategy (SEMMMS) including junctions within Greater Manchester.																Feasibility
HAN_110	Highways	Increase the number of EV charging points within Handforth.																Concept
HAN_111	Highways	Introduce 20mph zones in residential areas in Handforth in accordance with the adopted Speed Management Strategy.																Concept
HAN_112	Parking	Improve management of parking restrictions within the Handforth village centre.																Concept
HAN_113	Parking	Address airport parking on the highway within Styal.																Concept
HAN_114	Public Transport	Handforth Garden Village bus links to Wilmslow, Handforth, Manchester Airport, and wider Greater Manchester, including the possibility of Bus Rapid Transit potentially via a route through the Handforth Garden Village in line with BSIP.																Concept
HAN_115	Public Transport	Bus route through Styal and Wilmslow via Stanneylands Road in line with BSIP.																Concept
HAN_116	Public Transport	More uniform rail pricing structure between Greater Manchester and Cheshire East (Work alongside partners).																Concept
HAN_119	Public Transport	Consider extending FlexiLink services across weekends and evenings in line with BSIP.																Concept
HAN_120	Public Transport	Work with local groups to deliver community transport specific to local needs in line with BSIP.																Concept
HAN_13	Public Transport	Improved bus connections to Spath Lane in line with BSIP.																Concept
HAN_2	Parking	Consider roadside parking restrictions on Spath Lane and Knowle Park to ensure roads can be accessed.																Concept
HAN_20	Public Transport	Improved accessibility to Handforth Station through provision of lifts to both platforms, as currently there is no step-free access, and widening the footway on Station Road.																Detailed Design
HAN_21	Active Travel	Introduce a cycle route along Wilmslow Road between Handforth Centre and B5094 Stanley Road also connecting to A555 Cycle Route.																Detailed Design
HAN_22	Active Travel	Improvements to cycle/pedestrian routes on Manchester Road and Wilmslow Road connecting Handforth to Wilmslow.																Detailed Design
HAN_25	Active Travel	Improve the Manchester Airport orbital walking and cycling loop, including access to Styal and Quarry Bank Mill.																Concept
HAN_29	Active Travel	St Benedict's School pedestrian access and traffic calming improvements on Brereton Road and Hall Road.																Concept
HAN_3	Active Travel	Walking and cycle route between Handforth Garden Village development and Wilmslow via Colshaw Farm, including improving section of steps on route parallel to Maclean Way.																Concept
HAN_34	Active Travel	Improvements to the footway on Clay Lane which would improve links to this residential area including local schools.																Concept
HAN_35	Highways	Implement double yellow lines on Hall Road, Hallwood Road and Church Road (Subject to consultation on Traffic Regulation Order).																Concept
HAN_36	Active Travel	Improvements to the underpass connecting Church Terrace to Lower Meadow Road which would improve links towards Handforth Dean.																Concept
HAN_38	Active Travel	Introduce secure, safe, cycle parking within the town centre.																Concept
HAN_4	Highways	A34 Ainslie Way/Coppice Way junction improvements to improve access for the Handforth Garden Village development.																Detailed Design

ID	Category	Scheme Description	LTP4 Objectives						Town Specific Objectives					Technically Feasible	Value for Money	Affordability	Acceptability	Development Stage
			Supporting Growth	Access to Services	Protects and Improves the Environment	Heath, Wellbeing and Physical Activity	Maintaining and managing our network assets'	Improve organisational efficiency and effectiveness	Strengthening the transport network to accommodate the Handforth Garden Village and other development sites included within the Local Plan	Improve transport connections along key corridors to and from Wilmslow, Macclesfield and wider Cheshire East and Greater Manchester, including access to key services such as hospitals	Improving access to Handforth to protect and enhance the village centre	Supporting access to education and employment sites including Wilmslow High School, Manchester Airport, Stanley Green Business Park and Handforth Dean	Supporting access from Styal and other rural communities to key services and employment					
HAN_49	Active Travel	Multiuser path for walking and cycling between The Carrs and Quarry Bank Mill/Styal addressing forty-one steps.																Concept
HAN_5	Active Travel	Walking and cycling bridge over Dobbin Brook linking to LPS 34 (Land between Clay Lane and Sagars Road).																Feasibility
HAN_50	Highways	Handforth Road/Dean Row Road roundabout improvements to improve access to LPS 57 (Heathfield Farm) including walking and cycling facilities.																Feasibility
HAN_6	Active Travel	Improve walking and cycling route between LPS 34 (Land between Clay Lane and Sagars Road) and Styal Rail Station.																Feasibility
HAN_7	Active Travel	Increase the number and quality of pedestrian crossing points along Manchester Road between Wilmslow and Handforth.																Detailed Design
HAN_8	Highways	Dean Row Road/Stanneylands Road improvements to the junction approach.																Feasibility
HAN_9	Active Travel	Cycle and walking route from Manchester Road/Dean Row Road junction to Styal Railway Station.																Concept

Appendix B – Sequencing & Packaging of options

ID	Category	Scheme Description	Timeframe			Funding Status
			Short (< 2 Years)	Medium (2-5 Years)	Long (5+ Years)	Funded (F) / Part Funded (P) / Not Funded (N) / * Subject to Statutory Planning Process
HAN_1	Public Transport	Handforth Station Park and Ride Car Park, and provide pedestrian crossing on Station Road.	X	X		F*
HAN_101	Active Travel	Walking and cycle route between Handforth and the Garden Village development.		X		F*
HAN_102	Active Travel	Hall Road / Coppice Way - upgrade to official cycling and walking status.		X		N
HAN_103	Active Travel	Shared-use/multi-user path through Handforth Community Woodlands to link Hall Road and Epsom Ave.		X		N
HAN_104	Active Travel	Upgrade public footpath FP80 (Delamere Road to Longsight Lane).		X		N
HAN_105	Active Travel	Improve footpath between Spath Lane and towards proposed Stanley Green station (Working in partnership with Stockport Council).		X		N
HAN_106	Active Travel	Improve pedestrian route along Earl Road and Spath Lane.		X		N
HAN_107	Highways	Continue engaging with Greater Manchester Combined Authority (GMCA) to represent views and minimise impacts on Cheshire East in relation to the proposed Manchester Clean Air Zone (CAZ).				N/A
HAN_108	Highways	Post opening evaluation monitoring of traffic flows and the road network in the vicinity of the A555 (Manchester Airport Relief Road) to understand potential impacts on local communities and whether further mitigation measures are required.				F
HAN_109	Highways	Improvements to various junctions on the A34 to improve traffic flow as identified in the refreshed draft South East Manchester Multi-Modal Strategy (SEMMMS) including junctions within Greater Manchester.			X	N
HAN_110	Highways	Increase the number of EV charging points within Handforth.	X			N
HAN_111	Highways	Introduce 20mph zones in residential areas in Handforth in accordance with the adopted Speed Management Strategy.		X		N
HAN_112	Parking	Improve management of parking restrictions within the Handforth village centre.		X		N
HAN_113	Parking	Address airport parking on the highway within Styal.		X		N
HAN_114	Public Transport	Handforth Garden Village bus links to Wilmslow, Handforth, Manchester Airport, and wider Greater Manchester, including the possibility of Bus Rapid Transit potentially via a route through the Handforth Garden Village in line with BSIP.		X		F*
HAN_115	Public Transport	Bus route through Styal and Wilmslow via Stanneylands Road in line with BSIP.		X		N
HAN_116	Public Transport	More uniform rail pricing structure between Greater Manchester and Cheshire East (Work alongside partners).			X	N
HAN_119	Public Transport	Consider extending FlexiLink services across weekends and evenings in line with BSIP.		X		N
HAN_120	Public Transport	Work with local groups to deliver community transport specific to local needs in line with BSIP.		X		N
HAN_13	Public Transport	Improved bus connections to Spath Lane in line with BSIP.		X		N
HAN_2	Parking	Consider roadside parking restrictions on Spath Lane and Knowle Park to ensure roads can be accessed.		X		N
HAN_20	Public Transport	Improved accessibility to Handforth Station through provision of lifts to both platforms, as currently there is no step-free access, and widening the footway on Station Road.	X			F
HAN_21	Active Travel	Introduce a cycle route along Wilmslow Road between Handforth Centre and B5094 Stanley Road also connecting to A555 Cycle Route.	X			F
HAN_22	Active Travel	Improvements to cycle/pedestrian routes on Manchester Road and Wilmslow Road connecting Handforth to Wilmslow.	X			P
HAN_25	Active Travel	Improve the Manchester Airport orbital walking and cycling loop, including access to Styal and Quarry Bank Mill.		X		N

ID	Category	Scheme Description	Timeframe			Funding Status
			Short (< 2 Years)	Medium (2-5 Years)	Long (5+ Years)	Funded (F) / Part Funded (P) / Not Funded (N) / * Subject to Statutory Planning Process
HAN_29	Active Travel	St Benedict's School pedestrian access and traffic calming improvements on Brereton Road and Hall Road.		X		F*
HAN_3	Active Travel	Walking and cycle route between Handforth Garden Village development and Wilmslow via. Colshaw Farm, including improving section of steps on route parallel to Maclean Way.		X		N
HAN_34	Active Travel	Improvements to the footway on Clay Lane which would improve links to this residential area including local schools.		X		N
HAN_35	Highways	Implement double yellow lines on Hall Road, Hallwood Road and Church Road (Subject to consultation on Traffic Regulation Order).		X		N
HAN_36	Active Travel	Improvements to the underpass connecting Church Terrace to Lower Meadow Road which would improve links towards Handforth Dean.		X		F*
HAN_38	Active Travel	Introduce secure, safe, cycle parking within the town centre.	X			N
HAN_4	Highways	A34 Ainslie Way/Coppice Way junction improvements to improve access for the Handforth Garden Village development.	X	X		F*
HAN_49	Active Travel	Multiuser path for walking and cycling between The Carrs and Quarry Bank Mill/Styal addressing forty-one steps.		X		N
HAN_5	Active Travel	Walking and cycling bridge over Dobbin Brook linking to LPS 34 (Land between Clay Lane and Sagars Road).		X		N
HAN_50	Highways	Handforth Road/Dean Row Road roundabout improvements to improve access to LPS 57 (Heathfield Farm) including walking and cycling facilities.		X		F
HAN_6	Active Travel	Improve walking and cycling route between LPS 34 (Land between Clay Lane and Sagars Road) and Styal Rail Station.		X		N
HAN_7	Active Travel	Increase the number and quality of pedestrian crossing points along Manchester Road between Wilmslow and Handforth.	X			P
HAN_8	Highways	Dean Row Road/Stanneylands Road improvements to the junction approach.		X		N
HAN_9	Active Travel	Cycle and walking route from Manchester Road/Dean Row Road junction to Styal Railway Station.		X		N

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	Permeant 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
Strengthening the transport network to accommodate the Handforth Garden Village and other development sites 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
Improve transport connections along key corridors to and from Wilsnlow, Macclesfield and wider Cheshire East and Greater Manchester, including access to key services such as hospitals	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
Improving access to Handforth to protect and enhance the village centre	Significantly impacts access into Handforth Town Centre	Has some impact on accessing Handforth Town Centre	Neither impacts or improves access into Handforth Town Centre	Provides some improvement into Handforth Town Centre	Provides significant improvement to access into and within Handforth Town Centre
Supporting access to education and employment sites including Wilsnlow High School, Manchester Airport, Stanley Green Business Park and Handforth Dean	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 from Sneyd and other rural communities to key services and employment	Significantly negatively impacts access from rural communities around Handforth to key services and employment	Has some negative impact on access from rural communities around Handforth to key services and employment	Neither impacts or improves access from rural communities around Handforth to key services and employment	Provides some improvement from rural communities around Handforth to key services and employment	Provides significant improvement from rural communities around Handforth 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



Middlewich Transport Development Plan

Rev 0

May 2022

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Middlewich Transport Development Plan

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Document history and status

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

1. Introduction

1.1 Local Context

Middlewich is a market town with a population of 13,700. It dates back to prehistoric times with salt extraction from the Iron Age and throughout Roman times to the present day with British Salt employing around 125 people. The salt industry and the canals remain important culturally and economically. The closeness to the M6 motorway has led to the creation of a large distribution and business park at Midpoint 18.

The town centre has about 80 retail units and is centred on Wheelock Street. In recent years tourism has become increasingly important, with the annual Folk and Boat Festival being a notable attraction. The Trent and Mersey Canal runs through the town and is an important tourism and recreational resource. The canal is a conservation area, with a number of listed structures and the Murgatroyd Brine Works nearby, which is both listed and a scheduled monument.

Although a railway line passes through the town, it is currently used solely for freight movements. There is no railway station or passenger rail service within the town; as part of the CEC Local Plan Site Allocations and Development Policies Document, an area of land is safeguarded to explore the potential delivery of a new train station. Bus services provide access to Crewe, Holmes Chapel, Congleton, Northwich, Sandbach and Winsford. The M6 motorway is a short distance away, linked to the town by the A54.

An Eastern Bypass for Middlewich has been partially constructed. The construction of the final section linking to the A533 Booth Lane to the south of the town will open up further land for employment development as well as improving environmental conditions in the town centre.

Holmes Chapel is a large village of approximately 5,800 residents. The village has good road transport links being one mile east from Junction 18 of the M6, 20 miles north of Stoke on Trent and 25 miles south of Manchester. The village also has a rail station with services towards Crewe in the south and Greater Manchester in the north. Holmes Chapel has seen its population rise from the 1960s to present day partly due to the good transport links.

1.2 Background to the Middlewich Transport Development Plan

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

A two-stage approach has been taken in developing the Transport Development Plans. The first stage was to develop a 'Transport Issues and Options report' for Middlewich. 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 Middlewich and the supporting 'long list' of schemes (including presenting the

evidence for these) was undertaken between 23rd November 2020 and 31st March 2021. In total, 105 responses were received by online response and email. Consultation with the Town Council was also undertaken by Council Officers during this period. Respondents were also invited to suggest further schemes they felt should be considered for the Development Plan as part of the consultation.

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

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

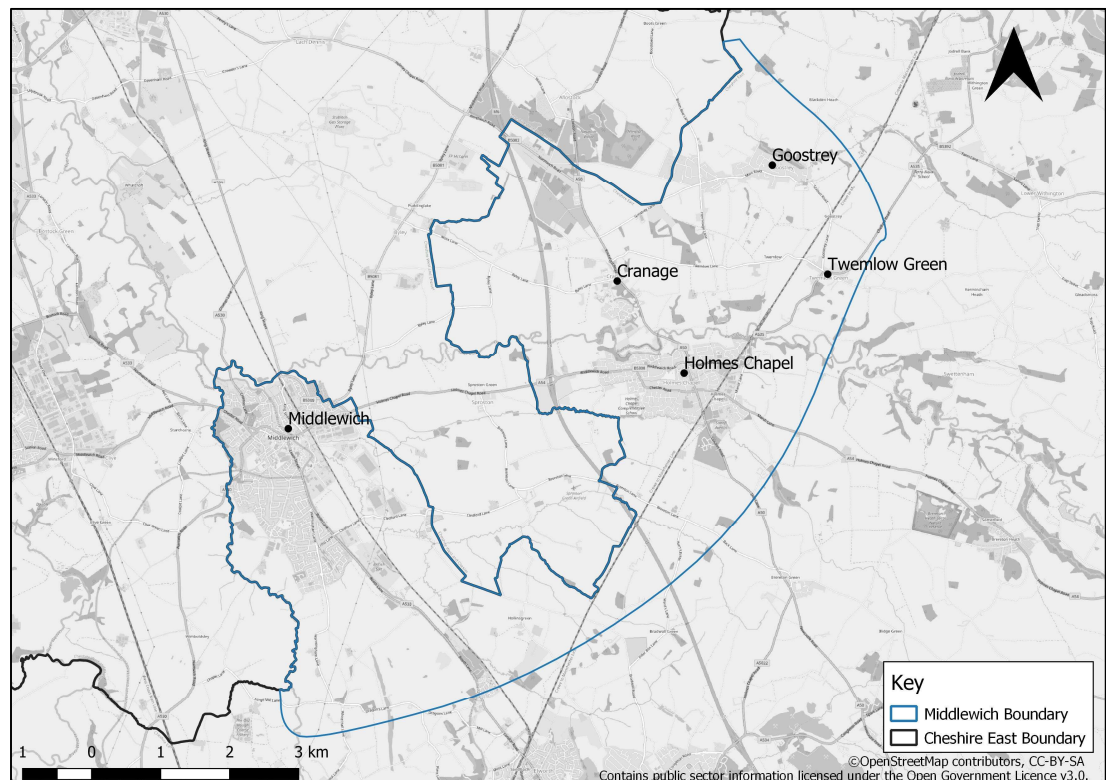


Figure 1.1 Middlewich Development Plan Area

1.3 What does the Development Plan do for Middlewich?

The Transport Development Plan for Middlewich:

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

1.4 Objective Setting and Scheme Options Development

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

1. **Improving access along key routes to and from the M6, Middlewich, Holmes Chapel, Sandbach, Crewe, and Winsford and Northwich in Cheshire West and Chester;**
2. **Supporting access to schools and employment sites such as Midpoint 18 Business Park and Recipharm;**
3. **Strengthening the transport network to accommodate development sites such as Midpoint 18 expansion, Glebe Farm and other developments included within the Local Plan;**
4. **Improving access to Holmes Chapel town centre to support the local economy;**
5. **Improving access to Middlewich town centre to support the economy; and**
6. **Supporting access from rural communities surrounding Middlewich to key services and employment.**

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

A total of 53 individual transport schemes have been identified for the Development Plan and assessed. These include the 'long list' of schemes consulted on with the public between 23rd November 2020 and 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 Local Transport Plan; the local transport objectives for Middlewich (see above); and four agreed practical objectives (Technical Feasibility, Value for Money, Affordability and Acceptability).

It must be noted that the majority of the identified schemes are at a Concept stage, as would be expected at this point. Therefore, the Development Plan must be treated as a 'live' document, in that as schemes develop the assessment will need to be updated to reflect that further information on the scheme is known. This will be done in a proportionate way depending on the size and scale of the scheme and the requirements of the assessment going forwards. At adoption of the Development Plan the majority of the schemes identified do not have funding secured for their implementation. The Development Plan provides the platform for the Council to go forward and seek the relevant funding needed both internally through the Local Transport Plan capital allocation and also from external sources.

1.5 Report Structure

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

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

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

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

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

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

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

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

2. Policy & Background Information

2.1 Policy Context and Background Information

A review of key local, regional, and national policy to support the development of this Development Plan was undertaken when developing the evidence base. Figure 2.1 below shows the relationship between the key identified national, regional, borough-wide, and local policies which are relevant to developing transport with Middlewich.

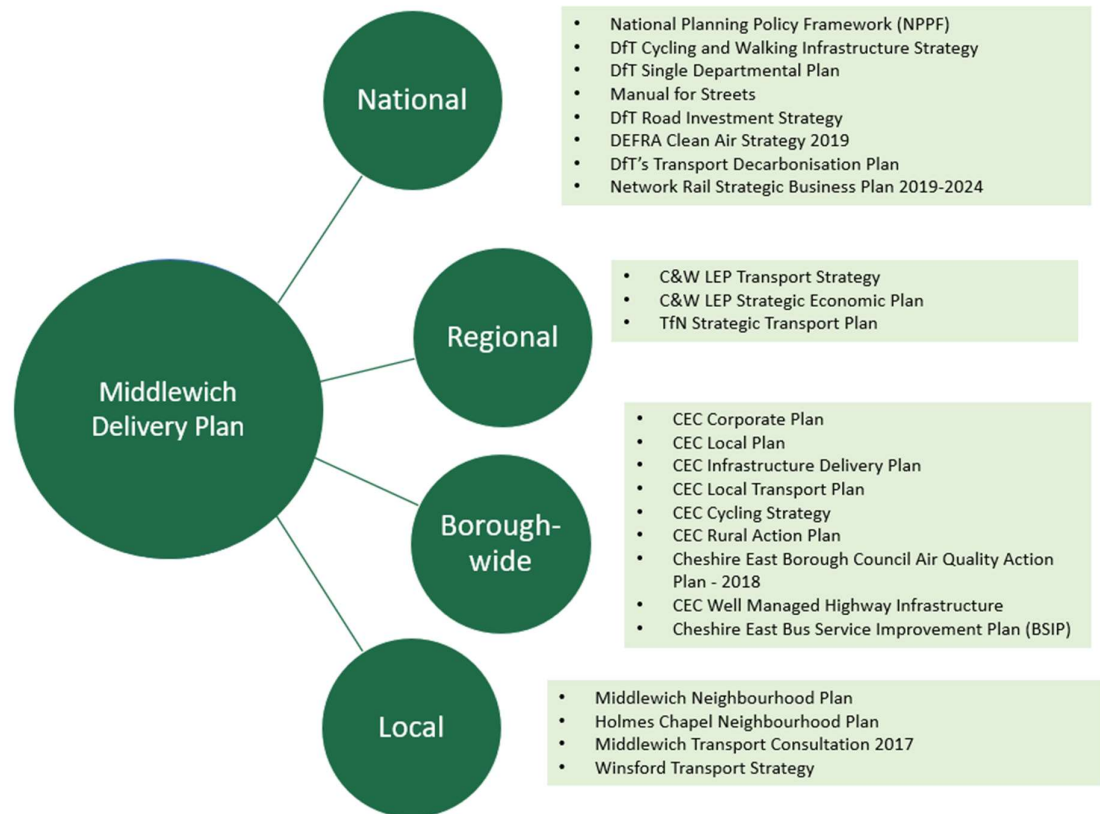


Figure 2.1 Policy Overview

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

2.2 Summary of Relevant Local Policy

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

2.2.1 Cheshire East Local Plan

The CEC Local Plan is the Statutory Development Plan for the borough and was adopted in July 2017. The plan outlines committed sites in Middlewich which consist of 525 new homes at Glebe Park and up to 70ha of employment land at 44 Midpoint

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

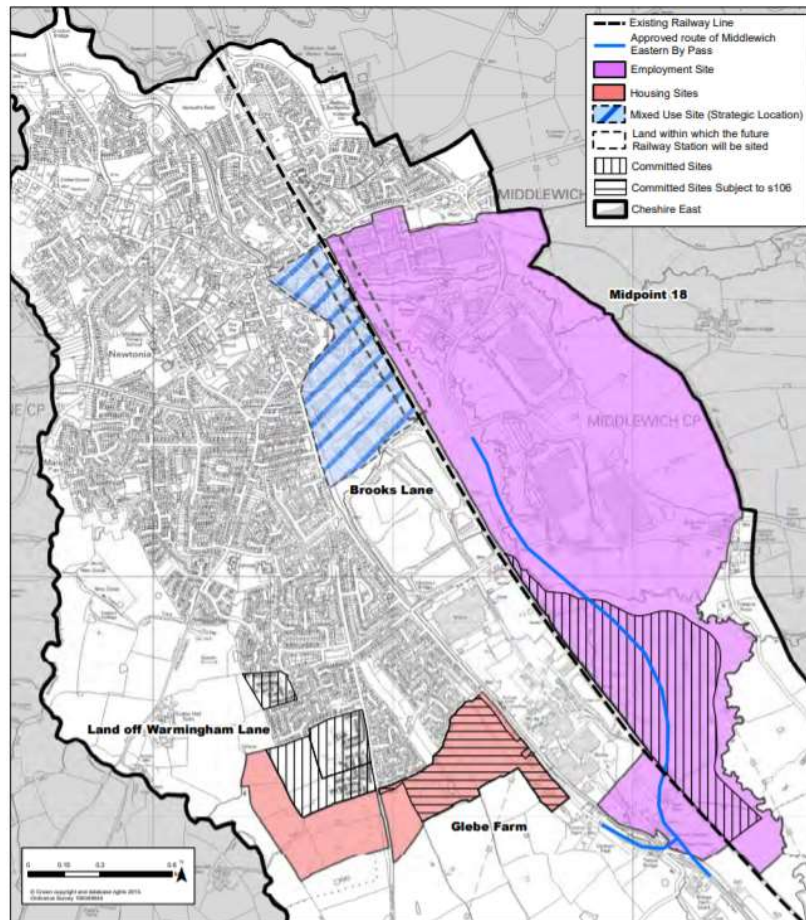


Figure 2.2 Middlewich Local Plan Sites

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

2.2.2 Cheshire East Local Transport Plan 4

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

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

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

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

2.2.3 Middlewich Neighbourhood Plan

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

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

- The lack of public transport opportunities mean that local residents and businesses are highly dependent on the private car;
- The planned Middlewich Eastern Bypass is the single biggest transport issue in the town and will be key to the success of the sustainable growth;
- No rail station within Middlewich; and
- There is currently no bus service into the large business park, Ma6nitide (formerly Midpoint 18).

In addition, the Neighbourhood Plan outlines concerns in regard to housing growth within Middlewich such as the Glebe Farm and other development sites within the Local Plan, such as LPS 44 (Midpoint 18). There is a need to integrate these developments into the transport network, linking to the station, for example, in order to have sustainable growth.

It is important to note that the Neighbourhood Plan returned a 'no' vote as a result of the referendum in March 2019. However, during the development of the Development Plan the issues and opportunities set out in the Middlewich Neighbourhood Plan have been used to inform the development of the 'long-list' of schemes and support in the assessment work. The Council has also ensured to consult with Middlewich Town Council in the development of the Development Plan.

2.2.4 Holmes Chapel Neighbourhood Plan

Adopted in April 2017, The Holmes Chapel Neighbourhood Plan is a land-use planning document that sets out the direction of growth until 2030 and sits alongside the growth proposed in the Cheshire East Local Plan Strategy.

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

- Provision of walking and cycling routes to improve access to the village centre and services;
- To address congestion issues - concerns the A50 and A54 are over-burdened, in particular when there are problems on the M6, which results in a diversion of traffic through Holmes Chapel. Roads are too narrow for some vehicles e.g., HGVs to pass each other in some locations;
- Suggestion of a Holmes Chapel Bypass/Relief Road;
- Concerns around the impact of Congleton Link Road and Middlewich Bypass for example on traffic in Holmes Chapel;
- Support an integrated transport system to meet current and future needs;
- Provision of car parking that meets the needs of Holmes Chapel e.g., visitors, local people and businesses.

Within the development of the Local Transport Development Plan, the policies set out in the Holmes Chapel Neighbourhood Plan have been used to inform the development of the 'long-list' of schemes and support in the assessment work. The Council has also ensured to consult with Holmes Chapel Parish Council in the development of the Plan.

2.2.5 Middlewich Transport Consultation 2017

Recognising the transport issues affecting Middlewich, a consultation was undertaken to gain a comprehensive understanding of key transport issues impacting the town in 2016. Key messages that respondents reported during the consultation are summarised below and will be taken into consideration as part of this study.

- Roads - 79% respondents agreed that there are severe issues on the roads in Middlewich;
 - Respondents were keen to see traffic, particularly HGVs, given alternative routes. The most popular suggestion was for a bypass route was an Eastern Bypass (61%); and
 - Respondents also suggested this was the top priority.
- Public Transport - 70% thought there were severe or significant issues with public transport;
 - The overwhelming response was that a railway station and re-introduction of passenger rail services would be beneficial, connecting to other towns and places;
 - Respondents called for bus services that link to train services from Sandbach, Holmes Chapel and Gadbrook Park stations, enabling commuters to access work more easily;
 - Highlighted the lack of bus services at peak times for commuters and restricted Sunday and Bank Holiday services, suggestions included:

- Reinstatement of the Sunday service;
 - A shuttle bus around the town to enable older people and those with disabilities to get around;
 - Chester bus to access Chester city centre; and
 - Bus links to Crewe, Northwich, and Holmes Chapel.
- Pedestrians - 59% thought there were severe or significant issues for pedestrians, such as:
 - The condition of pavements, including for wheelchair/pram users;
 - Inconsiderate parking;
 - Crossings required at Town Bridge, Nantwich Road, Booth Lane, and St Michael's Way; and
 - Booth Lane and Lewin Street were a concern- respondents suggested pedestrian crossings, cycle lanes and HGV restrictions.
 - Cyclists – 57% thought there were severe or significant issues for cyclists:
 - Potholes making roads unsuitable;
 - Narrow roads;
 - Suggested to introduce cycle lanes e.g., King Street; and
 - Priorities for cycle links – Winsford, Sandbach, Crewe and Northwich.

2.2.6 Winsford Transport Strategy Recommendations Report

The Winsford Transport Strategy Recommendations Report was published in June 2016. This report details recommendations, phasing and action plans for the town of Winsford, all of which are in line with the Neighbourhood Plan period to 2030. The strategy provides a total of 11 packages, table of suggested improvements to form the Winsford Transport Strategy, along with a phasing programme to implement these measures by 2030.

These packages cover a range of measures to improve public transport and active travel, as well as schemes to address local junctions and pinch points on the network in the Winsford area.

Table 2-1 Winsford Transport Strategy Packages

	Package	Schemes
1	Town Centre Improvements	Improved pedestrian facilities on the A54, increase and improve taxi rank facilities, examine options to improve parking, improved links to Town Park, town centre bus station/interchange.
2	Improved Local Bus Services	Evening and weekend bus service improvements, improvements to local towns, explore options for smart ticketing.

	Package	Schemes
3	Improved access to the M6	Explore options to build a new bypass to improve links to the M6.
4	Local junction improvements	Improvements at key junctions to increase capacity and support future growth.
5	Station Accessibility	Taxis and buses coordinated with train times, park, and ride at the station.
6	Speed Limit Reviews	Introduction of 20mph in residential areas.
7	Improved Local Connectivity	A533/A556 junction improvements, improved road connectivity to Crewe.
8	Enhanced rail connectivity	The introduction of a rail link between Mid Cheshire line and West Coast Main Line (WCML), circular rail service (Crewe / Sandbach / Middlewich / Northwich / Winsford), re-open Middlewich station.
9	Walking and cycling strategy	Pedestrian bridge over the WCML, a network of cycle routes, a leisure/pedestrian route.
10	Encouraging Sustainable Travel	Encouraging more sustainable travel through campaigns and interaction with schools.
11	HGV facilities	A dedicated truck and HGV layover facility to serve industrial growth.

The individual schemes in the above packages that are relevant to the Middlewich Development Plan will be included within the list of options.

2.2.7 Cheshire East Bus Service Improvement Plan

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

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

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

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

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

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

- Improve accessibility and network coverage e.g. from Middlewich and Holmes Chapel;
- Improve passenger transport services from rural areas (including demand responsive and community transport); and
- Through future funding mechanisms and working in partnership with bus operators, aiming to secure the levels of revenue funding required to stabilise the local bus network and seek to bring service levels back to the level at which they were pre-Covid and seek to reverse a declining patronage.

2.3 Existing Transport Situation

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

2.3.1 Walking

There is a disjointed Public Right of Way (PRoW) network between Middlewich and Holmes Chapel. 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 network of existing footpaths adjacent the highway to connect to destinations. There is potential for the walking network to be improved by connecting it to the Trent and Mersey canal towpaths.

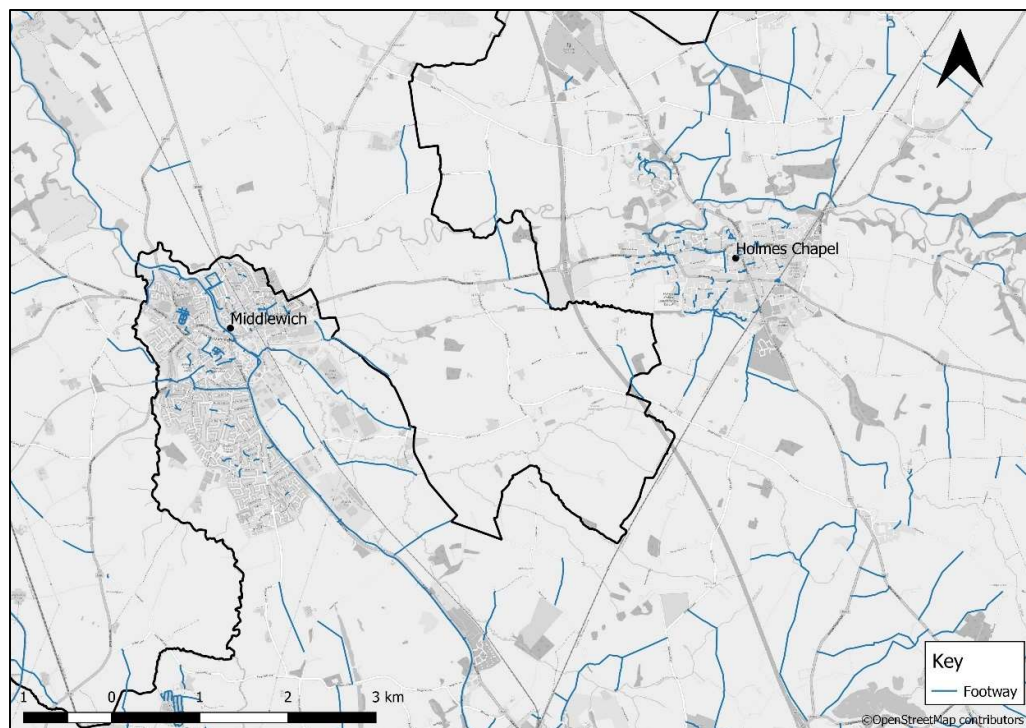


Figure 2.3 Public Right of Way (PRoW) within the Study Area

2.3.2 Cycling

There is a lack of cycle route connectivity between Middlewich and Holmes Chapel presenting an opportunity to improve the cycle network between these two towns.

In Middlewich, 18% of residents travel between 5km and 10km which is ideal for cycling. However, only 2% of people who live within Middlewich boundary area cycle to work (ONS, 2011).

The cycle network is currently fragmented within Holmes Chapel town centre and would greatly benefit from developing an extensive cycle network linking to key locations such as Holmes Chapel Business and the developments that are outlined in the Local Plan within Middlewich.

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.

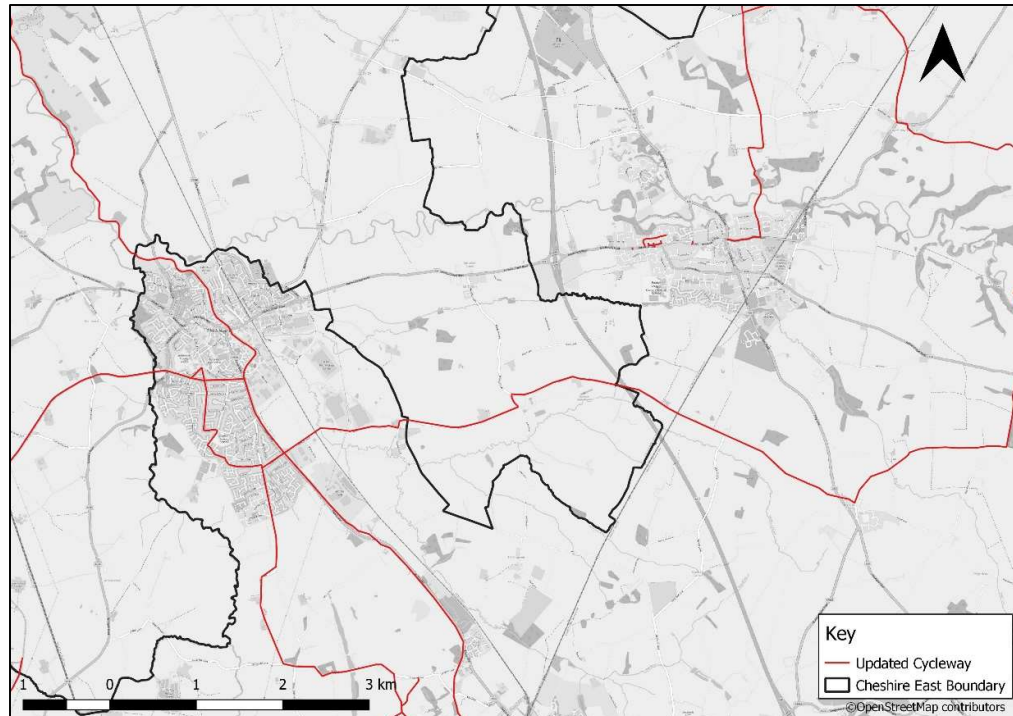


Figure 2.4 Cycle Network within the Development Plan Area

2.3.3 Public Transport (Bus and Rail)

There are currently four bus services serving the Middlewich and Holmes Chapel boundary area. Three serve Middlewich and connect to Sandbach, Winsford, Kingsmead and Northwich. Holmes Chapel is served by one bus service which connects to Congleton, Holmes Chapel, Middlewich, Leighton Hospital and Crewe.

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.

Holmes Chapel Station is the nearest station to Middlewich and provides railway links to Crewe, Manchester Piccadilly, Handforth, Wilmslow, Alderley Edge, Stockport and Sandbach. Other nearby stations are Winsford Station which provides links to Birmingham and Liverpool, and Sandbach Station which provides links to Manchester and Crewe. Additionally, Goostrey railway station is the next nearest station and is on the same rail link as Holmes Chapel's hourly services.

The public consultation also highlighted general concern about poor bus services, long waiting times and no Sunday bus service. There were also concerns about general rail connectivity, especially to Crewe, Northwich, and Manchester Airport.

2.3.4 Parking

Middlewich has three car parks operated by CEC. The car parks provide 133 standard spaces and there are no accessible spaces. All CEC operated car parks in Middlewich are currently free of charge. There are no significant private paid car parks in Middlewich.

Holmes Chapel has two car parks operated by CEC. The car parks provide 47 standard spaces and there are no accessible spaces.

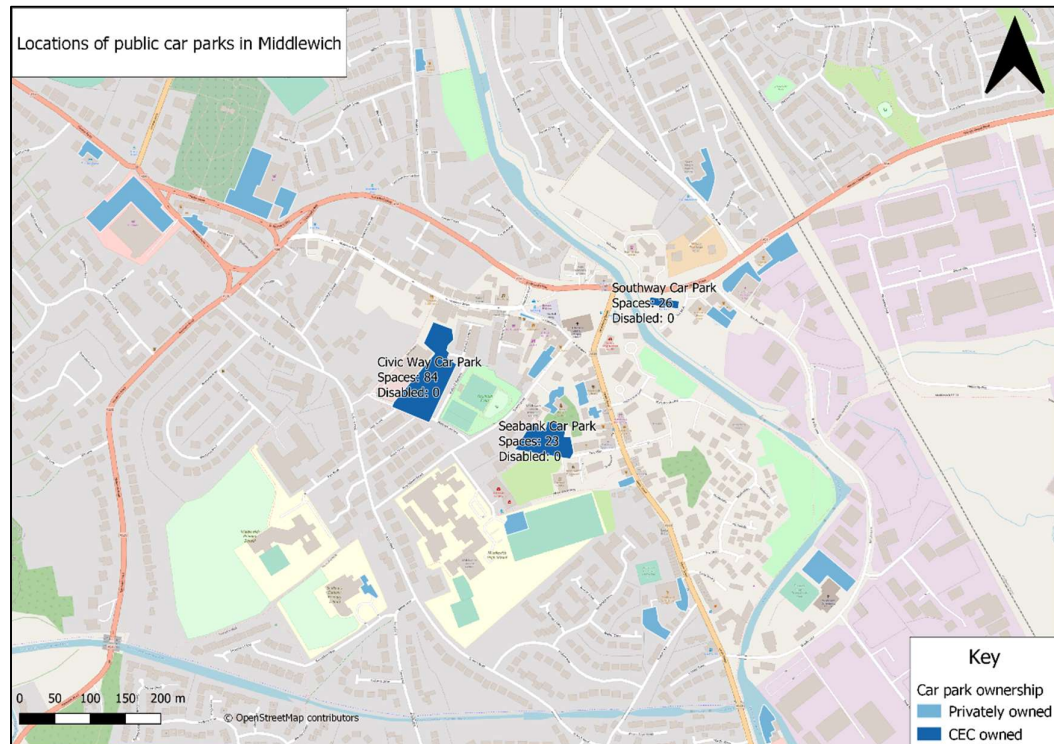


Figure 2.5 - Locations of public car parks in Middlewich

2.3.5 Highway Network

The A54, A530 and A533 are the three major A roads that connect to Middlewich. The A533 is in the south of Middlewich town centre and provides a direct southbound link towards Sandbach; northbound it provides a link to Northwich. The A530 is located east of Middlewich town centre and provides a direct link between Middlewich and Crewe.

The A54 runs east-west through Middlewich town centre and directly links to junction 18 of the M6 and further on to Holmes Chapel, east bound it also provides a link to Winsford. The A54 is the main route through Holmes Chapel, connecting to Middlewich to the west and Congleton to the east. With improvements coming forward on the route to Congleton and Middlewich, consideration needs to be given to the A54 in Holmes Chapel.

The road network will be improved once the Middlewich Eastern Bypass shown below linking the A54 linking Holmes Chapel Road to A533, bypassing Lewin Street has been built. Delivery of a southern bypass would complete the east-west link between the M6 and Winsford.

The public consultation highlighted several concerns about the road network. This included congestion caused by roads being gridlocked and inadequate for HGV traffic, congestion on the M6, A533/34 and A530 and issues with HGVs on Lewin Street and Pochin Way.

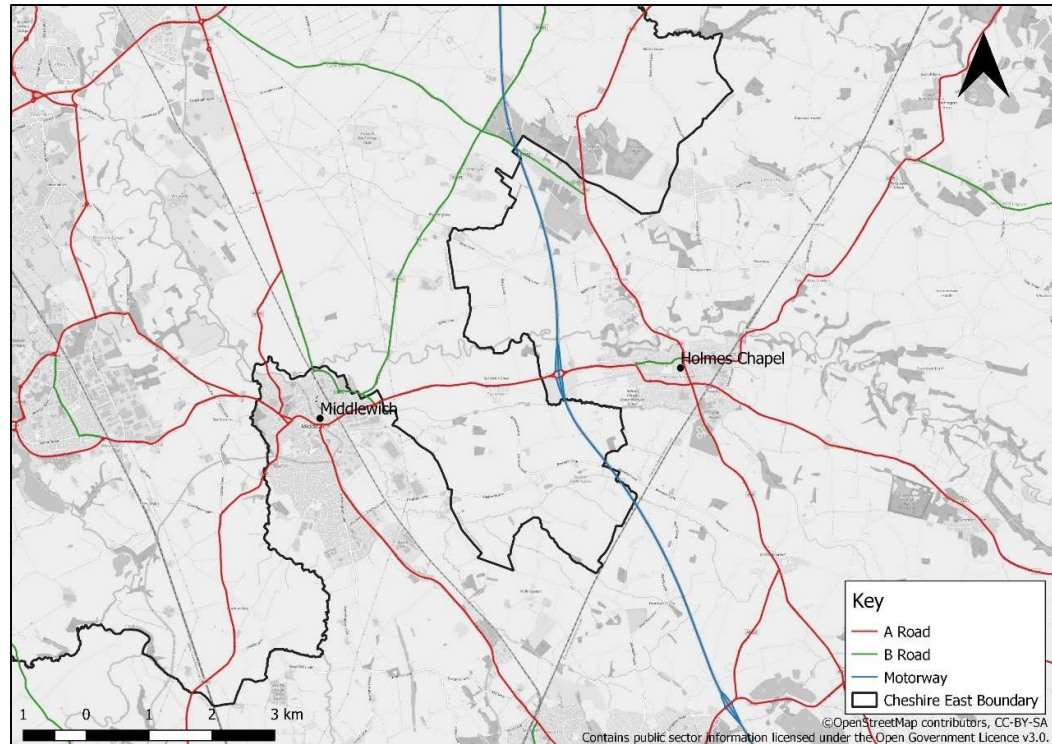


Figure 2.6 Local Road Network

2.3.6 Summary

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

3. Objectives Overview

3.1 Overview

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 Middlewich. 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 Middlewich Local Transport Objectives

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

The town specific transport objectives for Middlewich are:

1. **Improving access along key routes to and from the M6, Middlewich, Holmes Chapel, Sandbach, Crewe, and Winsford and Northwich in Cheshire West and Chester;**
2. **Supporting access to schools and employment sites such as Midpoint 18 Business Park and Recipharm;**
3. **Strengthening the transport network to accommodate development sites such as Midpoint 18 expansion, Glebe Farm and other developments included within the Local Plan;**
4. **Improving access to Holmes Chapel town centre to support the local economy;**
5. **Improving access to Middlewich town centre to support the economy; and**
6. **Supporting access from rural communities surrounding Middlewich to key services and employment.**

3.3 Public consultation Feedback on Local Transport Objectives

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

Objective	Number of Responses	Number (%) of Responses Strongly Agreed or Tend to Agree with Objective
1	89	83 (93%)
2	70	90 (78%)
3	66	88 (75%)
4	48	90 (53%)
5	71	86 (83%)
6	64	86 (74%)

Table 3.1 Public consultation Responses on Local Transport Objectives for Middlewich

Overall, there was good 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.

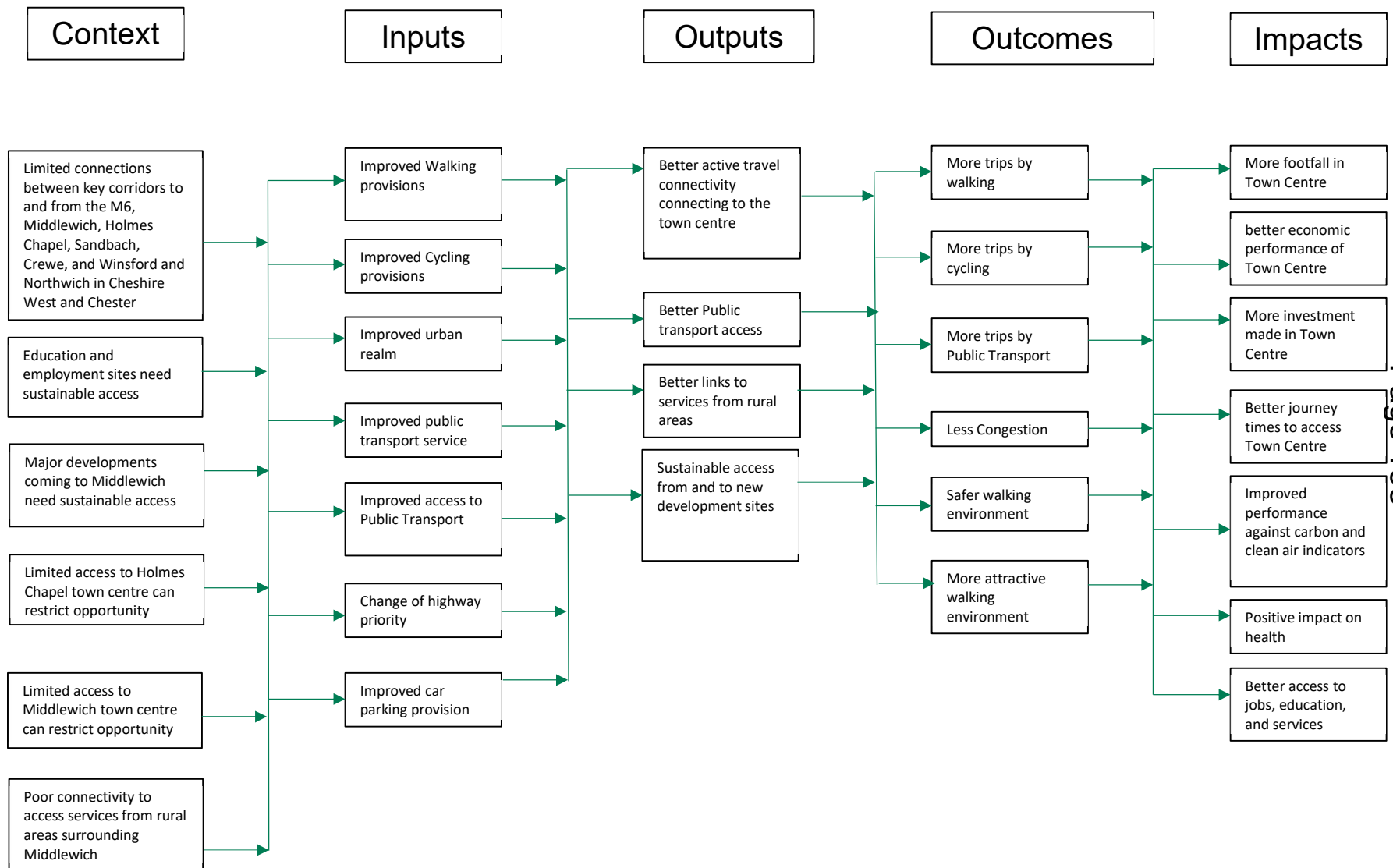


Figure 3.1 Middlewich Transport Development Plan Logic Map

4. Options Overview & Assessment

4.1 Overview

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

Following the development of the local transport objectives and 'long list' an online interactive public consultation was held between 23rd November 2020 and 31st March 2021. In total 74 responses were received, including online responses and email correspondence. Respondents were able to provide their agreement or disagreement to the local transport objectives developed and also provide comment on them. The consultation also allowed respondents to state their agreement or disagreement with the individual schemes identified and provide comment on them if they wished. People could also put forward any new scheme options not identified within the 'long list' they felt that should be considered. Council Officers also consulted with the Town Council as part of the public consultation.

4.2 Assessment Process

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

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

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

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

- The six Middlewich Specific Transport Objectives:
 - o Improving access along key routes to and from the M6, Middlewich, Holmes Chapel, Sandbach, Crewe, and Winsford and Northwich in Cheshire West and Chester;
 - o Supporting access to schools and employment sites such as Midpoint 18 Business Park and Recipharm;
 - o Strengthening the transport network to accommodate development sites such as Midpoint 18 expansion, Glebe Farm and other developments included within the Local Plan;
 - o Improving access to Holmes Chapel town centre to support the local economy;
 - o Improving access to Middlewich town centre to support the economy; and
 - o Supporting access from rural communities surrounding Middlewich to key services and employment.

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

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

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

Technical Feasibility	Value for money	Affordability	Acceptability
How feasible is it to deliver the scheme on the ground based on experience of similar schemes?	Does the option provide benefits to the user that will exceed the likely cost of implementation?	Does the option have funding allocated already?	What public and political support will the option likely have?
Are there likely technical barriers which could make the scheme not a feasible option to deliver?	Have schemes 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 Development Plan is formally adopted has been undertaken. Schemes have been put into three packages of likely delivery timeframes: Short Term (indicative 0-2 years); Medium Term (indicative 2-5 years); and Long Term (indicative 5 years plus). The size, scale and where the scheme development process is at will all influence a scheme delivery time.

It must be noted that at present the majority of the schemes are at a Concept stage and are not funded. As Concept schemes they have limited information and detail currently available. Once the Development Plan has been adopted, the process of developing schemes currently at the Concept stage to the Feasibility stage will be undertaken, subject to funding being secured.

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

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

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

Likely Scheme Delivery Timeframe	Short Term 0-2 Years	Medium Term 2-5 years	Long Term 5+ Years
			may include local major schemes).

Table 4.2 Assessment guidance for Timescales

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

5. Packaging & Sequencing of Options

5.1 Introduction

This section sets out the emerging packages of schemes for Middlewich. These have been developed following the initial issues and options work undertaken for the Development Plan; the public consultation which followed this and the feedback from it; the assessment undertaken of the emerging schemes (based on their current development stage) against the LTP objectives, the local transport objectives for Middlewich (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 53 schemes have been identified for Middlewich and the wider area. These schemes vary in size, scale, and their stage of development. Many schemes are at a Concept stage with little design; site investigation and costing undertaken. Therefore, assessment at this stage is relatively high level but will advance as the Development Plan is taken forward. It must also be noted at this stage most of the schemes identified are not funded yet.

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

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

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

5.2 Active Travel Schemes Package

A total of 26 of the transport schemes identified for Middlewich and the wider area relate to Active Travel schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Development Plan process. The Active Travel schemes fall into five broad categories as described in Table 5.1.

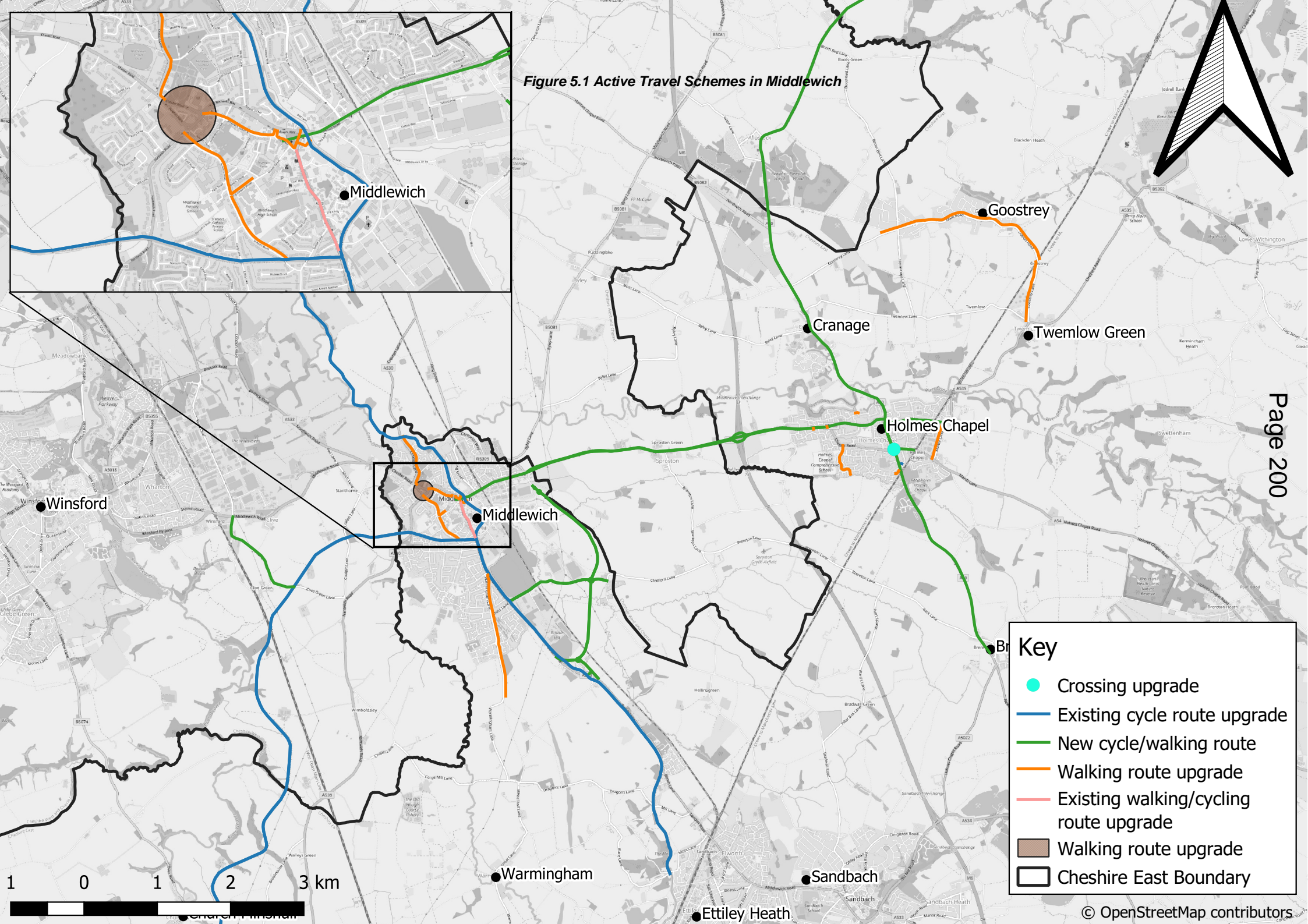
Active Travel Category	Description of measures
New/improved pedestrian and cycle crossing facilities	Providing a new dedicated pedestrian and cycle crossing facility on the highway.
Cycle facilities improvements	Cycle parking and other facilities to aid the use of cycling.
Upgrade of existing walking route	Improvements to walking routes (on and off-road footpaths) to provide better use, for example widening and lighting.
New cycling and walking route	Creation of a new cycling and/or walking route to improve access and connectivity, for example canal towpaths.
Upgrade of existing cycle route	Upgrading of existing cycle route, for example widening and lighting.

Table 5.1 Active Travel Scheme Categories

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



Figure 5.1 Active Travel Schemes in Middlewich



Key

- Crossing upgrade
- Existing cycle route upgrade
- New cycle/walking route
- Walking route upgrade
- Existing walking/cycling route upgrade
- Walking route upgrade
- Cheshire East Boundary

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

Local Transport Objective	How the Active Travel Package Supports Objective
1 Improving access along key routes to and from the M6, Middlewich, Holmes Chapel, Sandbach, Crewe, and Winsford and Northwich in Cheshire West and Chester	<ul style="list-style-type: none"> • Providing a high-quality cycle route from Middlewich and Holmes Chapel to Knutsford. • Introduce a greenway walking and cycling route alongside the A54 corridor between Middlewich and Holmes Chapel. • Including walking and cycling links around Middlewich Eastern Bypass to ensure connectivity along key corridors. • Making use of the canal network by improving walking and cycle routes along canal towpaths from Middlewich to Sandbach and Northwich, and towards Winsford, Church Minshull and Nantwich, key destinations within Cheshire.
2 Supporting access to schools and employment sites such as Midpoint 18 Business Park and Recipharm	<ul style="list-style-type: none"> • Improving the footway and cycleway on Manor Lane, where Holmes Chapel Business and Trade Centre is located. • Introducing a cycle route on the A50 London Road, linking into Holmes Chapel town centre and also Bluebell Estate and Recipharm, key employment locations. • Improving walking routes to schools (e.g., to Cledford Primary School in Middlewich) and widening the footpath on Selkirk Drive (near Holmes Chapel Comprehensive School).
3 Strengthening the transport network to accommodate development sites such as Midpoint 18 expansion, Glebe Farm and other developments included within the Local Plan	<ul style="list-style-type: none"> • Deliver walking and cycling links as part of the Middlewich Eastern Bypass serving Midpoint 18.
4 Improving access to Holmes Chapel town centre to support the local economy	<ul style="list-style-type: none"> • Improvements to footpaths and walking routes within Holmes Chapel, including improved walking and cycling links to Holmes Chapel Railway Station from surrounding areas. • Introduce a greenway walking and cycling route alongside the A54 corridor between Middlewich and Holmes Chapel.

Local Transport Objective	How the Active Travel Package Supports Objective
	<ul style="list-style-type: none"> • 20mph speed limits in Holmes Chapel. • Introducing a cycle route on the A50 London Road, linking into Holmes Chapel town centre and Bluebell Estate and Recipharm, key employment locations. • Introducing secure, safe, cycle parking within Holmes Chapel town centre to encourage more to cycle into Holmes Chapel.
5 Improving access to Middlewich town centre to support the economy	<ul style="list-style-type: none"> • Improving active travel access to Middlewich Town Centre from Town Wharf (Trent and Mersey Canal). • Introducing secure, safe, cycle parking within Middlewich town centre to encourage more to cycle into Middlewich centre. • Delivery of the Middlewich Eastern Bypass, linking the A54 linking Holmes Chapel Road to A533, bypassing Lewin Street, which will unlock potential for complementary pedestrian and cycling focused interventions within Middlewich centre, such as Townbridge junction improvements (A54 Kinderton St/ A533 Leadsmithy St) to reduce congestion and improve pedestrian and cycle links. • 20mph speed limits in Middlewich.
6 Supporting access from rural communities surrounding Middlewich to key services and employment	<ul style="list-style-type: none"> • Improvements along Clive Green Lane for walking and cycling.

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

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

Within the Short Term of the Development Plan adoption, three Active Travel schemes could potentially be developed. Within the Medium Term of the Development Plan a further 17 schemes could potentially be developed and in the Long-Term five schemes are identified for potential development.

5.3 Public Transport Schemes Package

A total of six of the transport schemes identified for Middlewich and the wider area relate to Public Transport schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Development Plan process. The Development Plan has been developed aligning with the Council's

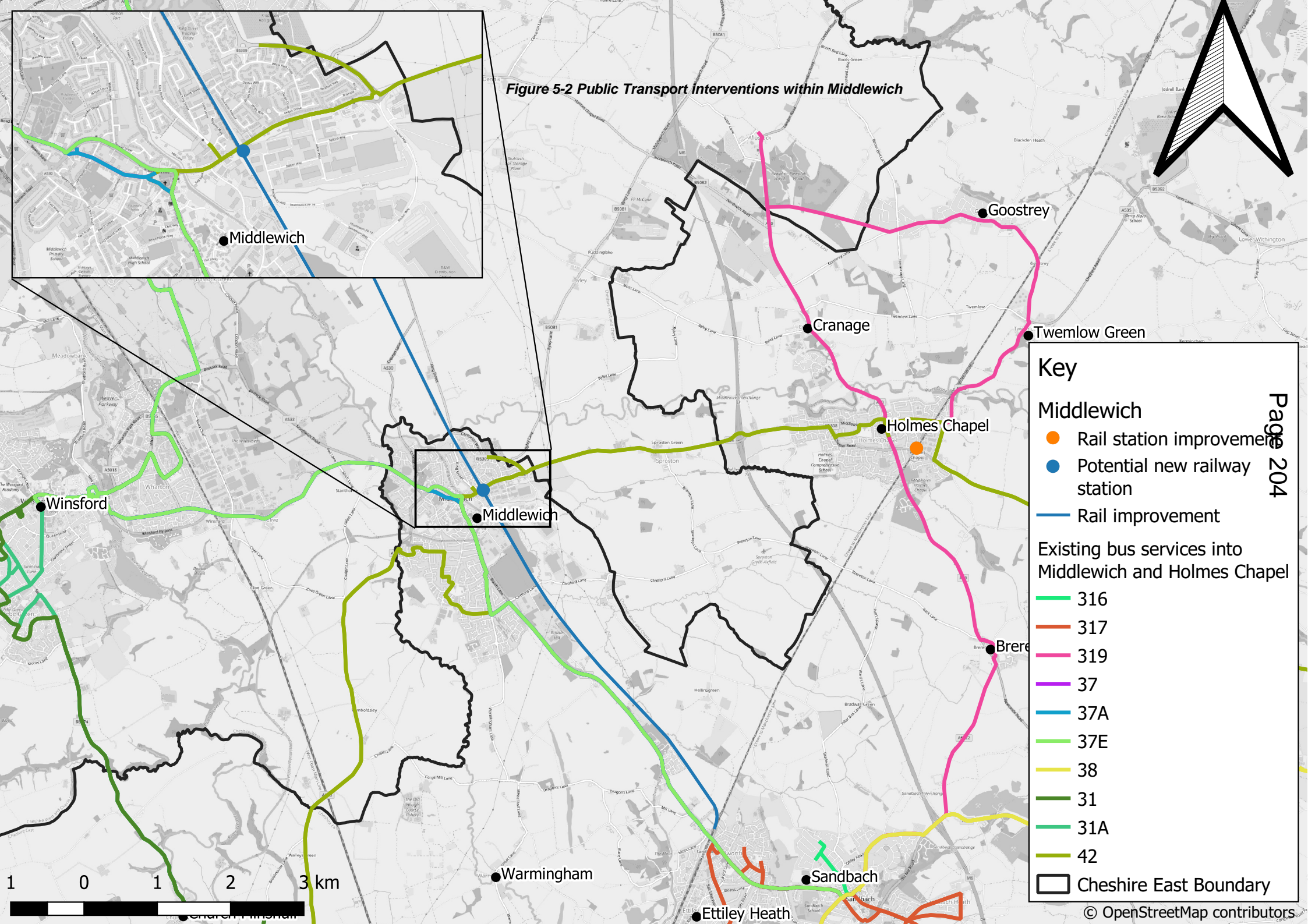
Bus Service Improvement Plan (BSIP). The Public Transport schemes fall into four broad categories as described in Table 5.3 below.

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

Table 5.3 – Public Transport Scheme Categories

Figure 5.2 plots out the current bus network within Middleswich and the identified infrastructure schemes for bus and rail. A significant proportion of the bus schemes are around enhancing current service provision and ticketing options. The Council is also working with operators through the BSIP work to develop an Enhanced Partnership to work together to improve bus travel. 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 interventions within Middlewich



A primary focus of the Public Transport interventions is delivering on the local transport objectives for Middlewich. 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 along key routes to and from the M6, Middlewich, Holmes Chapel, Sandbach, Crewe, and Winsford and Northwich in Cheshire West and Chester	<ul style="list-style-type: none"> Working with the rail industry to reopen the mid-Cheshire rail line to passenger services including a new station in Middlewich, connecting Crewe – Sandbach – Middlewich – Northwich. Improving bus connectivity and passenger services to key destinations from Middlewich and Holmes Chapel to Crewe, Congleton, Warrington, Knutsford, Sandbach and the Potteries in line with the BSIP. Consider how FlexiLink can better serve residents who do not have access to bus services.
2 Supporting access to schools and employment sites such as Midpoint 18 Business Park and Recipharm	<ul style="list-style-type: none"> Improving bus connectivity and passenger services from Middlewich and Holmes Chapel to Crewe, Congleton, Warrington, Knutsford, Sandbach and the Potteries in line with BSIP that will support access to schools and employment.
3 Strengthening the transport network to accommodate development sites such as Midpoint 18 expansion, Glebe Farm and other developments included within the Local Plan	<ul style="list-style-type: none"> Working with the rail industry to reopen the mid-Cheshire rail line to passenger services including a new station in Middlewich, connecting Crewe – Sandbach – Middlewich – Northwich that will provide capacity for new development sites. Improving bus connectivity and passenger services to key destinations which will strengthen the network for future development sites.
4 Improving access to Holmes Chapel town centre to support the local economy	<ul style="list-style-type: none"> Improving bus connectivity and passenger services from Holmes Chapel to locations such as Crewe, Congleton, Warrington, Knutsford, Sandbach and the Potteries in line with BSIP. Working alongside the rail industry to improve passenger facilities at Holmes Chapel Railway Station.
5 Improving access to Middlewich town centre to support the economy	<ul style="list-style-type: none"> Working with the rail industry to reopen the mid-Cheshire rail line to passenger services that will improve connectivity to Middlewich. Introducing a designated bus stop for the number 42 bus on Holmes Chapel Road in Middlewich.
6 Supporting access from rural communities surrounding Middlewich to	<ul style="list-style-type: none"> Consider how FlexiLink can better serve residents who do not have access to bus services.

Local Transport Objective	How the Public Transport Package Supports Objective
key services and employment	

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 Medium Term of the Development Plan a four schemes could potentially be developed with no schemes identified for the Short and one in the Long Term. An additional scheme was discounted as it was already part of the COVID Recovery Plan for the rail sector.

5.4 Parking Schemes Package

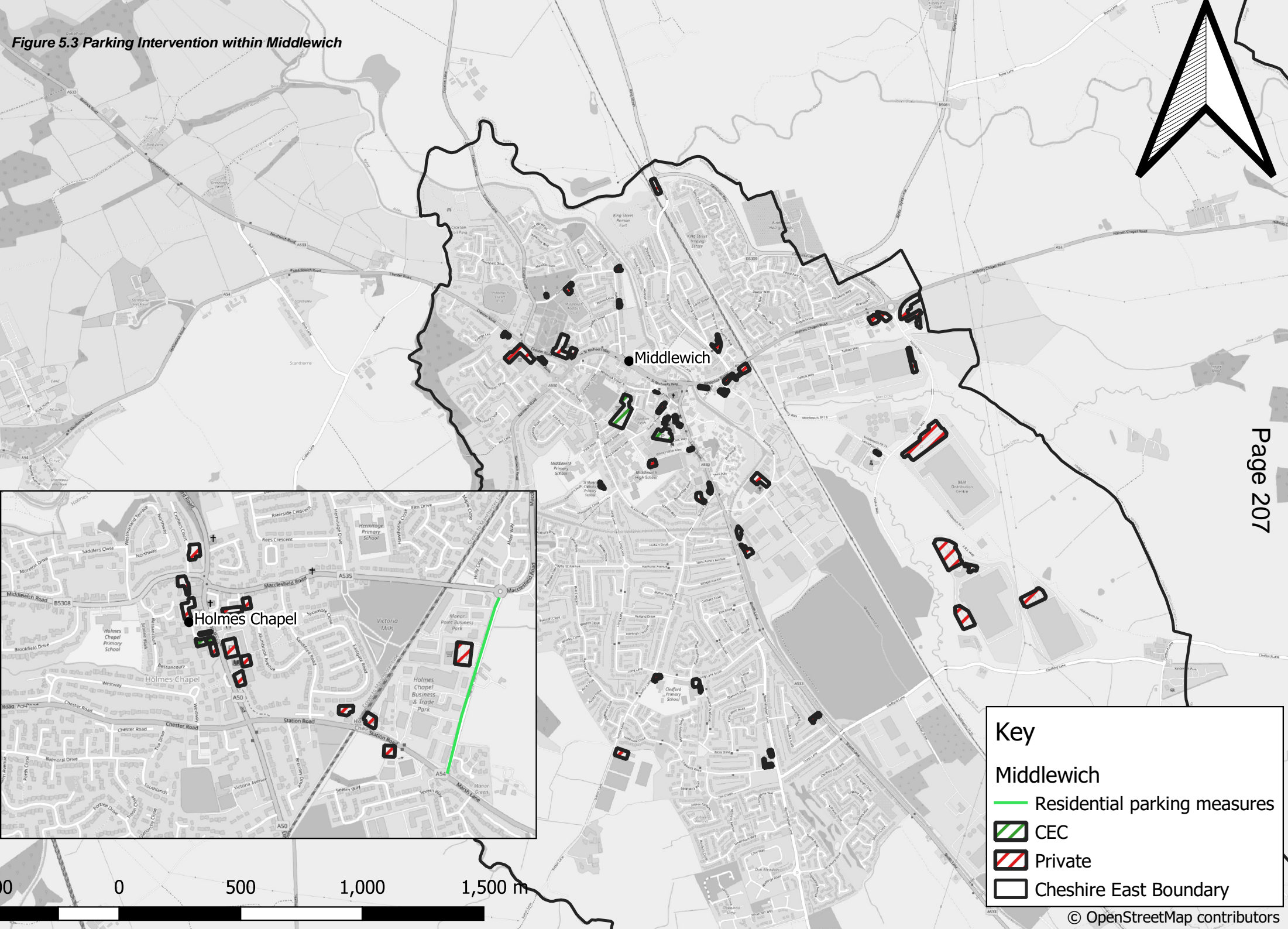
Middlewich currently benefits from a number of car parks and parking facilities. A total of two of the transport schemes identified for Middlewich relate to Parking Schemes and initiatives. These vary in scale and size with three being at Concept stage and two at feasibility. The Parking schemes fall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

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

Table 5.5 – Parking Scheme Categories

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

Figure 5.3 Parking Intervention within Middlewich



A primary focus of the Parking schemes has been to focus on delivering the local transport objectives for Middleswich. 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 along key routes to and from the M6, Middleswich, Holmes Chapel, Sandbach, Crewe, and Winsford and Northwich in Cheshire West and Chester	<ul style="list-style-type: none"> Parking not applicable to supporting this objective.
2 Supporting access to schools and employment sites such as Midpoint 18 Business Park and Recipharm	<ul style="list-style-type: none"> Improving parking management around Holmes Chapel Business & Trade Park and Manor Lane.
3 Strengthening the transport network to accommodate development sites such as Midpoint 18 expansion, Glebe Farm and other developments included within the Local Plan	<ul style="list-style-type: none"> Ensuring new developments do not result in inappropriate parking. Provide EV charging and appropriate parking infrastructure at development sites.
4 Improving access to Holmes Chapel town centre to support the local economy	<ul style="list-style-type: none"> Providing EV charging at Holmes Chapel centre car parks / key locations.
5 Improving access to Middleswich town centre to support the economy	<ul style="list-style-type: none"> Providing EV charging at Middleswich centre car parks / key locations.
6 Supporting access from rural communities surrounding Middleswich to key services and employment	<ul style="list-style-type: none"> Parking not applicable to supporting this objective.

Table 5.6 Parking Scheme Package and its Local Transport Objective Support

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

Within the Short Term of the Development Plan adoption, one Parking schemes could potentially be developed. Within the Medium Term of the Development Plan a further one schemes could potentially be developed

5.5 Highway Schemes Package

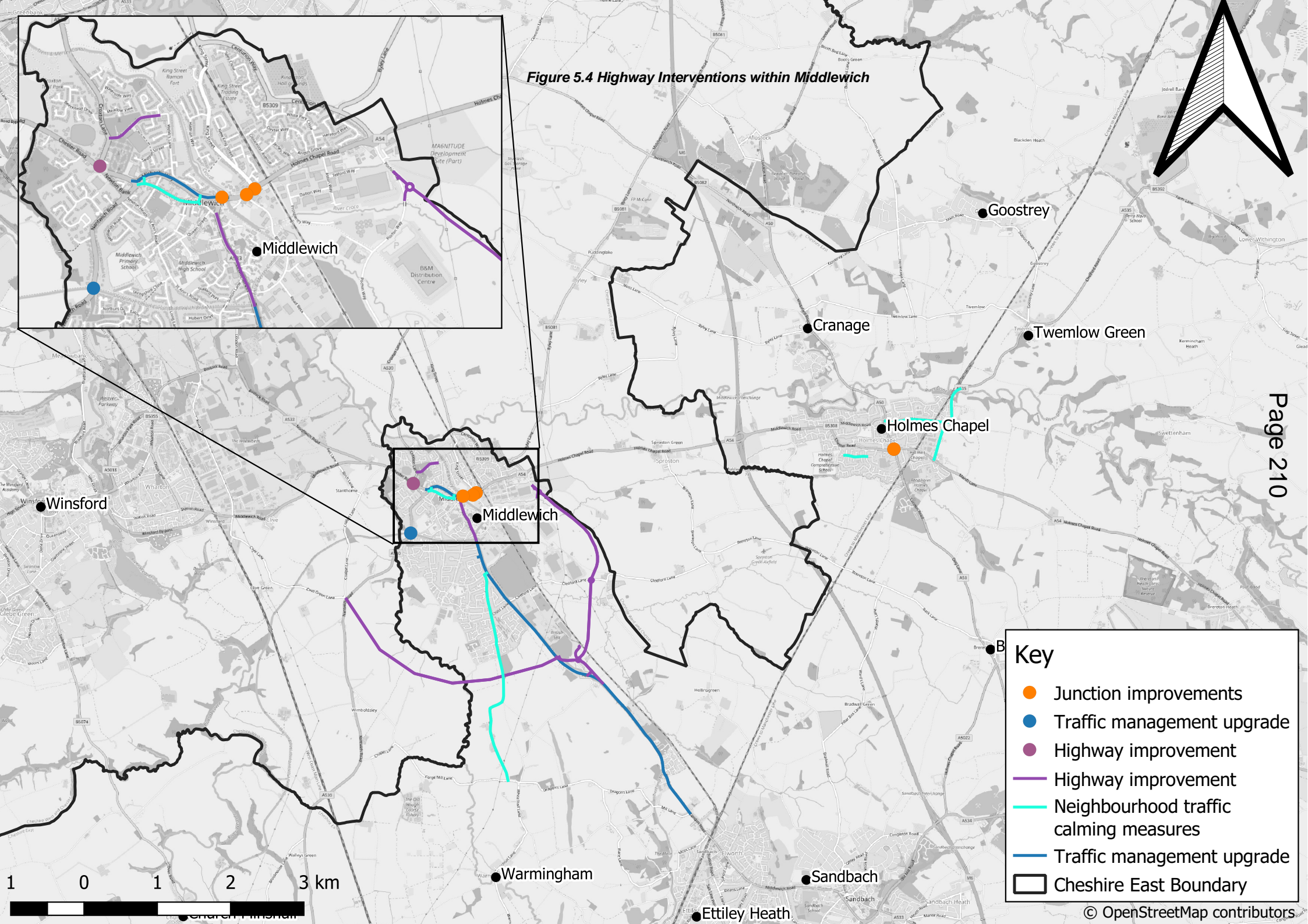
A total of 20 of the transport schemes identified for Middleswich and the wider area relate to Highway Transport schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Development Plan process. The Highway schemes fall into four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

Highway Category	Description of measures
New Road Links	Additional road capacity on the network through delivery of new road links.
Junction Improvements	Junction capacity improvement to allow for better flow of traffic through a junction.
Traffic Management Upgrades	Measures to improve traffic management, for example routing choice and capacity.
Neighbourhood Traffic Calming	Measures to reduce the impact of traffic on a neighbourhood, for example speed management.

Table 5.7 Highway Scheme Categories

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

Figure 5.4 Highway Interventions within Middleswich



Key

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

A primary focus of the Highway schemes is delivering the local transport objectives for Middlewich. 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 along key routes to and from the M6, Middlewich, Holmes Chapel, Sandbach, Crewe, and Winsford and Northwich in Cheshire West and Chester	<ul style="list-style-type: none"> • Delivery of the Middlewich Eastern Bypass, linking the A54 Holmes Chapel Road to A533, bypassing Lewin Street. • Developing the business case for a Middlewich Southern Bypass. • Asses the case for a Holmes Chapel Bypass. • Improving Townbridge junction (A54 Kinderton St/ A533 Leadsmithy St) to reduce congestion and improve pedestrian and cycle links. This is also necessary to mitigate the impacts of additional traffic related to construction of HS2.
2 Supporting access to schools and employment sites such as Midpoint 18 Business Park and Recipharm	<ul style="list-style-type: none"> • Measures to address reported speeding on Manor Lane in Holmes Chapel (near Holmes Chapel Business and Trade Centre) in accordance with the adopted Speed Management Strategy. • Delivery of the Middlewich Eastern Bypass, linking the A54 Holmes Chapel Road to A533, bypassing Lewin Street.
3 Strengthening the transport network to accommodate development sites such as Midpoint 18 expansion, Glebe Farm and other developments included within the Local Plan	<ul style="list-style-type: none"> • Delivery of the Middlewich Eastern Bypass, linking the A54 linking Holmes Chapel Road to A533, bypassing Lewin Street. • Potential for a Middlewich Southern Bypass and a Holmes Chapel Bypass would also support development through additional road capacity. • Mitigation measures to manage the impacts of additional traffic related to construction of HS2, operation and the proposed depot.
4 Improving access to Holmes Chapel town centre to support the local economy	<ul style="list-style-type: none"> • Introducing 20 mph speed limits in Holmes Chapel in accordance with the adopted Speed Management Strategy. • Junction improvements, such as A50 London Road / A54 Chester Road in Holmes Chapel. • Asses the case for a Holmes Chapel Bypass, which could provide a more pleasant environment for pedestrians and cyclists in Holmes Chapel.

Objective	How the Highway Package Supports
	<ul style="list-style-type: none"> Greater enforcement measures of HGV restrictions in Holmes Chapel.
5 Improving access to Middlewich town centre to support the economy	<ul style="list-style-type: none"> Introducing 20 mph speed limits in Middlewich in accordance with the adopted Speed Management Strategy. Delivery of the Middlewich Eastern Bypass, linking the A54 Holmes Chapel Road to A533, bypassing Lewin Street, which will unlock potential for complementary pedestrian and cycling focused interventions within Middlewich centre. This could include improvements to the highway and for pedestrians on Lewin Street.
6 Supporting access from rural communities surrounding Middlewich to key services and employment	<ul style="list-style-type: none"> Reduce speed limits and introduce traffic calming at some locations within Twemlow Green in accordance with the adopted Speed Management Strategy.

Table 5.8 Highway Scheme Package and its Local Transport Objective Support

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

Within the Short Term two schemes could potentially be developed. In the Medium Term of the Development Plan a further 15 schemes could potentially be developed and in the Long-Term three scheme 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 Middlewich. Table 5.9 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 along key routes to and from the M6, Middlewich, Holmes Chapel, Sandbach, Crewe, and Winsford and Northwich in Cheshire West and Chester				
2 Supporting access to schools and employment sites such as Midpoint 18 Business Park and Recipharm				
3 Strengthening the transport network to accommodate development sites such as Midpoint 18 expansion, Glebe Farm and other developments included within the Local Plan				
4 Improving access to Holmes Chapel town centre to support the local economy				
5 Improving access to Middlewich town centre to support the economy				
6 Supporting access from rural communities surrounding Middlewich to key services and employment				

Table 5.9 Transport Scheme Packages and its Local Transport Objective Support

6. Summary and Next Steps

6.1 Summary

The Middlewich Transport Development Plan is the result of an evidence led process. This included developing a set of six local transport objectives with 74 identified and assessed schemes that will support the development and vitality of Middlewich over the life of the current Local Transport Plan.

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

6.2 Funding Summary

The Development Plan has 53 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 Middlewich Transport Development Plan will provide a framework to inform the annual capital programme for transport and highways. In total, eleven Transport Development Plans covering the whole of the Borough will be implemented utilising funding from a range of sources including: LTP Integrated Transport Block funding; Community Infrastructure Levy; Section 106 and 278 Agreements; the Council's capital and revenue funding; one-off funding programmes; and external funding.

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

6.3 Next Steps

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

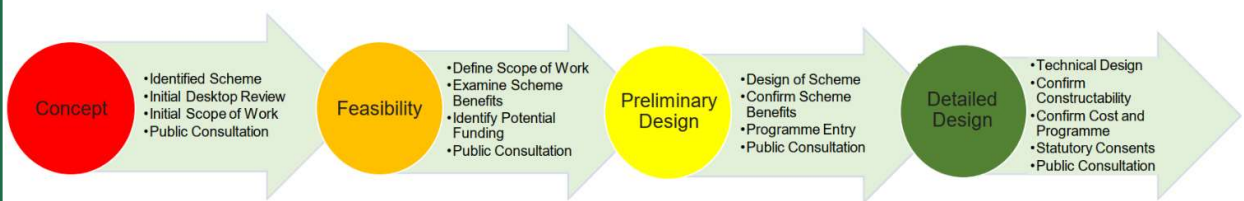


Figure 6.1 Scheme Development Stages

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

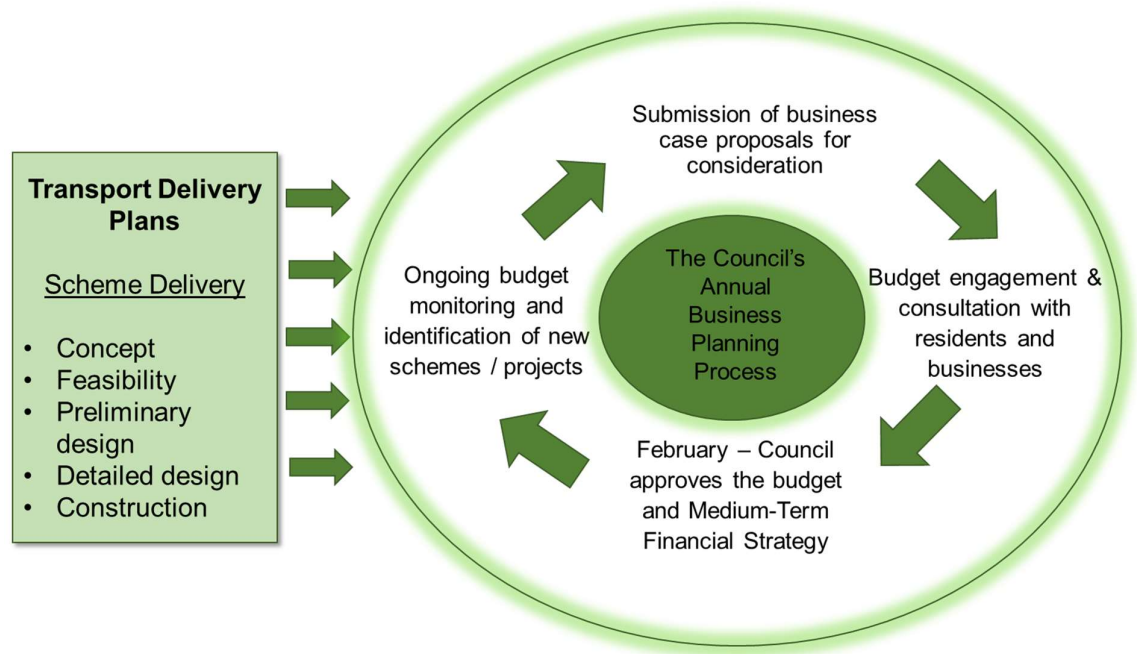


Figure 6.2 LTDP Budget Cycle

Appendix A – Options Long List & Assessment

ID	Category	Scheme Description	LTP Objectives						Middlewich Local Transport 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 assets¹	Improve organisational efficiency and effectiveness	Improving access along key routes to and from the M6, Middlewich, Holmes Chapel, Sandbach, Crewe, and Winsford and Northwich in Cheshire West and Chester	Supporting access to schools and employment sites such as Midpoint 18 Business Park and Recipharm	Strengthening the transport network to accommodate development sites such as Midpoint 18 expansion, Glebe Farm and other developments included within the Local Plan	Improving access to Holmes Chapel town centre to support the local economy	Improving access to Middlewich town centre to support the economy	Supporting access from rural communities surrounding Middlewich to key services and employment	Technically Feasible	Value for Money	Affordability	Acceptability	- Concept - Feasibility - Preliminary design - Detailed design
MA9	Active Travel	Walking and cycle routes along canal towpaths from Middlewich to Sandbach and Northwich, and towards Winsford, Church Minshull and Nantwich.																	Concept
MA8	Highways	Look into feasibility of lowering the road at the low bridge on A530 (Nantwich Road).																	Concept
MA7	Active Travel	Improved pedestrian facilities on the A530 gyratory.																	Concept
MA67	Highways	Holmes Chapel A50 London Road / A54 Chester Road junction improvements.																	Concept
MA66	Active Travel	A50 London Road into Holmes Chapel town centre cycle route, including a link to Bluebell Estate and Recipharm.																	Concept
MA65	Active Travel	Improve pedestrian and cycle routes to Cledford Primary School.																	Concept
MA61	Highways	Build the Middlewich Eastern Bypass, linking the A54 linking Holmes Chapel Road to A533, bypassing Lewin Street.																	Detailed Design
MA62	Active Travel	Walking and cycling links around Middlewich Eastern Bypass.																	Detailed Design
MA60	Active Travel	Introduce a footpath from Twemlow Green to Goostrey Train Station.																	Concept
MA6	Highways	A54 Chester Road / A530 roundabout upgrade and pedestrian facilities.																	Concept
MA59	Active Travel	Introduce cycle routes from Middlewich and Holmes Chapel to Knutsford.																	Concept
MA53	Active Travel	Expand the existing footway network in Goostrey area.																	Concept
MA50	Highways	Improving public realm on Wheelock Street including traffic calming measures and pedestrian links.																	Concept
MA5	Public Transport	Reopen the mid-Cheshire rail line to passenger services including a new station in Middlewich, connecting Crewe – Sandbach – Middlewich – Northwich.																	Feasibility
MA49	Active Travel	Croxton Lane footpath improvements.																	Concept
MA47	Active Travel	Pedestrian and safety improvements on Warringham Lane.																	Concept
MA44	Public Transport	A designated bus stop for the number 42 bus on Holmes Chapel Road.																	Concept
MA4	Active Travel	Improved active travel links from Town Wharf (Trent and Mersey Canal) to the town centre.																	Concept
MA37	Highways	Measures to address reported speeding on Macclesfield Road and Manor Lane in Holmes Chapel in accordance with the adopted Speed Management Strategy.																	Concept
MA36	Active Travel	Improved walking routes to schools along King Edward Street and St Ann's Road.																	Concept
MA35	Public Transport	Holmes Chapel Railway Station improvement of passenger facilities.																	Concept
MA34	Active Travel	Improve access path from Middlewich Road to Helton Close.																	Concept
MA30	Highways	A533 Booth Lane speed limit review in accordance with the adopted Speed Management Strategy.																	Concept
MA3	Highways	Townbridge junction improvements (A54 Kinderton St/ A533 Leadsmyth St) to reduce congestion and improve pedestrian and cycle links.																	Feasibility
MA28	Active Travel	Walking and cycling improvements from London Road to Bromley Drive.																	Concept
MA27/MA32	Active Travel	London Road to Portree Drive walking and cycling improvements.																	Concept
MA26	Active Travel	Improved footway and cycleway on Manor Lane.																	Concept
MA25	Active Travel	Moreton Drive to Sadler's Close walking improvements.																	Concept
MA2	Highways	Local highway/pedestrian improvements at Lewin Street.																	Feasibility
MA17	Highways	Develop Middlewich Southern Bypass to Outline Business Case.																	Feasibility
MA15	Active Travel	Greenway walking and cycling route alongside the A54 between Middlewich and Holmes Chapel.																	Concept
MA136	Parking	Increase the number of EV charging points within Middlewich and Holmes Chapel.																	Concept
MA135	Highways	Improvements to the A54 junction of King Street and Brooks Lane.																	Concept
MA134	Active Travel	Footpath enhancement and cycling links on both north and south sides of A50 to connect Brereton Green and Bluebell Green and on to Holmes Chapel.																	Concept
MA133	Highways	Direction priority signs on Mill Lane at the narrow bridge over the River Croco and at the nearby sharp corner.																	Concept
MA132	Highways	Traffic calming along Balmoral Drive in accordance with the adopted Speed Management Strategy.																	Concept
MA128	Parking	Parking management around Holmes Chapel Business & Trade Park and Manor Lane.																	Concept
MA123	Highways	Warringham Lane to Booth Lane speed review in accordance with the adopted Speed Management Strategy.																	Concept
MA122	Highways	Speed limit review on St. Michael's Way in accordance with the adopted Speed Management Strategy.																	Concept
MA121	Highways	Road surface and pavement improvements Finney's Lane nr. Chester Road in line with Well Managed Highways policy.																	Concept
MA116	Active Travel	Walking route improvements on Holmes Chapel Road.																	Concept
MA114	Active Travel	Barriers or larger pavements along Macclesfield Road.																	Concept
MA112	Active Travel	Public realm improvements within the Middlewich town centre.																	Concept
MA111	Active Travel	Secure, safe, cycle parking within Middlewich town centre and wider areas including Goostrey and Holmes Chapel.																	Concept
MA110	Active Travel	Improved walking and cycling links to Holmes Chapel Railway Station from surrounding area.																	Concept
MA108	Highways	Reduce speed limits and introduce traffic calming at some locations within Twemlow Green in accordance with the adopted Speed Management Strategy.																	Concept
MA105	Highways	Develop Holmes Chapel Bypass.																	Concept
MA104	Highways	20 mph speed limits in Holmes Chapel and Middlewich in accordance with the adopted Speed Management Strategy.																	Concept
MA103	Public Transport	Work alongside HS2 Ltd to minimise impacts from construction traffic in relation to the proposed HS2 depot.																	N/A
MA102	Public Transport	Bus services that connect to Warrington and Knutsford; including FlexiLink service extensions in line with BSIP.																	Concept
MA101	Public Transport	Improve bus connectivity and passenger services from Middlewich and Holmes Chapel to Crewe, Congleton, Warrington, Knutsford, Sandbach and the Potteries in line with BSIP.																	Concept
MA137	Active Travel	Introduce walking and cycling singage in Middlewich																	Concept
MA138	Active Travel	Improve walking/cycling route on King Edward Street and Queens Street.																	Concept

Appendix B – Sequencing & Packaging of options

ID	Category	Scheme Description	Timeframe			Funding Status
			Short (< 2 Years)	Medium (2 - 5 Years)	Long (5+ Years)	
						Funded (F) / Part Funded (P) / Not Funded (N) / * Subject to Statutory Planning Process
MA9	Active Travel	Walking and cycle routes along canal towpaths from Middlewich to Sandbach and Northwich, and towards Winsford, Church Minshull and Nantwich.		X		N
MA8	Highways	Look into feasibility of lowering the road at the low bridge on A530 (Nantwich Road).			X	N
MA7	Active Travel	Improved pedestrian facilities on the A530 gyratory.		X		N
MA67	Highways	Holmes Chapel A50 London Road / A54 Chester Road junction improvements.		X		P
MA66	Active Travel	A50 London Road into Holmes Chapel town centre cycle route, including a link to Bluebell Estate and Recipharm.		X		P*
MA65	Active Travel	Improve pedestrian and cycle routes to Cledford Primary School.		X		N
MA61	Highways	Build the Middlewich Eastern Bypass, linking the A54 linking Holmes Chapel Road to A533, bypassing Lewin Street.	X			P
MA62	Active Travel	Walking and cycling links around Middlewich Eastern Bypass.	X			P
MA60	Active Travel	Introduce a footpath from Twemlow Green to Goostrey Train Station.			X	N
MA6	Highways	A54 Chester Road / A530 roundabout upgrade and pedestrian facilities.		X		N
MA59	Active Travel	Introduce cycle routes from Middlewich and Holmes Chapel to Knutsford.		X		N
MA53	Active Travel	Expand the existing footway network in Goostrey area.		X		N
MA50	Highways	Improving public realm on Wheelock Street including traffic calming measures and pedestrian links.		X		N
MA5	Public Transport	Reopen the mid-Cheshire rail line to passenger services including a new station in Middlewich, connecting Crewe – Sandbach – Middlewich – Northwich.			X	N
MA49	Active Travel	Croxton Lane footpath improvements.		X		P*
MA47	Active Travel	Pedestrian and safety improvements on Warmingham Lane.		X		P*
MA44	Public Transport	A designated bus stop for the number 42 bus on Holmes Chapel Road.		X		N
MA4	Active Travel	Improved active travel links from Town Wharf (Trent and Mersey Canal) to the town centre.		X		F
MA37	Highways	Measures to address reported speeding on Macclesfield Road and Manor Lane in Holmes Chapel in accordance with the adopted Speed Management Strategy.		X		N
MA36	Active Travel	Improved walking routes to schools along King Edward Street and St Ann's Road.		X		F
MA35	Public Transport	Holmes Chapel Railway Station improvement of passenger facilities.		X		N
MA34	Active Travel	Improve access path from Middlewich Road to Helton Close.	X			N
MA30	Highways	A533 Booth Lane speed limit review in accordance with the adopted Speed Management Strategy.		X		N
MA3	Highways	Townbridge junction improvements (A54 Kinderton St/ A533 Leadsmithy St) to reduce congestion and improve pedestrian and cycle links.		X		P
MA28	Active Travel	Walking and cycling improvements from London Road to Bromley Drive.		X		N
MA27/MA32	Active Travel	London Road to Portree Drive walking and cycling improvements.		X		N
MA26	Active Travel	Improved footway and cycleway on Manor Lane.		X		N
MA25	Active Travel	Moreton Drive to Sadler's Close walking improvements.		X		N
MA2	Highways	Local highway/pedestrian improvements at Lewin Street.		X		N
MA17	Highways	Develop Middlewich Southern Bypass to Outline Business Case.	X			N
MA15	Active Travel	Greenway walking and cycling route alongside the A54 between Middlewich and Holmes Chapel.			X	N
MA136	Parking	Increase the number of EV charging points within Middlewich and Holmes Chapel.	X			P
MA135	Highways	Improvements to the A54 junction of King Street and Brooks Lane.		X		P
MA134	Active Travel	Footpath enhancement and cycling links on both north and south sides of A50 to connect Brereton Green and Bluebell Green and on to Holmes Chapel.			X	P*
MA133	Highways	Direction priority signs on Mill Lane at the narrow bridge over the River Croco and at the nearby sharp corner.		X		N
MA132	Highways	Traffic calming along Balmoral Drive in accordance with the adopted Speed Management Strategy.		X		N
MA128	Parking	Parking management around Holmes Chapel Business & Trade Park and Manor Lane.		X		N
MA123	Highways	Warmingham Lane to Booth Lane speed review in accordance with the adopted Speed Management Strategy.		X		N
MA122	Highways	Speed limit review on St. Michael's Way in accordance with the adopted Speed Management Strategy.		X		N
MA121	Highways	Road surface and pavement improvements Finney's Lane nr. Chester Road in line with Well Managed Highways policy.		X		N
MA116	Active Travel	Walking route improvements on Holmes Chapel Road.			X	N
MA114	Active Travel	Barriers or larger pavements along Macclesfield Road.			X	N
MA112	Active Travel	Public realm improvements within the Middlewich town centre.		X		N
MA111	Active Travel	Secure, safe, cycle parking within Middlewich town centre and wider areas including Goostrey and Holmes Chapel.	X			N
MA110	Active Travel	Improved walking and cycling links to Holmes Chapel Railway Station from surrounding area.		X		N

ID	Category	Scheme Description	Timeframe			Funding Status
			Short (< 2 Years)	Medium (2 - 5 Years)	Long (5+ Years)	
						Funded (F) / Part Funded (P) / Not Funded (N) / * Subject to Statutory Planning Process
MA108	Highways	Reduce speed limits and introduce traffic calming at some locations within Twemlow Green in accordance with the adopted Speed Management Strategy.		X		N
MA105	Highways	Develop Holmes Chapel Bypass.			X	N
MA104	Highways	20 mph speed limits in Holmes Chapel and Middlewich in accordance with the adopted Speed Management Strategy.		X		N
MA103	Public Transport	Work alongside HS2 Ltd to minimise impacts from construction traffic in relation to the proposed HS2 depot.				P*
MA102	Public Transport	Bus services that connect to Warrington and Knutsford; including FlexiLink service extensions in line with BSIP.		X		N
MA101	Public Transport	Improve bus connectivity and passenger services from Middlewich and Holmes Chapel to Crewe, Congleton, Warrington, Knutsford, Sandbach and the Potteries in line with BSIP.		X		N
MA137	Active Travel	Introduce walking and cycling singage in Middlewich		X		N
MA138	Active Travel	Improve walking/cycling route on King Edward Street and Queens Street.		X		N

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
Heath, Wellbeing and Physical Activity	Negatively impacts peoples health and no mitigation can be put in place	Negatively impacts peoples health but mitigation can be put in place	Neither adversely affects or supports physical activity	Improves health, well being and physical activity	Actively promotes health, wellbeing and physical activity
Maintaining and managing our network assets'	The addition of new schemes which cause maintenance liability	Contributes to maintenance liability	Neither adversely affects or supports managing network assets	Is of some benefit to maintaining and managing network assets	Upgrading network assets and enhancing existing assets
Improve organisational efficiency and effectiveness	Adversely impacts the efficiency and organisation of Cheshire East Council	Negatively impacts the efficiency and organisation of Cheshire East Council	Neither adversely affects or supports effectiveness of Cheshire East Council	Is of some benefit to the efficiency and effectiveness of Cheshire East Council	Improves the efficiency and effectiveness of Cheshire East Council
Improving access along key routes to and from the M6, Middlewich, Holmes Chapel, Sandbach, Crewe, and Winsford and Northwich in Cheshire West and Chester	Significantly impacts access on key routes and to and from key destinations	Has some impact to access on key routes and to and from key destinations	Neither impacts or improves access on key routes and to and from key destinations	Provides some improvement to access on key routes and to and from key destinations	Provides significant improvement to access on key routes and to and from key destinations
Supporting access to schools and employment sites such as Midpoint 18 Business Park and Recipharm	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 Midpoint 18 expansion, Glebe Farm and other developments 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
Improving access to Holmes Chapel town centre to support the local economy	Significantly impacts access into Holmes Chapel Town Centre	Has some impact on accessing Holmes Chapel Town Centre	Neither impacts or improves access into Holmes Chapel Town Centre	Provides some improvement into Holmes Chapel Town Centre	Provides significant improvement to access into and within Holmes Chapel Town Centre
Improving access to Middlewich town centre to support the economy	Significantly impacts access into Middlewich Town Centre	Has some impact on accessing Middlewich Town Centre	Neither impacts or improves access into Middlewich Town Centre	Provides some improvement into Middlewich Town Centre	Provides significant improvement to access into and within Middlewich Town Centre
Supporting access from rural communities surrounding Middlewich to key services and employment	Significantly negatively impacts access from rural communities around Middlewich to key services and employment	Has some negative impact on access from rural communities around Middlewich to key services and employment	Neither impacts or improves access from rural communities around Middlewich to key services and employment	Provides some improvement from rural communities around Middlewich to key services and employment into Crewe Town Centre	Provides significant improvement from rural communities around Middlewich 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	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



Poynton Transport Development Plan

Rev 0

May 2022

Working for a **brighter future** together

OFFICIAL



DRAFT Poynton Transport Development Plan

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0	May 2022	Final Report	LS	LO / JD	PS

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1. Introduction

1.1 Local Context

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

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

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

1.2 Background to the Poynton Transport Development Plan

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

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

An interactive online consultation on the identified local transport objectives for Poynton and the supporting 'long list' of schemes (including presenting the evidence for these) was undertaken between the 23rd of November 2020 and 31st of March 2021. In total, 145 responses were received by online response and email. Consultation with the Town Council was also undertaken by Council Officers during this period. Respondents were also invited to suggest further schemes they felt should be considered for the Development Plan as part of the consultation.

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

The area of focus for the Development Plan is shown in Figure 1.1 below. The plan covers Poynton, Disley, Kettleshulme and Disley. It should be noted that the area is indicative and transport issues and emerging options will be looked at that influence the transport network inside of the area.

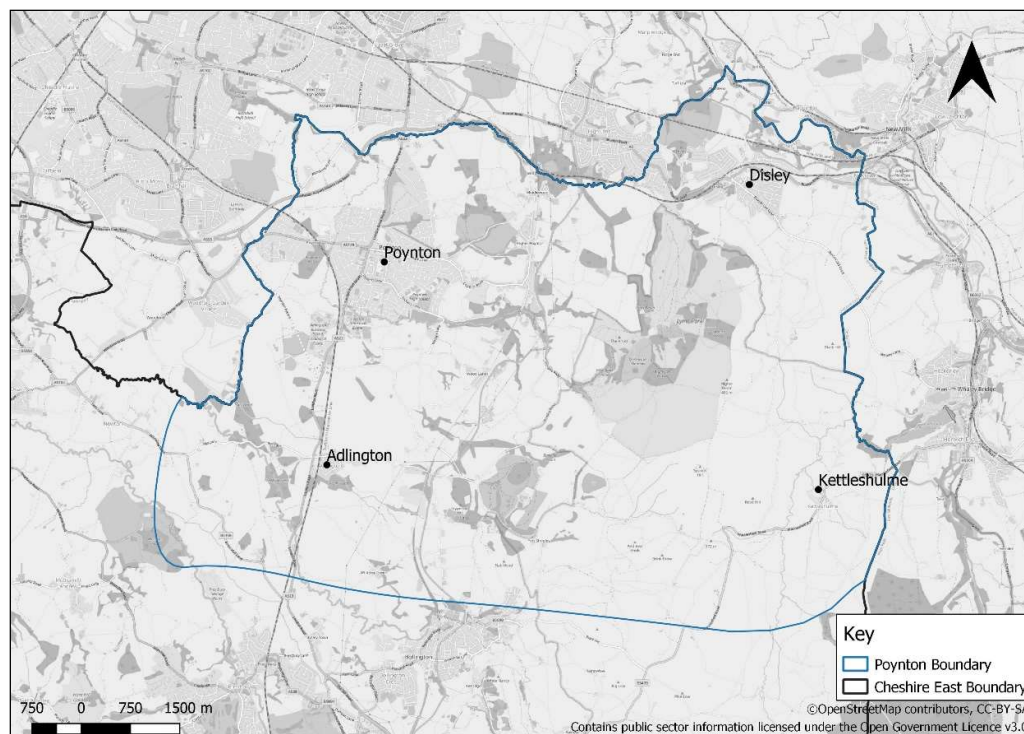


Figure 1.1 Poynton Development Plan Area

1.3 What does the Development Plan do for Poynton?

The Transport Development Plan for Poynton:

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

1.4 Objective Setting and Scheme Options Development

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

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

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

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

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

It must be noted that the majority of the identified schemes are at a Concept stage, as would be expected at this point. Therefore, the Development Plan must be treated as a 'live' document, in that as schemes develop the assessment will need to be updated to reflect that further information on the scheme is known. This will be done in a proportionate way depending on the size and scale of the scheme and the requirements of the assessment going forwards. At adoption of the Development Plan the majority of the schemes identified do not have funding secured for their implementation. The Development Plan provides the platform for the Council to go forward and seek the relevant funding needed both internally through the Local Transport Plan capital allocation and also from external sources.

1.5 Report Structure

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

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

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

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

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

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

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

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

2. Policy & Background Information

2.1 Policy Context and Background Information

A review of key local, regional, and national policy to support the development of this Development Plan was undertaken when developing the evidence base. Figure 2.1 below shows the relationship between the key identified national, regional, borough-wide, and local policies which are relevant to developing transport with Poynton.

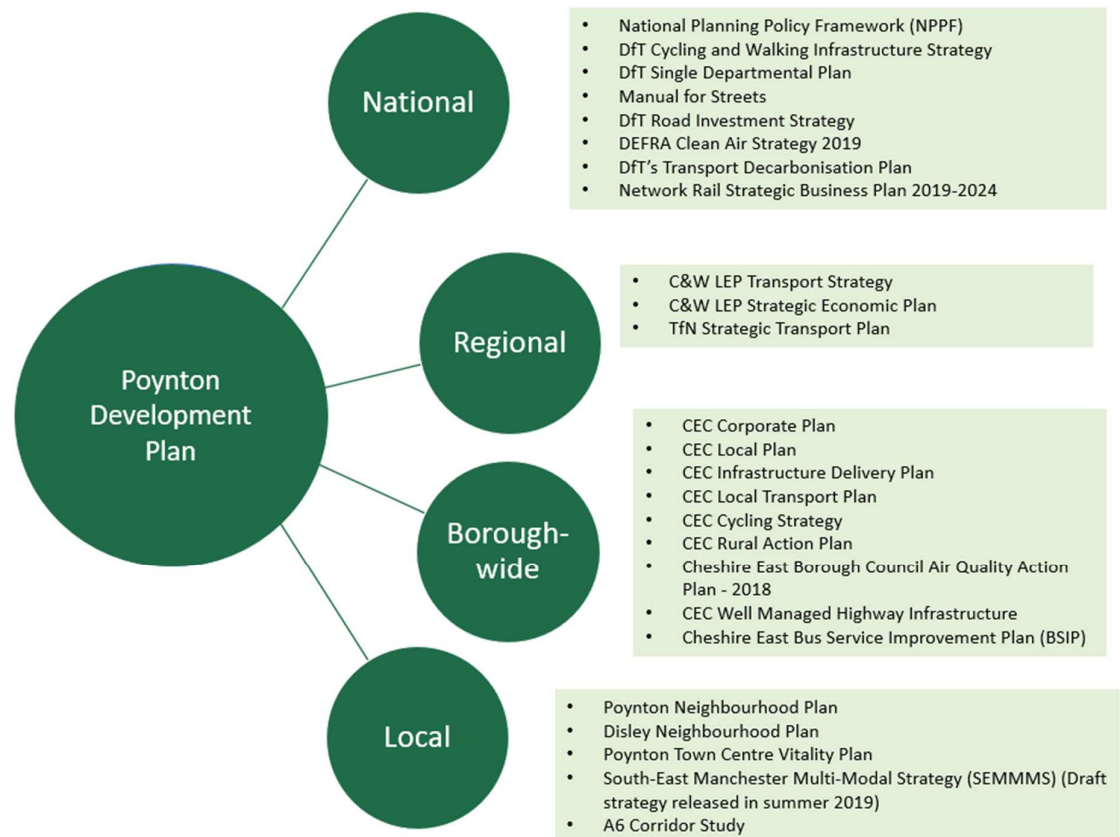


Figure 2.1: Policy Overview

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

2.2 Summary of Relevant Local Policy

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

2.2.1 Cheshire East Local Plan

The CEC Local Plan is the Statutory Development Plan for the borough and was adopted in July 2017. The plan outlines committed sites in Poynton which consists of 150 new homes on the land adjacent to Hazelbadge Road, 150 new homes on land

at Sprink Farm and 150 new homes on the land south of Chester Road (see Figure 2.2). As shown in Figure 2.2, there is also a considerable amount of further planned housing and employment site growth within the Development Plan area. It is important to maintain access to these new development sites and ensure that the transport network has sufficient capacity to support future growth. It is therefore important that these development sites are considered within the objectives and schemes.

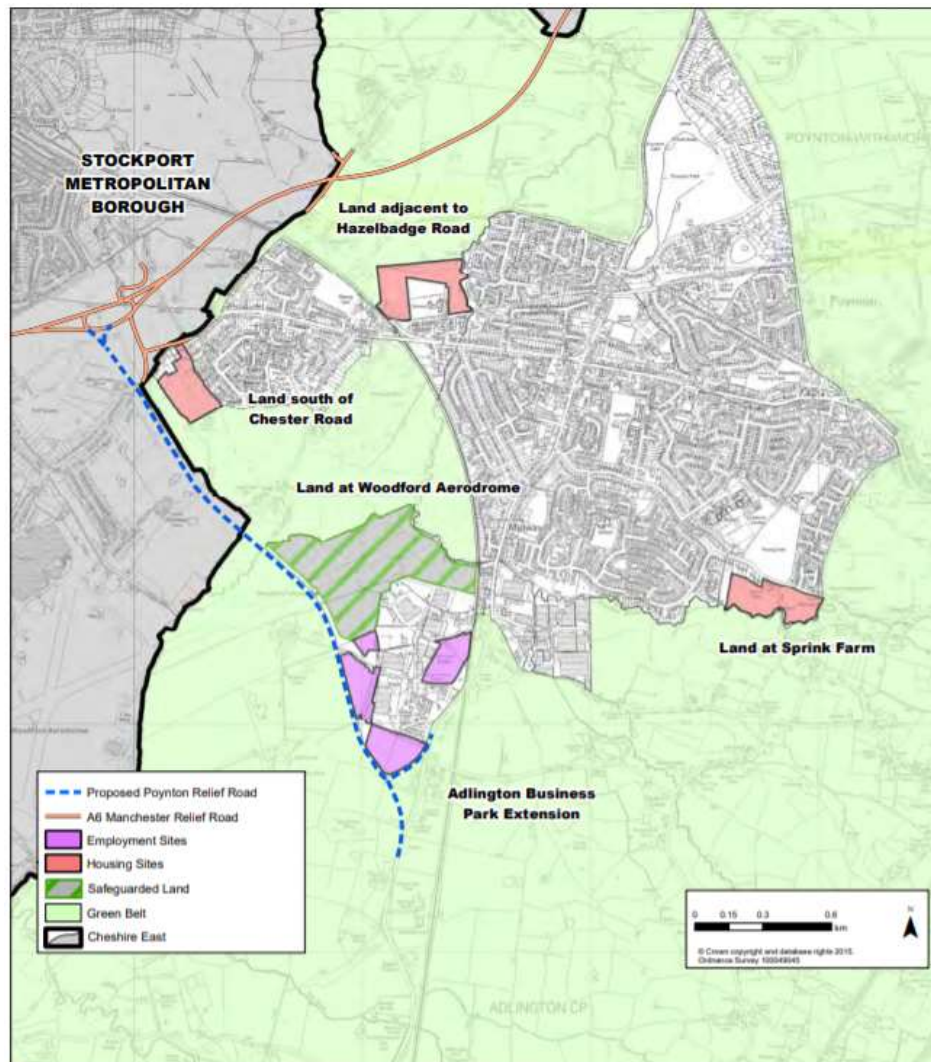


Figure 2.2 Poynton Local Plan Sites

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

2.2.2 Cheshire East Local Transport Plan 4

The Local Transport Plan (LTP) outlines a long-term strategy for travel and transport within Cheshire East. Following extensive consultation, the latest LTP was formally

adopted by the Council in October 2019. The LTP covers the period of 2019 to 2024.

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

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

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

2.2.3 Poynton Neighbourhood Plan

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

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

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

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

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

2.2.4 Disley Neighbourhood Plan

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

Transport issues identified within the Neighbourhood Plan include:

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

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

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

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

The refreshed draft SEMMM Strategy covers south eastern areas of Greater Manchester, as well as the northern parts of Cheshire East. Much of the area is well connected to the Strategic Road Network (SRN) in the form of the M60 and M56 and long-distance rail services connect to other major UK cities and towns, such as Poynton.

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

- Poynton Relief Road will increase the flow on the A523 in Adlington and Butley Town;
- The challenge of the impacts of different prices for rail between Greater Manchester and Cheshire East, resulting in people driving into GM to benefit from this;
- Concerns over withdrawn bus services in Disley; and
- No direct public transport to the Airport from Woodford or Poynton.

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

2.2.6 Cheshire East Bus Service Improvement Plan

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

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

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

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

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

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

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

2.3 Existing Transport Situation

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

2.3.1 Walking

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

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

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

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

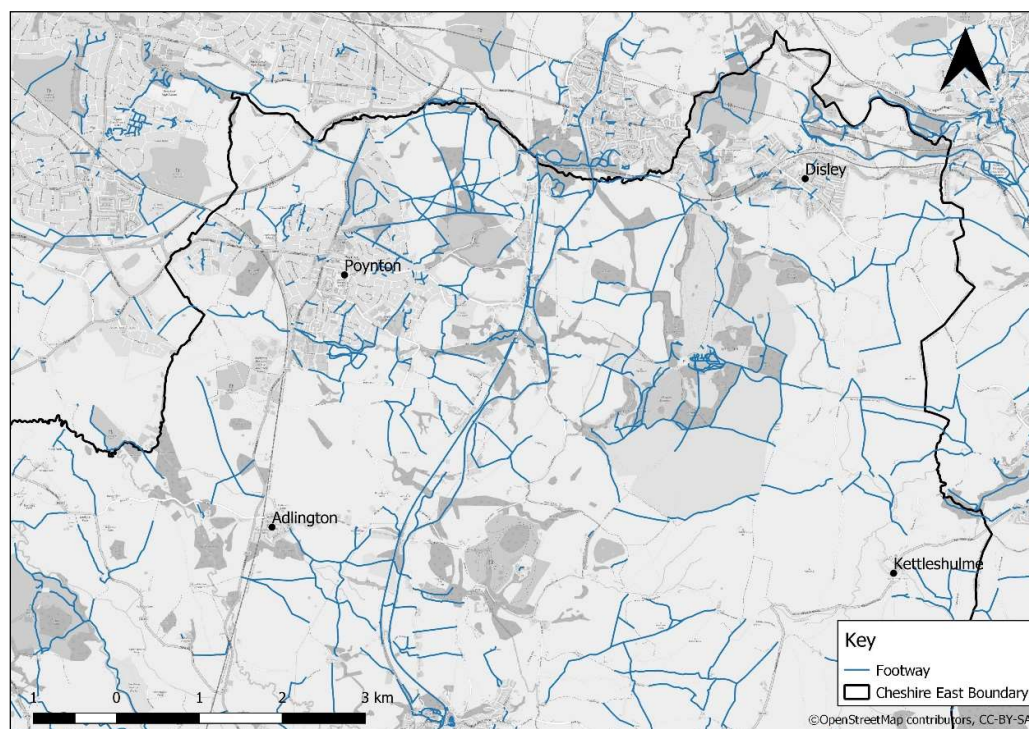


Figure 2.3 Public Right of Way (PRoW) within the Study Area

2.3.2 Cycling

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

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

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

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

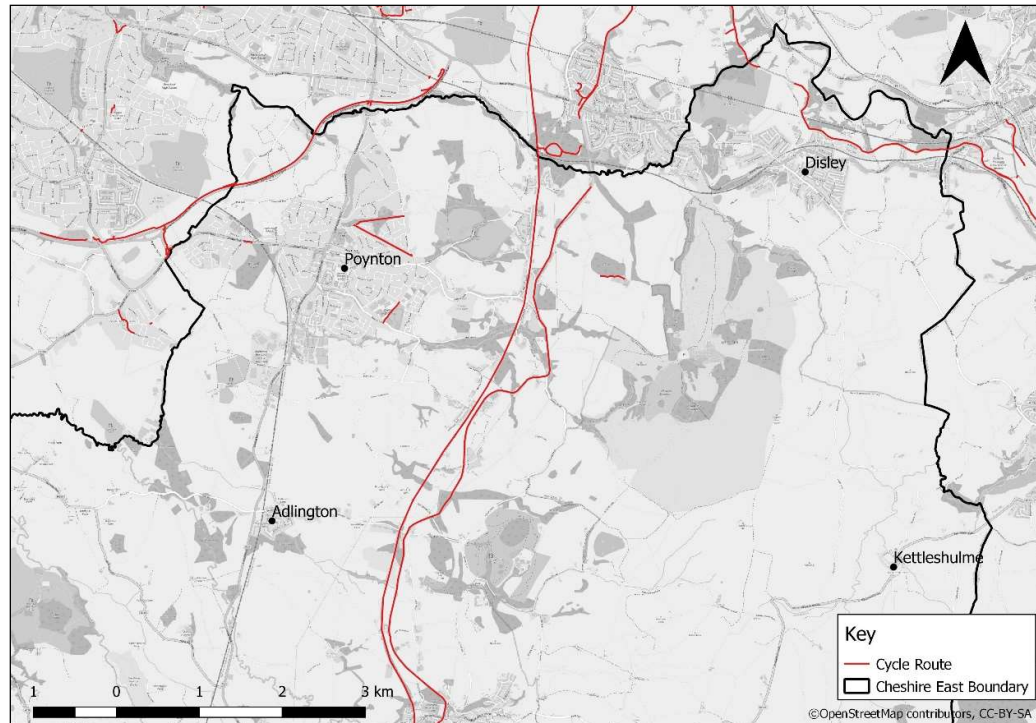


Figure 2.4 Cycle Network within the Development Plan Area

2.3.3 Public Transport (Bus and Rail)

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

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

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

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

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

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

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

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

2.3.4 Parking

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

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

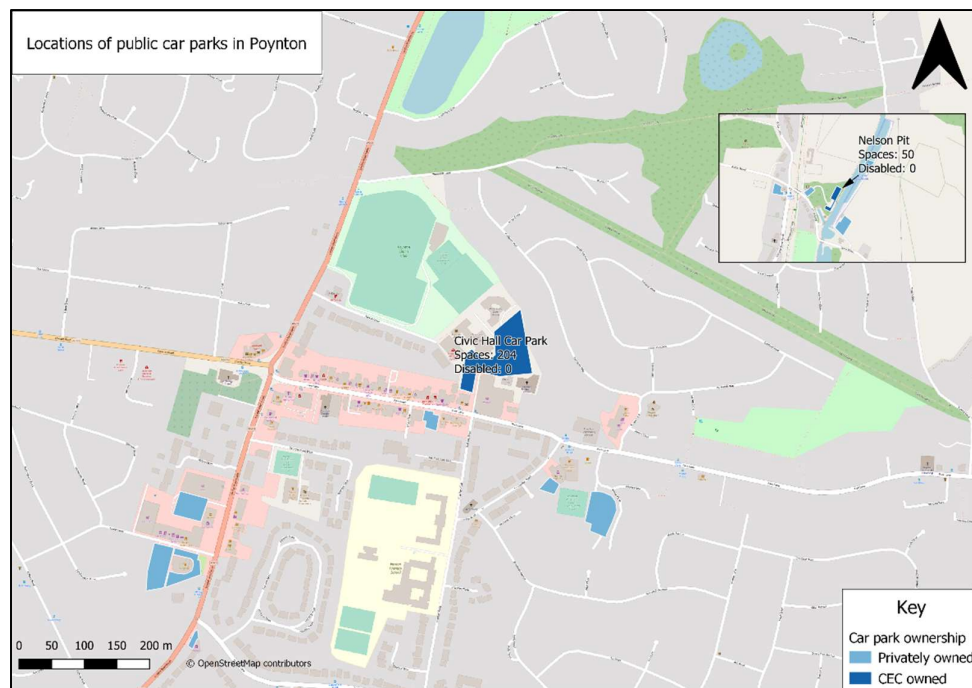


Figure 2.5 Locations of public car parks in Poynton



Figure 2.6 Locations of public car parks in Disley

2.3.5 Highway Network

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

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

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

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

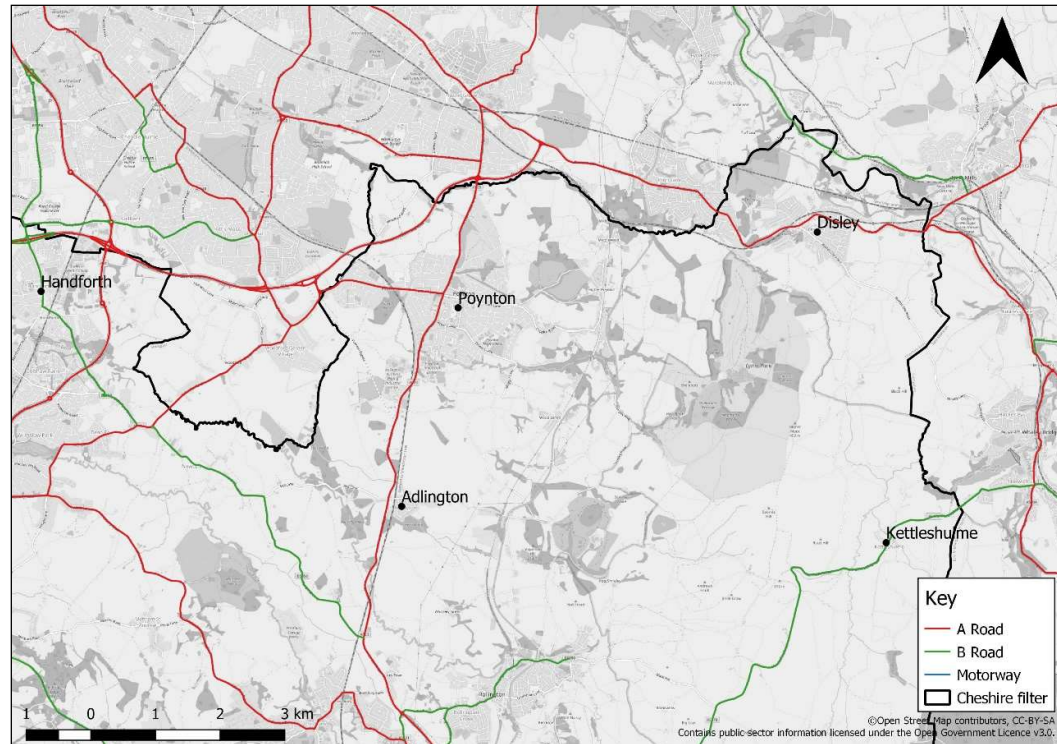


Figure 2.7 Local Road Network

2.3.6 Summary

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

3. Objectives Overview

3.1 Overview

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

3.2 Poynton Local Transport Objectives

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

The town specific transport objectives for Poynton are:

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

3.3 Public consultation Feedback on Local Transport Objectives

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

Objective	Number of Responses	Number (%) of Responses Strongly Agreed or Tend to Agree with Objective
1	145	128 (88%)

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

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

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

3.4 Logic Mapping

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

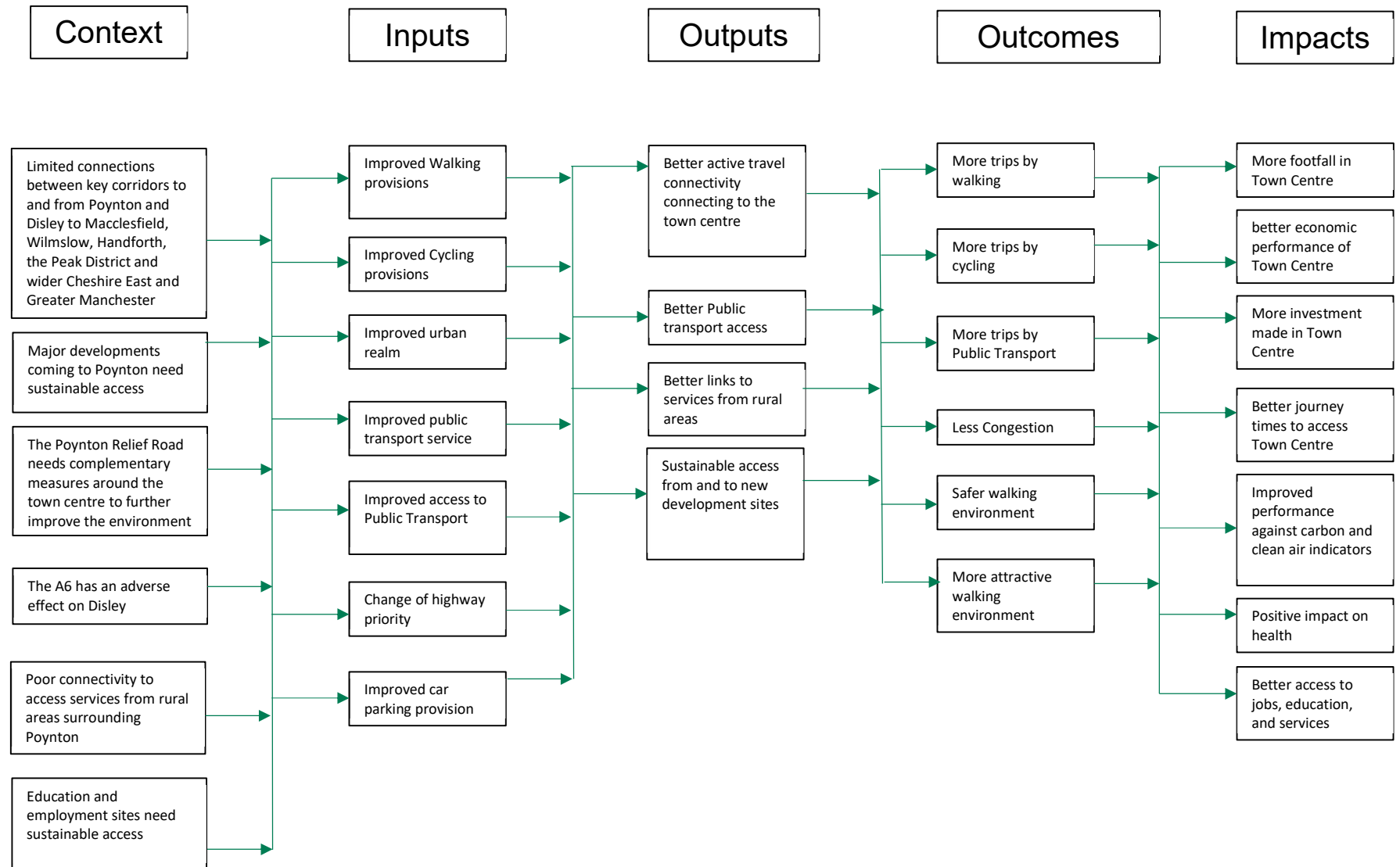


Figure 3.1 Poynton Transport Development Plan Logic Map

4. Options Overview & Assessment

4.1 Overview

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

Following the development of the local transport objectives and 'long list' an online interactive public consultation was held between 23rd of November 2020 and 31st of March 2021. In total 145 responses were received, including online responses and email correspondence. Respondents were able to provide their agreement or disagreement to the local transport objectives developed and also provide comment on them. The consultation also allowed respondents to state their agreement or disagreement with the individual schemes identified and provide comment on them if they wished. People could also put forward any new scheme options not identified within the 'long list' they felt that should be considered. Council Officers also consulted with the Town Council as part of the public consultation.

4.2 Assessment Process

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

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

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

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

- The six Poynton Specific Transport Objectives:
 - o Improve transport connections along key corridors to and from Poynton and Disley to Macclesfield, Wilmslow, Handforth, the Peak District and wider Cheshire East and Greater Manchester;
 - o Strengthening the transport network to accommodate development sites such as the Adlington Business Park extension and potential developments in Greater Manchester;
 - o Complementing Poynton Relief Road with measures around the town centre to further improve the environment for residents and visitors;
 - o Reducing the impact of the A6 on Disley;
 - o Improving leisure routes and access from rural communities around Poynton and Disley to key services and employment; and
 - o Supporting access to education and employment including both Poynton and Adlington Industrial Estates.
- Four agreed additional practical delivery criteria:
 - o Technically Feasible;
 - o Value for Money;
 - o Affordability; and
 - o Acceptability.

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

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

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

Table 4.1 – Scoring criteria for additional areas

4.3 Scheme Sequencing Process

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

It must be noted that at present the majority of the schemes are at a Concept stage and are not funded. As Concept schemes they have limited information and detail currently available. Once the Development Plan has been adopted, the process of developing schemes currently at the Concept stage to the Feasibility stage will be undertaken, subject to funding being secured.

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

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

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

Table 4.2 – Assessment guidance for Timescales

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

5. Packaging & Sequencing of Options

5.1 Introduction

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

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

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

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

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

5.2 Active Travel Schemes Package

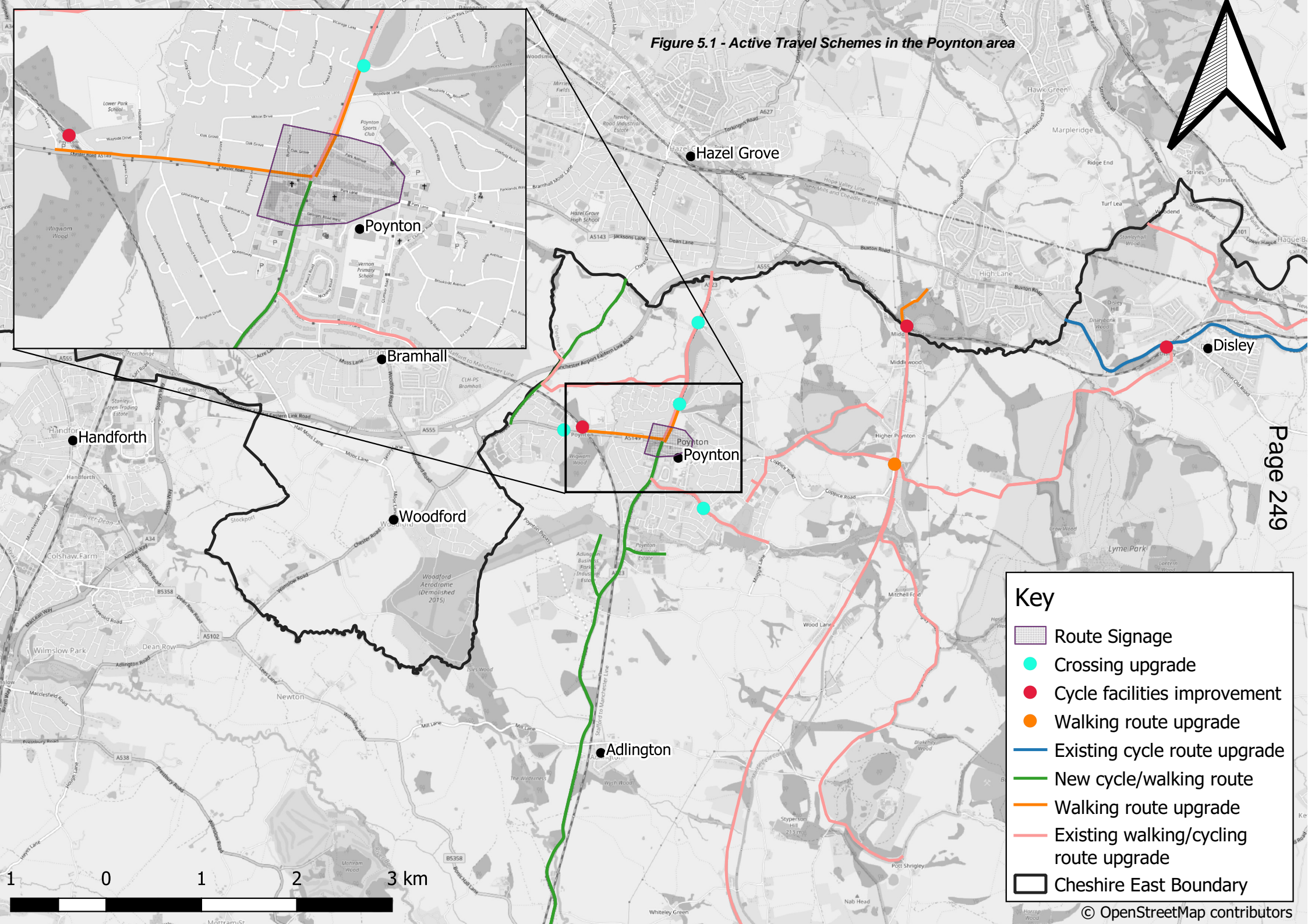
A total of 38 of the transport schemes identified for Poynton and the wider area relate to Active Travel schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Development Plan process. The Active Travel schemes fall into nine broad categories as described in Table 5.1.

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










Table 5.1 – Active Travel Scheme Categories

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

Figure 5.1 - Active Travel Schemes in the Poynton area



Key

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

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

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

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

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

Within the Short Term of the Development Plan adoption, five Active Travel schemes could potentially be developed. Within the Medium Term of the Development Plan a further 23 schemes could potentially be developed and in the Long-Term five schemes are identified for potential development.

5.3 Public Transport Schemes Package

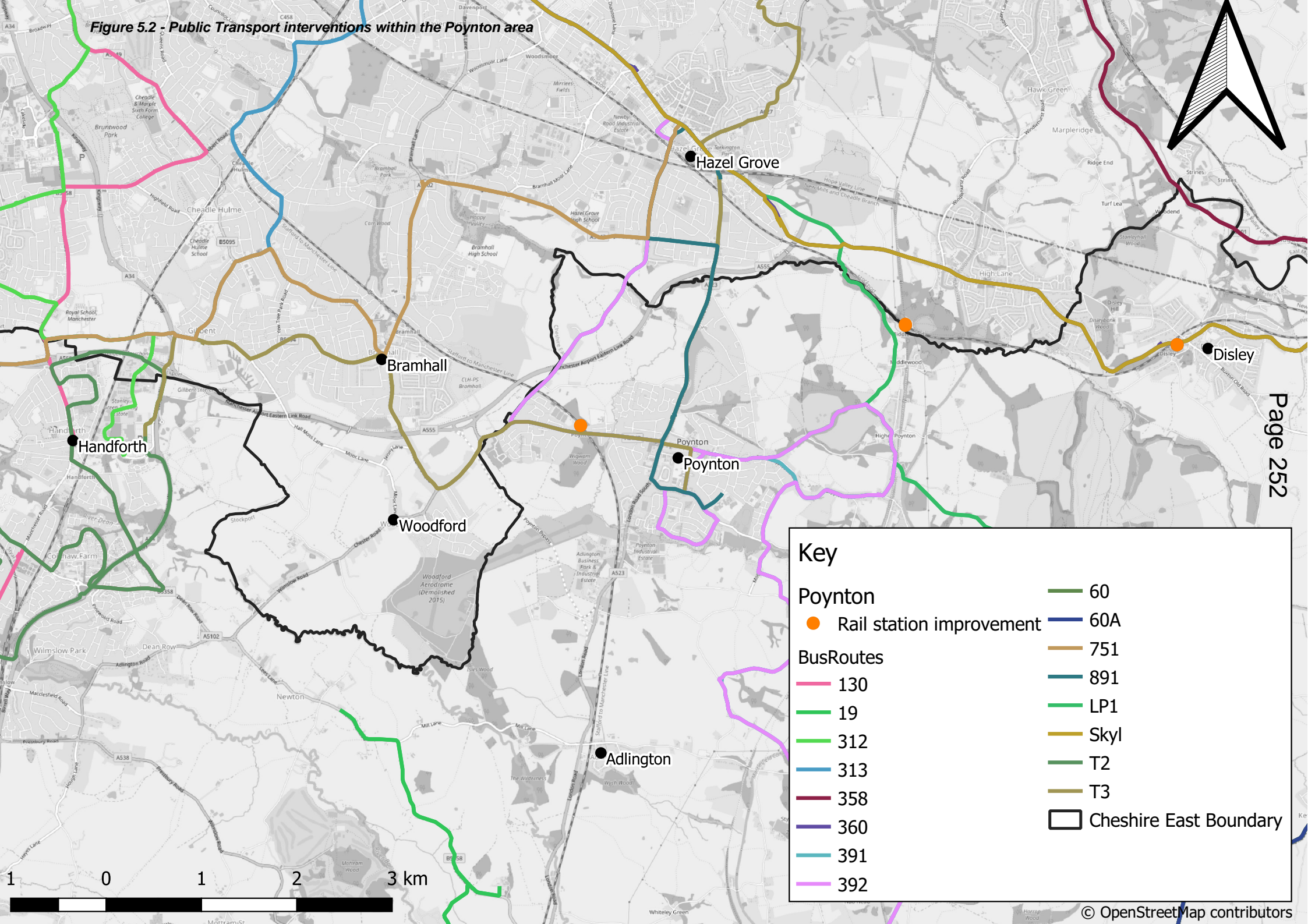
A total of 20 of the transport schemes identified for Poynton and the wider area relate to Public Transport schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Development Plan process. The Development Plan has been developed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

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

Table 5.3 – Public Transport Scheme Categories

Figure 5.2 plots out the current bus network within Poynton and the identified infrastructure schemes for bus and rail. A significant proportion of the bus schemes are around enhancing current service provision and ticketing options. The Council is also working with operators through the BSIP work to develop an Enhanced Partnership to work together to improve bus travel. Central government has not provided funding for the implementation of the BSIP and although the Council's long term ambitions have not changed the lack of funding will affect the feasibility of improving the network. Regarding the schemes identified around enhancing rail service provision, these will require working with third parties (rail operators, Network Rail) to push forward. As these are not physical schemes, they are not presented with Figure 5.2. Appendix A provides the long list of identified schemes and the current assessment against the criteria set out in Chapter 4.

Figure 5.2 - Public Transport interventions within the Poynton area



Key

Poynton

● Rail station improvement

BusRoutes

130

19

312

313

358

360

391

392

60

60A

751

891

LP1

Skyl

T2

T3

Cheshire East Boundary

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

Local Transport Objective	How the Public Transport Package Supports Objective
1 Improve transport connections along key corridors to and from Poynton and Disley to Macclesfield, Wilmslow, Handforth, the Peak District and wider Cheshire East and Greater Manchester.	<ul style="list-style-type: none"> Consider how bus service or passenger transport can better link Disley and New Mills to Poynton. Improving the frequency and quality of rail services calling at Poynton and Disley rail stations. Considering how a more uniform rail pricing structure between Greater Manchester, Cheshire East and Derbyshire can be provided.
2 Strengthening the transport network to accommodate development sites such as the Adlington Business Park extension and potential developments in Greater Manchester.	<ul style="list-style-type: none"> Providing bus services or passenger transport to link new developments at Woodford and Handforth garden Village into the wider public transport network.
3 Complementing Poynton Relief Road with measures around the town centre to further improve the environment for residents and visitors.	<ul style="list-style-type: none"> Provision of bus shelters in Poynton town centre.
4 Reducing the impact of the A6 on Disley	<ul style="list-style-type: none"> Consider how bus service or passenger transport can better link Disley and New Mills to Poynton. Improving the frequency and quality of rail services calling at Disley rail station. Working with surrounding local authorities to improve public transport links from Derbyshire and Greater Manchester to remove traffic from the A6. Considering how a more uniform rail pricing structure between Greater Manchester, Cheshire East and Derbyshire can be provided.
5 Improving leisure routes and access from rural communities around Poynton and Disley to key services and employment	<ul style="list-style-type: none"> Consider how FlexiLink can better serve residents who do not have access to bus services. Work with local transport groups to support community transport schemes in line with the BSIP.

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

- Providing bus services that connect to Adlington Industrial Estate.

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

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

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

5.4 Parking Schemes Package

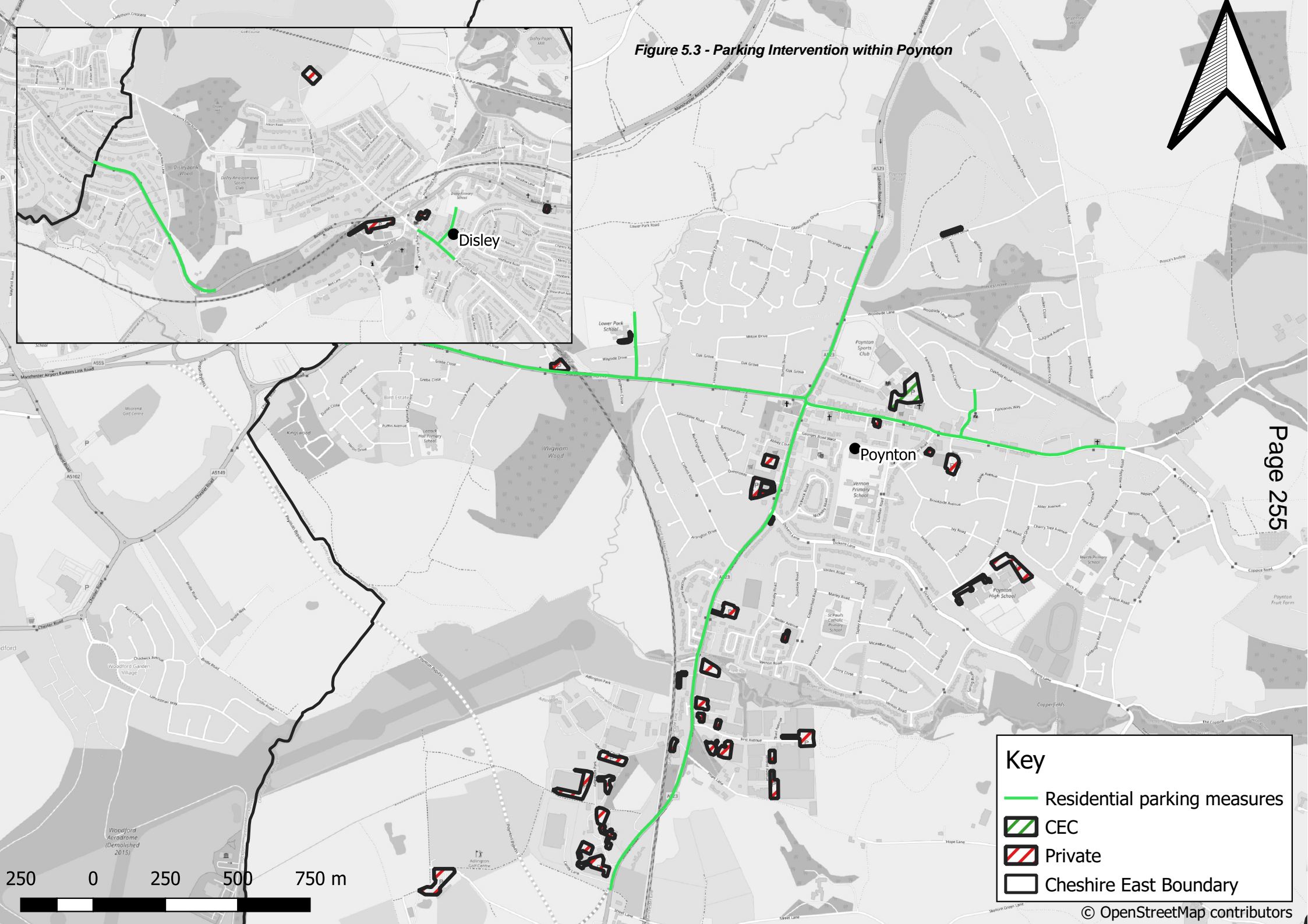
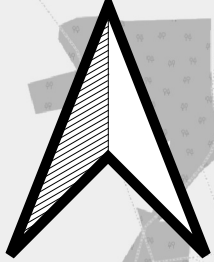
Poynton currently benefits from a few car parks and parking facilities. A total of eight of the transport schemes identified for Poynton relate to Parking Schemes and initiatives. These vary in scale and size with three being at Concept stage and two at feasibility. The Parking schemes fall into three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

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

Table 5.5 – Parking Scheme Categories

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

Figure 5.3 - Parking Intervention within Poynton



Key

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

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

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

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

Appendix B sets out which schemes have been put into indicative timeframes for potential development and delivery: Short Term (indicative 0-2 years), Medium Term

(indicative 2-5 years) and Long Term (indicative 5 years plus). This is subject to securing funding for each scheme and conducting development work to establish feasibility.

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

5.5 Highway Schemes Package

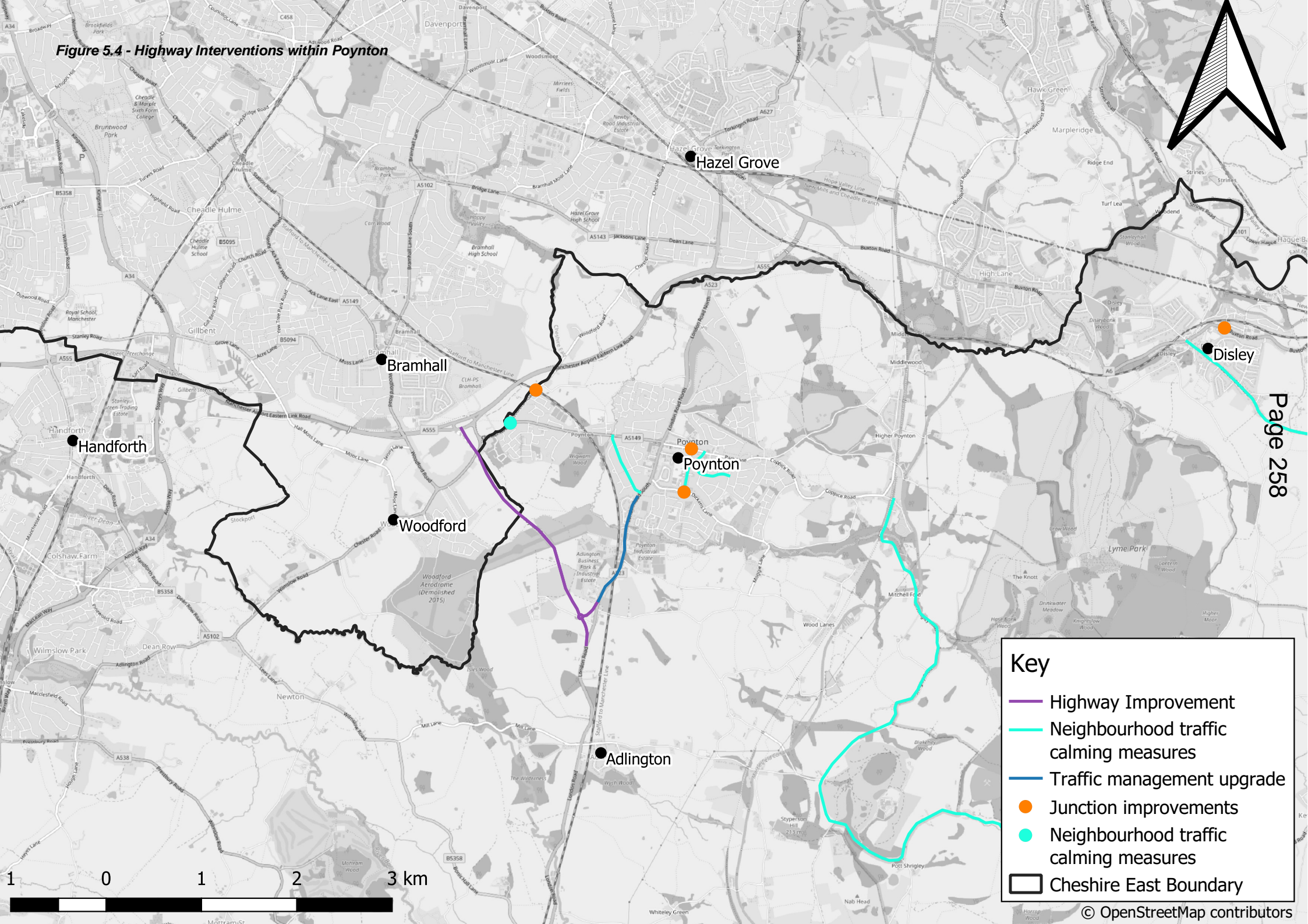
A total of sixteen of the transport schemes identified for Poynton and the wider area relate to Highway Transport schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Development Plan process. The Highway schemes fall into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

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

Table 5.7 Highway Scheme Categories

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

Figure 5.4 - Highway Interventions within Poynton



Key

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

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

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

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

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

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

In the Medium Term of the Development Plan nine schemes could potentially be developed and in the Long-Term four schemes are identified for potential development.

5.6 Summary of Transport Scheme Packages Support for Objectives

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

Objective	Active Travel Package	Public Transport Package	Parking Package	Highways Package
1 Improve transport connections along key corridors to and from Poynton and Disley to Macclesfield, Wilmslow, Handforth, the Peak District and wider Cheshire East and Greater Manchester				
2 Strengthening the transport network to accommodate development sites such as the Adlington Business Park extension and other Local Plan sites and potential developments brought forward as part of Greater Manchester Spatial Framework (GMSF)				
3 Complementing Poynton Relief Road with measures around the town centre to further improve the environment for residents and visitors				
4 Reducing the impact of the A6 on Disley				
5 Improving leisure routes and access from rural communities around Poynton and Disley to key services and employment				
6 Supporting access to education and employment including both Poynton and Adlington Industrial Estates				

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

6. Summary and Next Steps

6.1 Summary

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

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

6.2 Funding Summary

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

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

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

6.3 Next Steps

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

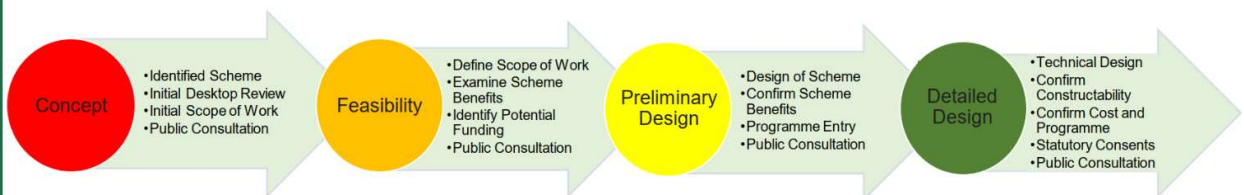


Figure 6.1 Scheme Development Stages

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

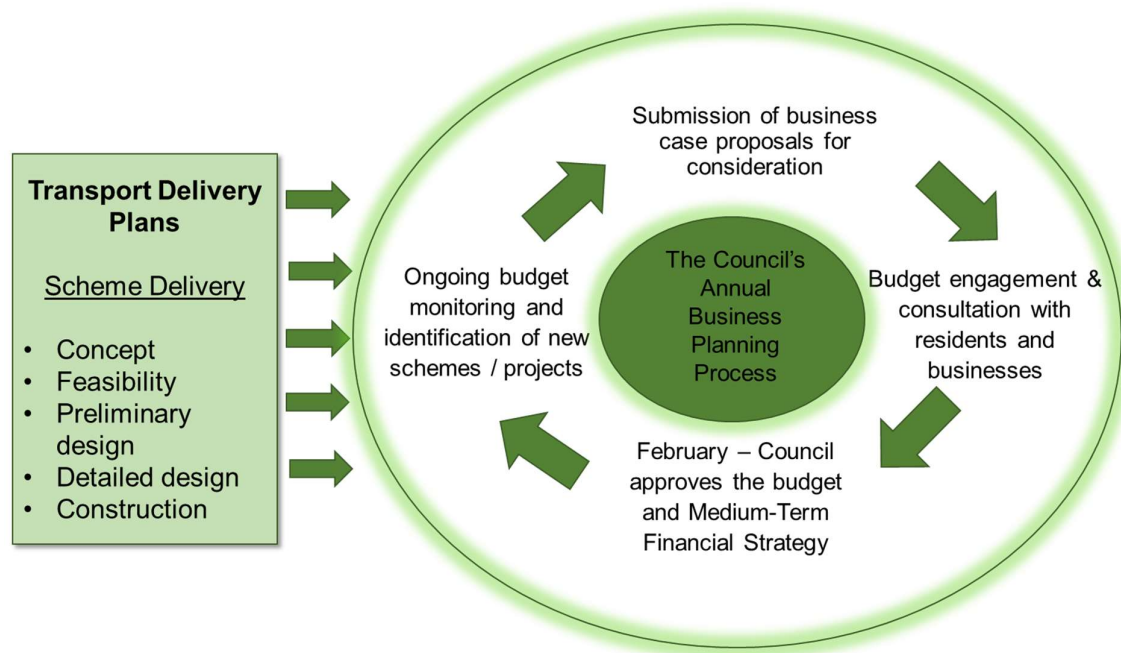


Figure 6-2 LTDP Budget Cycle

Appendix A – Options Long List & Assessment

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

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

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

Appendix B – Sequencing & Packaging of options

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

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

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

Appendix C – Objectives & scoring criteria

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree
Scoring criteria	1	2	3	4	5
Supporting Growth	Prevent growth sites	Adversely affects growth sites	Neither adversely affects or supports growth	Supports access to growth	Supports growth and unlocks development
Access to Services	Prevents access to services	Adversely affects access to services	Neither adversely affects or supports access to services	Supports access to some services	Provides direct access to multiple services
Protects and Improves the Environment	Permanent damage to the environment and no mitigation can be put in place	Damages the environment but mitigation can be put in place	Neither adversely affects or supports the environment	Protects the environment	Improves the environment by reducing impacts of air quality / noise pollution
Heath, Wellbeing and Physical Activity	Negatively impacts peoples health and no mitigation can be put in place	Negatively impacts peoples health but mitigation can be put in place	Neither adversely affects or supports physical activity	Improves health, well being and physical activity	Actively promotes health, wellbeing and physical activity
Maintaining and managing our network assets'	The addition of new schemes which cause maintenance liability	Contributes to maintenance liability	Neither adversely affects or supports managing network assets	Is of some benefit to maintaining and managing network assets	Upgrading network assets and enhancing existing assets
Improve organisational efficiency and effectiveness	Adversely impacts the efficiency and organisation of Cheshire East Council	Negatively impacts the efficiency and organisation of Cheshire East Council	Neither adversely affects or supports effectiveness of Cheshire East Council	Is of some benefit to the efficiency and effectiveness of Cheshire East Council	Improves the efficiency and effectiveness of Cheshire East Council
Improve transport connections along key corridors to and from Poynton and Disley to Macclesfield, Wilmslow, Handforth, the Peak District and wider Cheshire East and Greater Manchester	Significantly impacts access on key routes and to key destinations	Has some impact to access on key routes and to key destinations	Neither impacts or improves access on key routes and to key destinations	Provides some improvement to access on key routes and to key destinations	Provides significant improvement to access on key routes and to key destinations
Strengthening the transport network to accommodate development sites such as the Adlington Business Park extension and other Local Plan sites and potential developments brought forward as part of Greater Manchester Spatial Framework (GMSF)	Significantly negatively impacts future development sites	Has some negative impact on future development sites	Neither impacts or improves access to future development sites	Provides some improvement of access to future development sites	Provides significant improvement to access to future development sites
Complementing Poynton Relief Road with measures around the town centre to further improve the environment for residents and visitors	Significantly negatively impacts the environment of the town centre	Has some negative impact on the environment of the town centre	Neither impacts or improves the environment of the town centre	Provides some improvement to the environment of the town centre	Provides significant improvement to the environment of the town centre
Reducing the impact of the A6 on Disley	Significantly negatively impacts traffic volumes on the A6 through Disley	Has some negative impact on traffic volumes on the A6 through Disley	Neither impacts or improves the traffic volumes on the A6 through Disley	Provides some improvement to the traffic volumes on the A6 through Disley	Provides significant improvement to the traffic volumes on the A6 through Disley
Improving leisure routes and access from rural communities around Poynton and Disley to key services and employment	Significantly negatively impacts access from rural communities around Poynton and Disley to key services and employment	Has some negative impact on access from rural communities around Poynton and Disley to key services and employment	Neither impacts or improves access from rural communities around Poynton and Disley to key services and employment	Provides some improvement from rural communities around Poynton and Disley to key services and employment	Provides significant improvement from rural communities around Poynton and Disley to key services and employment
Supporting access to education and employment including both Poynton and Adlington Industrial Estates	Significantly impacts access to education and employment sites	Has some impact on access to education and employment sites	Neither impacts or improves access to education and employment sites	Provides some improvement to access to education and employment sites	Provides significant improvement to access to education and employment sites
Technically Feasible	No feasible design or methodology available	Severely limited design or methodology available	Scheme neither has identified technical challenges of a feasible design developed yet	Feasible design or methodology available with few limitations	Feasible design or methodology readily available
Value for Money	Severely limited value for money	Limited value for money	Likely neutral value for money	Some positive value for money	Excellent value for money
Affordability	Highly unlikely that funding would be available for the scheme from any source	Unlikely that funding would be available for the scheme from any source	Funding neither unlikely or likely to be gained	Potentially need to seek external funding but would likely be available	Funding has already been assigned or likely to be affordable from CEC's annual LTP allocation
Acceptability	No public or political acceptability	Significant opposition to the scheme	No opposition or support for the scheme currently	Largely supported by the public and politicians	Full political support and high level public support or already in policy

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Wilmslow Transport Development Plan

Rev 0

May 2022

Wilmslow Transport Development Plan

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1. Introduction

1.1 Local Context

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

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

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

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

1.2 Background to the Wilmslow Transport Development Plan

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

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

An interactive online consultation on the identified local transport objectives for Wilmslow and the supporting 'long list' of schemes (including presenting the evidence for these) was undertaken between 23rd November 2020 and 31st March 2021. In total, 92 responses were received by online response and email. Consultation with the Town Council was also undertaken by Council Officers during this period.

Respondents were also invited to suggest further schemes they felt should be considered for the Development Plan as part of the consultation.

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

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



Figure 1.1 Wilmslow Development Plan Area

1.3 What does the Development Plan do for Wilmslow?

The Transport Development Plan for Wilmslow:

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

1.4 Objective Setting and Scheme Options Development

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

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

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

A total of 64 individual transport schemes have been identified for the Development Plan and assessed. These include the 'long list' of schemes consulted on with the public between the 23rd of November 2020 and the 31st of March 2021 plus additional schemes put forward as part of the public consultation. The feedback on schemes from the public consultation was examined and where appropriate schemes were updated to reflect public comments. All schemes were then assessed against the objectives of the Local Transport Plan; the local transport objectives for Wilmslow (see above); and four agreed practical objectives (Technical Feasibility, Value for Money, Affordability and Acceptability).

It must be noted that the majority of the identified schemes are at a Concept stage, as would be expected at this point. Therefore, the Development Plan must be treated as a 'live' document, in that as schemes develop the assessment will need to be updated to reflect that further information on the scheme is known. This will be done in a proportionate way depending on the size and scale of the scheme and the requirements of the assessment going forwards. At adoption of the Development Plan the majority of the schemes identified do not have funding secured for their implementation. The Development Plan provides the platform for the Council to go forward and seek the relevant funding needed both internally through the Local Transport Plan capital allocation and also from external sources.

1.5 Report Structure

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

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

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

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

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

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

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

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

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

2. Policy & Background Information

2.1 Policy Context and Background Information

A review of key local, regional, and national policy to support the development of this Development Plan was undertaken when developing the evidence base. Figure 2.1 below shows the relationship between the key identified national, regional, borough-wide, and local policies which are relevant to developing transport with Wilmslow.

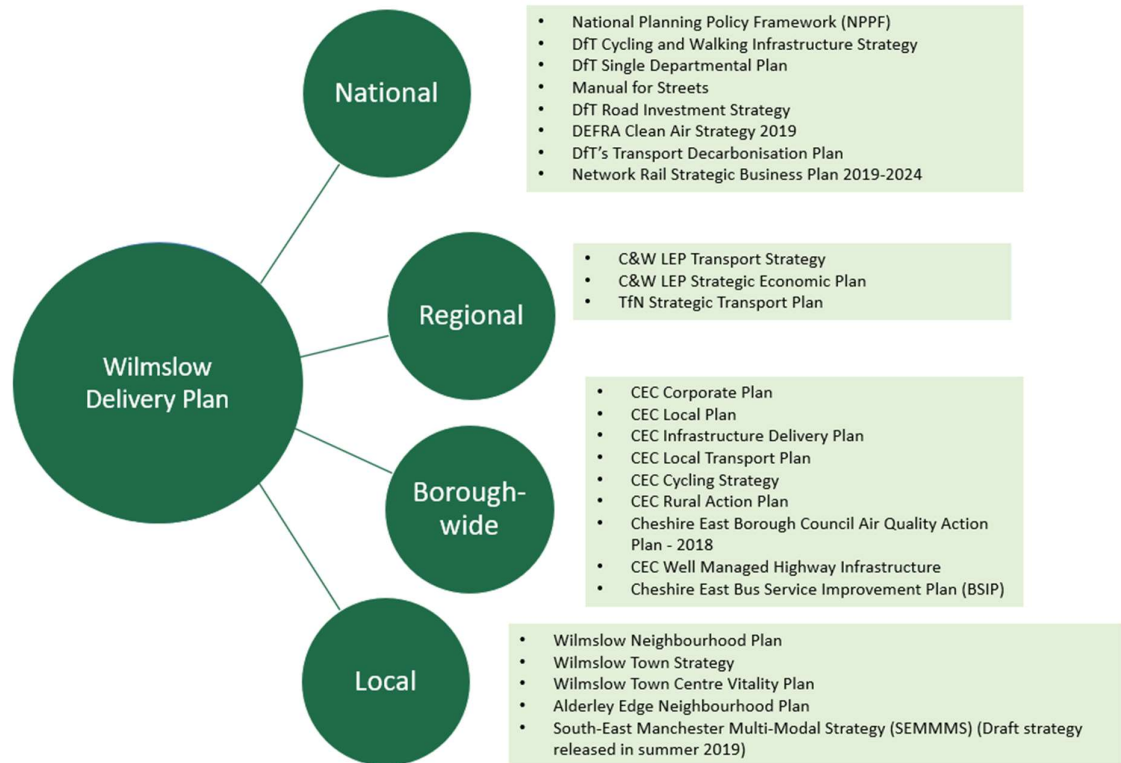


Figure 2.1: Policy Overview

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

2.2 Summary of Relevant Local Policy

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

2.2.1 Cheshire East Local Plan

The CEC Local Plan is the Statutory Development Plan for the borough and was adopted in July 2017. The plan outlines committed sites in Wilmslow which consist of 175 new homes and 5ha of employment land at Royal London and the delivery of 6.3ha of employment land at Wilmslow Business Park (see Figure 2.2). As shown in

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

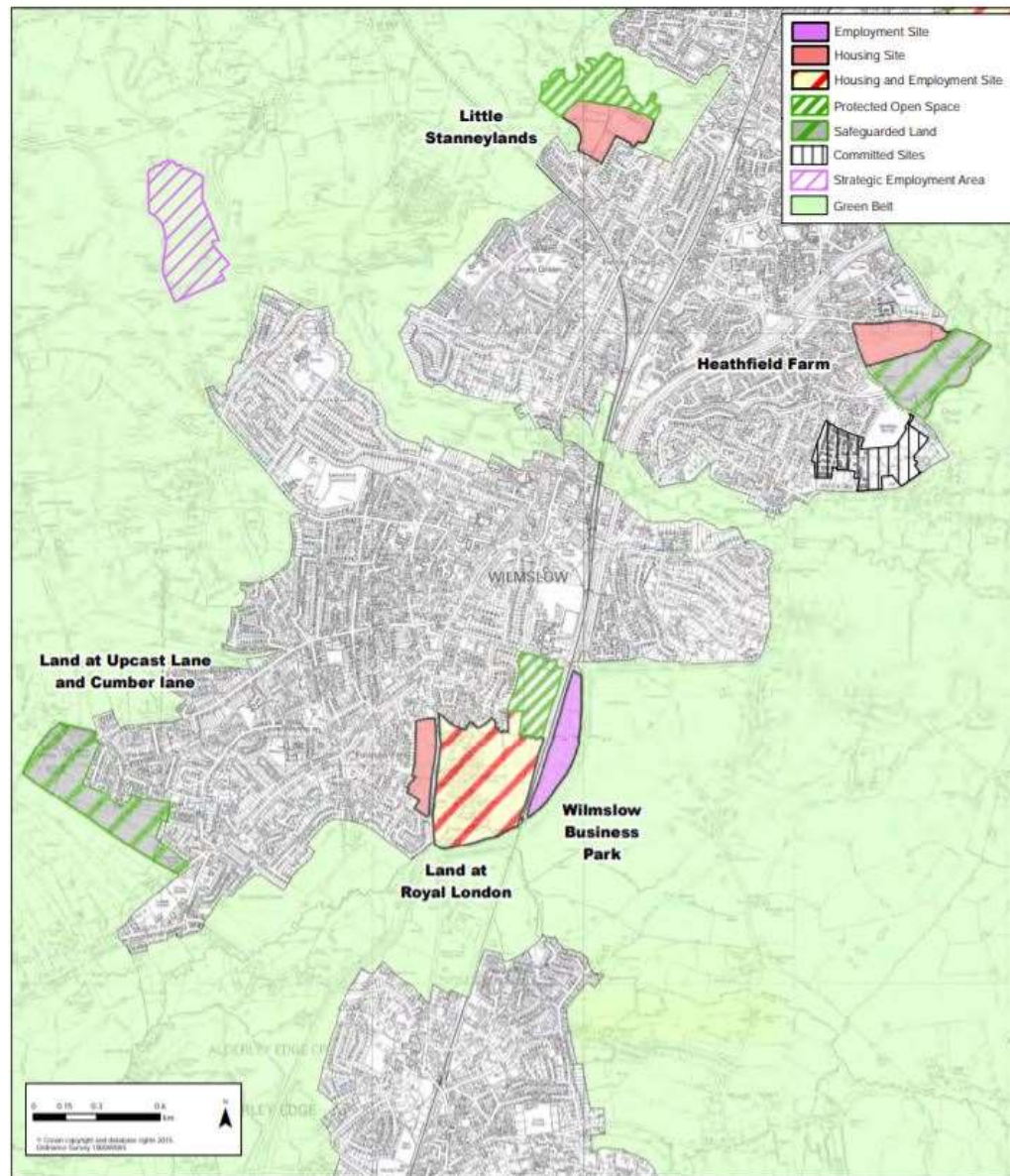


Figure 2.2 Wilmslow Local Plan Sites

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

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

2.2.2 Cheshire East Local Transport Plan 4

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

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

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

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

2.2.3 Wilmslow Neighbourhood Plan

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

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

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

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

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

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

2.2.4 Alderley Edge Neighbourhood Plan

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

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

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

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

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

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

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

SEMMMS issues outlined include:

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

SEMMMS potential options identified include:

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

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

2.2.6 Cheshire East Bus Service Improvement Plan

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

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

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

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

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

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

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

2.3 Existing Transport Situation

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

2.3.1 Walking

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

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

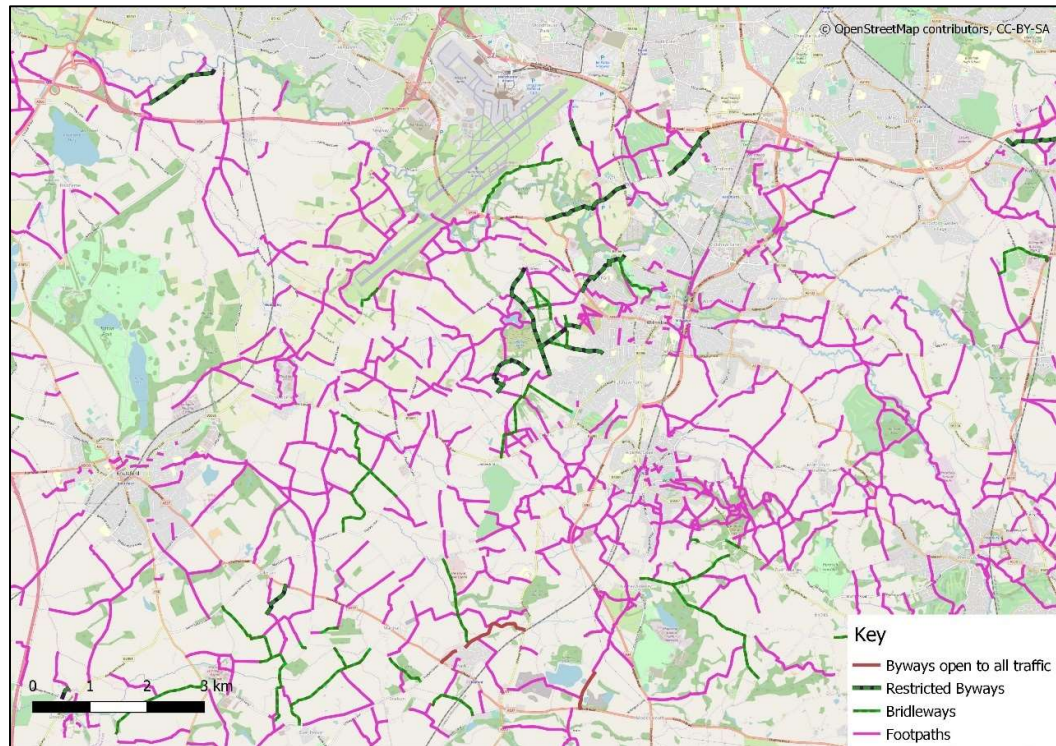


Figure 2.3 Public Right of Way (PRow) within the Study Area

2.3.2 Cycling

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

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

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

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

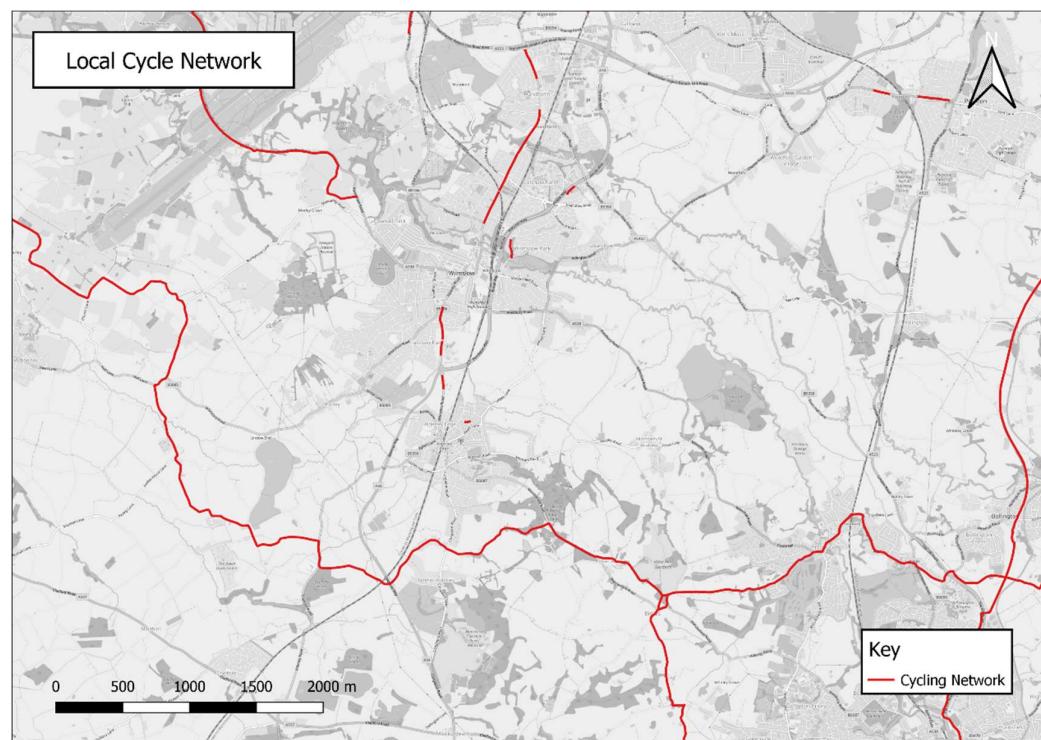


Figure 2.4 Cycle Network within the Development Plan Area

2.3.3 Public Transport (Bus and Rail)

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

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

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

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

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

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

2.3.4 Parking

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

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

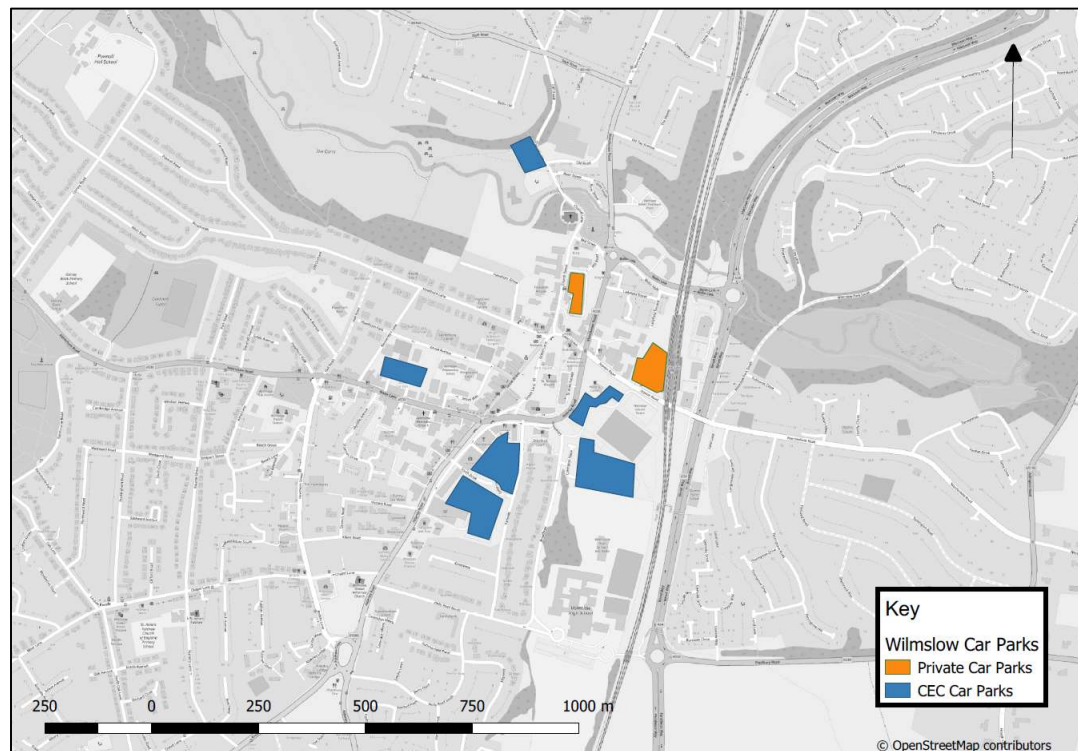


Figure 2.5 - Locations of car parks in Wilmslow

2.3.5 Highway Network

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

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

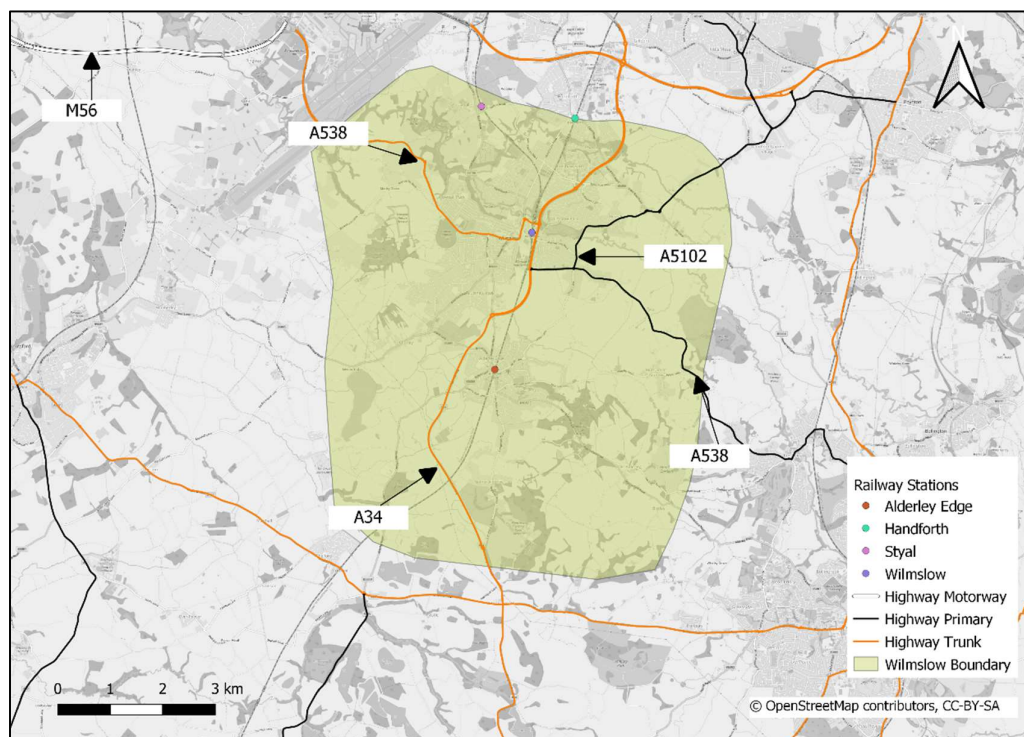


Figure 2.6 – Local Road Network

2.3.6 Summary

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

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

3. Objectives Overview

3.1 Overview

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

3.2 Wilmslow Local Transport Objectives

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

The town specific transport objectives for Wilmslow are:

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

3.3 Public consultation Feedback on Local Transport Objectives

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

Objective	Number of Responses	Number (%) of Responses Strongly Agreed or Tend to Agree with Objective
1	69	76 (91%)
2	61	75 (81%)

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

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

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

3.4 Logic Mapping

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

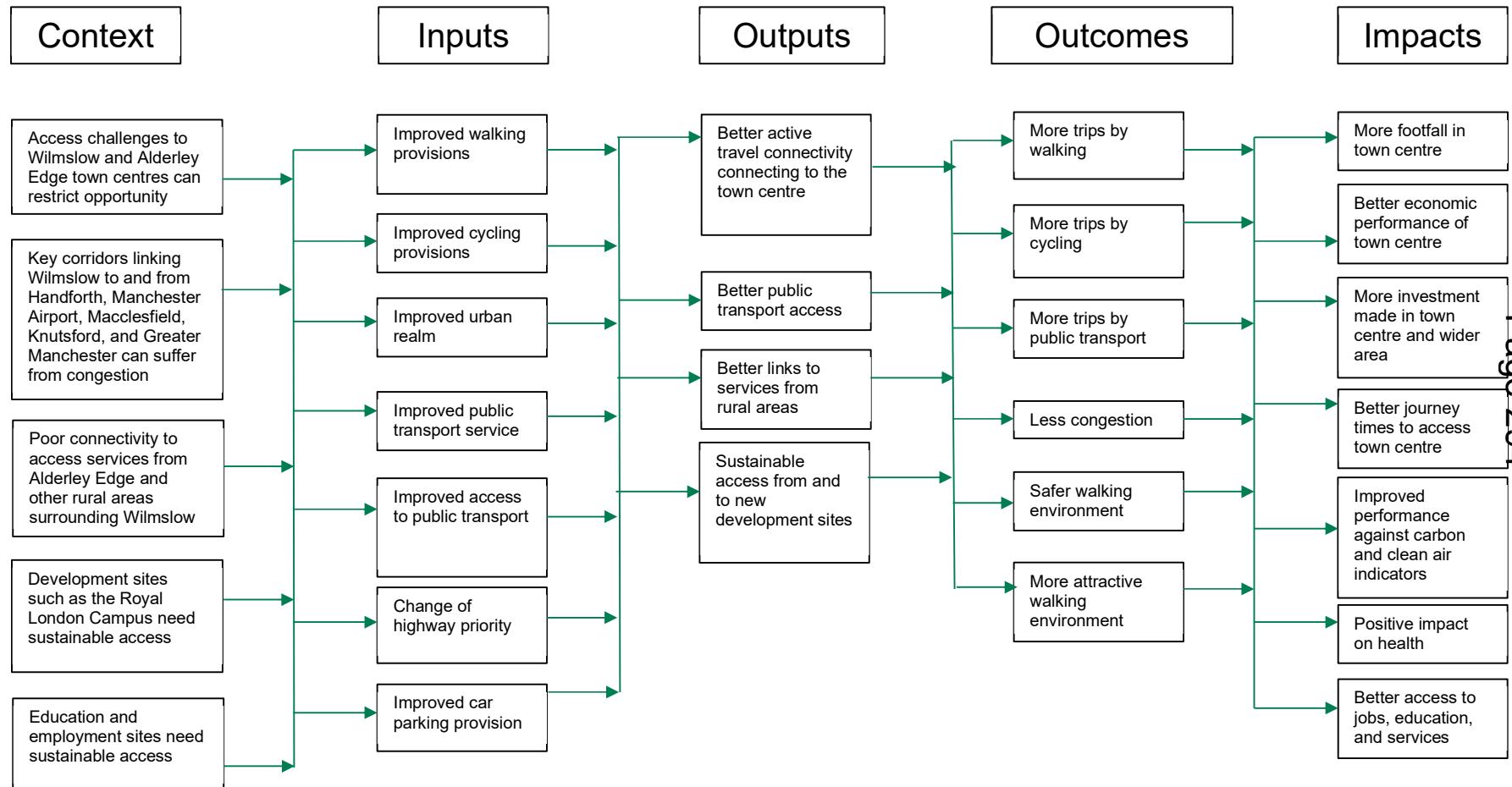


Figure 3.1 Wilmslow Transport Development Plan Logic Map

4. Options Overview & Assessment

4.1 Overview

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

Following the development of the local transport objectives and 'long list' an online interactive public consultation was held between 23rd of November 2020 and 31st of March 2021. In total 92 responses were received, including online responses and email correspondence. Respondents were able to provide their agreement or disagreement to the local transport objectives developed and also provide comment on them. The consultation also allowed respondents to state their agreement or disagreement with the individual schemes identified and provide comment on them if they wished. People could also put forward any new scheme options not identified within the 'long list' they felt that should be considered. Council Officers also consulted with the Town Council as part of the public consultation.

4.2 Assessment Process

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

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

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

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

- The five Wilmslow Specific Transport Objectives:
 - o Improving access to Wilmslow and Alderley Edge centres to support a thriving economy;
 - o Supporting access from Alderley Edge and rural communities to key services and employment;
 - o Improve transport connections along key corridors to and from Handforth, Manchester Airport, Macclesfield, Knutsford, and Greater Manchester, including access to key services such as Macclesfield District Hospital;
 - o Supporting access to education and employment sites including Wilmslow High School, Alderley Park, Waters, the Royal London Campus, and Manchester Airport; and
 - o Strengthening the transport network to accommodate development sites such as the Royal London Campus in the Local Plan.

Four agreed additional practical delivery criteria:

- o Technically Feasible;
- o Value for Money;
- o Affordability; and
- o Acceptability.

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

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

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

Table 4.1 – Scoring criteria for additional areas

4.3 Scheme Sequencing Process

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

It must be noted that at present the majority of the schemes are at a Concept stage and are not funded. As Concept schemes they have limited information and detail currently available. Once the Development Plan has been adopted, the process of developing schemes currently at the Concept stage to the Feasibility stage will be undertaken, subject to funding being secured.

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

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

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

Table 4.2 – Assessment guidance for Timescales

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

5. Packaging & Sequencing of Options

5.1 Introduction

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

Through undertaking this process a total of 64 schemes have been identified for Wilmslow and the wider area. These schemes vary in size, scale, and their stage of development. Many schemes are at a Concept stage with little design; site investigation and costing undertaken. Therefore, assessment at this stage is relatively high level but will advance as the Development Plan is taken forward. It must also be noted at this stage most of the schemes identified are not funded yet.

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

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

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

5.2 Active Travel Schemes Package

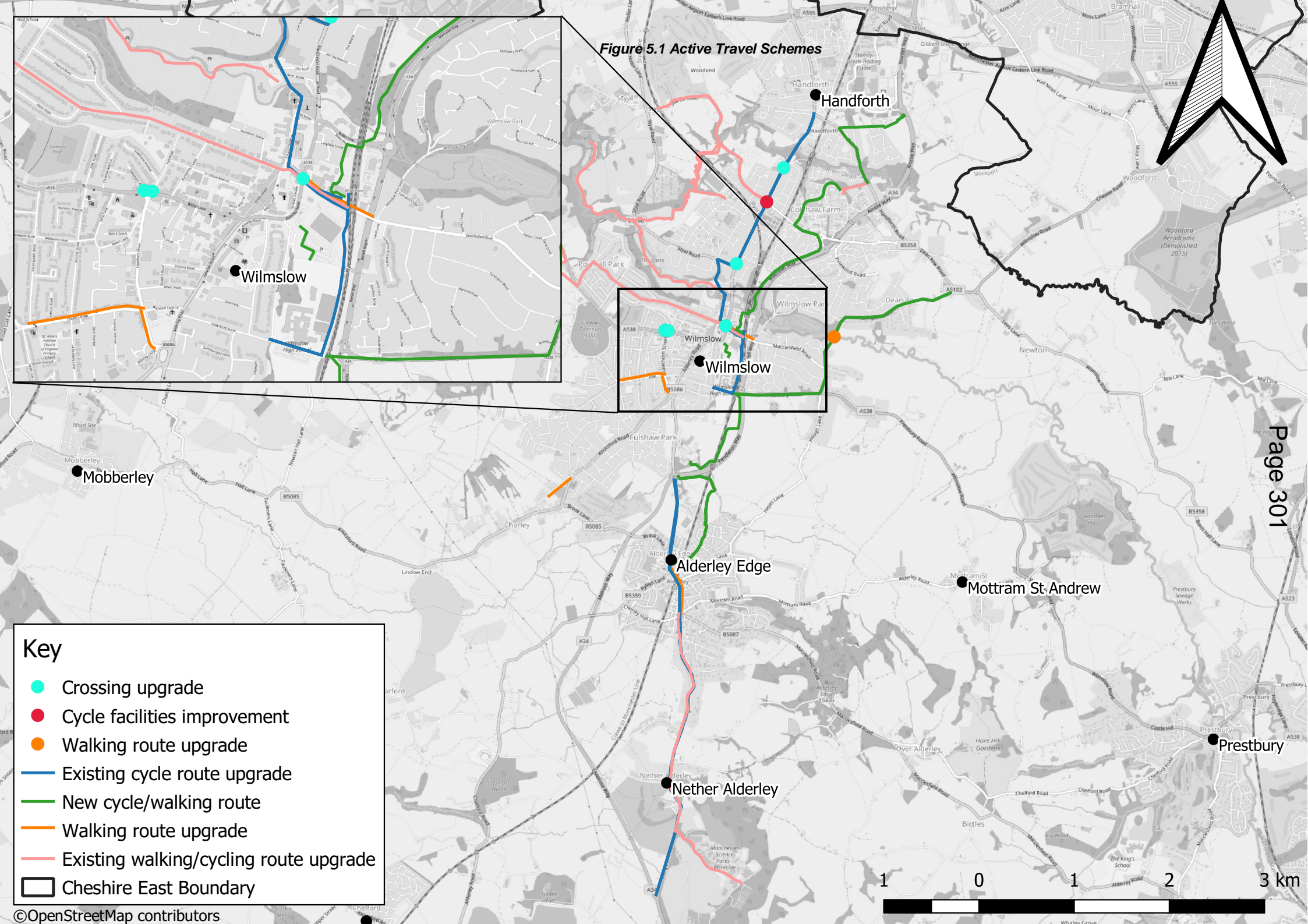
A total of 29 of the transport schemes identified for Wilmslow and the wider area relate to Active Travel schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Development Plan process. The Active Travel schemes fall into six broad categories as described in Table 5.1.

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

Table 5.1 – Active Travel Scheme Categories

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

Figure 5.1 Active Travel Schemes



Key

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

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

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

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

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

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

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

5.3 Public Transport Schemes Package

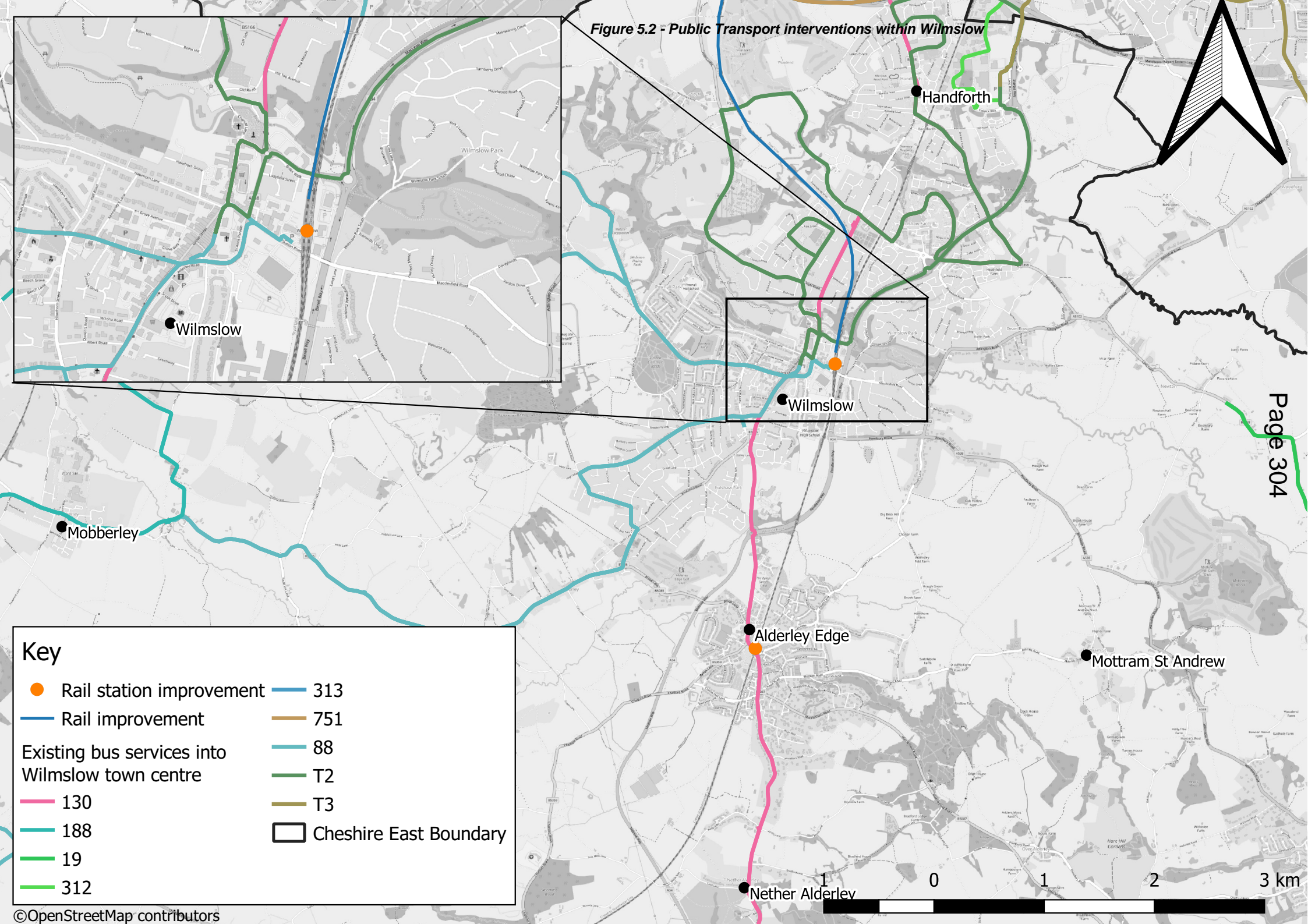
A total of eight of the transport schemes identified for Wilmslow and the wider area relate to Public Transport schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Development Plan process. The Development Plan has been developed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

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

Table 5.3 – Public Transport Scheme Categories

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

Figure 5.2 - Public Transport interventions within Wilmslow



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

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

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

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

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

5.4 Parking Schemes Package

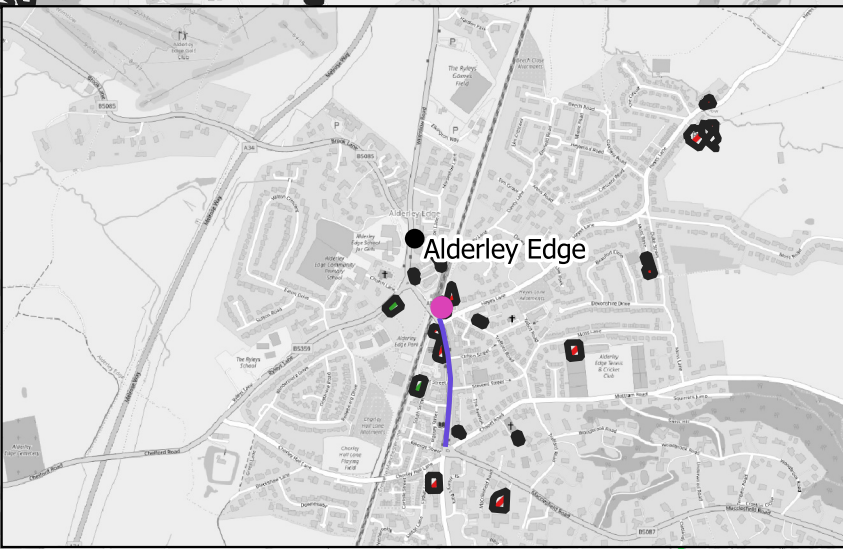
Wilmslow currently benefits from a number of car parks and parking facilities. A total of thirteen of the transport schemes identified for Wilmslow relate to Parking Schemes and initiatives. These vary in scale and size with four being at Concept stage and nine at feasibility. The Parking schemes fall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

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

Table 5.5 – Parking Scheme Categories

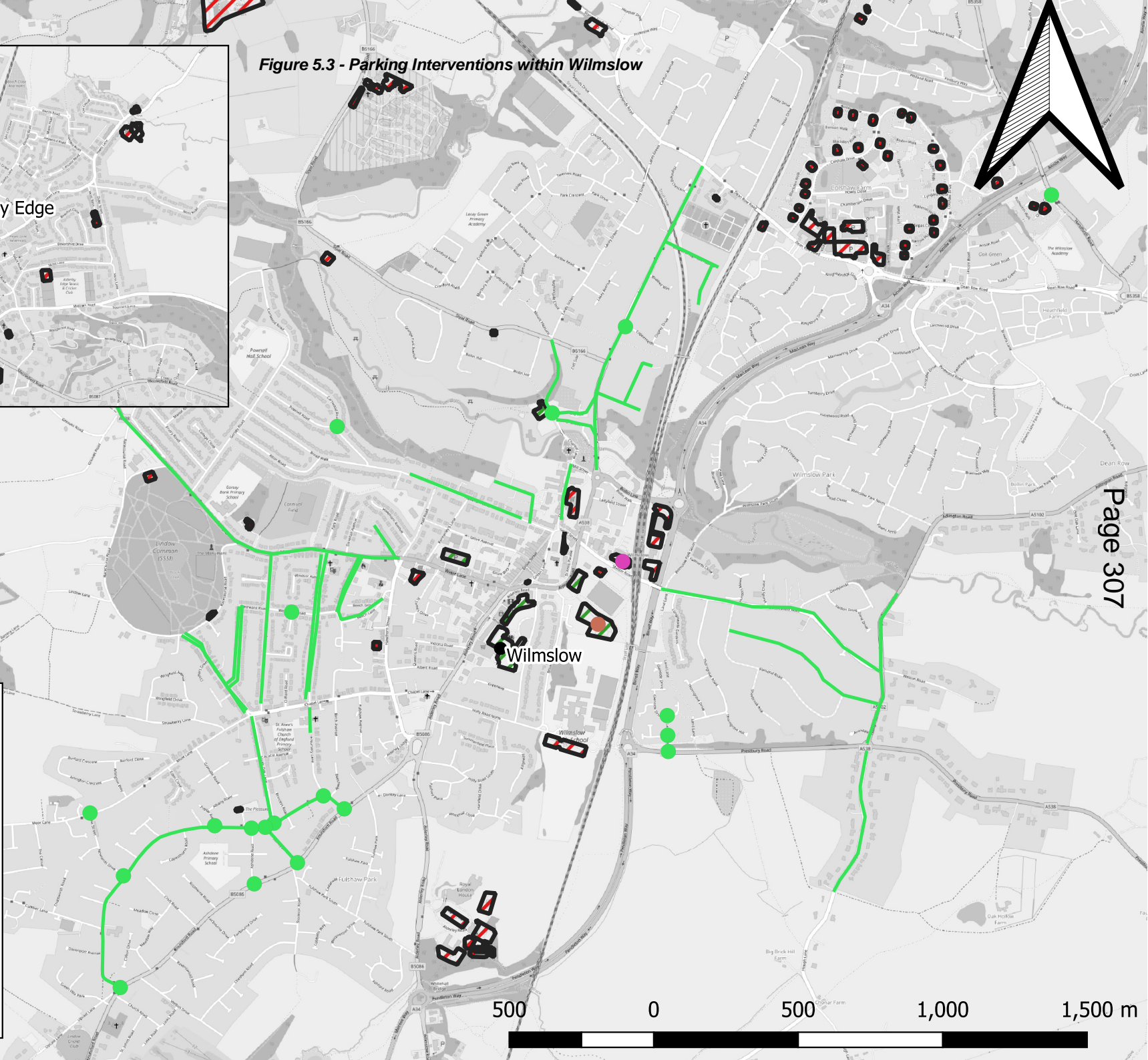
Figure 5.3 plots out the location of public car parks available as off-street measures would be aimed at these (including electric vehicle charging facilities). Schemes supporting removal of inappropriate parking and managing parking around schools and within residential areas will be developed through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

Figure 5.3 - Parking Interventions within Wilmslow



Key

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



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

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

Objective	How the Parking Package Supports
the Royal London Campus in the Local Plan	<ul style="list-style-type: none"> Ensuring no inappropriate parking results from new developments.

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

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

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

5.5 Highway Schemes Package

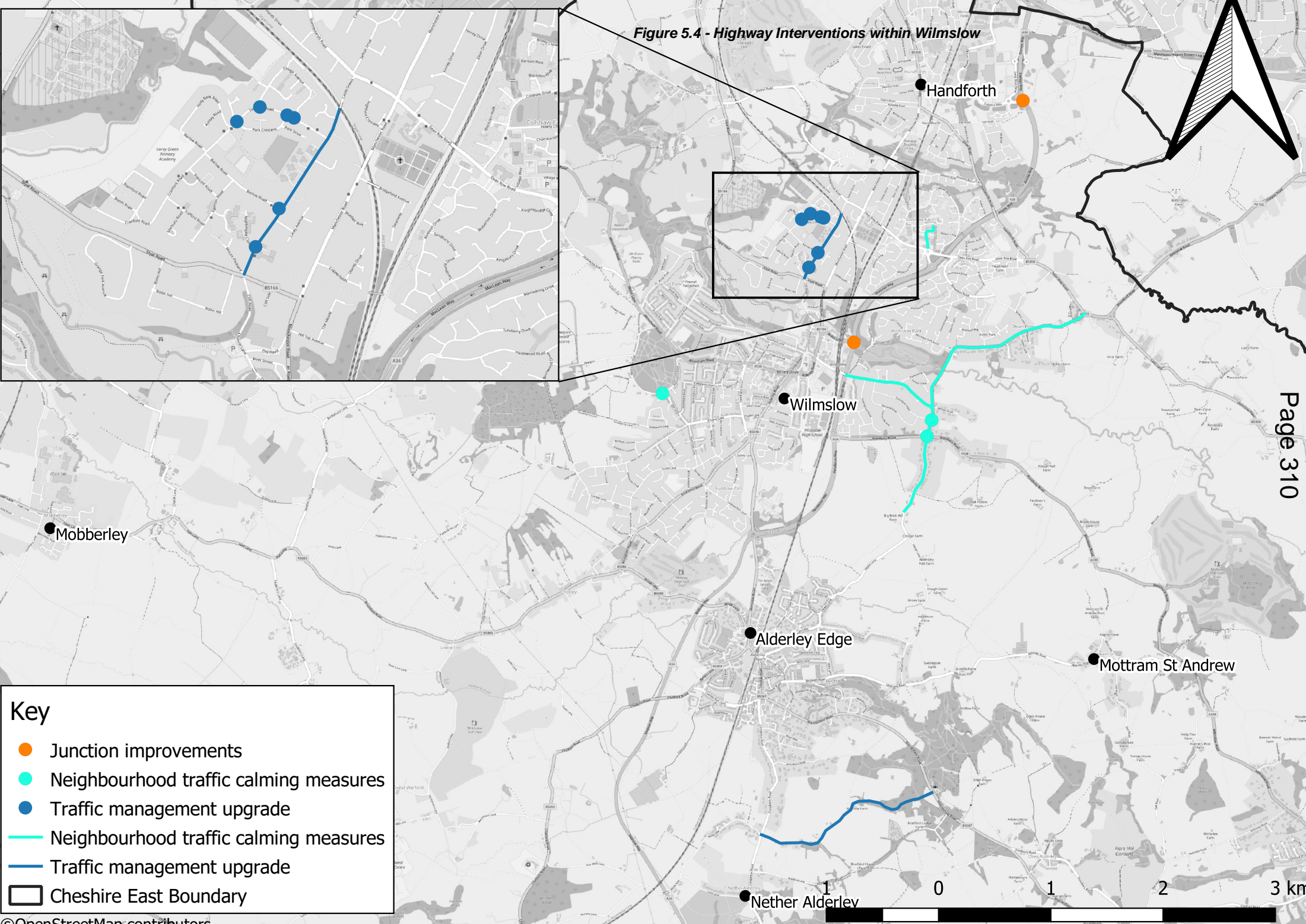
A total of fourteen of the transport schemes identified for Wilmslow and the wider area relate to Highway Transport schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Development Plan process. The Highway schemes fall into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

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

Table 5.7 Highway Scheme Categories

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

Figure 5.4 - Highway Interventions within Wilmslow



Key

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

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

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

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

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

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

5.6 Summary of Transport Scheme Packages Support for Objectives

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

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

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

6. Summary and Next Steps

6.1 Summary

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

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

6.2 Funding Summary

The Development Plan has 79 individual different schemes assessed within it. These vary significantly in value. As a result, the Council will need to access external funding sources to deliver some of the intended works.

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

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

6.3 Next Steps

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

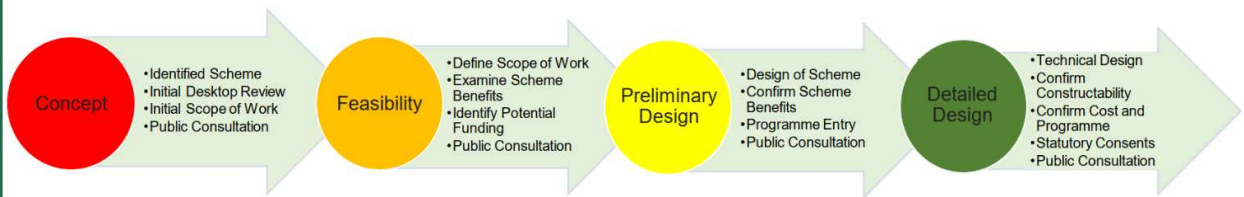


Figure 6.1 Scheme Development Stages

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

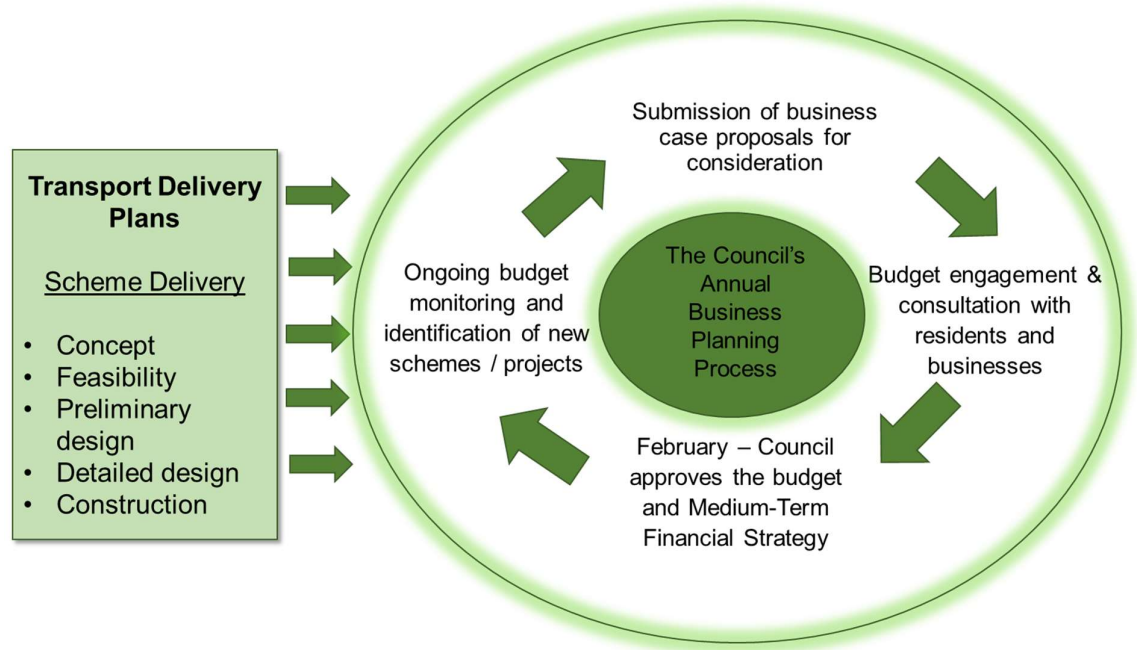


Figure 6-2 LTDP Budget Cycle

Appendix A – Options Long List & Assessment

ID	Category	Scheme Description	LTP4 Objectives						Town Specific Objectives				Additional Criteria			Development Stage		
			Supporting Growth	Access to Services	Protects and Improves the Environment	Heath, Wellbeing and Physical Activity	Maintaining and managing our network assets	Improve organisational efficiency and effectiveness	Strengthening the transport network to accommodate the Handforth Garden Village and other development sites included within the Local Plan	Improve transport connections along key corridors to and from Wilmslow, Macclesfield and wider Cheshire East and Greater Manchester, including access to key services such as hospitals	Improving access to Handforth to protect and enhance the village centre	Supporting access to education and employment sites including Wilmslow High School, Manchester Airport, Stanley Green Business Park and Handforth Dean	Supporting access from Styal and other rural communities to key services and employment	Technically Feasible	Value for Money		Affordability	Acceptability
WLM 21	Active Travel	Junction improvements to accommodate walking and cycling access at Dean Row Road / Handforth Road.																Concept
WLM 1b / WLM 1c	Parking	Greater management of on-street parking on Buckingham Road and Bourne Street.																Feasibility
WLM 1d / WLM 1e / WLM 1f / WLM 1g / WLM 1j / WLM 1h	Parking	Greater management of on-street parking to improve traffic flow and parking turnover on Hawthorn Lane, Cliff Road, Church Street, Altrincham Road, Hawthorn Grove and Hawthorn Walk.																Feasibility
WLM 1i	Highways	Measures to improve traffic flow, junction access and review the need for residents parking on Lacey Green.																Concept
WLM 2a / WLM 2b / WLM 2c / WLM 2d	Parking	Implementation of resident priority parking on Stoney Lane, South Oak Lane, Oak Lane and Northward Road.																Feasibility
WLM 2f / WLM 2g / WLM 2h / WLM 2i / WLM 2j / WLM 2k	Parking	Parking management to improve junction access and on-street parking at Old Road, River Street, Hill Top Avenue, The Meade, Bridgefield Avenue, and Deanway.																Feasibility
WLM 2e	Parking	Improve residential parking facilities on Alma Lane.																Feasibility
WLM 0	Parking	Parking management measures to improve junction access and safety at: Oaklands Close/Handforth Road junction, Leaside Way/Prestbury Road junction, Leaside Way/Burnside Close junction, Leaside Way/Glenside Drive junction, Pownail Road/Carrwood Road junction, Alma Lane and Beech Lane including any junctions, Oak Lane including any junctions, Northward Road including any junctions, Gravel Lane, Gravel Lane/Ashdene Road, Ashdene Road/Knutsford Road, Gravel Lane/Poplar Avenue, Gravel Lane/Newlands Drive, New Street/Moor Lane, Gravel Lane/Knutsford Road, Buckingham Road including junction with Westward Road, Bourne Street including junction with Westward Road, Westward Road/South Close, Nursery Lane, Nursery Lane/Gravel Lane, Gravel Lane/Knutsford Road, South Oak Lane/Gravel Lane, Gravel Lane/Stoney Lane, Stoney Lane/Knutsford Road and Cliff Road/Old Road.																Feasibility
WLM 3b	Highways	Measures to improve traffic flow and pedestrian access at Ringstead Drive in accordance with the adopted Speed Management Strategy.																Concept
WLM 3c	Highways	Measures to improve traffic flow and address issues due to parking on Adlington Road, Hough Lane and Hough Lane roundabout, Macclesfield Road and Torkington Road/Hough Lane junction.																Concept
WLM 0	Highways	Measures to improve traffic flow and junction access within the Lacey Green area, including Nightingale Close/Lacey Green junction, Barlow Road/Lacey Green junction, Twinnies Road/Clough Avenue junction, Twinnies Road/Clough Avenue junction, Twinnies Road/Park Crescent junction, Twinnies Road/Car Mill Mews junction in accordance with the adopted Speed Management Strategy.																Concept
WLM 3r	Parking	Parking management measures to improve junction access along Manchester Road, including the Manchester Road/Copperfields junction																Feasibility
WLM 121	Parking	Multi-storey car park at Broadway Meadow.																Feasibility
WLM 104	Parking	Priority resident parking and traffic calming measures around Wilmslow town centre and Railway Station.																Concept
WLM 89	Parking	Review of stay durations for on-street parking on London Road in Alderley Edge.																Feasibility
WLM 0	Active Travel	Improve pedestrian crossing points by providing dropped kerbs and reducing the junction mouth width where appropriate at numerous locations including Hawthorn Walk and Hall Road junctions with the A538 Altrincham Road.																Concept
WLM 119	Active Travel	Encourage further schools in the Wilmslow and Alderley Edge area to engage with the Sustainable Modes of Travel to School programme, and to register with Modeshift STARS to implement School Travel Plans.																N/A
WLM 12	Active Travel	Improved cycling links between Wilmslow town centre and Manchester Airport.																Detailed Design
WLM 127	Active Travel	Pedestrian improvements at Vardon Bridge on Adlington Road.																Concept
WLM 129	Active Travel	Improvement of Bollin Valley Partnership path between Linneys Bridge and Twinnies Road.																Concept
WLM 23	Public Transport	Introduce step-free access to the Manchester Airport platform at Wilmslow Station.																Concept
WLM 105	Parking	Introduce electric vehicle charging points at Council owned car parks within Wilmslow and Alderley Edge.																Concept
WLM 133	Active Travel	Cycle Repair Stand in Alderley Edge																Concept
WLM 134	Active Travel	Improve pedestrian route alongside River Dean.																Concept
WLM 34	Public Transport	Improve passenger facilities at Alderley Edge Station.																Concept
WLM 106	Highways	Implementing 20mph speed limits and traffic calming on various residential streets within Wilmslow and Alderley Edge – locations to be identified in accordance with the adopted Speed Management Strategy.																Concept
WLM 107	Public Transport	Improve bus services linking from Wilmslow and Alderley Edge to Handforth, Macclesfield, Manchester airport and wider Greater Manchester, including the possibility of Bus Rapid Transit in line with BSIP.																Concept
WLM 139	Active Travel	Improved access barriers at Handforth Road entrance to Colshaw Farm BMX track.																Concept
WLM 108	Public Transport	Improve public and passenger transport (including demand responsive transport such as FlexiLink) serving rural areas such as Styal in line with BSIP.																Concept
WLM 109	Public Transport	Work with local groups to deliver community transport specific to local needs in line with BSIP.																Concept
WLM 110	Parking	Address airport parking on the highway within Styal.																Concept
WLM 111	Highways	Consider reducing speed limits and introducing traffic calming on some roads within Styal in accordance with the adopted Speed Management Strategy.																Concept
WLM 140	Active Travel	Improvements to walking and cycling routes from Alderley Edge to Alderley Park.																Concept
WLM 114	Highways	Improvements to Manchester Road/A538/Mill Street roundabout.																Concept
WLM 115	Highways	Improvements to MacLean Way/Birrell Way roundabout.																Concept
WLM 116	Highways	Improvements to the Handforth Dean / Coppice Way junction of the A34.																Concept
WLM 141	Active Travel	Improvements in pedestrian access on the route to Chapel Lane via Bedells Lane.																Concept
WLM 143	Active Travel	Cycle and pedestrian improvements at Station Road/A538/Swan Street junction.																Concept
WLM 144	Active Travel	Improving the cycle route on B5359 Wilmslow Road between A34 Whitehall Roundabout and Alderley Edge																Feasibility
WLM 117	Parking	Electric vehicle charging points at train station car parks such as Wilmslow and Alderley Edge.																Concept
WLM 145	Active Travel	Improving the walking and cycle route from Wilmslow rail station northwards towards Ladyfield Terrace as part of potential redevelopment scheme.																Feasibility
WLM 16	Active Travel	Cycling links into the town centre including Adlington Road and Prestbury Road.																Concept
WLM 1a	Active Travel	Measures to improve traffic flow and access for pedestrians on Chapel Lane, Wilmslow.																Concept
WLM 120	Public Transport	Investigate feasibility of improving bus and shuttle bus services to Alderley Park in line with BSIP.																Concept
WLM 101	Public Transport	Trial tram-train route on the existing rail line between Wilmslow and Manchester Airport.																Concept
WLM 82	Highways	Improvements to Alderley Road as part of Royal London housing development.																Detailed Design
WLM 39	Active Travel	Improved cycling links between Wilmslow town centre and Handforth via Cliff Road and Manchester Road																Detailed Design
WLM 42	Active Travel	Increase the number and quality of pedestrian crossing points along Manchester Road between Wilmslow and Handforth.																Detailed Design
WLM 45	Active Travel	Cycle and walking route from Manchester Road/Dean Row Road junction to Styal Railway Station.																Concept
WLM 125	Highways	Further traffic calming at mini-roundabout on Racecourse Road / Oak Lane in accordance with the adopted Speed Management Strategy.																Concept
WLM 5	Active Travel	Improving cycle parking facilities at Wilmslow train station.																Concept
WLM 59	Active Travel	Improved cycling links between Wilmslow, the potential development site north of Alderley Edge southwards to Alderley Edge.																Concept
WLM 132	Public Transport	Bus service between Alderley Edge and Wilmslow Station in line with BSIP.																Concept
WLM 61	Active Travel	Improved cycling links on key corridors including Manchester Road route from London Road/Conington Road cycle route.																Concept
WLM 79	Active Travel	Improved walking and cycling links, Northern access route for pedestrians and cyclists to Wilmslow High School.																Concept
WLM 135	Highways	Reduction of speed limit along Artist's Lane from 60mph in accordance with the adopted Speed Management Strategy.																Concept

ID	Category	Scheme Description	LTP4 Objectives					Town Specific Objectives					Additional Criteria				Development Stage - Concept - Feasibility - Preliminary design - Detailed design			
			Supporting Growth	Access to Services	Protects and Improves the Environment	Heath, Wellbeing and Physical Activity	Maintaining and managing our network assets	Improve organisational efficiency and effectiveness	Strengthening the transport network to accommodate the Handforth Garden Village and other development sites included within the Local Plan	Improve transport connections along key corridors to and from Wilmslow, Macclesfield and wider Cheshire East and Greater Manchester, including access to key services such as hospitals	Improving access to Handforth to protect and enhance the village centre	Supporting access to education and employment sites including Wilmslow High School, Manchester Airport, Stanley Green Business Park and Handforth Dean	Supporting access from Styal and other rural communities to key services and employment	Technically Feasible	Value for Money	Affordability		Acceptability		
			WLM 80	Active Travel	Cycle route from the planned business park between Wilmslow High School / rail line and A34 through to the wider cycle network.															Concept
			WLM 85	Active Travel	Improved walking route to Lindow Community Primary School.															Concept
			WLM 86	Active Travel	Improved cycling and walking links to Wilmslow town centre and rail station via path between Wilmslow High School and rail line.															Concept
			WLM 142	Highways	Introduction of "Quiet Lanes" traffic calming measures in Nether Alderley in accordance with the adopted Speed Management Strategy.															Concept
			WLM 88	Active Travel	Cycle/walking route from Summerfields to Town Centre including ramp to replace existing steps.															Concept
			WLM 93	Active Travel	Handforth Garden Village cycle/walking link to Wilmslow via Colshaw Farm and parallel to MacLean Way.															Concept
			WLM 99	Active Travel	Multisuser path for walking and cycling between The Carrs and Quarry Bank Mill/Styal addressing forty-one steps.															Concept
			WLM 146	Highways	Installing 20mph speed limit in Alderley Edge centre in line with adopted Speed Management Strategy															Detailed Design

Appendix B – Sequencing & Packaging of options

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

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

Appendix C – Objectives & scoring criteria

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

EQUALITY IMPACT ASSESSMENT

TITLE: Local Transport Development 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	
<p>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)</p> <p>Please attach a copy of the strategy/ plan/ function/ policy/ procedure/ service</p>	<p>Local Transport Development 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 • Improving organisational efficiency and effectiveness 					

	<p>Following on from the production of the LTP, Local Transport Development 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 Transport Development Plan.</p> <p>The Transport Development 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 Transport Development 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, 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 Development 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>The identified main stakeholders are as follows:</p>

specific audiences, residents)	<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 Development Plans. Further to this, targeted engagement has been conducted with relevant Town Councils on the final draft reports before submission to Committee for approval.</p>	
Consultation/ involvement carried out	YES	NO
What consultation method(s) did you use?	<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=48d6af7045d2495c81a1850a2c8) 	

	<p>a72c1) 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.</p> <ul style="list-style-type: none"> • 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 Development 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 Transport Development 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>
Who is intended to benefit and how?	<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>
Could there be a different impact or outcome for some groups?	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.
Does it include making decisions based on individual characteristics, needs or circumstances?	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.
Are relations between different groups or communities likely to be affected? (e.g., will it favour one particular group or deny opportunities for others?)	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.

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 Transport Development 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>							
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 EqlAs will need to be developed as individual schemes listed in the LTDPs come forward for delivery to guard against unintended negative impacts.	<i>Low</i>

<p>As described earlier in this EqlA 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://moderngov.cheshireeast.gov.uk/ecminutes/documents/s87587/Appendix%201%20-%20LTDP%20Consultation%20Overview.pdf</p>		
Age	<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>	<i>Low</i>
Disability	<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>	<i>Low</i>
Gender reassignment	<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>	<i>Low</i>

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	<p>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.</p> <p>88% of respondents were 'white British / English / Welsh / Scottish / Northern Irish / Irish', <5% were any other White background and 8% preferred not to say.</p>	<i>Low</i>
Religion & belief	<p>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.</p> <p>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.</p>	<i>Low</i>
Sex	<p>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.</p> <p>The consultation respondents were 54% Male and 39% Female, with 6% prefer not to say.</p>	<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 EqlAs 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

Summary: provide a brief overview including impact, changes, improvement, any gaps in evidence and additional data that is needed 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 EqlAs. No specific negative impacts have been identified at this stage.			
Specific actions to be taken to reduce, justify or remove any adverse impacts	How will this be monitored?	Officer responsible	Target date

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:	16 June 2022
Report Title:	Highways and Transport budgets 2022/23
Report of:	Alex Thompson, Director of Finance & Customer Services
Report Reference No:	HT47/22-23
Ward(s) Affected:	All wards and all members will be affected and impacted by the content of the MTFS and Corporate Plan.

1. Report Summary

- 1.1. This report determines the allocation of the approved budgets for 2022/23 to the Highways and Transport Committee.
- 1.2. The report contributes to the Council's objective of being an open and enabling organisation.

2. Executive Summary

- 2.1. The Medium Term Financial Strategy (MTFS) for Cheshire East Council for the four years 2022/23 to 2025/26 was approved by full Council on 24th February 2022.
- 2.2. Cheshire East Council provides in the region of 500 local services every day. The Corporate Plan articulates a vision of how these services will make Cheshire East an Open, Fairer and Greener borough. The MTFS matches forecast resources to the costs associated with achieving the Council's vision.
- 2.3. The Finance Sub Committee meeting on the 2nd March approved the allocation of the approved capital and revenue budgets, related policy proposals and earmarked reserves to each of the service committees.

3. Recommendations

- 3.1. To note the decision of the Finance Sub-Committee to allocate the approved capital and revenue budgets, related policy proposals and

earmarked reserves to the Highways and Transport Committee, as set out in **Appendix A**.

- 3.2. To note the supplementary estimates already approved as set out in **Appendix B**, Tables A, B and C.
- 3.3. To approve the supplementary revenue estimates set out in **Appendix B**, Table D.
- 3.4. To approve the supplementary capital estimates set out in **Appendix B**, Table E.
- 3.5. To approve the capital budget virements set out in **Appendix B**, Table F.
- 3.6. To note the financial reporting timetable as set out in **Appendix C**.

4. Reasons for Recommendations

- 4.1. The Highways and Transport Committee has the responsibility for the oversight, scrutiny, reviewing of outcomes and performance, budget monitoring and risk management of the Directorate of Highways & Infrastructure including: Transport Policy; Transport Commissioning; Car Parking; Highways; Infrastructure and HS2.
- 4.2. Finance Sub-Committee met on 2nd March and set out the budgets in accordance with the above responsibilities.

5. Other Options Considered

- 5.1. Not applicable.

6. Background

- 6.1. All councils are legally required to set a balanced budget each year. The MTFS was approved by full Council on 24th February 2022.
- 6.2. Finance Procedure Rules set limits and responsibilities for movement of funds within this balanced position, treating reserves as part of this overall position. Any movement within this balanced position is treated as a virement. To increase the overall size of the MTFS requires a supplementary estimate, which must be backed with appropriate new funding and approved in line with the Procedure Rules.
- 6.3. To support accountability and financial control the 2022/23 budget is reported across the Committees based on their associated functions. This report sets out the allocation of the revenue and capital budgets and earmarked reserves to the Highways and Transport committee in accordance with its functions.
- 6.4. Each committee Function has been associated with a Director budget. Budget holders are responsible for budget management. Where a team supports multiple Directors (most notable in Corporate Services) the budget remains with the Director and is not split, for example, Governance and

Democratic Services are aligned to the Corporate Policy Committee even though the activity of the team is split across all teams.

- 6.5. The financial alignment of budgets to each Committee is set out in Table 1 with further details on the Highways and Transport Committee budgets in Appendix A.

Table 1: Revenue and Capital Budgets allocated to service committees as per the approved MTFS

Committee	Expenditure £m	Income £m	Net Budget £m	Total Capital Budget £m	Total Rev + Cap £m
Health and Adults	178.126	-57.287	120.839	-	120.839
Highways and Transport	20.673	-8.871	11.802	77.435	89.237
Children and Families	77.272	-3.495	73.777	33.793	107.570
Economy and Growth	32.654	-9.144	23.510	52.001	75.511
Environment and Communities	54.795	-10.422	44.373	10.973	55.346
Corporate Policy	94.672	-56.350	38.322	7.043	45.365
Finance Sub Committee	16.007	-0.900	15.107	4.000	19.107
			-327.730	-185.245	-512.975
Original Budget (MTFS Feb 22)	474.199	-146.469	0.000	0.000	0.000

- 6.6. The 2022-25 MTFS includes a net revenue budget of £327.7m and an approved capital programme of £185.3m for the financial year 2022/23. Further details on the schemes within the capital programme for the Highways and Transport Committee are provided in Appendix A.
- 6.7. Council wide budget control rests with the Corporate Policy Committee (and Finance Sub Committee) and Council. Budgets have been aligned with service committees to facilitate expenditure assurance but committees do not hold 'a budget'. Responsibility for budget management remains with officers but the Committee is responsible for assuring the budget is spent on delivering the objectives set out in the policy framework of the Corporate Plan.

7. Consultation and Engagement

- 7.1. The annual business planning process involves engagement with local people and organisations. Local authorities have a statutory duty to consult on their Budget with certain stakeholder groups including the Schools Forum and businesses. In addition, the Council chooses to consult with other stakeholder groups. The Council continues to carry out stakeholder analysis to identify the different groups involved in the budget setting process, what information they need from us, the information we currently provide these groups with, and where we can improve our engagement process.

- 7.2. Cheshire East Council conducted an engagement process on its Medium-Term Financial Plans through a number of stages running from November 2021 to Council in February 2022.
- 7.3. The budget consultation launched on-line on the 24th November 2021, included details of the proposals against each Corporate Plan aim. This consultation was made available to various stakeholder groups and through a number of forums.

8. Implications

8.1. Legal

- 7.1.1. The legal implications surrounding the process of setting the 2022 to 2026 Medium Term Financial Strategy were dealt with in the reports relating to that process.

7.2. Finance

- 7.2.1. Contained within the main body of the report.

7.3. Policy

- 7.3.1. The Corporate Plan sets the policy context for the MTFs and the two documents are aligned. Any policy implications that arise from activities funded by the budgets that this report deals with will be dealt within the individual reports to Members or Officer Decision Records to which they relate.

7.4. Equality

- 7.4.1. The Council needs to ensure that in taking decisions on the Medium Term Financial Strategy, the Budget and the Corporate Plan, the impacts on those with protected characteristics are considered. The Council undertakes equality impact assessments where necessary and continues to do so as proposals and projects develop across the lifetime of the Corporate Plan. The process assists us to consider what actions could mitigate any adverse impacts identified. Completed equality impact assessments form part of any detailed Business Cases.
- 7.4.2. Any equality implications that arise from activities funded by the budgets that this report deals with will be dealt within the individual reports to Members or Officer Decision Records to which they relate.

7.5. Human Resources

- 7.5.1. Any HR implications that arise from activities funded by the budgets that this report deals with will be dealt within the individual reports to Members or Officer Decision Records to which they relate.

7.6. Risk Management

- 7.6.1. Financial risks are assessed and reported on a regular basis, and remedial action taken if and when required. Risks associated with the

achievement of the 2022/23 budget and the level of general reserves were factored into the 2022/23 financial scenario, budget and reserves strategy.

7.7. Rural Communities

7.7.1. The report provides details of service provision across the borough.

7.8. Children and Young People/Cared for Children

7.8.1. The report provides details of service provision across the borough.

7.9. Public Health

7.9.1. Public health implications that arise from activities that this report deals with will be dealt with as separate reports to Members or Officer Decision Records as required.

7.10. Climate Change

7.10.1. Any climate change implications that arise from activities funded by the budgets that this report deals with will be dealt within the individual reports to Members or Officer Decision Records to which they relate.

Access to Information	
Contact Officer:	Alex Thompson Director of Finance and Customer Services (Section 151 Officer) alex.thompson@cheshireeast.gov.uk
Appendices:	A - Allocation of capital and revenue budgets, earmarked reserves and policy proposals to service committees B – Supplementary Estimates C – Financial Reporting Timetable 2022-23
Background Papers:	The following are links to key background documents: Medium-Term Financial Strategy 2022-26

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Appendix A – Allocation of capital and revenue budgets, earmarked reserves and policy proposals to service committees.

2022/23 Highways & Transport Committee MTFS page 177	Exp £m	Inc £m	Revenue Budget £m	Capital Budget £m	Total Rev + Cap £m
Strategic Transport & Parking	6.791	-5.997	0.794	1.676	2.470
Highways & Infrastructure	13.267	-2.874	10.393	73.759	84.152
HS2	0.615	0	0.615	2.000	2.615
Total	20.673	-8.871	11.802	77.435	89.237

Earmarked Reserves	Estimated Opening Balance as at 1 April 2022 £m
Highways and Transport Committee Other reserves	0.97

CAPITAL PROGRAMME 2022/23 - 2025/26

Scheme Description	Forecast Expenditure					
	Prior	Budget	Budget	Budget	Budget	Total
	Years	2022/23	2023/24	2024/25	2025/26	Budget
	£000	£000	£000	£000	£000	£000
Highways and Transport						
Committed Schemes - In Progress						
A500 Dualling Scheme	9,968	1,174	22,428	32,523	2,608	68,701
A50/A54 Holmes Chapel	76	200	327	0	0	603
A532 Safer Road Scheme	652	471	0	0	0	1,123
A536 Safer Road Scheme	1,770	540	0	0	0	2,310
A537 Safer Road Scheme	513	1,977	0	0	0	2,490
A54/A533 Leadsmyth St, M'wich	145	418	0	0	0	563
A556 Knutsford to Bowdon	366	88	50	0	0	504
A6 MARR CMM - Disley	1,625	30	467	0	0	2,122
A6 MARR CMM Handforth	506	294	0	0	0	800
Car Parking Improvements (including Residents Parking	0	28	30	0	0	58
Congleton Link Road	70,444	7,395	3,703	8,901	0	90,443
Crewe HS2 Hub Project Development	8,171	2,000	1,500	1,029	0	12,701
Crewe Green Link Road	25,055	692	0	0	0	25,747
Crewe Green Roundabout	7,055	185	180	80	0	7,500
Digital Car Parking Solutions	0	21	0	0	0	21
Flowerpot Phs 1 & Pinch Point	1,433	4,198	2,889	1,131	387	10,037
Future High Streets Fund - Highways	276	887	3,229	1,574	0	5,966
Highway Pothole/Challenge Fund	0	3,242	0	0	0	3,242
Highway S106 Schemes	0	261	0	0	0	261
Infrastructure Scheme Development	0	50	75	0	0	125

CAPITAL PROGRAMME 2022/23 - 2025/26

Scheme Description	Forecast Expenditure					
	Prior	Budget	Budget	Budget	Budget	Total
	Years	2022/23	2023/24	2024/25	2025/26	Budget
	£000	£000	£000	£000	£000	£000
Highways and Transport						
Committed Schemes - In Progress						
Local Access Transport Studies	90	210	0	0	0	300
Local Area Programme	0	301	0	0	0	301
Macclesfield Movement Strategy	0	69	0	0	0	69
Middlewich Eastern Bypass	21,308	9,011	9,039	21,910	12,791	74,058
North-West Crewe Package	8,038	13,938	13,357	3,048	1,928	40,309
Old Mill Rd/ The Hill Junction	161	150	1,014	0	0	1,325
Part 1 Claims	0	38	0	0	0	38
Pay and Display Parking Meters	0	40	49	0	0	89
Poynton Relief Road	29,333	13,269	356	7,700	0	50,658
Road Safety Schemes - Minor Works	0	31	0	0	0	31
Route Planning System	172	23	0	0	0	195
Sydney Road Bridge	10,151	50	300	0	0	10,501
Sustainable Travel Access Prog	0	1,377	0	0	0	1,377
Town Studies	0	52	0	0	0	52
Traffic Signal Maintenance	0	250	0	0	0	250
Traffic Signs and Bollards - LED Replacement	0	625	0	0	0	625
Winter Service Facility	563	436	0	0	0	999

CAPITAL PROGRAMME 2022/23 - 2025/26						
Scheme Description	Forecast Expenditure					
	Prior Years £000	Budget 2022/23 £000	Budget 2023/24 £000	Budget 2024/25 £000	Budget 2025/26 £000	Total Budget £000
Highways and Transport						
New Schemes						
Peacock Roundabout Junction		163	587	0	0	750
Integrated Block - LTP		2,003	2,003	2,003	2,003	8,012
Maintenance Block - LTP		5,799	5,799	5,799	5,799	23,196
Incentive Fund - LTP		1,450	1,450	1,450	1,450	5,800
Managing and Maintaining Highways		4,000	4,000	4,000	4,000	16,000
Total Schemes - Highways & Transport	197,872	77,435	72,832	91,148	30,966	470,253

Budget Policy Proposal	2022/23 £000	2023/24 £000	2024/25 £000	2025/26 £000
[20 part] Review of governance of ASDVs and seeking increased opportunities for savings/ commercial opportunities	-125			
[60] Parking service – postponement of review of charges	504			
[55] Carbon Reduction – Replacement of existing illuminated signs and bollards with LED unit	30	-4	-31	
[61] Local Supported Buses	8	-12		
[3 + 4] Pay inflation and NI increase	183	110	112	114

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Appendix B – Supplementary Estimates

Table A General Purpose Grant Revenue Supplementary Estimates less than £1,000,000 – Already approved for noting purposes only

Finance Sub-Committee approved supplementary revenue estimates for general purpose grants coded centrally up to and including £1,000,000.

Committee	Year	Type of Grant	£000	Details
Highways and Transport	2021/22	Pavement Licensing – New Burdens	15	New Burden grant relating to the introduced temporary measures through the Business and Planning Act 2020 to support businesses selling food and drink during the economic recovery while social distancing guidelines remain in place. The bill streamlines the process of obtaining permission for the placing of tables and chairs outside a business on the pavement.
Total Highways and Transport			15	

Table B Specific Grant Supplementary Estimates less than £1,000,000 - Already approved for noting purposes only

Finance Sub-Committee approved supplementary estimates for specific grants coded directly to services up to and including £1,000,000.

Committee	Year	Type of Grant	£000	Details
Highways and Transport	2021/22	COVID-19 Bus Services Support Grant (Restart) - Tranche 6	36	CBSSG/BRG can only be spent on supporting bus services that have been affected by or need to be adjusted because of the impact of COVID-19. It is to be used as additional support on top of normal funding for local bus services, not as a replacement of that funding. The funding will be used to support local bus services such as tendered bus services that may be experiencing revenue shortfalls, and to help support any adjustments to services required by the authority. This may include amendment of the routes used by those services, hours of operation, vehicle used or levels of provision.
		COVID-19 Bus Services Support Grant (Restart) - Tranche 7	93	
		COVID-19 Bus Services Support Grant (Restart) - Tranche 8	148	
		COVID-19 Bus Recovery Grant - Tranche 9	202	
Highways and Transport	2022/23	CAPITAL - Sustrans Hurdsfield Rd/Black Lane junction, Macclesfield	569	Improvements to National Cycle Network (NCN) Route 55 Middlewood Way in Macclesfield between Hurdsfield Road and Tesco on Black Lane for both pedestrians and cyclists.
Total Highways and Transport			1,048	

Table C – Supplementary Estimates over £1,000,000 – Already approved for noting purposes only

Highways and Transport Committee recommended to Council to approve fully funded supplementary revenue estimates for specific grants coded directly to services over £1,000,000.

Committee	Year	Type of Grant	£000	Details
Highways and Transport	2022/23	DfT Pothole Fund	5,799	The purpose of the grant is to help the Council improve road conditions in 2022/23.
Total Grants over £1m Recommendation to Council			5,799	

Table D – Supplementary Revenue Estimates for Approval

Committee	Year	Type of Grant	£000	Details
Highways and Transport	2022/23	Local Transport Authority Capacity (revenue) Grant	179	The grant is being provided primarily for the preparation for the launch of the new Local Transport Plan (LTP) guidance and to encourage your LTA to update their LTPs in line with guidance by the end of this parliament.
Highways and Transport	2021/22	Bus Service Improvement Fund	8	Funding to allow local authorities to develop and publish a local transport plan as required by Department for Transport. Additional amount increasing funding to £100,000 in total for the year.
Highways and Transport	2021/22	Active Travel Social Prescribing Grant	50	Funding to carry out feasibility studies for active travel social prescribing pilot schemes, trialling new walking and cycling programmes to enable increased active travel and physical activity. These studies will be assessed to decide which authorities will then receive funding to create future active travel social prescribing schemes for the financial years 2022 to 2025.
Highways and Transport	2021/22	Covid-19 Bus Recovery Grant	141	CBSSG/BRG can only be spent on supporting bus services that have been affected by or need to be adjusted because of the impact of COVID-19. It is to be used as additional support on top of normal funding for local bus services, not as a replacement of that funding. The funding will be used to support local bus services such as tendered bus services that may be experiencing revenue shortfalls, and to help support any adjustments to services required by the authority. This may include amendment of the routes used by those services, hours of operation, vehicles used or levels of provision.
Total Highways and Transport			378	

Table E Supplementary Capital Estimates for Approval – up to £1m

Capital Scheme	Year	£000	Details
S106 Basford West footway/cycleway	2021-22	3	To increase budget to use more of the S106 contribution to the provision of a footway/cycleway in accordance with the restrictions of the S106 agreement.
M6 Junction 19	2021-22	10	The scheme is being prepared for adoption by Cheshire East Council and there'll be some further costs coming. The additional fees and commuted sum will be paid by external contribution prior to adoption.
Highway Maintenance Minor Works	2021-22	192	Works carried out on pedestrian crossings in Crewe in accordance with the S106 agreement, therefore, these monies can be drawn down and the budgets increased to incorporate this.
Total Highways and Transport		205	

Table F Capital Budget Virements for Approval – up to £5m

Capital Scheme	Year	£000	Details
Poynton Relief Road	2024-25	2,000	The forecast for Poynton is now taking us beyond the £50.6m originally forecast. Virement of £2m from the underspend on Congleton Link Road.
Congleton Link Road	2024-25	-2,000	
Crewe Green Link Road	2021-23	878	To cover the final CPO compensation claim referred to the Upper Tribunal (Lands Chamber). Settlement of Post Reference costs. Funded from the Strategic Capital Projects budget.
Crewe Rd, Alsager Pedestrian Crossing	2021-22	58.4	Budget virements where the LTP grant STEPS & Minor Works budgets are topping up S106's
Middlewich Road, Holmes Chapel Bus Stop	2021-22	3.6	
S106 Holmes Chapel Road Bus Stops	2021-22	11.8	
S106 Booth Lane, Bus Stops	2021-22	0.3	
Accessibility: Public Transport	2021-22	-23	
Sustainable Modes of Travel to Schools Strategy (SMOTSS)	2021-22	-50	
Main Rd, Shavington, Traffic Regulation Order	2021-22	.02	
Highway Maintenance Minor Works	2021-22	-1.2	
Total Highways and Transport		877.92	

Appendix C

Report	Financial Cycle	Finance Sub Committee	Corporate Policy Committee	Children and Families Committee	Environment and Communities Committee	Highways and Transport Committee	Adults and Health Committee	Economy and Growth Committee	Audit and Governance Committee	Council (if required)
Alignment of 2022-23 Budgets	Planning	02-Mar-22	09-Jun-22	23-May-22	07-Jun-22	16-Jun-22	30-May-22	31-May-22		27-Apr-22
Final Outturn 2021/22	Reporting	06-Jul-22							28/07/22 Draft SOA	20-Jul-22
First Financial Review of 2022/23 (Update to include progress on policy proposals and material variances from MTFS)	Monitoring	07-Sep-22	06-Oct-22	19-Sep-22	29-Sep-22	22-Sep-22	26-Sep-22	13-Sep-22		19-Oct-22
Second Financial Review of 2022/23	Monitoring	09-Nov-22	01-Dec-22	14-Nov-22	10-Nov-22	24-Nov-22	21-Nov-22	15-Nov-22	24/11/22 Final SOA	14-Dec-22
MTFS Strategies - Treasury Mgt, Investment, Capital and Reserves	Planning	11-Jan-23								22-Feb-23
MTFS Budget Consultation	Planning	11-Jan-23	01-Dec-22	16-Jan-23	02-Feb-23	26-Jan-23	23-Jan-23	17-Jan-23		22-Feb-23
Third Financial Review of 2022/23 - Part A One Page Summary and Narrative	Monitoring		09-Feb-23							22-Feb-23
Third Financial Review of 2022/23 - Part B Full Report based on Part A	Monitoring	08-Mar-23	23-Mar-23	20-Mar-23	30-Mar-23	02-Mar-23	27-Mar-23	14-Mar-23		24-May-23

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Working for a brighter future together

Highways and Transport Committee

Date of Meeting:	16 June 2022
Report Title:	Appointments to Sub-Committees, Working Groups, Panels, Boards and Joint Committees
Report of:	Brian Reed, Head of Democratic Services and Governance
Report Reference No:	HT60/22-23
Ward(s) Affected:	No specific wards

1. Purpose of Report

- 1.1** This report seeks approval from the Highways and Transport Committee to appoint members to the Public Rights of Way Sub Committee.

2. Executive Summary

- 2.1** The Council, at its annual meeting on 18 May 2022, approved the political representation on its main committees. The appointment of certain sub-committees, working groups, panels and boards is a matter for the relevant service committees. This report concerns the Public Rights of Way Sub Committee of which membership is required to be appointed by the Highways and Transport Committee. Where political proportionality is applicable, the agreed conventions and methods of calculation have been applied.

3. Recommendations

- 3.1** That the committee appoints the Public Rights of Way Sub Committee referred to in this report; notes the terms of reference attached as appendix 1 to the report; agrees the political representation and agrees that the names of Members appointed to it will be submitted to the Head of Democratic Services and Governance.

4. Reasons for Recommendations

- 4.1** The Committee is responsible for the appointment of the sub-committee, referred to in this report.

5. Other Options Considered

- 5.1.1** Not applicable.

6. Background

A. Bodies which report to the Highways and Transport Committee

Public Rights of Way Sub Committee

The Constitution provides that the lead service committee in respect of the Public Rights of Way Sub Committee will be the Highways and Transport Committee. The Public Rights of Way Sub Committee will meet on a quarterly basis, report to the Highways and Transport Committee on at least an annual basis and review its terms of reference annually in order to establish if they are fit for purpose or need amending. (Please see Appendix 1 for the terms of reference). The membership (7 Members) of the Public Rights of Way Sub Committee is required to be formally ratified by the Highways and Transport Committee.

It is proposed that the Highways and Transport Committee agree to the appointment of Members to the Public Rights of Way Sub Committee in line with the following, and that the nominees to the Sub Committee be notified to the Head of Democratic Services and Governance:

3 Conservative

2 Labour

2 Independent

Recommendation: That the Highways and Transport Committee appoints Members to the Public Rights of Way Sub Committee as follows: Con:3; Lab:2; Ind:2; Lib Dem:0; R. Ind:0; NGI:0

Current Membership:-

Councillors S Akers Smith, L Crane, S Edgar, H Faddes, L Gilbert, R Moreton and D Stockton.

7. Implications

7.1 Legal

- 7.1.1** The Local Government (Committees and Political Groups) Regulations 1990, made pursuant to the Local Government and Housing Act 1989, make provisions in respect of the political group representation on a local authority's committees in relation to the overall political composition of the Council. The

legislation applies to the decision-making committees and sub-committees of the Council.

7.1.2 The legislation requires that, where proportionality applies, and seats are allocated to different political groups, the authority must abide by the following principles, so far as is reasonably practicable:

7.1.2.1 Not all of the seats can be allocated to the same political Group (i.e. there are no single group committees).

7.1.2.2 The majority of the seats on the body are to be allocated to a political Group with a majority membership of the authority.

7.1.2.3 The total number of seats on all ordinary committees and sub committees allocated to each Political Group bears the same proportion to the proportion on the full Council.

7.1.2.4 The number of seats on each ordinary committee allocated to each Political Group bears the same proportion to the proportion on full Council.

7.1.3 The proposals contained in this report meet the requirements of the legislation.

7.1.4 The 1990 Regulations require Political Group Leaders to notify the Proper Officer of the Groups' nominations to the bodies in question.

7.2. Finance

7.2.1 There are no financial implications that require an amendment to the Medium-Term Financial Strategy.

7.3. Policy

7.3.1 There are no direct implications for policy.

7.4. Equality

7.4.1 There are no direct implications for equality.

7.5. Human Resources

7.5.1 There are no direct human resource implications.

7.6. Risk Management

7.6.1 Failure to comply with the Act and Regulations when appointing its committee memberships would leave the Council open to legal challenge.

7.7. Rural Communities

7.7.1 There are no direct implications for rural communities.

7.8. Children and Young People/Cared for Children

7.8.1 There are no direct implications for children and young people/cared for children.

7.9. Public Health

7.9.1 There are no direct implications for public health.

7.10. Climate Change

7.10.1 There are no direct climate change implications.

Access to Information	
Contact Officer:	Brian Reed, Head of Democratic Services and Governance brian.reed@cheshireeast.gov.uk
Appendices:	Appendix 1: Terms of Reference for the Public Rights of Way Sub Committee.
Background Papers:	The background papers relating to this report can be inspected by contacting the report writer.

Appendix 1-Terms of Reference of the Public Rights of Way Sub Committee

Public Rights of Way Sub Committee

(Membership: 7 Councillors)

This Sub Committee acts in a Quasi-Judicial capacity.

The **terms of reference** for the Public Rights of Way Sub Committee are:

- 1 The Public Rights of Way Sub-Committee's responsibilities include:
 - 1.1 discharge all the functions of the Council in relation to public rights of way (except the determination of non-contentious Public Path Order applications which has been delegated to the Executive Director Place);
 - 1.2 discharge of Commons and Town and Village Greens functions;
 - 1.3 being apprised of, approve, and comment on a range of policies, programmes and practices relating to Rights of Way, Commons, Town and Village Greens and countryside matters including:
 - 1.3.1 progress reports on implementation of the Rights of Way improvement Plan (part of the Annual Progress Review for the Local Transport Plan);
 - 1.3.2 Statements of Priorities;
 - 1.3.3 Enforcement Protocols;
 - 1.3.4 Charging Policy for Public Path Order applications.

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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)
HT61/22-23	21 July Committee	Annual Performance Review 2021/22	To receive a report on the Annual Performance Review.	John David	N	N	N	An open and enabling organisation	N
HT/41/22-23	21 July Committee	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
HT/56/22-23	21 July 2022	Winter Service End of Season Review	A review of the 2021/22 Highway Winter Service activities and if required any proposed amendments.	Chris Hindle	tbc	Y	tbc	A thriving and sustainable place	N

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Highways and Transport Committee Work Programme

HT52/22-23	21 July 2022	Enhanced Partnership for Buses	To update on DfT's response to the proposals for an Enhanced Partnership Agreement relating to local buses services.	Richard Hibbert/John David	Y	N	Y	A thriving and sustainable place	N
HT59/22/23	21 July 2022	On-Street Electric Vehicle Charging	To report on the outcome of the Councils application to Government's On Street EV Charging Programme.	John Davies / Richard Hibbert	Y	N	N	A thriving and sustainable Place	N

Highways and Transport Committee Work Programme

HT/26/21-22	22 September 2022	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/42/22-23	22 September 2022	Review of Ward Member Budget scheme	To review the effectiveness of the new ward member budget scheme.	Tom Shuttleworth, Paul Davies Matt Davenport	N/A	N	tbc	A thriving and sustainable Place	N

Highways and Transport Committee Work Programme

HT48/22-22	22 September 2022	First Financial Review of 2022/23	To receive an update on the financial position for 2022/23 To note or approve virements and supplementary estimates as required.	Alex Thompson	N	N	Y	An open and enabling organisation	N
HT/43/22-23	22 September 2022	Speed Management Strategy	To approve the Speed management strategy following consultation period.	Matt Davenport / Tom Shuttleworth	Completed	Y	N	A thriving and sustainable Place	N
HT57/22/23	22 September 2022	Greenway Crossing of the River Dane	To approve the preferred solution for the Greenway crossing of the River Dane, Congleton and agree the development of the scheme through the SCAPE framework.	Chris Hindle / Paul Griffiths	N	Y		A thriving and sustainable Place	N

Highways and Transport Committee Work Programme

HT49/22-23	24 November 2022	Second Financial Review of 2022/23	To receive an update on the financial position for 2022/23 To note or approve virements and supplementary estimates as required.	Alex Thompson	N	N	Y	An open and enabling organisation	N
HT/53/22-23	24 November 2022	Idling Vehicle Engines	Officers to undertake a feasibility study in relation to whether the Council should adopt powers that would allow Civil Enforcement action on engine idling.	Richard Hibbert/John David	tbc	tbc	tbc	A thriving and sustainable Place	N
HT50/22/23	26 January 2023	MTFS Budget Consultation	Respond to Budget consultation (Highways & Transport)	Alex Thompson	Y	Y	Y	An open and enabling organisation	N

Highways and Transport Committee Work Programme

HT51/22-23	2 March 2023	Third Financial Review of 2022/23	To receive an update on the financial position for 2022/23 To note or approve virements and supplementary estimates as required.	Alex Thompson	N	N	Y	An open and enabling organisation	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/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