



Crewe Transport Delivery Plan

Rev 0

February 2022

Crewe Transport Delivery Plan

Project No: BRJ10654
 Document Title: DRAFT Crewe Transport Delivery Plan
 Document No.: BRJ10654_01
 Revision: 0
 Date: February 2022
 Project manager: DC
 Author: VV / DC
 File name: BRJ10654 Crewe TDP February 2022 Rev0

Jacobs U.K. Limited

© Copyright 2022 Jacobs U.K. Limited. The concepts and information contained in this document are the property of Jacobs. Use or copying of this document in whole or in part without the written permission of Jacobs constitutes an infringement of copyright.

Limitation: This report has been prepared on behalf of, and for the exclusive use of Jacobs' Client, and is subject to, and issued in accordance with, the provisions of the contract between Jacobs and the Client. Jacobs accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this report by any third party.

Document history and status

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

Contents

1.	Introduction	4
1.1	Local Context	4
1.2	Background to the Crewe Transport Delivery Plan	4
1.3	What does the Delivery Plan do for Crewe?	5
1.4	Objective Setting and Scheme Options Development	6
1.5	Report Structure	7
2.	Policy & Background Information	8
2.1	Policy Context and Background Information	8
2.2	Summary of Relevant Local Policy	8
2.3	Existing Transport Situation	16
3.	Objectives Overview	22
3.1	Overview	22
3.2	Crewe Local Transport Objectives	22
3.3	Public Consultation Feedback on Local Transport Objectives	22
3.4	Logic Mapping	23
4.	Options Overview & Assessment	25
4.1	Overview	25
4.2	Assessment Process	25
4.3	Scheme Sequencing Process	27
5.	Packaging & Sequencing of Options	29
5.1	Introduction	29
5.2	Active Travel Schemes Package	29
5.3	Public Transport Schemes Package	33
5.4	Parking Schemes Package	36
5.5	Highway Schemes Package	39
5.6	Summary of Transport Scheme Packages Support for Objectives	42
6.	Summary and Next Steps	44
6.1	Summary	44
6.2	Funding Summary	44
6.3	Next Steps	44
Appendix A – Options Long List & Assessment		
Appendix B – Sequencing & Packaging of options		
Appendix C – Objectives & Scoring criteria		



1. Introduction

1.1 Local Context

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

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

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

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

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

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

1.2 Background to the Crewe Transport Delivery Plan

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

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

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

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

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

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

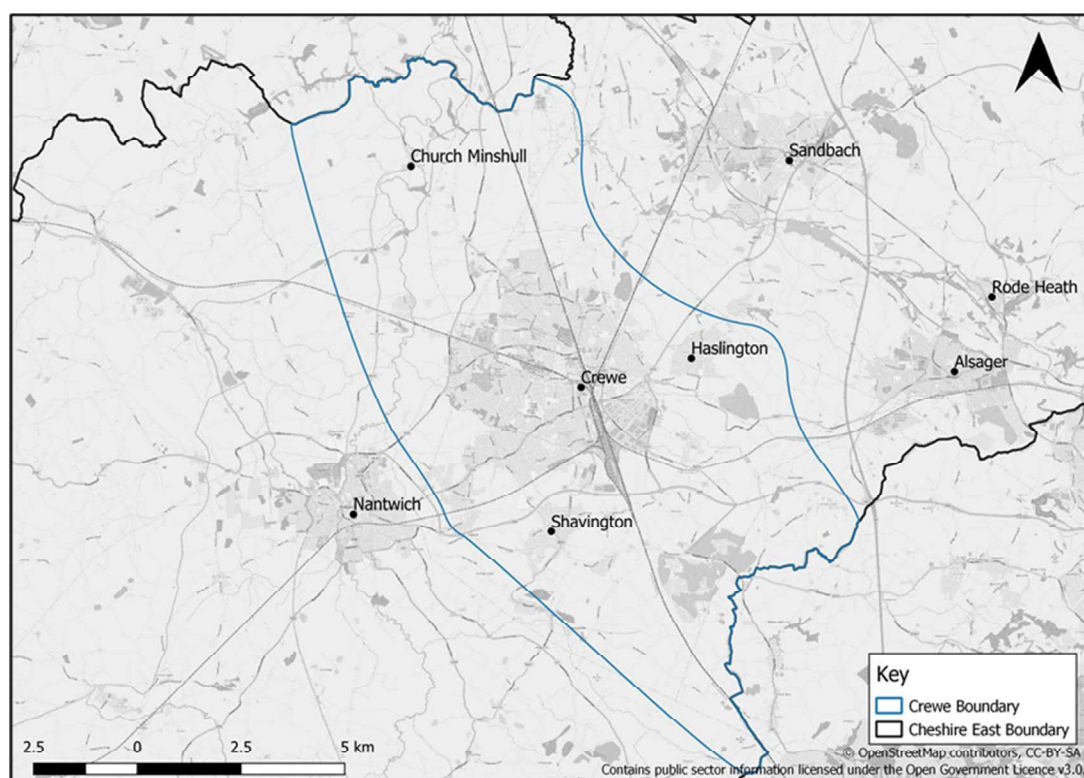


Figure 1.1: Crewe Delivery Plan Area

1.3 What does the Delivery Plan do for Crewe?

The Transport Delivery Plan for Crewe:

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

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

1.4 Objective Setting and Scheme Options Development

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

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

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

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

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

1.5 Report Structure

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

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

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

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

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

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

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

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

2. Policy & Background Information

2.1 Policy Context and Background Information

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

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

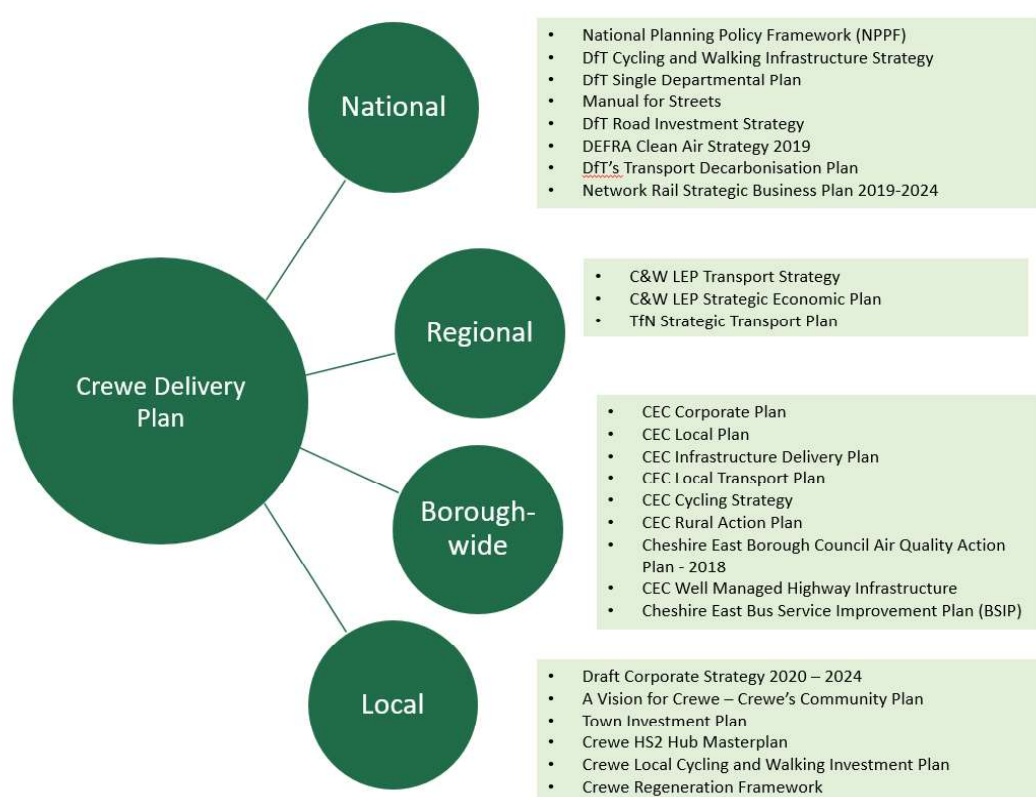


Figure 2.1: Policy Overview

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

2.2 Summary of Relevant Local Policy

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

2.2.1 Cheshire East Local Plan

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

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

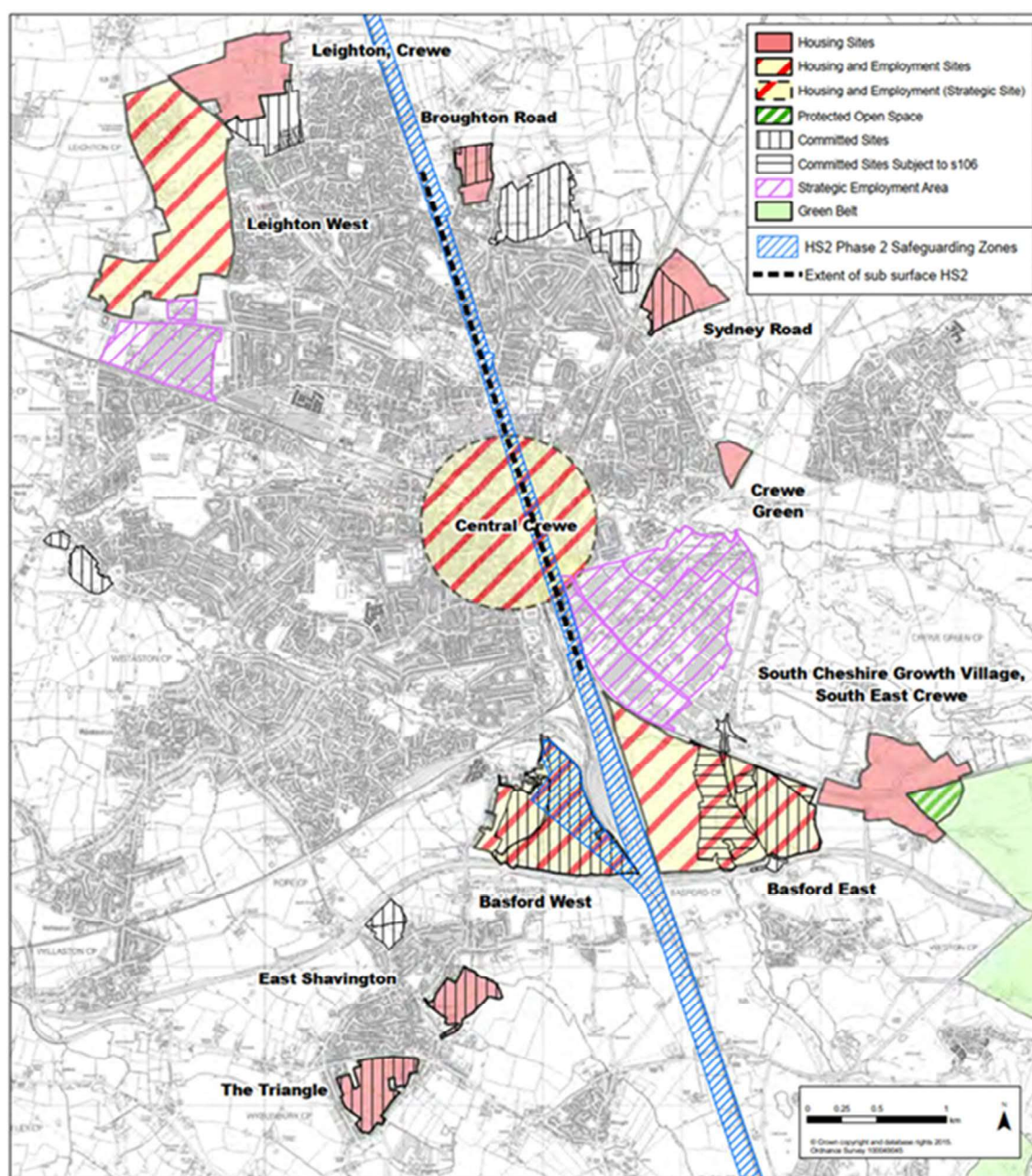


Figure 2.2: Crewe Local Plan Sites

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

2.2.2 Cheshire East Local Transport Plan 4

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

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

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

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

2.2.3 Crewe Regeneration Framework

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

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

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

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

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

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

2.2.4 Corporate Strategy 2020 – 2024

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

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

1. A town to live in

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

2. A town to work in

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

3. A town to enjoy

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

4. A community with pride

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

5. A Council to deliver

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

The transport specific objectives included in the strategy focus on:

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

2.2.5 A Vision for Crewe – Crewe’s Community Plan

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

The Community Plan focuses on the following five topic areas:

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

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

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

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

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

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

2.2.6 Town Investment Plan

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

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

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

2.2.7 Crewe HS2 Hub Masterplan

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

2.2.8 Crewe Local Cycling and Walking Infrastructure Plan

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

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

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

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

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

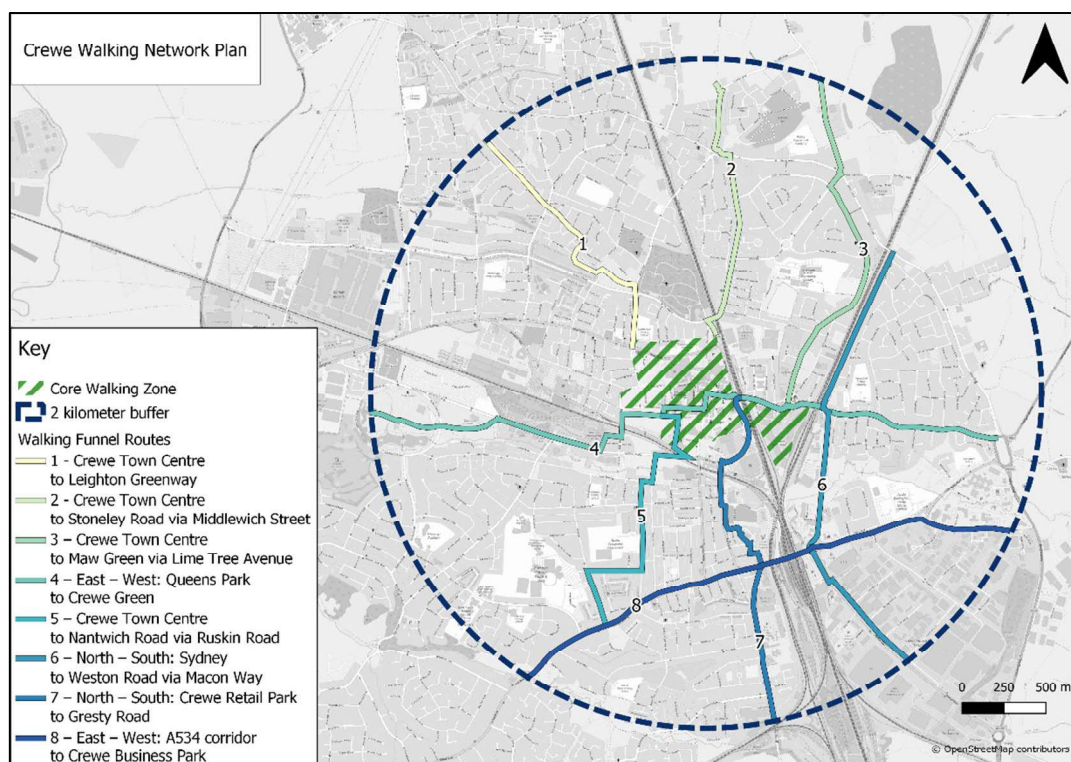


Figure 2.3: Crewe Walking Network Plan (reproduced from the LCWIP)

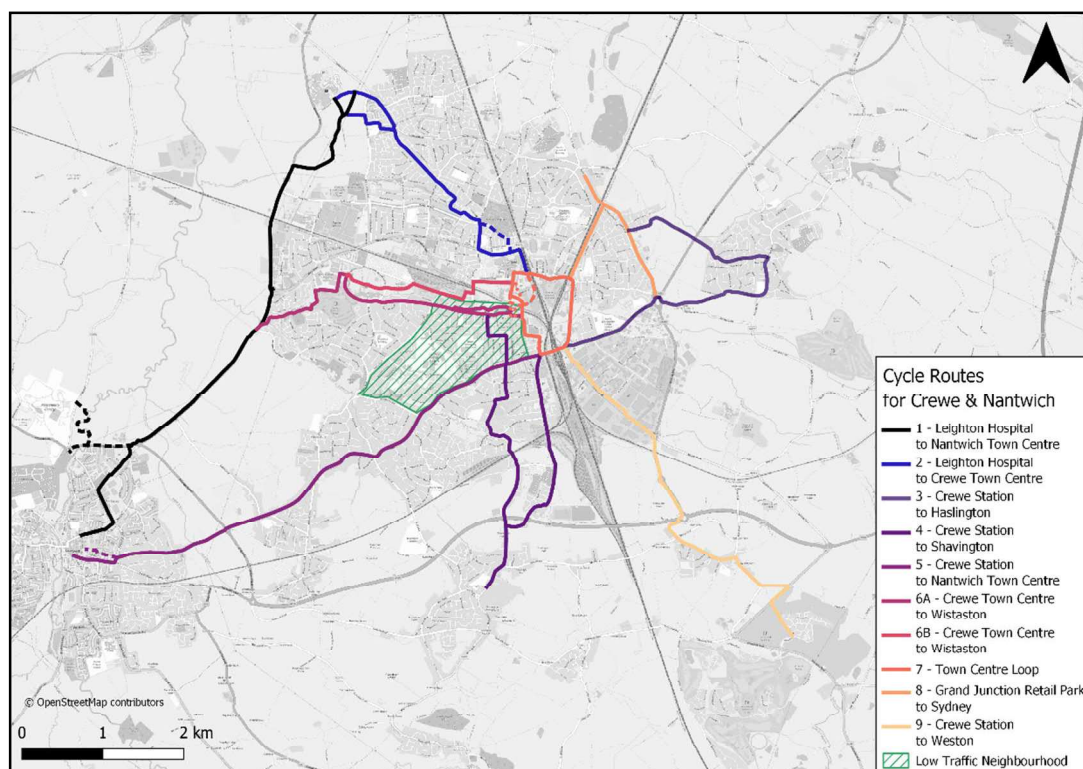


Figure 2.4: Crewe Cycling Network Plan (reproduced from the LCWIP)

2.2.9 Cheshire East Bus Service Improvement Plan

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

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

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

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

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

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

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

2.3 Existing Transport Situation

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

2.3.1 Walking

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

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

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

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

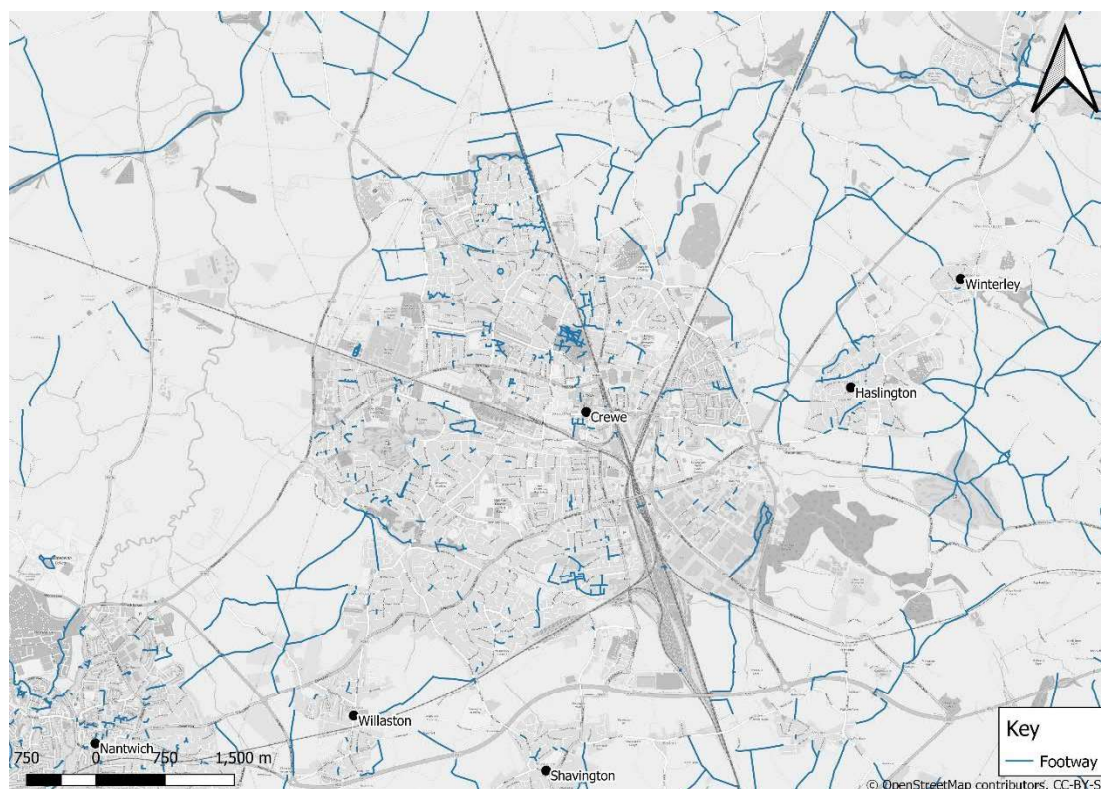


Figure 2.3: Public Right of Way (PROW) network within the Study Area

2.3.2 Cycling

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

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

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

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

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

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

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

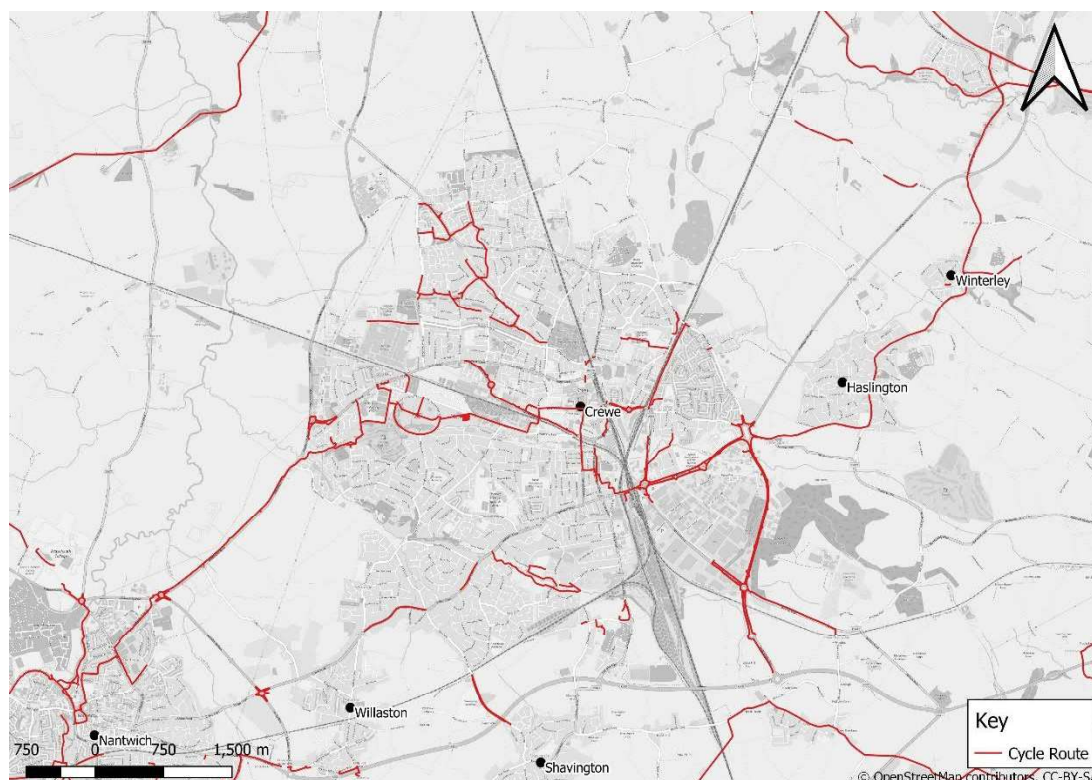


Figure 2.4: Cycle Network within the Delivery Plan Area

2.3.3 Public Transport (Bus and Rail)

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

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

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

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

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

2.3.4 Parking

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

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

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

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

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

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

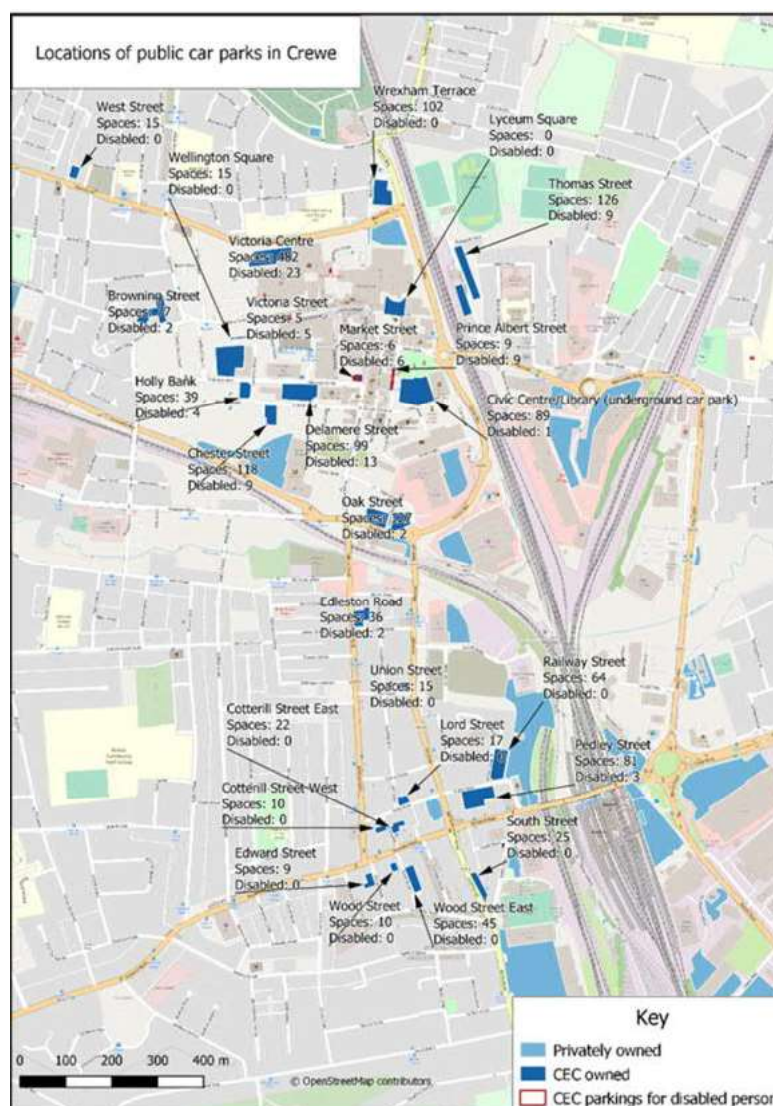


Figure 2.5: Locations of public car parks in Crewe

2.3.5 Highway Network

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

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

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

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

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



Figure 2.6: Local Road Network

2.3.6 Summary

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

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

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

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

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

3. Objectives Overview

3.1 Overview

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

3.2 Crewe Local Transport Objectives

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

The town specific transport objectives for Crewe are:

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

3.3 Public Consultation Feedback on Local Transport Objectives

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

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

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

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

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

3.4 Logic Mapping

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

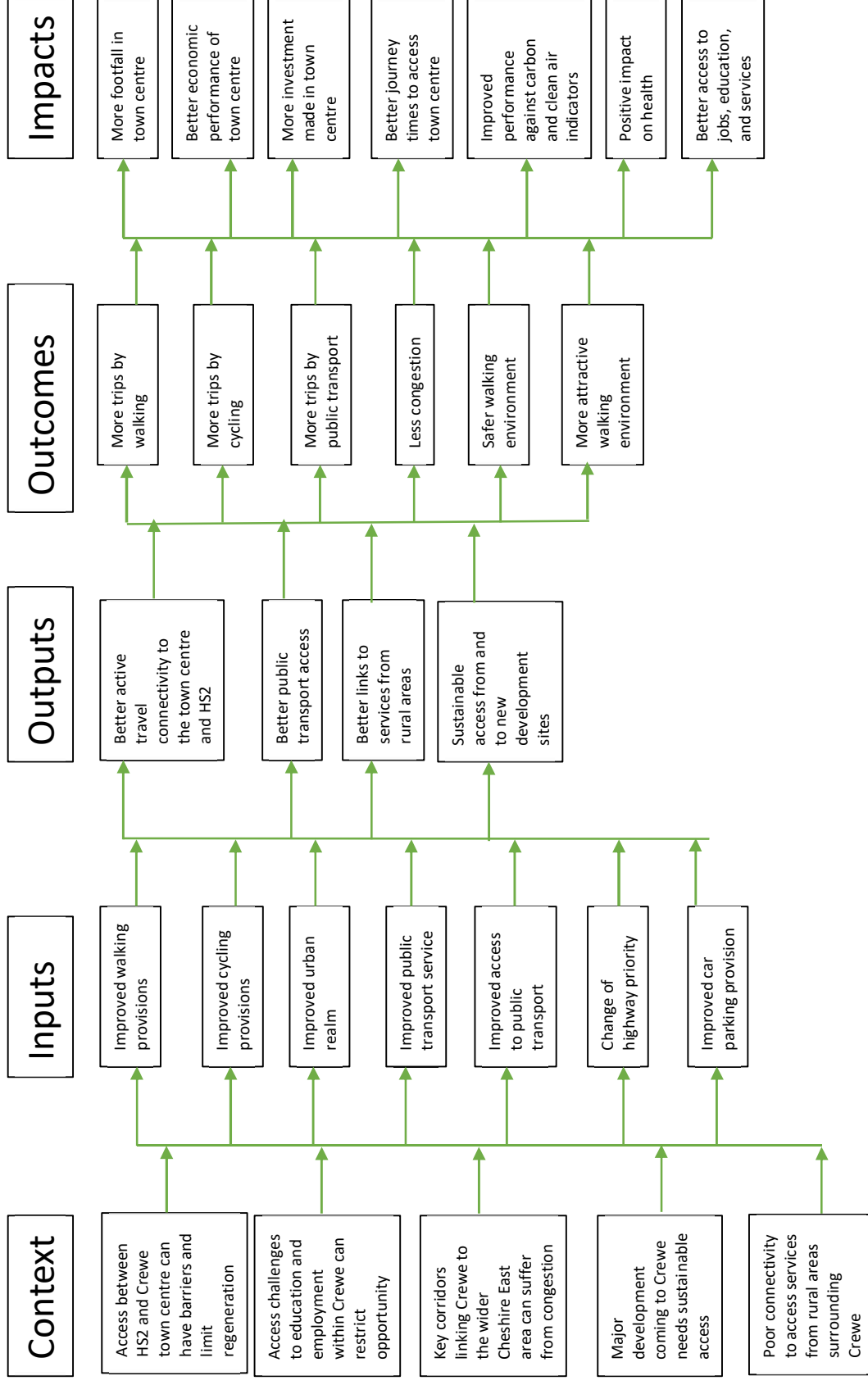


Figure 3.2: Crewe Transport Delivery Plan Logic Map

4. Options Overview & Assessment

4.1 Overview

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

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

4.2 Assessment Process

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

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

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

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

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

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

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

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

Table 4.1: Scoring criteria for additional areas

4.3 Scheme Sequencing Process

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

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

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

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

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

Table 4.2: Assessment guidance for Timescales

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

5. Packaging & Sequencing of Options

5.1 Introduction

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

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

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

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

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

5.2 Active Travel Schemes Package

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

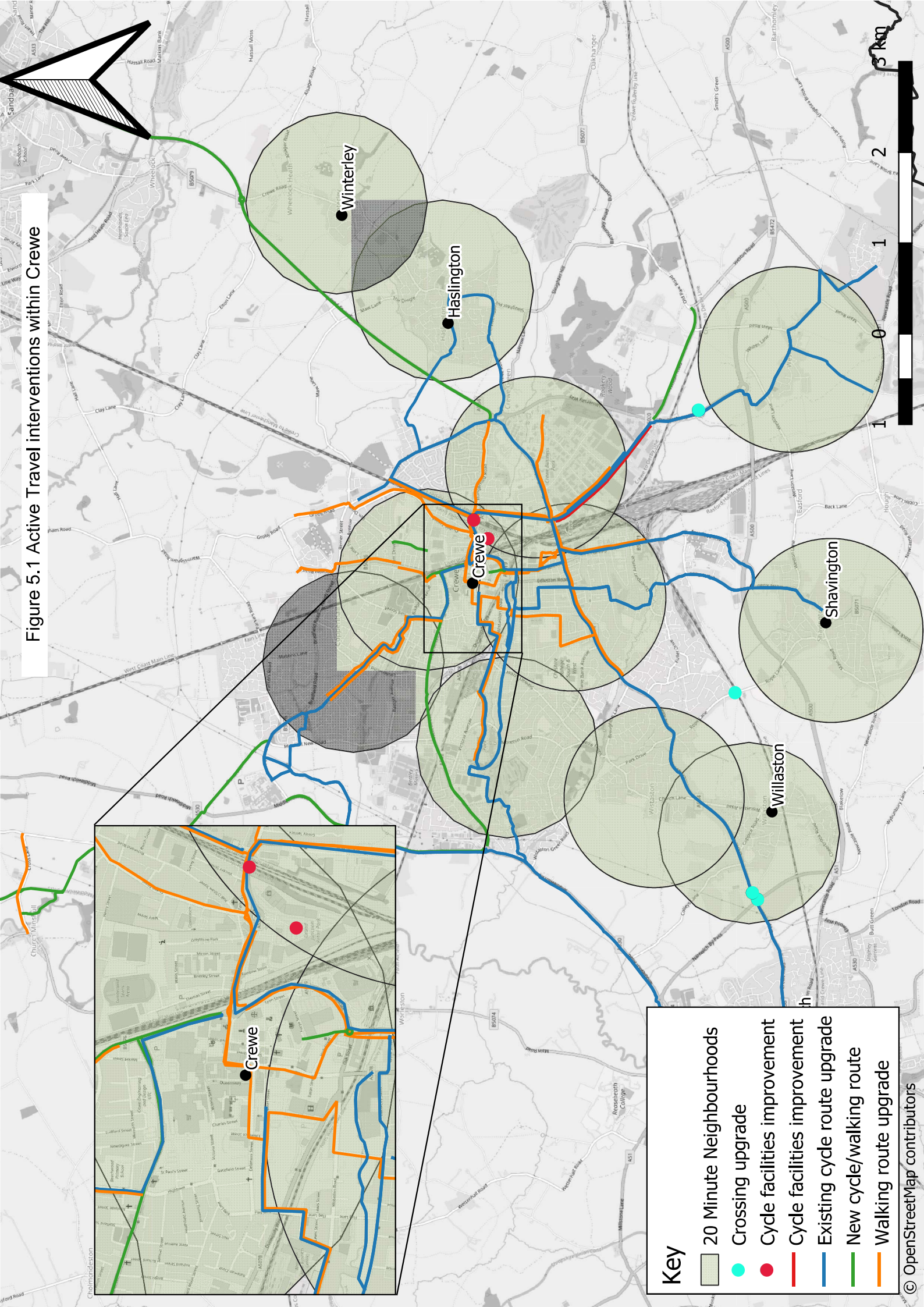
Active Travel Category	Description of measures
New pedestrian and cycle crossing facilities	Providing a new dedicated pedestrian and cycle crossing facility on the highway (predominately a signalised facility).
Cycle facilities improvements	Cycle parking and other facilities to aid the use of cycling.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

Table 5.1: Active Travel Scheme Categories

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

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

Figure 5.1 Active Travel interventions within Crewe



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

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

rural communities to key services and employment within Crewe.

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

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

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

5.3 Public Transport Schemes Package

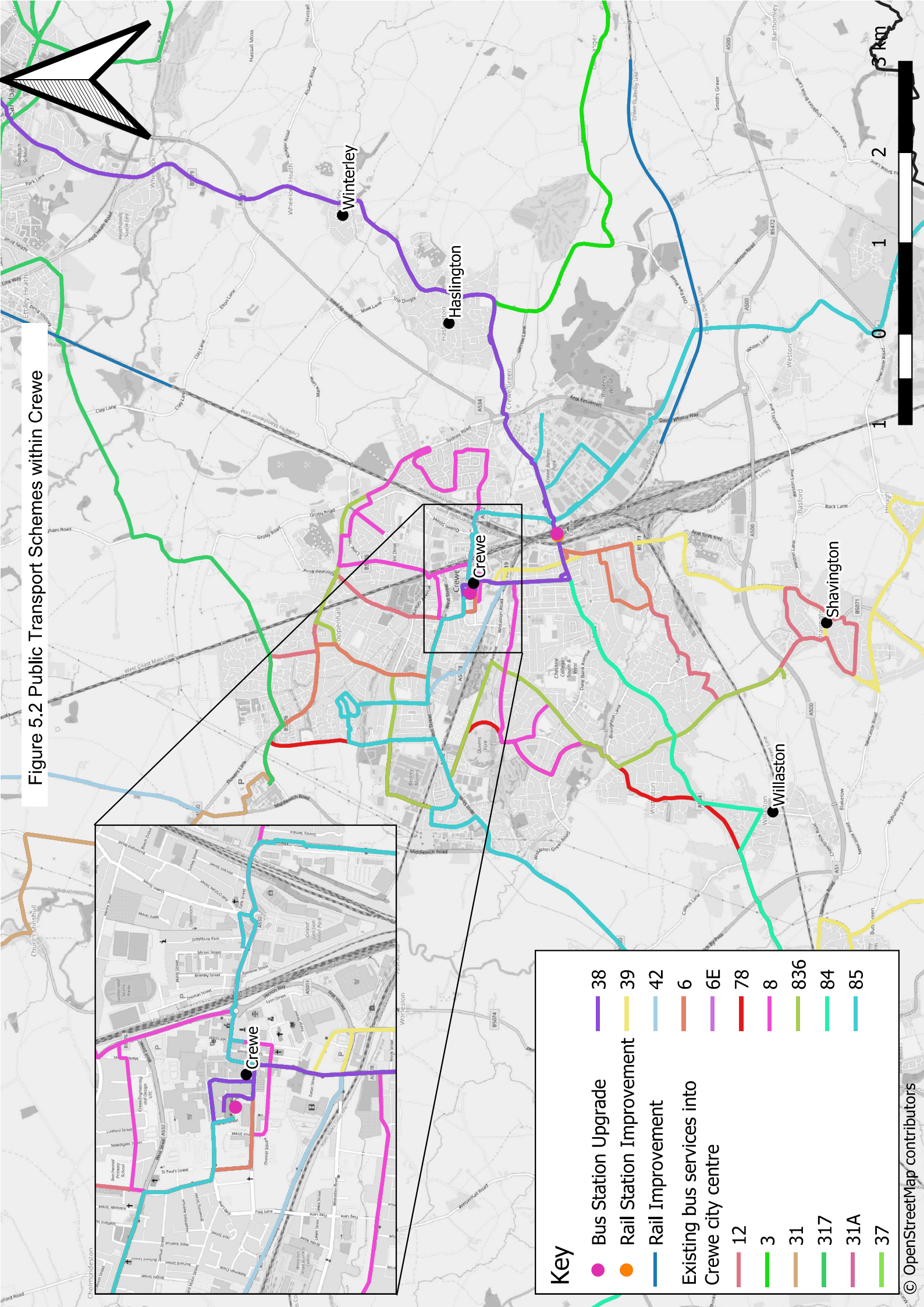
A total of thirteen of the transport schemes identified for Crewe and the wider area relate to Public Transport schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Delivery Plan process. The Delivery Plan has been developed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

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

Table 5.3: Public Transport Scheme Categories

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

Figure 5.2 Public Transport Schemes within Crewe



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

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

services and employment within Crewe.	<ul style="list-style-type: none"> Support Community Transport providers.
--	--

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

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

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

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

5.4 Parking Schemes Package

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

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

Table 5.5: Parking Scheme Categories

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

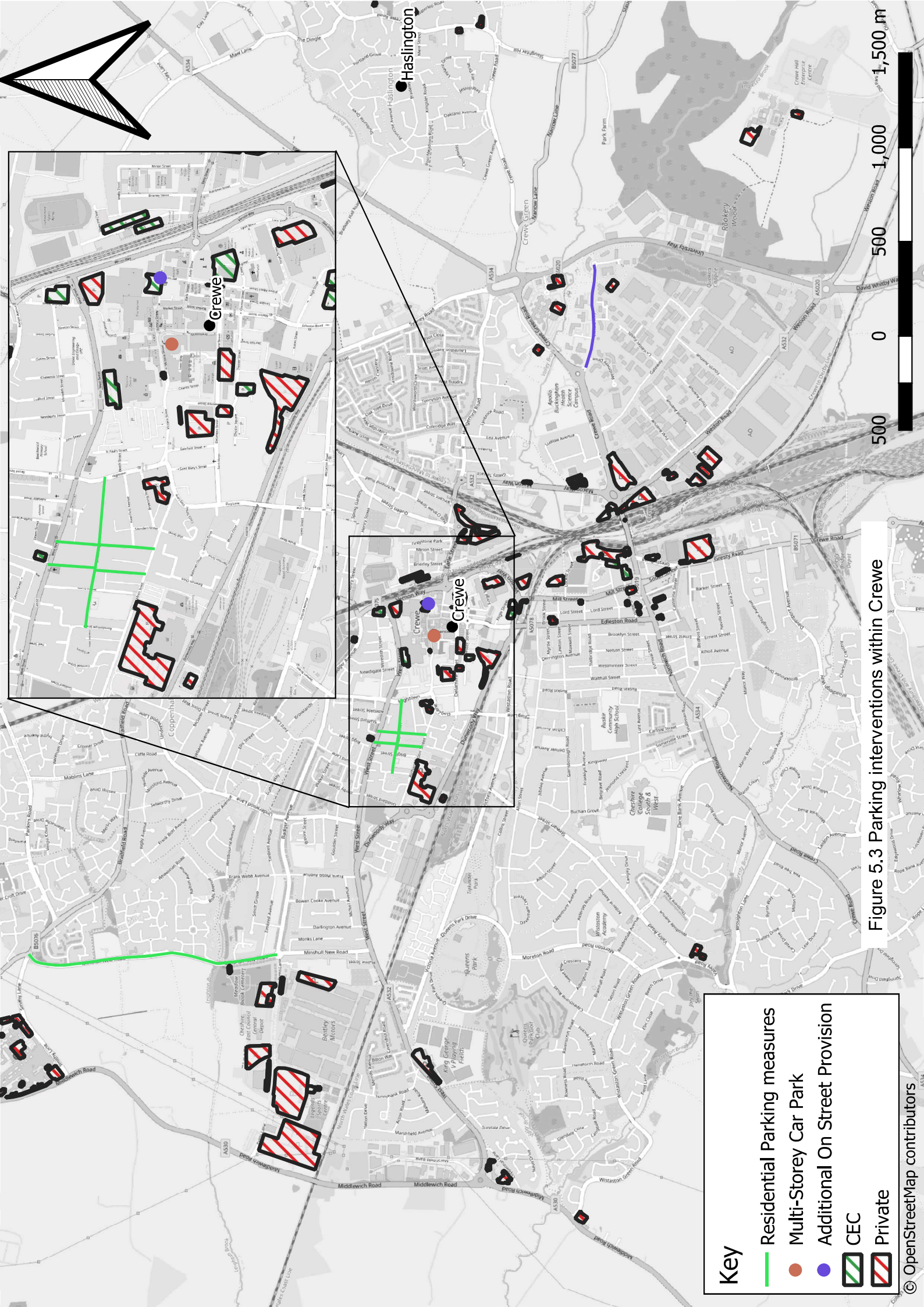


Figure 5.3 Parking interventions within Crewe

Key

Residential Parking measures

Multi-Storey Car Park

Additional On Street Provision

CEC

Private

© OpenStreetMap contributors

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

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

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

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

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

5.5 Highway Schemes Package

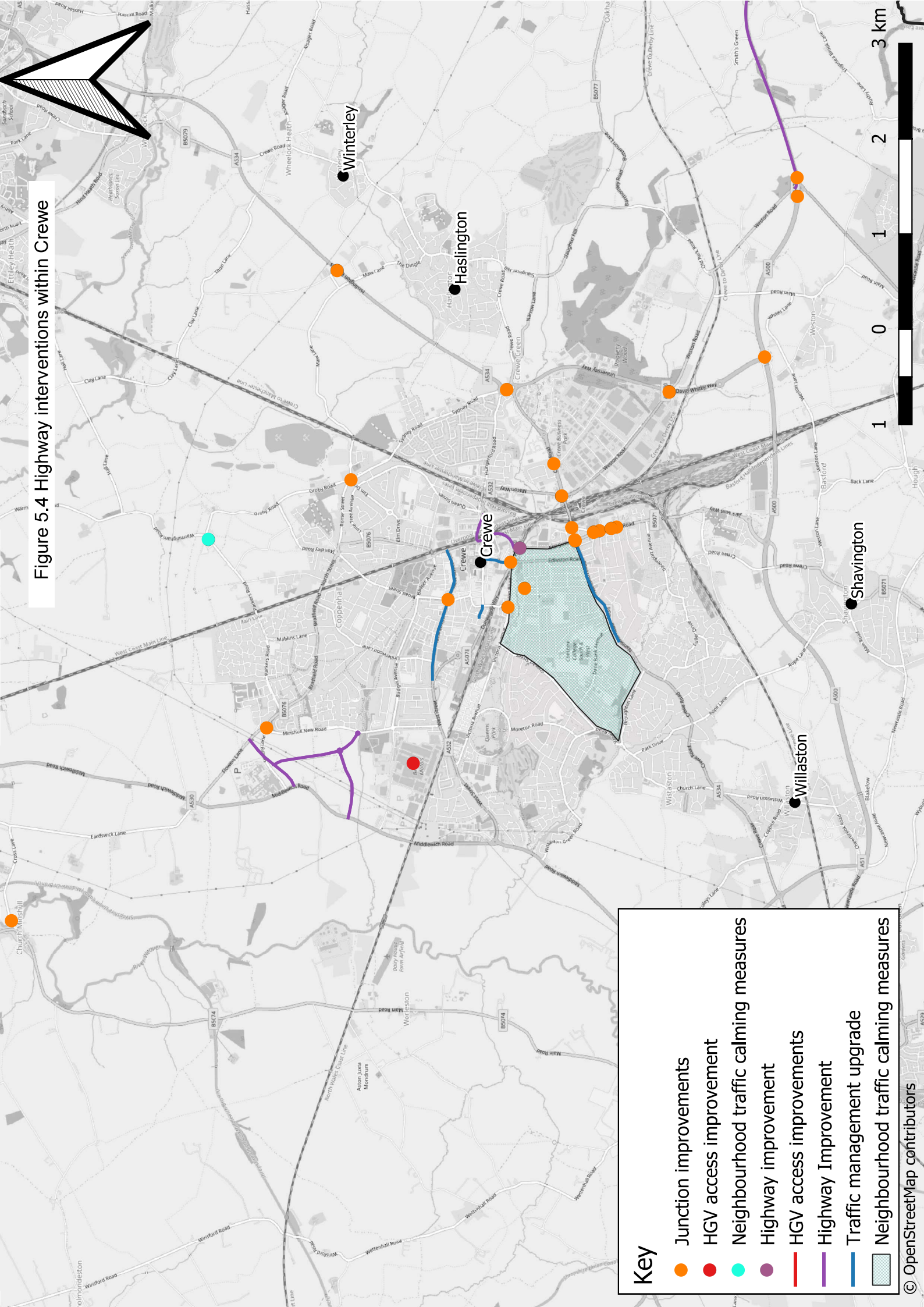
A total of 20 of the transport schemes identified for Crewe and the wider area relate to Highway Transport schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Delivery Plan process. The Highway schemes fall into four broad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

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

Table 5.7: Highway Scheme Categories

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

Figure 5.4 Highway interventions within Crewe



Key

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

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

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

services and employment within Crewe.

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

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

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

5.6 Summary of Transport Scheme Packages Support for Objectives

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

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

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

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

6. Summary and Next Steps

6.1 Summary

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

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

6.2 Funding Summary

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

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

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

6.3 Next Steps

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

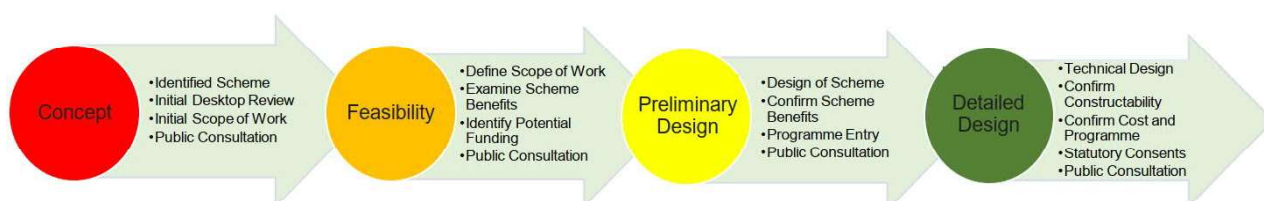


Figure 6:1 Scheme Development Stages

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

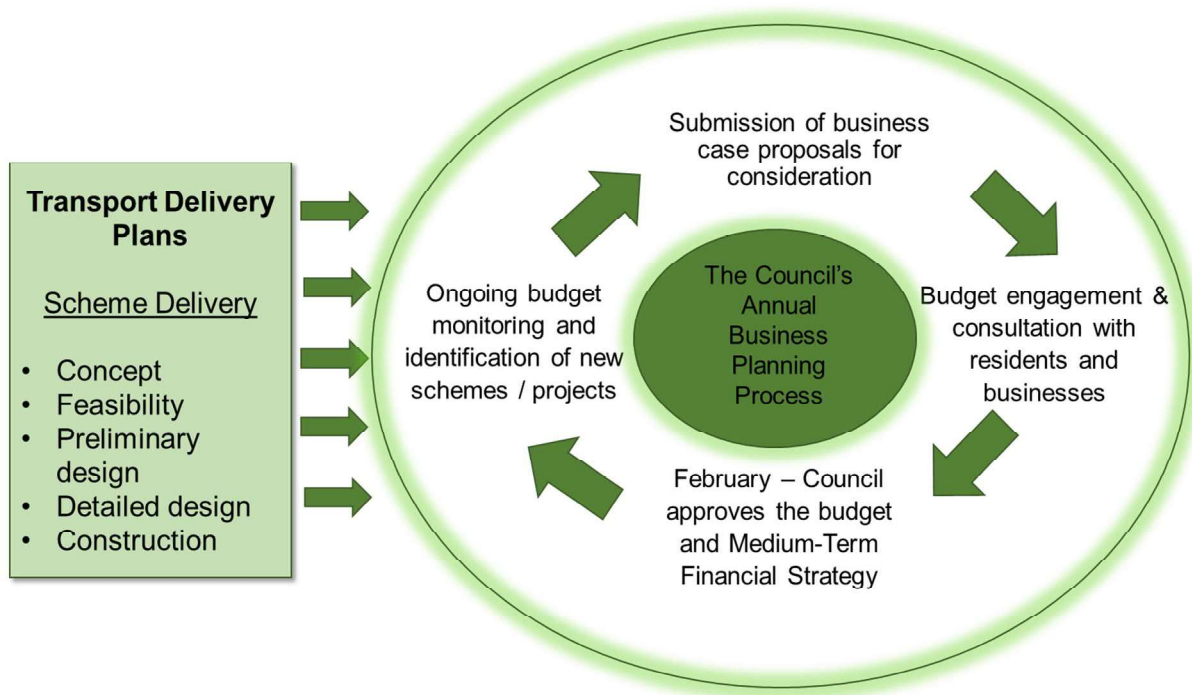


Figure 6.2: LTDP Budget Cycle

Appendix A – Options Long List & Assessment

ID	Category	Scheme Description	Supporting Growth	Access to Services	Protects and Improves the Environment	LTP Objectives	Health, Wellbeing and Physical Activity	Maintaining and managing our network assets	Improve organisational efficiency and effectiveness	Improving access to Crewe town centre and Crewe HS2 Hub to support regeneration and growth of the town	Supporting access to education and employment sites including Crewe UTC, Crewe Business Park, and other schools, Crewe Hospital and Leighton Hospital and Grand Junction Retail Park	Improving transport connections along key routes to and from Nantwich, Sandbach, Crewe, Chester and wider Cheshire East and the M6	Strengthening the transport network to accommodate development sites such as North West Crewe in Leighton, Basford East and West, the South Cheshire Village and others included within the Local Plan	Supporting access from Church, Minshull, Haslington, Winterley, Shavington, Wodeston and Weston and other rural communities to key services and employment within Crewe	Technically Feasible	Value for Money	Additional Criteria Affordability	Acceptability	Development Stage - Concept - Feasibility - Preliminary design - Detailed design
CR 1	Public Transport	New bus station as part of the Royal Arcade development.																	Detailed Design
CR 2	Public Transport	Short term bus station improvements (before the new bus station for Royal Arcade is built).																	Concept
CR 101	Public Transport	Incorporate more technology and enhance user experience for bus services, for example, integrated ticketing and real time information.																	Concept
CR 102	Public Transport	Provide relevant rail infrastructure to allow for 5/7 HS2 trains per hour.																	Feasibility
CR 5	Public Transport	Enhanced Crewe Hub Station including Multi-Modal interchange and MSCP.																	Preliminary Design
CR 6	Public Transport	Review bus access at Grand Junction Retail Park to improve bus service access.																	Concept
CR 103	Public Transport	Improve service integration for bus and rail.																	Concept
CR 9	Public Transport	Reopen the mid-Cheshire rail line to passenger services including a new station in Middlewich, connecting Crewe – Sandbach – Middlewich – Northwich.																	Feasibility
CR 10	Public Transport	Double track the section of currently single track line between Crewe and Alsager.																	Concept
CR69	Public Transport	Improve passenger transport services from rural areas (including demand responsive and community transport).																	Concept
CR 11	Highways	Dualling of the A500 between M6 J16 and the A531 and B5472 at Merecroft Moss Roundabout.																	Detailed Design
CR 13a	Highways	Crewe Hub Surface Access Package: Crewe Road/Gateway Junction.																	Feasibility
CR 13b	Highways	Crewe Hub Surface Access Package: Crewe Arms Junction.																	Feasibility
CR 13c	Highways	Crewe Hub Surface Access Package: Weston Road/University Way.																	Feasibility
CR 13d	Highways	Crewe Hub Surface Access Package: Nantwich Road/Greasy Road.																	Feasibility
CR 13e	Highways	Crewe Hub Surface Access Package: Nantwich Road/South Street.																	Feasibility
CR 13f	Highways	Crewe Hub Surface Access Package: Greasy Road/Catherine Street.																	Feasibility
CR 13g	Highways	Crewe Hub Surface Access Package: Greasy Road/Bedford Street.																	Feasibility
CR 13h	Highways	Crewe Hub Surface Access Package: Greasy Road/St Clair Street.																	Feasibility
CR 13i	Highways	Crewe Hub Surface Access Package: Greasy Road/Laura Street.																	Feasibility
CR 14	Highways	Review long-term ambitions for a Southern Link Road Bridge.																	Feasibility
CR 16	Highways	Delivery of the North West Crewe package including the Leighton Spine Road and Link Road.																	Concept
CR 17	Highways	Resurfacing of Cross Lane bridge over the River Weaver in Church Minshull.																	Feasibility
CR 18	Highways	Extension of Flag Lane and create a priority controlled junction onto Delamere Street.																	Feasibility
CR 103	Highways	Highway capacity improvements to Earle Street Bridge, Vernon Way and Oak Street.																	Concept
CR 104	Highways	Manchester Bridge highway capacity improvements.																	Feasibility
CR 24	Highways	Widening Mill Street Bridge for highway capacity improvements.																	Feasibility
CR 105	Highways	Highway bridge between Grand Junction Retail Park and Macon Way.																	Feasibility

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

ID	Category	Scheme Description	Supporting Growth	Access to Services	Protects and Improves the Environment	LTP Objectives	Health, Wellbeing and Physical Activity	Maintaining and managing our network assets	Improving organisational efficiency and effectiveness	Improving access to Crewe town centre and Crewe HS2 Hub to support regeneration and growth of the town	Supporting access to education and employment sites including Crewe UTC, Crewe Business Park, and other schools, Crewe Hospital and Leighton Hospital and Grand Junction Retail Park	Improving transport connections along key routes to and from Nantwich, Sandbach, Crewe, Chester and wider Cheshire East and the M6	Strengthening the transport network to accommodate development sites such as North West Crewe in Leighton, Basford East and West, the South Cheshire Growth Village and others included within the Local Plan	Supporting access from Church, Minshall, Haslington, Winterley, Shavington, Wodeston and Weston and other rural communities to key services and employment within Crewe	Technically Feasible	Value for Money	Additional Criteria	Affordability	Acceptability	Development Stage
																				- Concept - Feasibility - Preliminary design - Detailed design
CR 50	Active Travel	Improving cycle route Grand Junction Retail Park to Sydney (LCWIP Cycle Route 8).																		Concept
CR 51	Active Travel	Improving cycle route Crewe Station to Weston (LCWIP Cycle Route 9).																		Concept
CR 52	Active Travel	Improving walking route Crewe town centre to Stoneley Road via Middlewich Streets (LCWIP Walking Route 2).																		Concept
CR 53	Active Travel	Improving walking route Crewe town centre to Maw Green via Lime Tree Avenue (LCWIP Walking Route 3).																		Concept
CR 54	Active Travel	Improving walking route Valley Brook Active Travel Corridor: Queens Park to Crewe Green (LCWIP Walking Route 4).																		Concept
CR 55	Active Travel	Improving walking route Crewe Town Centre to Nantwich Road via Ruskin Road (LCWIP Walking Route 5).																		Concept
CR 56	Active Travel	Improving walking route North - South: Sydney to Weston Road via Macon Way (LCWIP Walking Route 6b).																		Concept
CR 57	Active Travel	Improving walking route East-West: A534 corridor to Crewe Business Park (LCWIP Walking Route 8).																		Concept
CR 57	Active Travel	Secure, safe, cycle parking within the town centre.																		Concept
CR 114	Active Travel	Pedestrian crossing on David Whitby Way (near Basford East development, scheme developer funded).																		Preliminary Design
CR 115	Active Travel	Footway/cycleway linking from the South Cheshire Growth Village to David Whitby Way.																		Detailed Design
CR 32	Active Travel	Pedestrian/cycle crossing facilities within the Shavington area.																		Feasibility
CR 116	Highways	Maw Green Road/Sydney Road roundabout improvements.																		Preliminary Design
CR 59	Parking	New MSCP within the Town Centre - part of Royal Arcade development.																		Detailed Design
CR 117	Parking	Study to identify short term mitigation for closure of surface car parks for development (FHSF) before new Royal Arcade MSCP is built.																		Feasibility
CR 118	Parking	Introduce a Controlled Parking Zone (CPZ) near Crewe Station.																		Concept
CR 62	Parking	Parking restrictions on Minshall New Road.																		Concept
CR 63	Parking	Review Crewe Business Park parking arrangements along Elektra Way.																		Concept
CR 64	Parking	Review TRO and Parking Orders on Hill Street, Heath Street and Lysium Street to identify potential for regeneration potential to create a public events and arts space (LY project).																		Concept
CR 65	Parking	Review on-street parking on residential streets and management measures required near the town centre e.g. Samuel Street, Richard Street, West Avenue.																		Concept
CR 66	Parking	EV charging at town centre car parks.																		Feasibility
CR 119	Public Transport	Review bus routes to extend to include the train station, including improved evening services.																		Concept
CR 120	Public Transport	Light rail network within Crewe																		Concept
CR 121	Highways	One-way system along Edgell Road, Market Street, East Street, Vernon Way, Mill Street areas.																		Concept
CR 122	Active Travel	Provision of cycling facilities at Grand Junction Retail Park.																		Concept
CR 123	Public Transport	Improve public transport links for Weston Village.																		Feasibility
CR 124	Active Travel	Maintenance of public realm in Crewe Town Centre																		N/A
CR 125	Parking	Restricted parking zone for Lysium Square																		Detailed Design

Appendix B – Sequencing & Packaging of options

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

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

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

Appendix C – Objectives & Scoring criteria

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