



Sandbach Transport Delivery Plan

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Sandbach Transport Delivery Plan

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Contents

| | | |
|-----------|---|-----------|
| 1. | Introduction | 4 |
| 1.1 | Local Context | 4 |
| 1.2 | Background to the Sandbach Transport Delivery Plan | 4 |
| 1.3 | What does the Delivery Plan do for Sandbach? | 5 |
| 1.4 | Objective Setting and Scheme Options Development | 5 |
| 1.5 | Report Structure | 6 |
| 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 | 13 |
| 3. | Objectives Overview | 18 |
| 3.1 | Overview | 18 |
| 3.2 | Sandbach Local Transport Objectives | 18 |
| 3.3 | Public Consultation Feedback on Local Transport Objectives | 18 |
| 3.4 | Logic Mapping | 19 |
| 4. | Options Overview & Assessment | 21 |
| 4.1 | Overview | 21 |
| 4.2 | Assessment Process | 21 |
| 4.3 | Scheme Sequencing Process | 23 |
| 5. | Packaging & Sequencing of Options | 25 |
| 5.1 | Introduction | 25 |
| 5.2 | Active Travel Schemes Package | 25 |
| 5.3 | Public Transport Schemes Package | 29 |
| 5.4 | Parking Schemes Package | 33 |
| 5.5 | Highway Schemes Package | 35 |
| 5.6 | Summary of Transport Scheme Packages Support for Objectives | 38 |
| 6. | Summary and Next Steps | 40 |
| 6.1 | Summary | 40 |
| 6.2 | Funding Summary | 40 |
| 6.3 | Next Steps | 40 |

Appendix A – Options Long List & Assessment

Appendix B – Sequencing & Packaging of options

Appendix C – Objectives & scoring criteria



1. Introduction

1.1 Local Context

Sandbach is a key service centre situated in the centre of the borough to the north-east of Crewe. It is a vibrant market town with a mix of retail and leisure services as well as the twice weekly outdoor market. Sandbach contains a number of areas and features of historical and architectural value as well as encompassing several significant areas of local environmental importance. The towns growth was centred around truck manufacturing industries, but since their closure in 2002 there have been significant changes in its employment base with a considerable loss of manufacturing jobs.

At its heart are the characterful cobbled market square and Anglo Saxon crosses, which are both listed, and a scheduled monument, along with a number of other key listed buildings. The wider town centre is also designated as a conservation area, with a number of other prominent buildings.

The town centre has about 190 retail units. Sandbach is home to the headquarters of Cheshire East Council, which is the town's largest employer. There is a Railway Station on the edge of the town providing services to Crewe, Manchester and Manchester Airport. There are also frequent bus services to Congleton, Crewe, Northwich and Macclesfield. The town lies adjacent to junction 17 of the M6 motorway.

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

There are a number of outer lying villages which rely on Sandbach as a hub for services, although some services are offered locally within them. These include Moston Green, Elworth, Ettiley Heath, Wheelock, Brereton, Malkins Bank and Winterley.

1.2 Background to the Sandbach Transport Delivery Plan

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

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

An interactive online consultation on the identified local transport objectives for Sandbach and the supporting 'long list' of schemes (including presenting the evidence for these) was undertaken between the 23rd November 2020 and 31st March 2021. In total, 85 responses were received by online response and email. Consultation with the Town Council was also undertaken by Council Officers during this period. Respondents were also invited to suggest further schemes that they felt should be considered for the Delivery Plan as part of the consultation.

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

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

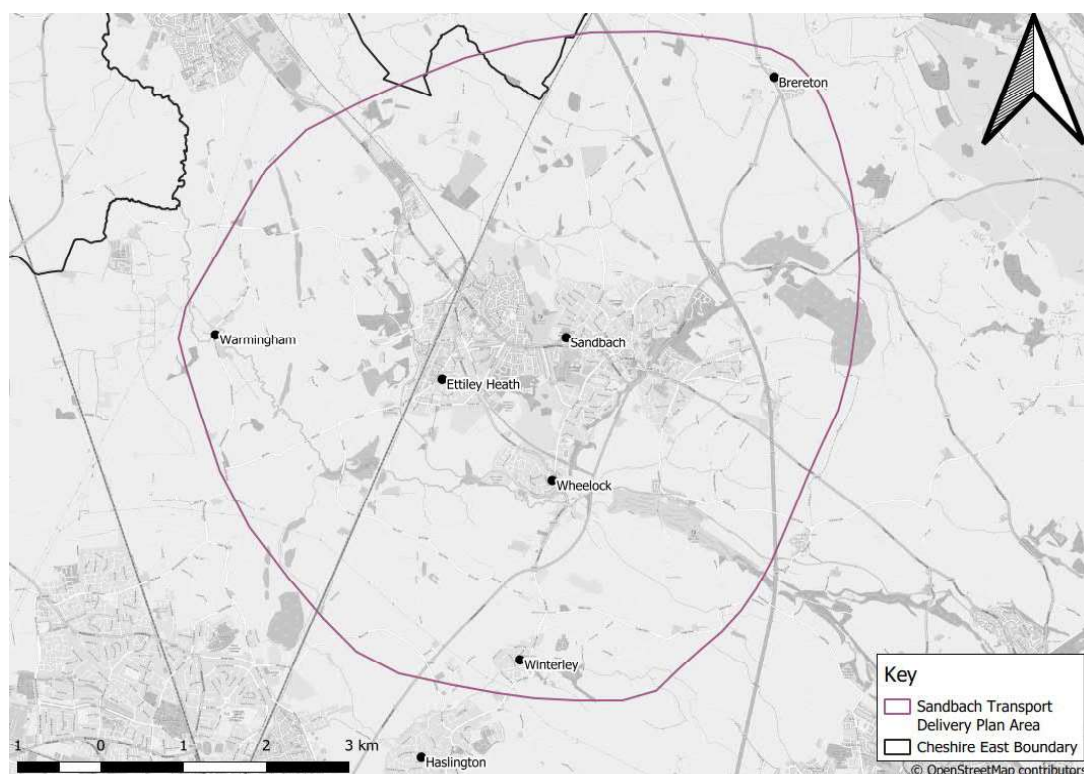


Figure 1.1: Sandbach Delivery Plan Area

1.3 What does the Delivery Plan do for Sandbach?

The Transport Delivery Plan for Sandbach:

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

1.4 Objective Setting and Scheme Options Development

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

1. **Improving transport access to and within Sandbach to support a thriving market town.**
2. **Improving transport connections between the town centre and Sandbach train station.**
3. **Supporting access from rural communities around Sandbach to key services and employment.**
4. **Improving transport connections along key routes to and from Crewe, Congleton, Middlewich, and the Potteries, including access to key services such as Leighton and Macclesfield District Hospitals.**
5. **Supporting access to education and employment sites.**
6. **Strengthening the transport network to accommodate development such as the 'Capricorn' Local Plan site.**

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

A total of 76 individual transport schemes have been identified for the Delivery Plan and assessed. These include the 'long list' of schemes consulted on with the public between the 23rd November 2020 and the 31st March 2021 plus additional schemes put forward as part of the public consultation. The feedback on schemes from the public consultation was examined and, where appropriate, schemes were updated to reflect public comments. All schemes were then assessed against the objectives of the LTP4; the local transport objectives for Sandbach (see above); and four agreed practical objectives (Technical Feasibility, Value for Money, Affordability and Acceptability).

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

1.5 Report Structure

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

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

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

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

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

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

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

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

2. Policy & Background Information

2.1 Policy Context and Background Information

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

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

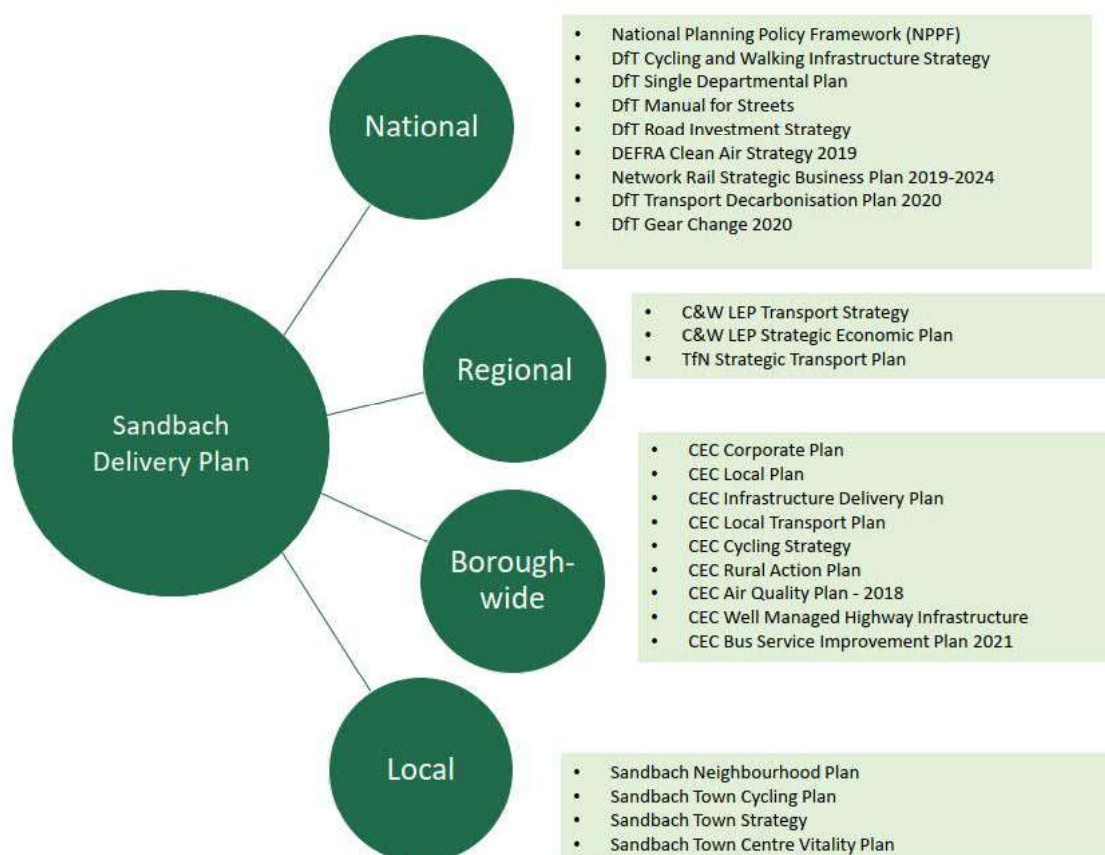


Figure 2.1: Policy Overview

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

2.2 Summary of Relevant Local Policy

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

2.2.1 Cheshire East Local Plan

The CEC Local Plan is the Statutory Development Plan for the borough and was adopted in July 2017. The plan outlines a committed site in Sandbach which consists of 450 new homes and 20ha of employment land known as the Capricorn Site (see Figure 2.2).

As shown in Figure 2.2, there is also a considerable amount of further planned housing and employment site growth within the Delivery Plan area. It is important to maintain access to these new development sites and ensure that the transport

network has sufficient capacity to support future growth. It is therefore important that these development sites are considered within the objectives and schemes.

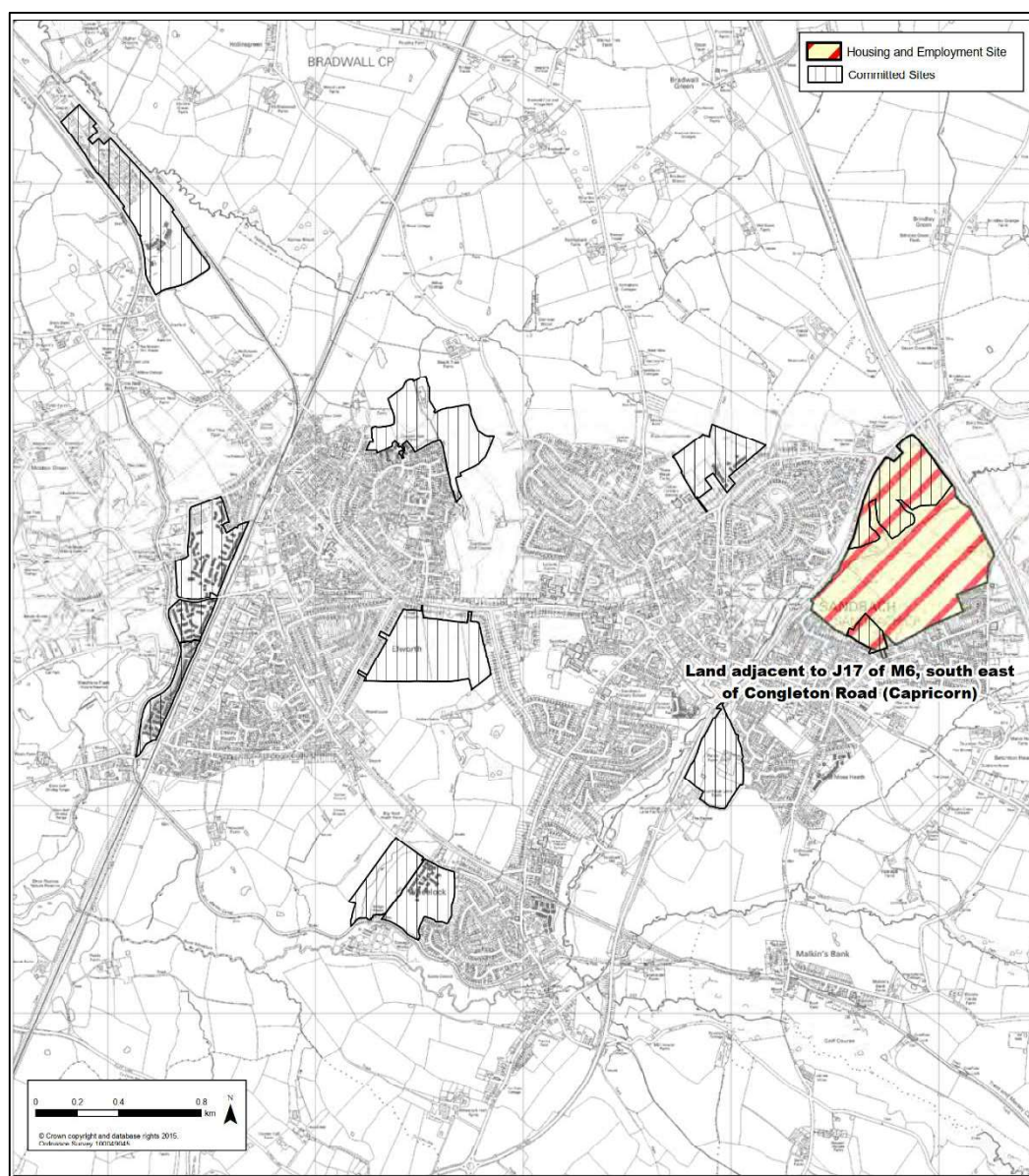


Figure 2.2: Sandbach Local Plan Sites

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

2.2.2 Cheshire East Local Transport Plan 4

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

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

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

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

2.2.3 Sandbach Neighbourhood Plan

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

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

- ‘Support the development of an integrated transport system designed to meet the current and future needs of the community and manage levels of congestion whilst supporting planned growth’;
- ‘Promote schemes and projects to improve highway safety, ensuring that appropriate speed and weight restrictions, especially within built-up/residential areas are put into place and monitored’;
- ‘Encourage the use of ecologically sustainable methods of transport such as walking, cycling and public transport, whilst maintaining a safe environment for residents and meeting the needs of those with disabilities’;
- ‘Promote safe and efficient local, regional and national transport links into and out of Sandbach, enabling reliable and efficient journey times’;
- ‘Promote improvements to public and private transport services, especially rail and bus, resulting in a better integrated service’;
- ‘Address congestion issues created by through traffic at peak times and from increased housing numbers’;
- ‘Maintain and enhance the ‘Town Centre’ experience by effective management of the parking supply, ensuring that local businesses and shops are serviced by adequate short stay parking spaces’;
- ‘Support the provision of adequate parking facilities that meet the needs of residents, local businesses and visitors, by providing adequate levels of car parking in line with Council’s published car parking standards’;

- To ensure that residential areas have adequate parking facilities to avoid or minimise 'on street' parking of vehicles; and,
- To ensure that appropriate community infrastructure is funded through appropriate charging schedules.

Within the development of the Delivery Plan, the issues and opportunities set out in the Sandbach Neighbourhood Plan have been used to inform the development of the 'long-list' of schemes and support the assessment. The Council has also consulted with Sandbach Town Council in the development of the Delivery Plan.

2.2.4 Sandbach Town Cycling Plan and Strategic Cycle Routes for Sandbach

The Sandbach Town Cycling Plan (2017) and Strategic Cycle Routes for Sandbach (2018) prepared by the Town Council set out ambitions for cycle routes across Sandbach.

The Plan examines the primary, secondary, and tertiary routes within and around Sandbach and developed a series of cycling schemes proposals. These have been included within the work to develop the 'long list' of schemes, and were included within the public consultation for the Delivery Plan.

2.2.5 Cheshire East Bus Service Improvement Plan

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

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

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

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

- Improve facilities at The Commons bus interchange;
- Improvements to the bus stop on Station Road/ London Road;
- Work with Transport for the North and bus operators to implement integrated and smart ticketing;
- Coordinate bus service timetables with train times;
- Introduce a bus service from the Capricorn development site to Sandbach Railway Station and the town centre;
- Improve bus services or passenger transport (including demand responsive transport) from Moston Green, Malkins Bank and Brereton; and

- Working with bus operators to improve services to locations such as Alsager, Middlewich, Holmes Chapel, Sandbach, Crewe, Macclesfield, the Potteries and Leighton Hospital.

These options seek to provide quality enhancements across the Sandbach bus network through integrated ticketing and facility improvements at stops and interchanges. There is also a desire for bus services to be better coordinated with train times.

2.2.6 Sandbach Town Centre Vitality Plan

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

2.3 Existing Transport Situation

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

2.3.1 Walking

There is an extensive Public Rights of Way (PRoW) network within the Delivery Plan area, although the network is not well connected in parts. Improving the connectivity of the PRoW network to key trip generators is important to encourage greater walking trips.

In addition to the PRoW network, there are several walking routes that exist within Sandbach, including the Wheelock Rail Trail, Sandbach Bridges Trail and the Trent and Mersey Canal towpaths.

As well as dedicated off road walking routes and PRoWs, many pedestrians use the wide network of existing footpaths adjacent to the highway to travel to destinations. Within the Delivery Plan area, these walking routes vary in widths and standards. The public consultation for the Delivery Plan highlighted problems in some areas with inappropriate parking of vehicles on the footways causing a conflict between pedestrians and cars. Improved pedestrian crossing points were also raised as being a requirement.

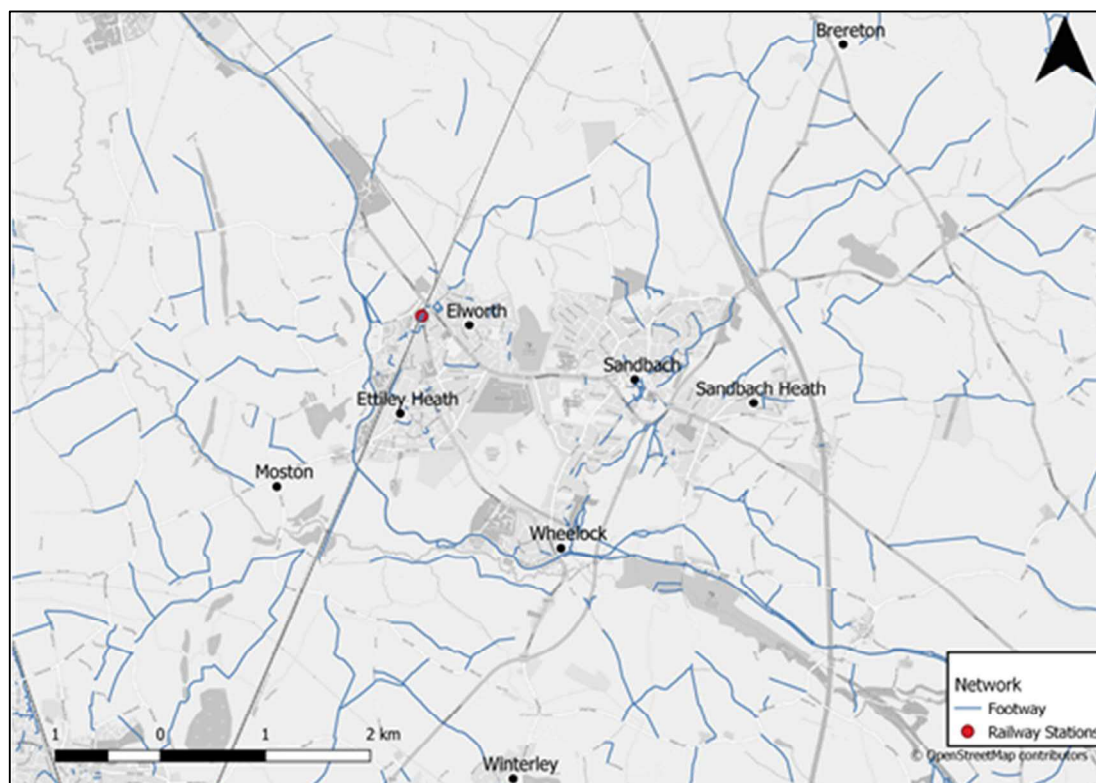


Figure 2.3: Public Rights of Way (PROW) within the Study Area

2.3.2 Cycling

The dedicated cycling network in Sandbach comprises a mix of off road and on road provision.

In Sandbach, 16% of residents travel under 2km to work which is an ideal distance for walking and cycling trips. Similarly, 6% travel under 5km (ONS, 2011) which is an ideal distance for cycling.

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

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

The public consultation highlighted that crossing facilities and more dedicated cycle routes would support the shift towards cycling by residents.

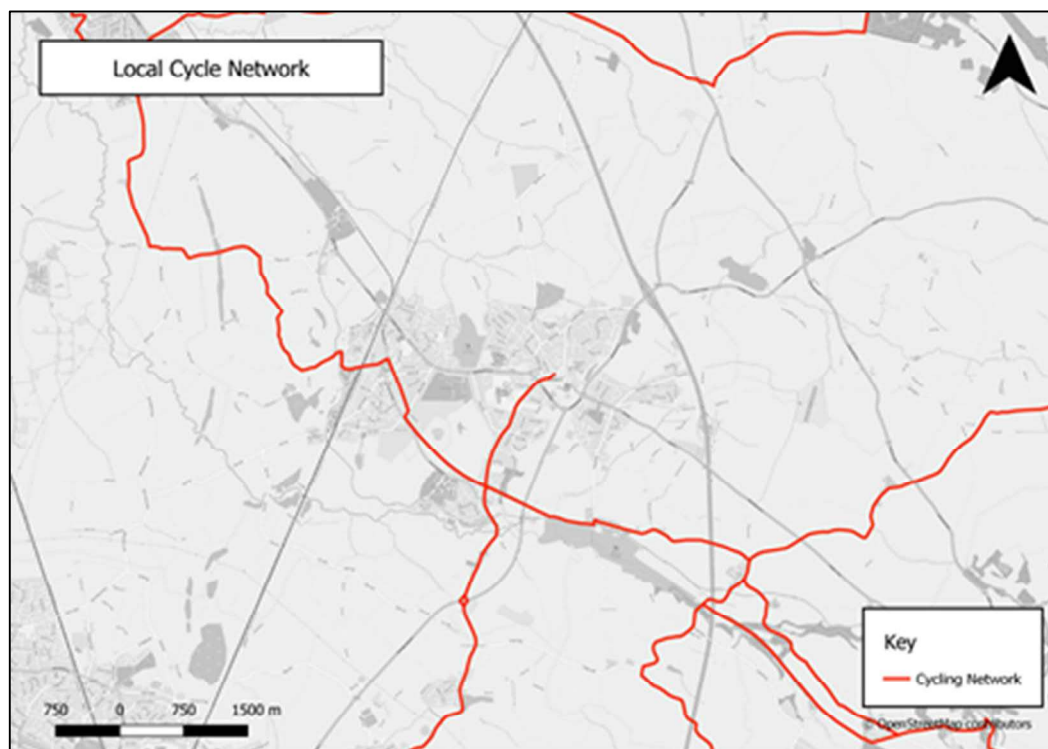


Figure 2.4: Cycle Network within the Delivery Plan Area

2.3.3 Public Transport (Bus and Rail)

Sandbach is currently served by several bus services to destinations including Crewe, Holmes Chapel, Congleton, Macclesfield, and Middlewich.

Public consultation feedback highlighted that improvements to the frequency of bus services was needed. Lack of real time information and poor connectivity to the Railway Station were also raised as issues for current bus provision in Sandbach.

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

Sandbach Railway Station is located in Elworth, approximately 25 minutes' walk away from the town centre. Sandbach Railway Station has two services per hour to central Manchester, one of which stops at Manchester Airport. Heading southbound towards Crewe, there are two services per hour. Sandbach Railway Station is well connected to other stations in Cheshire East and Greater Manchester, via the Manchester to Crewe line. This includes stops at Holmes Chapel, Styal, Wilmslow, Alderley Edge, Stockport, Manchester Airport and Manchester city centre. The nearest bus stop is located 120m from Sandbach Railway Station. Currently, bus services are infrequent and the bus and rail timetables are not well coordinated.

The public consultation highlighted that more frequent rail services would benefit residents; as well as reopening the Middlewich line to passenger services. Improvements to the access of Sandbach Railway Station was also raised during the public consultation.

2.3.4 Parking

Sandbach has 13 public car parks, seven are operated by CEC, one by the Town Council and the remaining five are privately operated. CEC owned car parks provide 546 standard spaces and an additional 19 blue badge holder spaces. Parking is currently free and can, at points such as market days, be in high demand.

The public consultation highlighted problems with on street parking in the town centre, and in particular cars being parked upon the pavements.

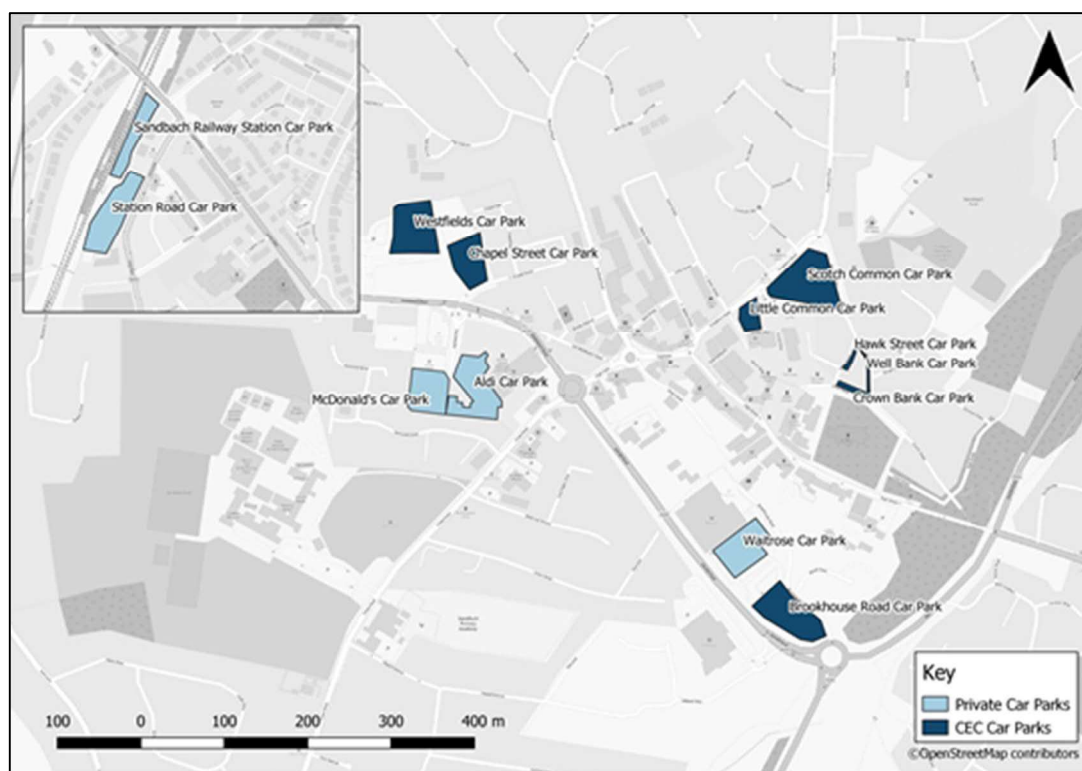


Figure 2.5: Locations of public car parks in Sandbach

2.3.5 Highway Network

Located in close proximity to the M6, Sandbach is well connected to the north and south of the country by the Strategic Road Network. The A534 and A533 are the two major A-roads that run through Sandbach. The A534 is located east of the town centre connecting Sandbach to M6 Junction 17 and the A533 runs north west to south east, directly through the town centre. Both A-roads provide access to Crewe and other key and local service centres at Middlewich, Holmes Chapel and Congleton.

The A533 and A534 are the primary routes for east-west movements between Sandbach town centre and M6 Junction 17. As primary routes, there is a significant amount of traffic flowing along them to access and egress from the M6.

The public consultation highlighted that, due to the volume of traffic in peak periods, roads can experience delays and congestion into and around the town centre, as well as at M6 Junction 17.



Figure 2.6: Local Road Network

2.3.6 Summary

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

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

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

3. Objectives Overview

3.1 Overview

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

3.2 Sandbach Local Transport Objectives

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

The town specific transport objectives for Sandbach are:

1. **Improving transport access to and within Sandbach to support a thriving market town.**
2. **Improving transport connections between the town centre and Sandbach train station.**
3. **Supporting access from rural communities around Sandbach to key services and employment.**
4. **Improving transport connections along key routes to and from Crewe, Congleton, Middlewich, and the Potteries, including access to key services such as Leighton and Macclesfield District Hospitals.**
5. **Supporting access to education and employment sites.**
6. **Strengthening the transport network to accommodate development such as the 'Capricorn' Local Plan site.**

3.3 Public Consultation Feedback on Local Transport Objectives

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

| Objective | Number of Responses | Number (%) of Responses Strongly Agreed or Tend to Agree with Objective |
|-----------|---------------------|---|
| 1 | 75 | 52 (69%) |
| 2 | 75 | 50 (66%) |

| | | |
|---|----|----------|
| 3 | 73 | 56 (77%) |
| 4 | 75 | 53 (71%) |
| 5 | 73 | 55 (76%) |
| 6 | 72 | 33 (45%) |

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

Overall, there was good support for the identified objectives, giving confidence to proceed with them. The only exception being Objective 6, however little comment was received on this objective to support why this view had been taken.

Given that the LTP4 supports Objective 6; and that many schemes identified in the 'long list' also support it and are likely to attract external funding, Objective 6 has been taken forward along with the other five local transport objectives for Sandbach.

3.4 Logic Mapping

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

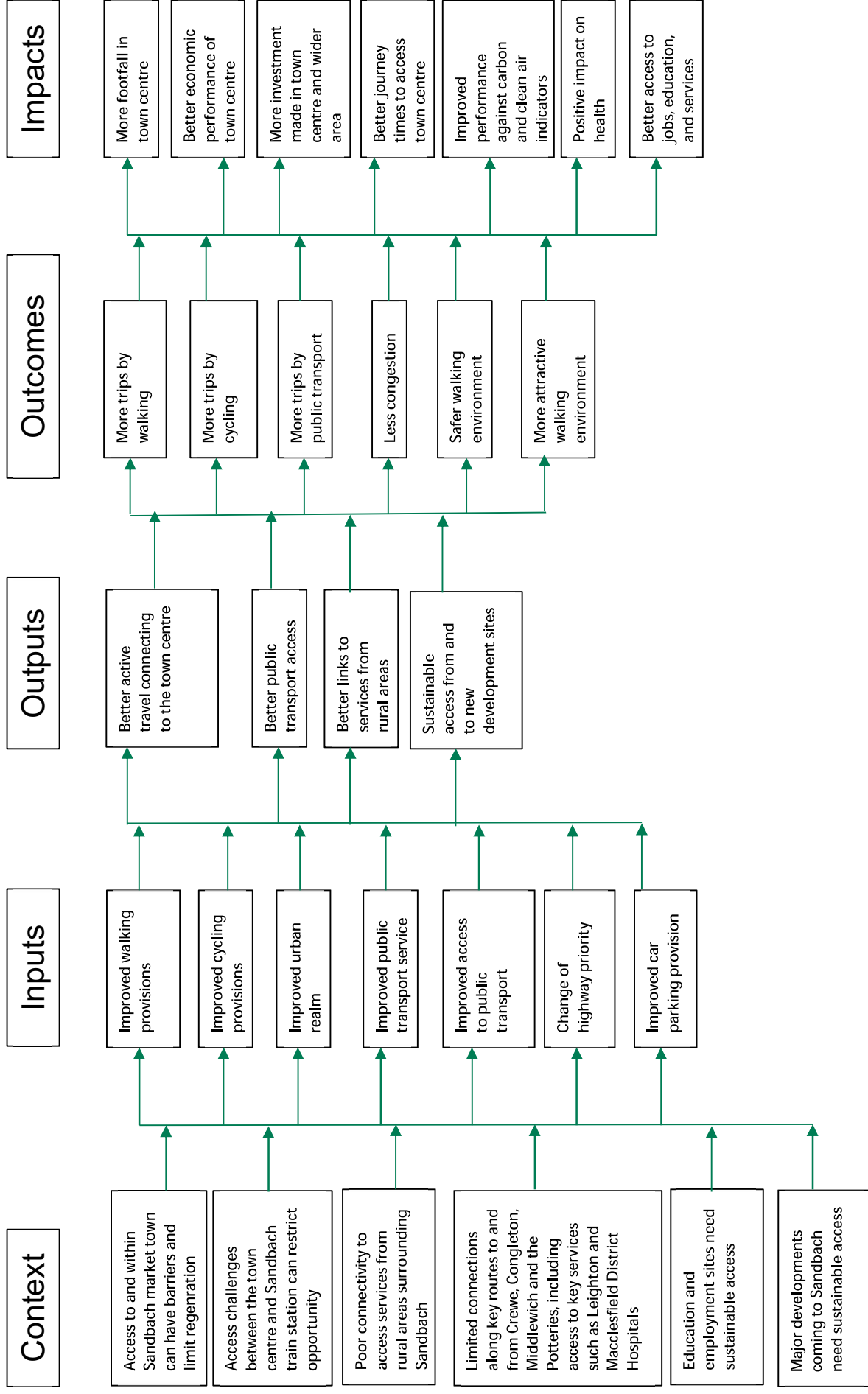


Figure 3.2: Sandbach Transport Delivery Plan Logic Map

4. Options Overview & Assessment

4.1 Overview

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

Following the development of the local transport objectives and 'long list' an online interactive public consultation was held between 23rd November 2020 and 31st March 2021. In total 85 responses were received, including online responses and email correspondence. Respondents were able to provide their agreement or disagreement to the local transport objectives developed and also provide comment on them. The consultation also allowed respondents to state their agreement or disagreement with the individual schemes identified and provide comment on them if they wished. Respondents could also put forward any new scheme options not identified within the 'long list' that they felt should be considered. Council Officers also consulted with the Town Council as part of the public consultation.

4.2 Assessment Process

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

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

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

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

- The six Sandbach Specific Transport Objectives:
 - Improving transport access to and within Sandbach town centre to support a thriving market town;
 - Improving transport connections between the town centre and Sandbach train station;
 - Supporting access from rural communities around Sandbach to key services and employment;
 - Improving transport connections along key routes to and from Crewe, Congleton, Middlewich and the Potteries, including access to key services such as Leighton and Macclesfield District Hospitals;
 - Supporting access to education and employment sites; and
 - Strengthening the transport network to accommodate development such as the 'Capricorn' Local Plan site;
- Four agreed additional practical delivery criteria:
 - Technically Feasible;
 - Value for Money;
 - Affordability; and
 - Acceptability.

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

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

| Technical Feasibility | Value for money | Affordability | Acceptability |
|---|--|---|---|
| How feasible is it to deliver the scheme on the ground based on experience of similar schemes? | Does the option provide benefits to the user that will exceed the likely cost of implementation? | Does the option have funding allocated already? | What 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 may change during the life of the Delivery Plan as schemes are developed.

5. Packaging & Sequencing of Options

5.1 Introduction

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

Through undertaking this process a total of 86 schemes have been identified for Sandbach and the wider area. These schemes vary in size, scale, and their stage of development. Many schemes are at a Concept stage with little design; site investigation and costing undertaken. Therefore, assessment at this stage is relatively high level but will advance as the Delivery Plan is taken forward. It must also be noted at this stage most of the schemes identified are not funded yet.

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

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

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

5.2 Active Travel Schemes Package

A total of 44 of the transport schemes identified for Sandbach and the wider area relate to Active Travel schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Delivery Plan process. The Active Travel schemes fall into seven broad categories as described in Table 5.1.

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

Table 5.1: Active Travel Scheme Categories

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

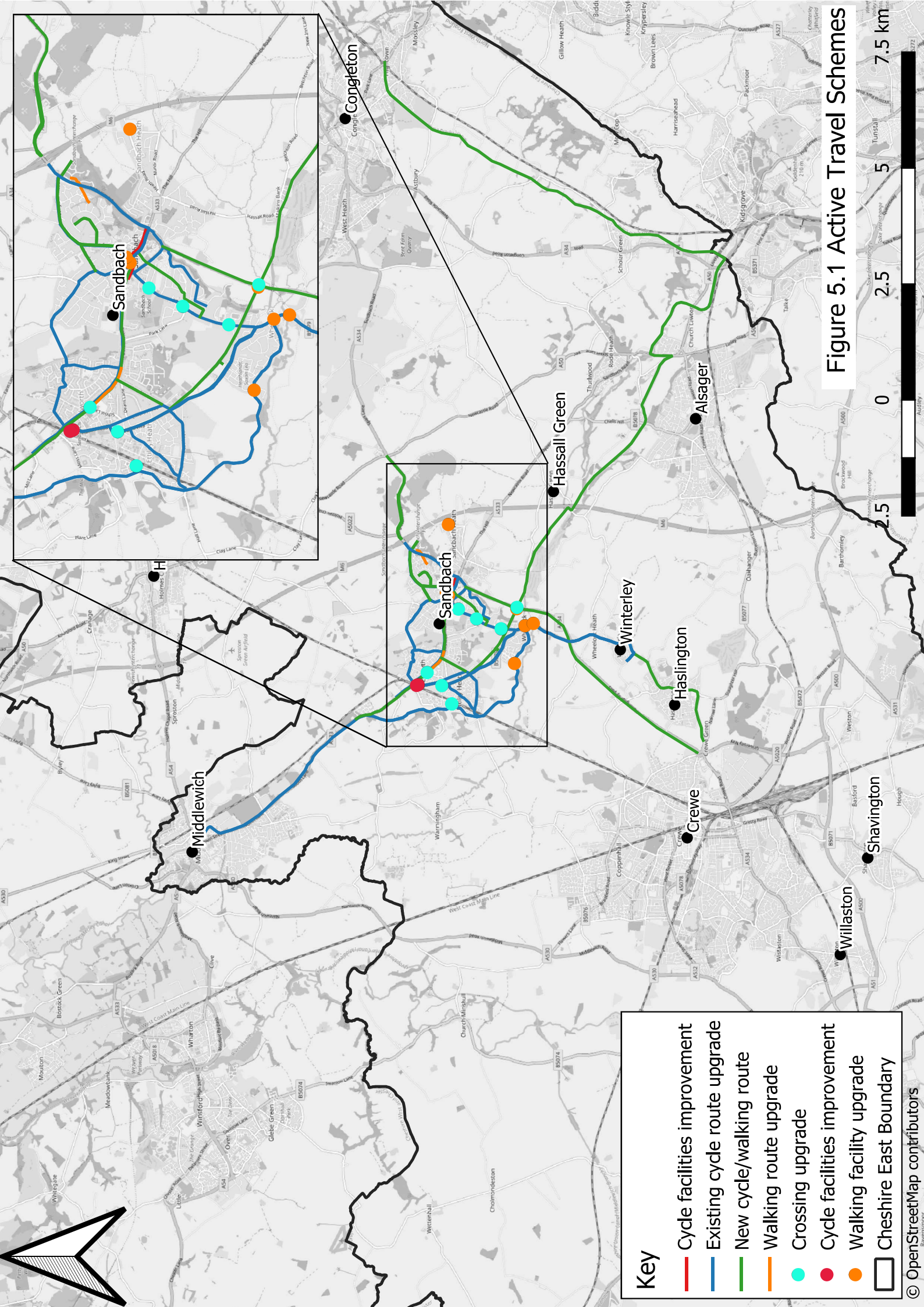


Figure 5.1 Active Travel Schemes

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

| Local Transport Objective | How the Active Travel Package Supports Objective |
|---|--|
| 1 Improving transport access to and within Sandbach to support a thriving market town. | <ul style="list-style-type: none"> Improving cycling and walking routes into the town centre from the residential areas to help provision of travel choice; Increased provision of secure cycle parking within the town centre; and Good route signing for pedestrian and cyclists to, and around, the town centre. |
| 2 Improving transport connections between the town centre and Sandbach train station. | <ul style="list-style-type: none"> Improve walking and cycling routes to Sandbach Railway Station from the town centre and surrounding residential areas; Working with the rail operators and Network Rail to install secure cycle parking facilities at the station; and In the long-term, work with the rail operator(s) and Network Rail to review whether a cycle hire scheme can be implemented at the station for rail passengers to use. |
| 3 Supporting access from rural communities around Sandbach to key services and employment. | <ul style="list-style-type: none"> Provide new and improved cycle and walking routes from rural areas to connect to town centre services; Remove current barriers with better on-road and off-road infrastructure to encourage more sustainable trips; and Work with key services and employment sites to install secure cycle parking facilities. |
| 4 Improving transport connections along key routes to and from Crewe, Congleton, Middlewich, and the Potteries, including access to key services such as Leighton and Macclesfield District Hospitals. | <ul style="list-style-type: none"> Upgrade existing cycling and walking routes, and develop new routes to connect Sandbach with other key towns and services; and Use current assets such as the canal towpath network to provide high quality direct off-road routes for pedestrian and cyclists. |
| 5 Supporting access to education and employment sites. | <ul style="list-style-type: none"> Working with the Sustainable Mode of Travel to School (SMOTS) programme, develop cycle routes and crossing facilities to support sustainable routes to schools; Work with planners and developers to ensure sustainable access is provided to new employment sites including the use of developer funding for schemes. |

| | |
|--|---|
| 6 Strengthening the transport network to accommodate development such as the 'Capricorn' Local Plan site. | <ul style="list-style-type: none"> • Provide dedicated cycling and walking routes connecting the Capricorn site to local residential areas and Sandbach town centre to facilitate access to employment opportunities by sustainable modes; and • Work with developers to ensure walking and cycling infrastructure is provided to access new housing sites. |
|--|---|

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

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

Within the Short Term of the Delivery Plan adoption, 21 Active Travel schemes could potentially be developed. Within the Medium Term of the Delivery Plan a further 19 schemes could potentially be developed and in the Long-Term four schemes are identified for potential development.

5.3 Public Transport Schemes Package

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

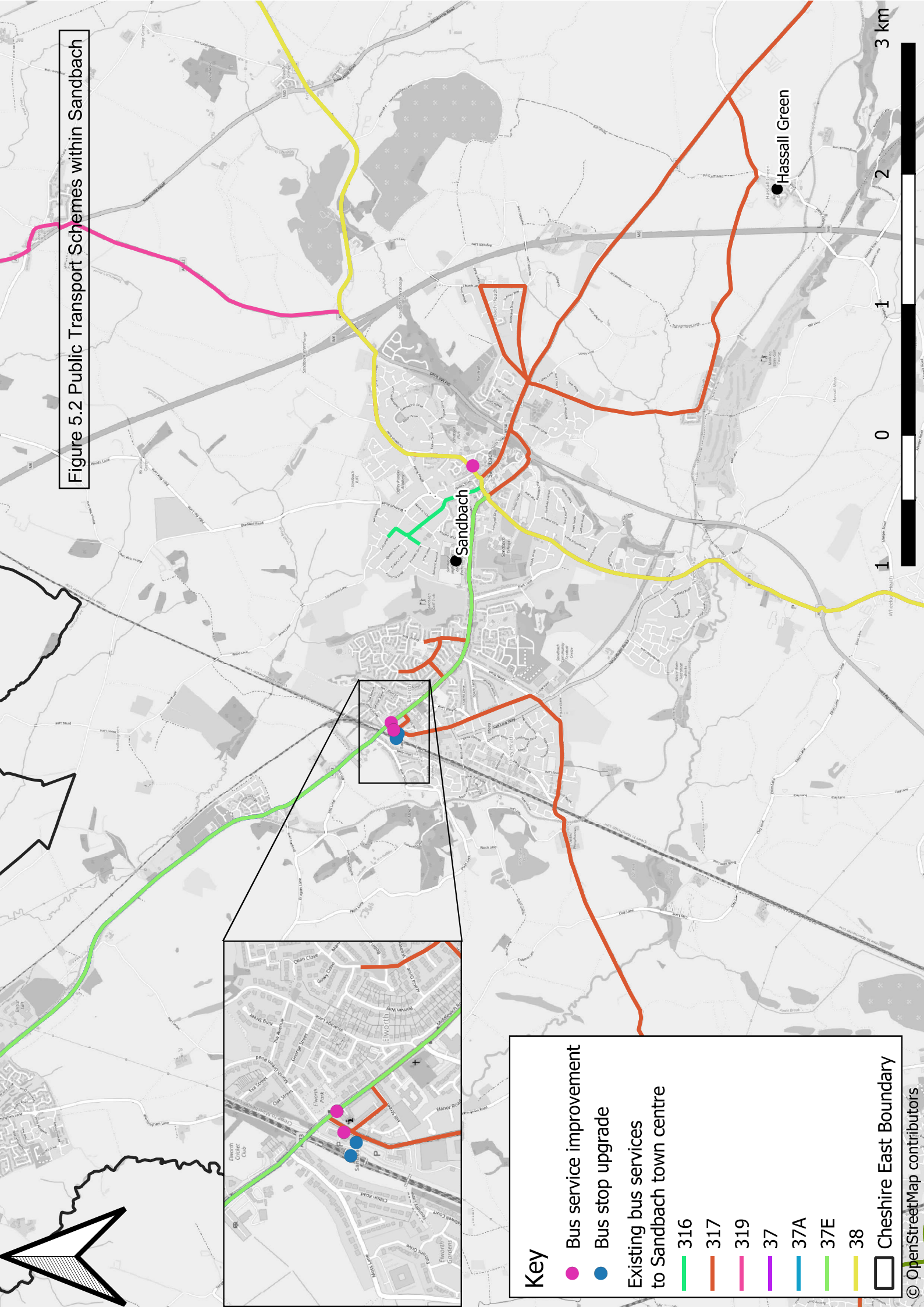
| Public Transport Category | Description of measures |
|---------------------------|--|
| Bus service improvements | Providing an enhanced (including extended and more frequent) bus service and/or providing a new bus service. |
| Bus stop upgrades | Upgrades to existing bus stop facilities, for example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

Table 5.3: Public Transport Scheme Categories

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

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

Figure 5.2 Public Transport Schemes within Sandbach



Key

● Bus service improvement

● Bus stop upgrade

Existing bus services
to Sandbach town centre

316

317

319

37

37A

37E

38

□ Cheshire East Boundary

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

| Local Transport Objective | How the Public Transport Package Supports Objective |
|---|--|
| 1 Improving transport access to and within Sandbach to support a thriving market town. | <ul style="list-style-type: none"> • Improve facilities at The Commons bus interchange; and • Work with partners to develop integrated and smart ticketing options. |
| 2 Improving transport connections between the town centre and Sandbach train station. | <ul style="list-style-type: none"> • Improvements to the bus stop on Station Road/ London Road; and • Coordinate bus service timetables with train times. |
| 3 Supporting access from rural communities around Sandbach to key services and employment. | <ul style="list-style-type: none"> • Improve bus services or passenger transport (including demand responsive transport) from Moston Green, Malkins Bank and Brereton. |
| 4 Improving transport connections along key routes to and from Crewe, Congleton, Middlewich, and the Potteries, including access to key services such as Leighton and Macclesfield District Hospitals. | <ul style="list-style-type: none"> • Working with bus operators to improve bus services to locations such as Alsager, Middlewich, Holmes Chapel, Sandbach, Crewe, Macclesfield, the Potteries and Leighton Hospital; and • Work with Network Rail, Transport for the North and Department for Transport to reopen the Middlewich line to passenger services. |
| 5 Supporting access to education and employment sites. | <ul style="list-style-type: none"> • Work with education and employment sites to improve bus facilities. |
| 6 Strengthening the transport network to accommodate development such as the 'Capricorn' Local Plan site. | <ul style="list-style-type: none"> • Introduce a bus service from the Capricorn development to Sandbach Railway Station and the town centre. |

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

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

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

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

5.4 Parking Schemes Package

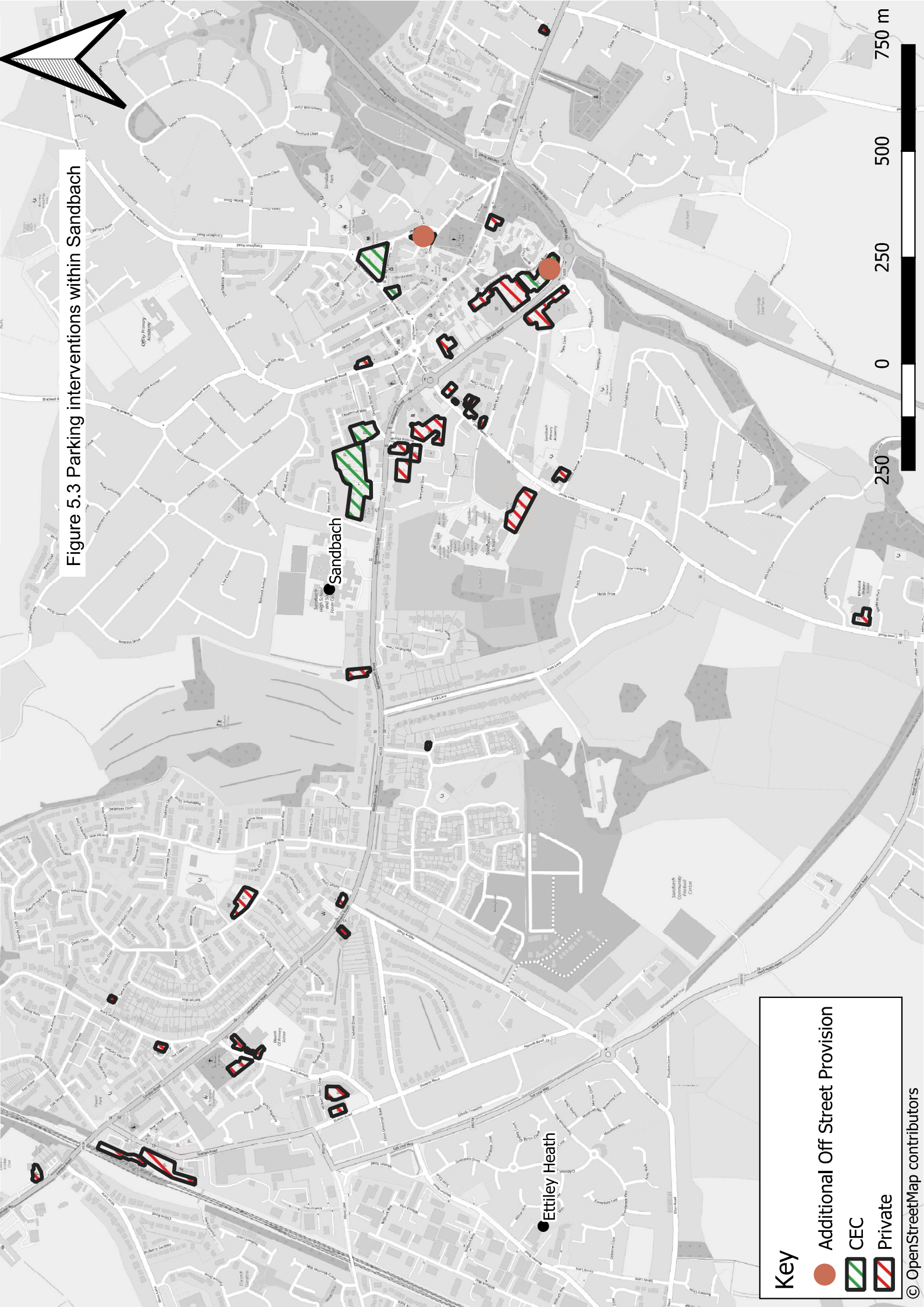
Sandbach currently benefits from a number of car parks and parking facilities. A total of five of the transport schemes identified for Sandbach relate to Parking Schemes and initiatives. These vary in scale and size with three being at Concept stage and two at feasibility. The Parking schemes fall into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

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

Table 5.5: Parking Scheme Categories

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

Figure 5.3 Parking interventions within Sandbach



Key

Additional Off Street Provision

CEC

Private

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

| Objective | How the Parking Package Supports |
|---|--|
| 1 Improving transport access to and within Sandbach to support a thriving market town. | <ul style="list-style-type: none"> Introduce measures to address problems with pavement parking in the town centre; and Provide EV charging facilities for drivers within car parks. |
| 2 Improving transport connections between the town centre and Sandbach train station. | <ul style="list-style-type: none"> Work to address on street parking problems causing access issues to and from the station. |
| 3 Supporting access from rural communities around Sandbach to key services and employment. | <ul style="list-style-type: none"> Provide appropriate parking for accessing key services, including EV charging and adequate disabled space provision. |
| 4 Improving transport connections along key routes to and from Crewe, Congleton, Middlewich, and the Potteries, including access to key services such as Leighton and Macclesfield District Hospitals. | <ul style="list-style-type: none"> Parking not applicable to supporting this objective. |
| 5 Supporting access to education and employment sites. | <ul style="list-style-type: none"> Develop the implementation of schemes for deterring inappropriate parking near schools. |
| 6 Strengthening the transport network to accommodate development such as the 'Capricorn' Local Plan site. | <ul style="list-style-type: none"> Provide EV charging and appropriate parking infrastructure at development sites; Ensuring no inappropriate parking results from new developments. |

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

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

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

5.5 Highway Schemes Package

A total of fourteen of the transport schemes identified for Sandbach and the wider area relate to Highway Transport schemes and initiatives. These vary in scale and

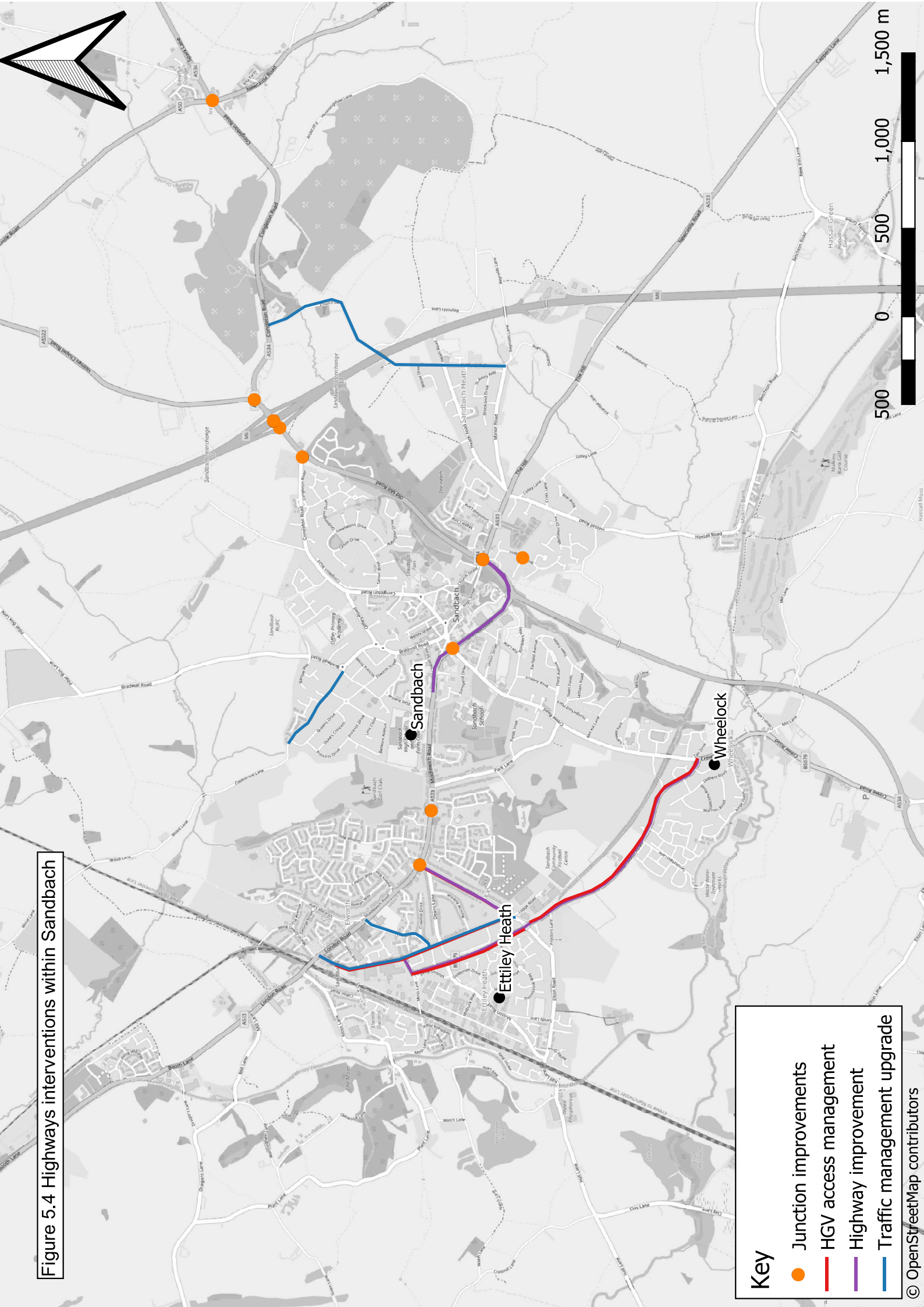
size with most being at a Concept stage, as would be expected at the start of the Delivery Plan process. The Highway schemes fall into four broad categories as described in Table 5.7 below.

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

Table 5.7: Highway Scheme Categories

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

Figure 5.4 Highways interventions within Sandbach



Key

- Junction improvements
- HGV access management
- Highway management improvement
- Traffic management upgrade

size with most being at a Concept stage, as would be expected at the start of the Delivery Plan process. The Highway schemes fall into four broad categories as described in Table 5.7 below.

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

Table 5.7 Highway Scheme Categories

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

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

| Objective | How the Highway Package Supports |
|---|---|
| 1 Improving transport access to and within Sandbach to support a thriving market town. | <ul style="list-style-type: none"> Improvements to key junctions in and around the town centre to improve access for vehicles; and Develop appropriate traffic management measures within the town centre. |
| 2 Improving transport connections between the town centre and Sandbach train station. | <ul style="list-style-type: none"> The A533 Middlewich Road is a key route connecting Sandbach town centre to the Railway Station and other service centres such as Middlewich. Improvements this route should be considered for all road users. |
| 3 Supporting access from rural communities around Sandbach to key services and employment. | <ul style="list-style-type: none"> Provide key junction improvements at identified locations across the Delivery Plan area. |
| 4 Improving transport connections along key routes to and from Crewe, Congleton, Middlewich, and the Potteries, including access to key services such as Leighton and Macclesfield District Hospitals. | <ul style="list-style-type: none"> Providing junction improvements to improve connectivity between Sandbach and the Strategic Road Network at M6 Junction 17; and Deliver key schemes such as Middlewich Eastern Bypass to improve connections between Sandbach and Middlewich. |
| 5 Supporting access to education and employment sites. | <ul style="list-style-type: none"> Develop traffic management measures around local schools to improve safety and access for all road users. |
| 6 Strengthening the transport network to accommodate development such as the 'Capricorn' Local Plan site. | <ul style="list-style-type: none"> Providing required safe access and egress to Local Plan sites through developer funding. |

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

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

5.6 Summary of Transport Scheme Packages Support for Objectives

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

| Objective | Active Travel Package | Public Transport Package | Parking Package | Highways Package |
|---|-----------------------|--------------------------|-----------------|------------------|
| 1 Improving transport access to and within Sandbach to support a thriving market town. | | | | |
| 2 Improving transport connections between the town centre and Sandbach train station. | | | | |
| 3 Supporting access from rural communities around Sandbach to key services and employment. | | | | |
| 4 Improving transport connections along key routes to and from Crewe, Congleton, Middlewich, and the Potteries, including access to key services such as Leighton and Macclesfield District Hospitals. | | | | |
| 5 Supporting access to education and employment sites. | | | | |
| 6 Strengthening the transport network to accommodate development such as the 'Capricorn' Local Plan site. | | | | |

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

6. Summary and Next Steps

6.1 Summary

The Sandbach Transport Delivery Plan is the result of an evidence led process. This included developing a set of six local transport objectives with 86 identified and assessed schemes that will support the development and vitality of Sandbach over the life of the current LTP4.

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

6.2 Funding Summary

The Delivery Plan has 76 individual different schemes assessed within it. These vary significantly in value. As a result, the Council will need to access external funding sources to deliver some of the intended works.

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

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

6.3 Next Steps

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



Figure 6.1: Scheme Development Stages

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

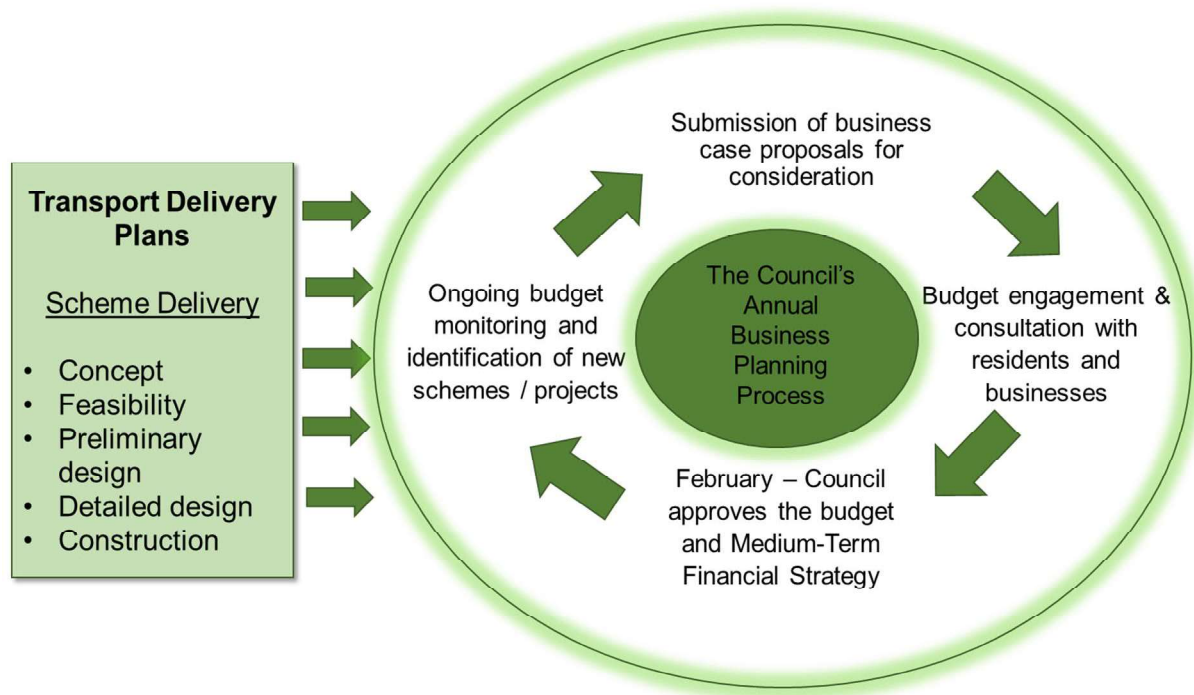


Figure 6.2: LTDP Budget Cycle

Appendix A – Options Long List & Assessment

Appendix B – Sequencing & Packaging of options

| ID | Packages | Scheme Description | Short Term (0 -2 years) | Medium Term (2 - 5 years) | Long Term (5+ years) |
|-----------------------------|---------------|--|----------------------------|---------------------------------|-------------------------|
| SND 103 | Active Travel | A534 School Crossing at Wheelock and Winterley Roundabout. | X | | |
| SND 608 | Active Travel | Improving cycling links between/at Elton Road / Hall Lane. | X | | |
| SND 607 | Active Travel | Improving cycling links into the town centre: Crewe Road | X | | |
| SND 610 | Active Travel | Improving cycling links into the town centre: Hind Heath Road | X | | |
| SND 611 | Active Travel | Improving cycling links into the town centre: Hightown. | X | | |
| SND 606 | Active Travel | Improving cycling links into the town centre: Salt Line Way / Moston Road. | X | | |
| SND 113 | Active Travel | Improve/create other routes through from Abbeyfields and other locations within Sandbach to Wheelock Rail Trail. | X | | |
| SND 602 | Active Travel | Improved signage at High Street. | X | | |
| SND 56 | Active Travel | Provision of pedestrian crossing facilities along Middlewich Road near Elworth Hall Primary school. | X | | |
| SND 53 | Active Travel | Implement cycle routes from the Capricorn site to the town centre: Improvements to Sandbach Footpath 11. | X | | |
| SND 44 | Active Travel | Introduce a pedestrian crossing on Crewe Road near Sandbach High School. | X | | |
| SND 116 | Active Travel | Linked Cyclist pathway from Middlewich Road to Albion Lock. | X | | |
| SND 18 | Active Travel | Improved cycle parking facilities at Sandbach Station. | X | | |
| SND 121 | Active Travel | Widen footpath between Elworth Hall Primary School and Grange Way. | X | | |
| SND 93 | Active Travel | Introduce an improved crossing point across Crewe Road between Hind Heath Lane and Wheelock Primary School. | X | | |
| SND 104 | Active Travel | Accessibility improvements to footbridge between Canal Fields and Foden Site. | X | | |
| SND 105 | Active Travel | Addition of pedestrian crossings along Station Road & Salt Line Way. | X | | |
| SND 24 | Active Travel | Increase the number of crossing points / pedestrian islands along Crewe Road. | X | | |
| SND 45 | Active Travel | Improve cycle parking in Sandbach. | X | | |
| SND 39 | Active Travel | Walking and Cycling improvements along Old Mill Road. | X | | |
| SND 41 | Active Travel | Improve pedestrian access at St. John's Primary School. | X | | |
| SND 114 | Active Travel | Improved access to canal towpath from Senderfield Lane. | | X | |
| SND 601 / 25 | Active Travel | Wheelock Rail Trail crossing at the A534. | | X | |
| SND 95 | Active Travel | Implement cycle routes from the Capricorn site to the town centre: Improved cycle route along Old Mill Road and High Street. | | X | |
| SND 92 | Active Travel | Cycle route improvements to: Alsager and Congleton via Wheelock Rail Trail, the Salt Line Way and the canal network. | | X | |
| SND 109 | Active Travel | Alternative pathways from Old Mill Road to Sandbach Park. | | X | |
| SND 81 | Active Travel | Providing a connection from the proposed Hind Heath Road developments to the Wheelock Rail Trail. | | X | |
| SND 605 | Active Travel | Improving cycling links into the town centre: Middlewich Road / London Road. | | X | |
| SND 31 | Active Travel | Improve the public realm and wayfinding within the town centre. | | X | |
| SND 603 / SND 91 | Active Travel | Cycle route improvements to: Crewe via Winterley and onto Haslington. | | X | |
| SND 603 | Active Travel | Provision/Improvement of Wheelock to Winterley cycling route. | | X | |
| SND 50 / SND 51 / SND 52 | Active Travel | Implement cycle routes from the Capricorn site to the town centre via Congleton Road, including links to Tatton Drive and Offley Road. | | X | |

| ID | Packages | Scheme Description | Short Term (0 -2 years) | Medium Term (2 - 5 years) | Long Term (5+ years) |
|-----------------|------------------|---|----------------------------|---------------------------------|-------------------------|
| SND 30 | Active Travel | Improve cycle route from Elworth via Abbeyfields development/Park Lane towards Waitrose area. | | X | |
| SND 2911 | Active Travel | Pedestrian improvements at: Mill Lane / Crewe Road junction. | | X | |
| SND 23 | Active Travel | Pedestrian improvements at: Game Street / Crewe Road junction (Wheelock). | | X | |
| SND 20 | Active Travel | Provide footpath near businesses to Congleton Road / Church Lane bus stop. | | X | |
| SND 2 / SND 201 | Active Travel | Improving pedestrian routes in the town centre such as crossing points on Hightown and Congleton Road. | | X | |
| SND 13 | Active Travel | Provide a cycle hire scheme at Sandbach Railway Station. | | X | |
| SND 100 | Active Travel | Cycle route improvements to: Middlewich via the canal towpath. | | X | |
| SND 120 | Active Travel | Walking and cycling improvements from Mill Hill Lane to High Street. | | X | |
| SND 604 | Active Travel | Improving cycling links into the town centre: Congleton Road. | | | X |
| SND 107 | Active Travel | Additional cycling route adjacent to A534 between M6 J17 and Arclid Junction. | | | X |
| SND 90 | Active Travel | Cycle route improvements to: Crewe via a route parallel to the A534. | | | X |
| SND 609 | Active Travel | Improving cycling links into Sandbach centre to A533 London Road via Cookesmere Lane. | | | X |
| SND 7 | Public Transport | Coordinate bus service timetables with train times during peak commuting hours. | X | | |
| SND 19 | Public Transport | Improvements to the bus stop on Station Road/London Road. | X | | |
| SND 4 | Public Transport | Improve facilities at The Commons bus interchange. | X | | |
| SND 15 | Public Transport | Provide greater information for alternate modes of travel (onward travel) at Sandbach Railway Station (Bus/Taxi/Cycle/Walking Routes). | X | | |
| SND 5 | Public Transport | Bus service from the Capricorn development site to Sandbach Railway Station via Congleton Road / Middlewich Road. | | X | |
| SND 25 | Public Transport | Encourage schools to register with Modeshift STARS and implement a school travel plan. | | X | |
| SND 27 | Public Transport | Improve bus services or passenger transport (including demand responsive transport) from Moston Green, Malkins Bank and Brereton. | | X | |
| SND 33 | Public Transport | Increasing frequency of bus services to/from Sandbach Railway Station. | | X | |
| SND 9 | Public Transport | Providing a step-free access to all station platforms at Sandbach Railway Station. | | X | |
| SND 8 | Public Transport | Deliver community transport specific to local needs (Consult with local groups). | | X | |
| SND 32 | Public Transport | Improvement of interconnected bus services to towns and key services within Cheshire East such as Alsager, Middlewich, Holmes Chapel, Sandbach, Crewe, Macclesfield, the Potteries and Leighton Hospital. | | X | |
| SND 37 | Public Transport | Introduction of integrated ticketing system for bus services. | | X | |
| SND 40 | Public Transport | Re-open of the Middlewich Branch Line (Middlewich / Northwich), with increased services to Manchester city centre, Manchester Airport and Crewe - work with rail partners. | | | X |
| SND 26 | Parking | Implementation of deterrent for inappropriate parking near Wheelock Primary School. | | X | |
| SND 34 | Parking | Installation of EV charging points on routes to key destinations. | | X | |
| SND 115 | Parking | Address issue of pavement parking in Sandbach town centre. | | X | |
| SND 1 / 101 | Parking | Increased provision of designated parking spaces at Brookhouse car park and provision of appropriate number of short stay car parking at Well Bank and Hawk Street car parks. | | X | |
| SND 111 | Parking | Extra parking provision in other areas including the Well Bank and Hawk Street. | | | X |
| SND 108 | Highways | Additional speed and traffic calming measures on Station Road, Salt Line Way, Hind Heath Road, Abbey Road. | X | | |
| SND 36 | Highways | Restrictions for HGVs on Hind Heath Road. | X | | |

| ID | Packages | Scheme Description | Short Term (0 -2 years) | Medium Term (2 - 5 years) | Long Term (5+ years) |
|----------|----------|--|----------------------------|---------------------------------|-------------------------|
| SND 282 | Highways | Speed and traffic calming measures at School Lane. | X | | |
| SND 281 | Highways | Speed and traffic calming measures on Cookesmere Lane. | X | | |
| SND 280 | Highways | Speed and traffic calming measures on Church Lane. | X | | |
| SND 118 | Highways | Speed and traffic calming measures to be extended into residential areas within Sandbach. | X | | |
| SND 46 | Highways | Traffic calming measures and 20mph speed limits on Middlewich Road, Congleton Road, Crewe Road and other residential areas in accordance with the adopted Speed Management Strategy. | X | | |
| SND 297 | Highways | Junction / roundabout improvements at a range of locations: Highway improvements at junction 17 of the M6. | | X | |
| SND 293 | Highways | Junction / roundabout improvements at a range of locations: Old Mill Road (A534) / Congleton Road. | | X | |
| SND 292 | Highways | Junction / roundabout improvements at a range of locations: Congleton Road / Holmes Chapel Road. | | X | |
| SND 2913 | Highways | Junction / roundabout improvements at a range of locations: Crewe Road / Old Mill Road / Hightown Road. | | X | |
| SND 2910 | Highways | Junction / roundabout improvements at a range of locations: A50 Newcastle Road / A534 junction. | | X | |
| SND 117 | Highways | Signal improvements at Abbey Road / Middlewich Road junction. | | X | |
| SND 106 | Highways | Additional changes alongside A534: Upgrading of Palmer Road turning head to reach traffic light. | | | X |

Appendix C – Objectives & Scoring criteria

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