

Highways and Transport Committee

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

1. Purpose of Report

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

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

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

2. Executive Summary

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

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

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

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

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

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

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

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

3. Recommendations

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

4. Reasons for Recommendations

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

5. Other Options Considered

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

Option	Impact	Risk
<p>Do nothing – there is the option of not progressing or approving the plans.</p>	<p>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.</p>	<p>High risk the Council may not receive some external funding or there would be uncoordinated investment.</p>

6. Background

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

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

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

7. Consultation and Engagement

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

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

8. Implications

8.1. Legal

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

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

8.2. Finance

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

8.3. Policy

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

8.4. Equality

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

8.5. Human Resources

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

8.6. Risk Management

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

8.7. Rural Communities

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

8.8. Children and Young People/Cared for Children

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

8.9. Public Health

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

8.10. Climate Change

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

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

Access to Information	
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Appendices:	A. Crewe Transport Delivery Plan B. Knutsford Transport Delivery Plan C. Macclesfield Transport Delivery Plan D. Nantwich Transport Delivery Plan E. Sandbach Transport Delivery Plan F. Equality Impact Assessment
Background Papers:	Cheshire East Local Transport Plan 2019-2024 www.cheshireeast.gov.uk/public_transport/local_transport_plan/local_transport_plan.aspx