Appendix 1 - A summary of responses to the Council's Vision for Transport Consultation 2025

Contents of report

FINAL

Engagement and Communications | Cheshire East Council

Executive summary and conclusions

Introduction

Between 24th February and 21st April 2025 Cheshire East Council conducted a consultation to seek views on its draft vision, aims and priorities for transport in the borough. Feedback received will help refine the new Local Transport Plan (LTP). In total, 720 consultation responses were received.

Key transport challenges and opportunities

The majority of respondents agreed that the six transport challenges identified were the key ones in Cheshire East. Agreement (those selecting either strongly agree or tend to agree) ranged from 91% for 'insufficient travel options lead many residents to rely on private cars' to 69% for 'severe weather increasingly challenges network resilience'.

In terms of the six identified opportunities, 'tailoring transport solutions to our local areas' received the highest agreement – 90% of respondents agreed that this was a key transport opportunity for Cheshire East. Respondents seemed to be less sure that 'new technology can help us meet our transport needs' – whilst 56% agreed, 30% selected neither agree nor disagree or unsure / do not know.

Within the comments, many respondents mentioned that the current public transport options were a key challenge. This included concerns related to reliability, frequency and affordability as well as lack of connections to other transport options, to key services or to areas inside and outside of the borough. Maintenance and perceived safety of roads, pavements and cycle routes was also seen as a key challenge, making active travel feel dangerous. Improving public transport options and promoting its usage was a key opportunity identified, alongside improving active travel routes — ensuring walking and cycling feels safer through better maintenance, dedicated routes, and / or appropriate speed regulations or road management. Consideration of accessibility (including for people with disabilities, elderly and those in rural areas) for all transport options was also mentioned – this included use of the private car for those who find other transport options difficult.

Our vision and aims

79% of respondents agreed with the vision whilst 12% disagreed. There were respondents who would like to see more details on how the vision would be achieved and a greater focus on sustainability. Others were sceptical as to whether the vision could be achieved, believing it needed to be more realistic in accepting that the private car will remain the preferred transport mode for many.

The majority of respondents agreed that the aims were the right areas to focus on. Agreement ranged from 86% for 'improving connections for all' to 73% for 'reducing environmental impacts'. Similar to comments related to challenges and opportunities, within the comments respondents mentioned that improving public transport should be considered as a key aim alongside better walking, cycling routes and road maintenance / safety. Having consideration of those in rural areas as well as accessibility was also mentioned.

Our priorities

The majority of respondents felt that the priorities identified under each of the aims were important - responses ranged from 91% (selecting extremely or very important) for the aim 'improving accessibility to essential services such as healthcare, education, employment and leisure' down to 59% for the aim 'reducing transport related emissions through a reduction in vehicle miles to respond to the climate emergency'.

Conclusions and recommendations

The majority of respondents agreed with the draft vision, aims and associated priorities as well as the key challenges and opportunities identified. Improving public transport within the borough and connections to other areas was mentioned as a key priority for many as well as improvements to the road, walking and cycling network. It will be important to consider accessibility of all modes for all users including those within rural areas when drafting detailed transport plans. Respondents were keen to see more detail of how the plans will be achieved and also mentioned the benefits of continued collaboration / joined up thinking including within planning.

The details within this report should be thoroughly reviewed and considered alongside other key evidence when finalising the vision, aims and priorities and whilst drafting the full Local Transport Plan.

Introduction

Purpose of the consultation

Between 24th February and 21st April 2025 Cheshire East Council conducted a consultation to seek views on its draft vision, aims and priorities for transport in the borough. Transport and travel play a crucial role in our everyday lives. To ensure our continued success and prosperity, we need to plan a transport network that is fit for the future – one that connects people to jobs, education, healthcare, and leisure facilities, while supporting a healthier and more sustainable environment.

Feedback received will help feed into the development of the new Local Transport Plan (LTP). Since our current LTP was adopted in 2019, there has been considerable change in transport movements and trends. So, now is the right time to update our plan to ensure that the council maintains a policy framework that is robust and relevant to the needs of Cheshire East.

This report summarises responses received during the consultation.

Consultation methodology and number of responses

The consultation was mainly hosted online however paper versions were made available at libraries and leisure centres throughout Cheshire East. Paper copies were also available on request. The consultation was promoted widely, including:

- Residents of Cheshire East and the public through press releases and social media promotion
- The Cheshire East Digital Influence Panel
- Businesses in Cheshire East and in neighbouring authorities
- Specialist transport user groups
- Equality groups
- Town and Parish Councils
- Elected Members
- Neighbouring Authorities

A copy of the full stakeholder engagement log can be viewed in Appendix 5. As part of wider engagement, online focus groups / 1-to-1 discussions were offered to certain stakeholders to gain further insight and to support the promotion of the consultation. A summary of the feedback obtained during these sessions can be viewed in Appendix 4.

In total, 720 consultation responses were received (674 survey responses and 46 email responses). A summary of the email responses can be viewed in Appendix 3. A breakdown of survey demographics and travel habits can be viewed in Appendix 1. There was a good distribution of response from across the borough – a map of respondent postcodes can be viewed in Appendix 2.
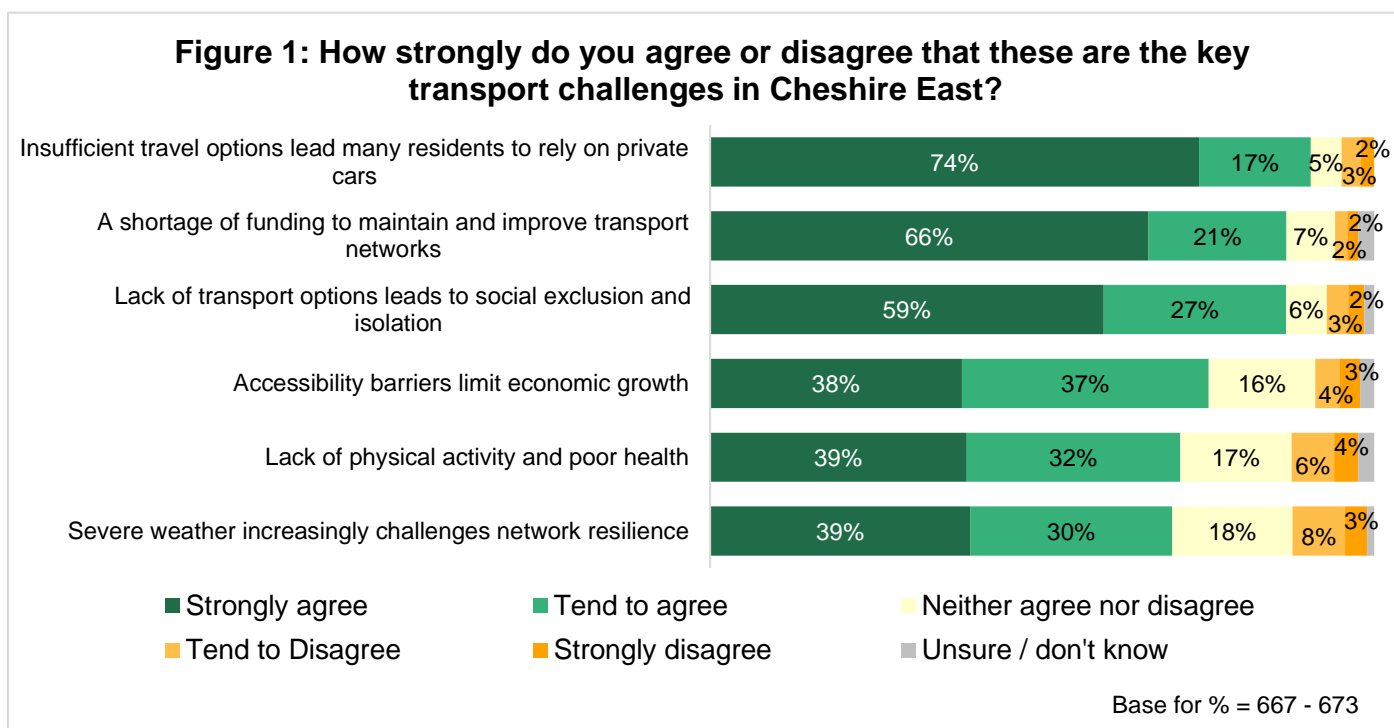
Section 1: Key transport challenges and opportunities

Key transport challenges

The consultation material identified six key transport challenges which Cheshire East is facing currently:

- Lack of transport options leads to social exclusion and isolation
- Lack of physical activity and poor health
- Insufficient travel options lead many residents to rely on private cars
- Accessibility barriers limit economic growth
- Severe weather increasingly challenges network resilience
- A shortage of funding to maintain and improve transport networks

The majority of respondents agreed that the six transport challenges identified were the key ones in Cheshire East. Agreement (those selecting either strongly agree or tend to agree) ranged from 91% for 'insufficient travel options lead many residents to rely on private cars' to 69% for 'severe weather increasingly challenges network resilience'. Figure 1 shows the full breakdown of results.

Figure 1: How strongly do you agree or disagree that these are the key transport challenges in Cheshire East?

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to Disagree	Strongly disagree	Unsure / don't know
Insufficient travel options lead many residents to rely on private cars	74%	17%	5%	3%	2%	
A shortage of funding to maintain and improve transport networks	66%	21%	7%	2%	2%	
Lack of transport options leads to social exclusion and isolation	59%	27%	6%	3%	2%	
Accessibility barriers limit economic growth	38%	37%	16%	4%	3%	
Lack of physical activity and poor health	39%	32%	17%	6%	4%	
Severe weather increasingly challenges network resilience	39%	30%	18%	8%	3%	

Base for % = 667 - 673

Respondents were asked if they would like to raise any other transport challenges that should be considered. 307 respondents chose to leave a comment.

The full summary of the comments received by theme and sub theme is presented in Table 1. Please note that some respondents will have referred to more than one theme therefore the total mentions will not add up to the total number of respondents who left a comment.

Table 1: Would you like to raise any other transport challenges that should be considered?		
Theme	**Summary of comments received**	**Number of mentions**
Public transport		
Lack of public transport options	Residents will use their cars as public transport in Cheshire East is insufficient / need more buses (includes specific references to no public transport in Disley and High Legh, more buses needed in Styal, cuts to the bus timetable in Morley Green, removal of bus services in Audlem, services from Shavington to Nantwich poor, hardly any trains stop in Alsager, train station needed in Middlewich, Crewe, Nantwich and Sandbach need a tram system). Need more buses that take routes through housing areas. Need buses that allow people to get to schools, out of town shopping areas (larger stores away from the centre can be cheaper), healthcare and hospitals (including links to Leighton, Macclesfield, Wythenshawe and Stepping Hill hospitals). Local transport should be a seven-day service (including buses that run on a Sunday). Need buses that run later, on all routes, especially to places of employment and towns with nightlife. There are also challenges around getting to leisure attractions and places of interest. Residents in outlying communities who do not drive can become very isolated due to the lack of public transport. Need public transport options in rural areas (not just urban areas) / remote villages / cross country services needed. Lack of public transport options disproportionately impacts young people and older people as well as others who do not have access to a car / is a barrier to accessing skills, life-long learning and thus opportunity. If transport issues restrict employment opportunities that can lead to low income, impact on health and potentially social exclusion.	59
Lack of public transport connectivity / transport links	There is a lack of connectivity between different transport offerings. Need to join up buses with train timetables, have easy connectivity to Crewe Rail Station as a main line and integrate car journeys to public transport hubs. There is a lack of connectivity between and within urban areas (e.g. Disley has no links to other areas, connectivity between Leighton hospital to Nantwich & Congleton is poor, there is no direct bus from Congleton to Macclesfield hospital, limited transport to work for employees living outside of Wilmslow). Timing of buses regarding hospital transport is very important. Collaborate with educational establishments and workplaces to ensure transport options meet demand (e.g. lack of bus connectivity to AstraZeneca) and can get them there at the time their work starts / ends. Improving transport links to the leisure centres will encourage physical activity, improve health, and social inclusion. There is a lack of cross border transport into nearby authorities for work, education and leisure (particularly problematic for those in Wilmslow, Handforth and Poynton). Need bus and train connections to outlying areas (including into Cheshire West, Manchester, greater Manchester and Stockport).	45

Frequency / reliability of public transport	The low frequency of public transport may result in people using other means of transport. Need more frequent buses (e.g. buses in Knutsford not regular enough, one bus per hour from Northwich to Crewe via Sandbach is insufficient, a bus every two hours is poor, increase the frequency of route 19 Macclesfield to Upton Priory). Reliability of transport (buses and trains) is of great concern. The levels of bus routes being cancelled have a negative impact on local rural business – unable to recruit from larger towns. Buses seem to change details without warning. Need reliable buses that run on time (including more reliable transport into Manchester city centre / airport, starting a job at 9am in Macclesfield - Bollington is difficult because buses sometimes do not turn up). When buses fail to show up, we need a robust mechanism for providing onwards travel via another route. Disabled people need reliable transport.	38
Affordability of fares	The affordability of public transport, fares are too high (rail and bus). People will use their car if it is the cheaper option. The £2 fare scheme was good. Consider free bus travel.	14
Improvement to bus stops / bus information	Should provide toilets at all bus stations and train stations, also need lighting and shelters at bus-stops. When the service is not running or changed due to unforeseen problems some way must be found to inform the public. Need better access to bus times and "live" progress of a bus on a route by means of technology / apps etc, also using it to integrate with the vital transport services which are provided by community groups. Place timetables at a suitable height.	7
Lack of integrated ticketing	The lack of unified ticketing over multiple transport providers makes getting around more difficult and expensive. Consider tickets for different bus providers on the same route/ sector (for example on TfL you can tap on/pay and use multiple transport within the hour).	6
Issues with demand responsive services / community transport	The Go Too bus is not fit for purpose / demand responsive services are not a solution. Community group transport services will also face challenges in the future as costs increase and the numbers of volunteers varies. The challenge to these niche services for vulnerable residents needs to be considered alongside those faced by the wider public transport service.	4
Roads		
Maintenance of the roads	The state of the roads is an issue for any form of transport. Poor maintenance standards and post work completion leaves the highway in a quickly deteriorating condition. Fix the existing roads / potholes, make signs and road markings more legible, keep the drains and gullies clear to help prevent flooding. Maintenance of existing schemes is a priority, before implementation of new schemes (e.g. traffic calming schemes in Church Minshull & Worleston are in poor condition, fix the bridge in Adlington).	46

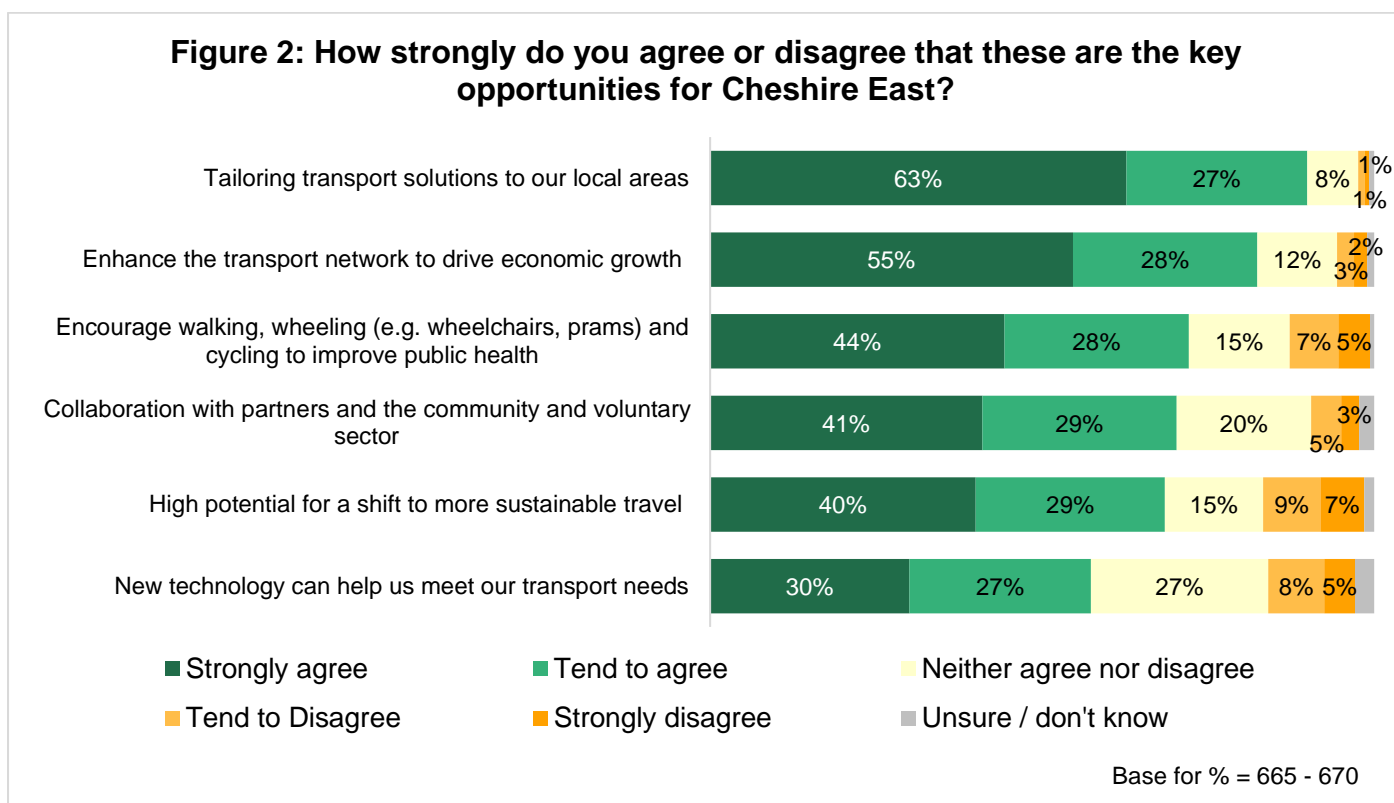|		
Traffic / road works	Lack of sufficient planning for increase in road traffic (e.g. planning of the Congleton bypass has led to increased traffic on the narrow lanes of North Rode). Traffic congestion an issue (including specific references to traffic on the A6 in Disley, along the A51, in and around Nantwich, and Knutsford needing a bypass). Badly arranged road works is an issue (including the number of roads closed in Crewe in last six months).	23
Road safety	Safety of pedestrians and road users. The perception of road safety for vulnerable users is a clear barrier to mode shift towards active travel. Active travel feels dangerous around Crewe, the roads encourage drivers to drive dangerously. Sensible speed limits needed. There is a lack of adherence to speed limits - no enforcement of 20mph speed limit on local roads. 20 is plenty. Need salt bins on steep road inclines / bends. The increasing use of SUVs / heavy vehicles / oversized private vehicles on unsuitable roads is a challenge.	21
Parking / parking charges	Provide parking facilities for people who want to use public transport but are too far away from stations / bus stops to walk to them – consider park and ride options. Engaging with major employers and agreeing remote park and ride opportunities to reduce bottlenecks. Improve parking provision in rural settlements as well as in towns. Parking areas at the side of the roads need marking out properly - consider a ban on pavement parking. The removal of residents parking permits for the Disley community centre has been an issue – on street parking is very hard to rely on. Car parking charges (including in Audlem) are having a detrimental effect on its businesses so run counter to the aims of the development plan. Exorbitant parking charges are making the option of working (e.g. in Alderley Edge) a less attractive proposition, 'cashless' methods need to be reconsidered.	15
Walking / cycling / active travel		
Lack of sufficient / safe cycling routes	There are insufficient safe cycling routes between major towns, communities or leading to bus / train stations (including from AstraZeneca, between Crewe and Nantwich). Need safer cycle paths that are suitable for children - make cycling to school safe. Cycling is too dangerous on main roads (need separated bike paths around Crewe). The maintenance of existing cycle ways / lanes is a key point, on road cycle lanes are not kept clean of debris. Cycle routes are not fit for purpose (e.g. Middlewood Way no good for commuting in wet weather - lighting and drainage is very poor in places). Why are cycle lanes not mandatory for new roads / estates that are built? Consider dedicated rail carriages for bikes.	28
Lack of sufficient footpaths / pavements	Lack of maintenance means footpaths / pavements are poor quality. Some pavements are not wide enough, and pushchairs and wheelchairs are forced into the road (e.g. in Styal). Drivers often park on them which blocks safe access. There is a lack of dropped curbs (e.g. in older areas of Macclesfield). In some areas there is a lack pavements and crossing points (e.g. for AstraZeneca this hinders access via Charter Way and Hulley Road, it is a challenge to walk safety on county lanes). Consider frequent walking routes for access to schools and nurseries. Grit the pavements in winter.	17

Prioritisation of vehicles above active travel routes	Motorised transport is prioritised in towns and villages making them feel unsafe and inaccessible especially for those in wheelchairs and pushchairs. A change in attitude needs to begin if walking / cycling is to become safer and more attractive. Create routes over and around roads so that the public can continue their journeys without waiting around busy roads. Train officers in the planning, design and implementation of active travel infrastructure.	6
Other / general comments		
Accessibility / equality considerations	Accessibility for disabled people is not always there. Lack of accessible transport especially for those using electronic wheelchairs / mobility scooters (in Congleton there are no wheelchair accessible taxis that take powered wheelchairs). Inaccessible train stations lead to exclusion from train travel – they need lifts. Pavements are not always accessible. There needs to be an understanding that a private vehicle may be required, and public transport may not be an option. The older age profile of Cheshire East residents should be considered when active transport solutions are being proposed – certain towns are far too hilly for the older generation.	12
Planning considerations	Force developers to improve the infrastructure - need safe and enjoyable active transport opportunities for all new developments. There have been car first presumptions on various new construction (e.g. 'out of town' employment sites, 'out of town' retail parks), without thoughts on how to link these to existing town centres, schools, doctors, hospitals, railway stations etc. Changes to retail outlet locations and the decline in town centres is a challenge.	10
Environmental concerns	Transport is a large contributor of carbon emissions. Need to decarbonise transport, particularly bus services. Pollution and noise from freight trains on Crewe Manchester trainline, there are no plans to electrify engines soon. Need to meet climate change commitments and reduce air pollution - pollution levels near overcrowded roads are too high.	8
Funding and resources	Funding is the greatest challenge, should have funding comparable to major cities. Funding for development and long-term maintenance of green/blue infrastructure needs to be incorporated into this plan. Staff shortages could be a challenge.	5
Overall comments on the challenges / plan	Not sure that lack of options makes people take the car – it is convenient and quick. Do not see that lack of physical activity and poor health is related to a transport challenge. The plan needs to have better metrics so that success can be monitored.	4
Other comment	Maintain what you have. Do not waste money on cycle lanes as they cause more traffic congestion - cycling to work is impractical for a majority of workers. Need flexibility and rely on the use of cars / car ownership will not fall. Need to recognise that the borough is predominantly rural / access in rural areas is important. Some council decisions go against the plan e.g. closure of tips, car parking situation, bus service cancellations. The lack of funding is self-imposed. Do not penalise residents with more charges.	22

Key transport opportunities

The consultation material identified six key transport opportunities for Cheshire East which could benefit the borough:

- High potential for a shift to more sustainable travel
- Encourage walking, wheeling (e.g. wheelchairs, prams) and cycling to improve public health
- Enhance the transport network to drive economic growth
- New technology can help us meet our transport needs
- Tailoring transport solutions to our local areas
- Collaboration with partners and the community and voluntary sector

'Tailoring transport solutions to our local areas' received the highest agreement – 90% of respondents agreed that this was a key transport opportunity for Cheshire East. Respondents seemed to be less sure that 'new technology can help us meet our transport needs' – whilst 57% agreed, 30% selected neither agree nor disagree or unsure / don't know. Figure 2 shows the full breakdown of results.

Figure 2: How strongly do you agree or disagree that these are the key opportunities for Cheshire East?

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to Disagree	Strongly disagree	Unsure / don't know
Tailoring transport solutions to our local areas	63%	27%	8%	1%		1%
Enhance the transport network to drive economic growth	55%	28%	12%	2%	3%	
Encourage walking, wheeling (e.g. wheelchairs, prams) and cycling to improve public health	44%	28%	15%	7%	5%	
Collaboration with partners and the community and voluntary sector	41%	29%	20%	3%	5%	
High potential for a shift to more sustainable travel	40%	29%	15%	9%	7%	
New technology can help us meet our transport needs	30%	27%	27%	8%	5%	

Base for % = 665 - 670

Respondents were asked if they would like to raise any other transport opportunities that should be considered. 172 respondents chose to leave a comment.

The full summary of the comments received by theme and sub theme is presented in Table 2. Please note that some respondents will have referred to more than one theme therefore the total mentions will not add up to the total number of respondents who left a comment.

Table 2: Would you like to raise any other opportunities?

Theme	Summary of comments received	Number of mentions
Public transport		
Improve the current public transport system	Improve the current public transport system we have - must be quick, reliable, and affordable. Encourage bus use for everyone, consider a tram system. Return public transport to public ownership. Introduce tap on, tap off rides with price caps. Provide a consistent public bus service to small areas, there is a lack of buses and bus routes (e.g. in areas like Audlem, Styal, Aston, Wrenbury, Whitchurch, Tytherington and High Legh). Provision of more school transport to reduce traffic at peak times, need a bus service to hospitals. The lack of transport cuts people off from key amenities and leaves people isolated. Areas that were once accessible by the local bus no longer easy to reach (e.g. the 130-bus used to call at Wythenshawe Hospital - now takes two buses, Haslington has been cut off from the shops on the retail park in Crewe since the K37 was altered). The return of evening and Sunday buses will spur economic activity. Improve the train network (including better options for Knutsford). Important to maintain and improve transport networks for both industry and leisure / tourism. Cheshire East seem poorly served, except for Crewe and the most efficient way of getting to Crewe is by car. Reopen/open a train station (Bunbury). The Go Too bus is not reliable, cannot rely on volunteers you need to provide more regular bus services.	33
Enhance transport links	Enhance transport links before encouraging people to switch from cars to public transport. Public bus services do not coordinate with customer timing requirements, ensure bus services align with people's schedules for work, education, and healthcare, including routes to railway stations and Leighton Hospital. Increasing capacity and ease of movement between the borough is crucial (e.g. AstraZenecca require the necessary transport network capacity for all forms of transport access to improve opportunities). Establish direct routes linking major centres like Wilmslow, Macclesfield, Knutsford, and Stockport, supported by smaller buses for other communities. Work with Greater Manchester Travel Services and the Bee Network to integrate bus and rail networks (e.g. from Poynton to Hazel Grove bus network, direct train route from Chelford to Manchester Airport needed hourly at a minimum). Partner with Mersey Rail, Metrolink, and other networks to create transport hubs and interchanges.	19
Introduce a reliable bus tracking system	Access to a reliable bus tracking system that adds confidence the service will arrive - which bus service is approaching, how far away it is - via apps and at bus stops would enable more people to choose buses as a viable option for their journeys – can also alert visually impaired people to travel information. Our area is behind in information technology for live bus information.	7

Roads

Improve traffic flow and road safety	Volume of HGVs are increasing as more distribution warehouses are being built (e.g. A51 through Calverly and Alpraham). The bypass to take traffic away from this part to link to the M53 Wales/Chester needs to be urgently revisited. Address the traffic congestion in and around Nantwich / Shavington areas. Get the bypass built and firms will return to Middlewich. Pay attention to dangerous hot spots. Enforce speed limits in villages, speed limits would need to be addressed on link roads. Motorist education on speeds. Introduce 20mph speed limits where people live, work, shop, play or learn to promote better sharing of the road for sustainable non-car road users.	15
Road maintenance	More needs to be done to fix the problems on major routes. Apply preventative maintenance before roads collapse. Potholes are a big part of the problem. Collaborate with utility companies who dig up roads, it is their resurfacing that often creates potholes - they should have to pay for fixing roads where repairs have not been to standard. Flooding regularly causes road closures (e.g. in Styal).	8
Parking / park and ride opportunities	Increased on street parking with on road electric vehicle charging would provide a revenue stream for Cheshire East and options for residents to reduce their environmental impact. Need a park and ride for Leighton Hospital.	4

Walking / cycling

Improve pavements / footpaths	Improve the maintenance of existing pavements, some are in poor condition and blocked by overgrown bushes. Provide safe means for more walking / wheeling to become a viable option including. more pedestrian crossings. Some pavements are too narrow or close to fast moving vehicles for pedestrians to consider them safe routes (e.g. in Holmes Chapel) and some villages have no pavements. Need well-lit areas to enable safe walking. Need pavements linking new developments to existing pedestrian pavements and wide enough for disabled / wheelchairs. Many routes are hindered by A frame barriers, and many pathways are muddy, especially in the winter. The public footpath network in the countryside should be improved.	15
Improve cycle routes / cycling opportunities	Improve cycle routes (including Middlewood Way - no good for commuting for work in wet weather as it is too muddy). On road cycle lanes are not kept clean of debris. Most people fear cycling on the roads because of traffic, take them off the road or better segregate. Cycle networks need to be improved especially in rural areas, cycling from rural areas into towns is more likely to be adopted if good quiet route maps are available. Where is the plan to connect all towns with cycle lanes? Upgrade some paths to cycleways to link key towns (e.g. Bollin Valley Way from Macclesfield to Wilmslow and Airport should be upgraded to a cycle / multipurpose route). Need safe and complete cycle lanes between housing estates and workplaces. Consider secure, town centre cycle parking and refurbish unused bicycles for community use.	11

Consider cycling to be low priority	Do not waste money on cycling, creating more cycle paths has not produced satisfactory returns on the investment. Not always practical to cycle. Would suggest that cycling is low priority.	6

Other / general comments

Improve sustainable travel options	Initiatives that make cars a less viable option for local journeys are welcome, attitudes need to change from road users. Sustainable travel options need to be practical, affordable and safe, if you are going to encourage road users to stop using private vehicles. Consider incentives to reduce the number of children being driven to school. Working from home significantly reduces the number of cars on the road. Collaborate with major retailers to make public transport free with a shopping receipt. There is nothing about transport infrastructure to encourage recreational active travel / improve health through reducing pollution and enabling active travel. Active travel must be enforced in residential roads (such as the B5090 in Bollington). There is no cut-across to opportunities to tackle climate change, air pollution or other harmful environmental impacts.	18
Improve accessibility	Improve accessibility for more vulnerable members of the community i.e. the elderly, children and people with visible and invisible disabilities. Wheelchair accessibility is lacking everywhere in east Cheshire, look at how cars park on the pavement / replace steps with ramps. Also consider those that use mobility scooters, recumbent bikes and adaptive cycles in active travel plans. Consider accessible taxis. Remember not everyone uses new technology - especially older people - who tend to use the bus more.	11
Sustainable travel not achievable generally	The potential to shift to more sustainable travel is overrated, people will still use their cars because it is so much more convenient. Bad weather does not help walking and cycling etc. Give up on the electric car push it does not solve the issue of too many cars on the roads.	9
Electric vehicle opportunities	The opportunity to make a success of the switch to electric vehicles. Make the introduction of new technology e.g. EV charging more accessible, zero parking charges for those with an EV. Economic growth should be linked to sustainability.	4
Rural area considerations	Walking and cycling maybe an option for some or those living close to town centres, but better transport in rural areas needs to be provided. Stop cutting off rural communities by scaling service back. Not all are able to walk or cycle, it is just not practical to walk or cycle 5 miles or more into nearby towns.	4
Improve planning / regeneration	Plan to enhance or at least maintain existing public transport services in areas where new housing is being built. Encourage proper travel infrastructure planning and infrastructure funding from housing developers. Regeneration of town centres (especially Crewe).	3

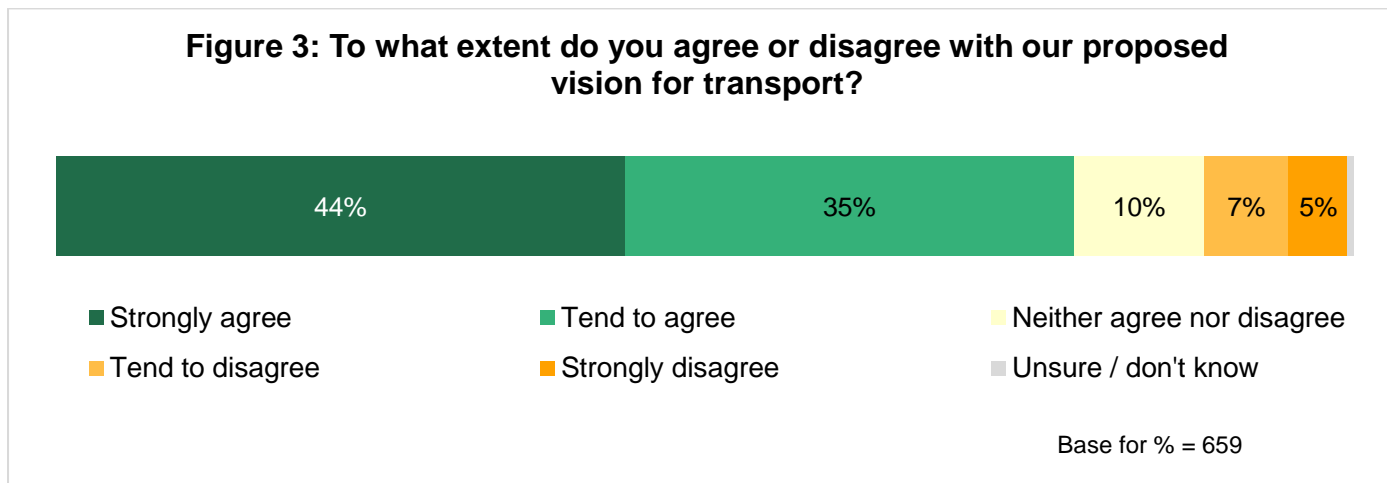| General comments	Opportunities need investment. Sustainable travel can be expensive without support from the government. Spend S106 monies wisely. Devolution offers an opportunity to improve the public transport network. Listen to what the locals want and need, need partners and stakeholders involved. What is the definition of local areas. What is sustainable travel? What is the outcome? The statements do not say anything – no strategy on how to improve things. The opportunities are not deliverable in a timescale that will make a difference. Make better use of the financial resources available. Need fairer funding across the Cheshire East area.	22

Section 2: Our vision and aims

The vision for transport

The identified vision for the future transport network in Cheshire East was:

A connected, safe and sustainable transport network, accessible to all, that supports a healthy, prosperous Cheshire East.

79% of respondents agreed with the vision whilst 12% disagreed as shown in Figure 3.

Figure 3: To what extent do you agree or disagree with our proposed vision for transport?

44%	35%	10%	7%	5%

- ■ Strongly agree
- ■ Tend to agree
- ■ Neither agree nor disagree
- ■ Tend to disagree
- ■ Strongly disagree
- ■ Unsure / don't know

Base for % = 659

Respondents were asked if there were any changes they would like to see to the vision. 239 respondents chose to leave a comment.

The full summary of the comments received by theme and sub theme is presented in Table 3. Please note that some respondents will have referred to more than one theme therefore the total mentions will not add up to the total number of respondents who left a comment.

Table 3: Are there any changes you would like to see to the vision?		
Theme	**Summary of comments received**	**Number of mentions**
Comments on the vision		
General negative comment on the vision	Sceptical about the value for money this will deliver. The plan is excessively optimistic, do not have much confidence that this can be delivered. Implies that all vehicle users live an unhealthy lifestyle. Planning to reduce reliance on private cars is a fallacy – people will not use buses as too expensive / unreliable. Don't waste money on this vision.	22
Would like to see more detail / measurable plans	Easy to agree with but it is lacking substance / lacking in specifics on for example what it will look like, what will change, how it will be achieved. More detail is required, would like to see some clear and measurable plans and outcomes. How do you propose to encourage people to increase their use of public transport? It is full of nice phrases but where is the action?	20
Specific suggestions on the vision	Include the words 'reliable', 'affordable' and 'efficient' (public transport) and 'resilient' (road network), does not deal with congestion. A vision focused on interventions to address the issues experienced by our most deprived communities would be welcome. Should include reducing travel by private cars, reducing the speed of those cars and a specific vision for schoolchildren to travel by active travel options. Consider amending slightly to read '...that supports healthy and prosperous communities in Cheshire East'. Suggest the following: 'Our vision is a well-connected, safe, efficient, affordable and sustainable, well maintained, resilient transport network, accessible to all, that supports a healthy, prosperous Cheshire East.	11
Need a realistic policy	Would like to see a policy that is realistic and accepts that people want convenience / that the private car will remain the primary means of transport for most residents and visitors. Should not exclude private car use as this is only solution for disadvantaged, elderly, very young, and disabled. The emphasis on transport helping to make a prosperous Cheshire East is too great and this should be reduced.	9
Would question sustainability	Would question sustainability, an impossible aim. Reduce net zero thinking and aim for workable solutions. Just need a reliable bus service to the places we need to go to. Need to be able to use the road network we currently have consistently and without interruption before focusing on sustainability Unlikely to be able to meet the demands of rural villages if also attempting to be green.	8

|		
Need more emphasis on sustainability	Needs more emphasis on creating green spaces / being resilient to climate change. Vision does not represent the three 'legs' of sustainability - only represents the economic and the social legs, need to add 'that has minimal effect on the environment'. There is a risk that "accessible to all" could be interpreted as to give equal accessibility to private cars, need a specific focus away from cars. The word 'supporting' is very weak, 'promoting' maybe better. Needs to support healthy lifestyles in the residential roads.	7
Comments on the transport network		
Improve public transport (inc. reliability, frequency, links and affordability)	A better, more reliable and affordable transport service would encourage road users to leave their cars at home. Better public transport connections and links. Integrated ticketing. Buses to run more often, later in the evening, early morning. More transport in rural areas. More automated information available on where the bus is / any delays. More bus stops. More community outreach and engagement (starting in schools) to encourage public transport use (please note detailed comments mentioned here have been covered elsewhere in the report).	106
Improve the road network (inc. maintenance, traffic, road safety)	Maintenance of existing road network should be prioritised (e.g. rural road network in SW Cheshire East is crumbling due to aging and poorly maintained drainage). Sort the roads out, put money on road repairs. Remove choke points and pollution hotspots, start to invest in flyovers and underpasses that eliminate bottlenecks. Appropriate speed limits to reflect the requirements of residential areas (consider 20mph limits). Reduction in traffic pinch points / traffic at peak times. Discouraging the purchase and use of SUVs. Avoid roadworks at peak times. Need a bypass linking Whaley Bridge, to the A555, and the M60 at Bredbury. Make the A6 safer. Offer free parking for residents.	22
Improve active travel / walking and cycling routes	More emphasis on active travel / active travel needs to be worked on / needs to be a change in public perception. Need a real focus on cycling provision that connect places and can integrate into public transport - many cycle paths are unusable, inadequate and unsafe. Need suitable places to park a bike safely. Better footpath maintenance to encourage walking e.g. improve footpath on Sagars Road, improve pavements in Styal for wheelchair and pushchair access. Safe walking routes. Public toilets need to be available. Shared cycle/footpaths.	19
Improve accessibility	Emphasis on accessible to all. Changes that encompass equal facilities for disabled, elderly and vulnerable residents. More choice for elderly and disabled residents. Needs to be a lot more accessible to disabled people, disabled access to railway stations. The older generation proportion in Cheshire East is growing and need some priority focus / consider the elderly who still want to stay independent after they give up driving. More emphasis on isolated groups who cannot access areas by improving accessibility using new technology, funding and education. Focus on regeneration of town centres through increased accessibility.	11
Other / general comments		

Cycling not a priority	Too much emphasis on cycling. Remove cycle provisions from the plan. No more cycle lanes.	4
Other comments	Vision is good – hope there is budget to proceed. Focus on provided a better service for the majority / monies available to be spent on existing infrastructure. Funds need to be shared equitably around the county. Transport must also be at the heart of the planning process so new housing and business developments have good alternatives to private car. Would like businesses to be represented - focus on encouraging the private sector and people to unlock opportunities and provide solutions to problems.	15

The aims for transport

The consultation material set out four aims to achieve the vision.

- **Growing the economy**: To support Cheshire East's economy by providing a resilient and accessible network that helps education, housing and business development
- **Improving wellbeing of our community**: To improve health, wellbeing and inclusion in Cheshire East by supporting people to get to where they need to
- **Reducing environmental impacts**: To reduce the impact of transport on the environment, managing the effect on climate change, air quality and biodiversity
- **Improving connections for all**: To provide transport choices for those who travel in and around Cheshire East and provide attractive alternatives to private cars

The majority of respondents agreed that the aims were the right areas to focus on. Agreement ranged from 87% for 'improving connections for all' to 73 for 'reducing environmental impacts', Figure 4 shows the full breakdown of response.

Figure 4: How strongly do you agree or disagree that the aims identified are the right areas to focus on?
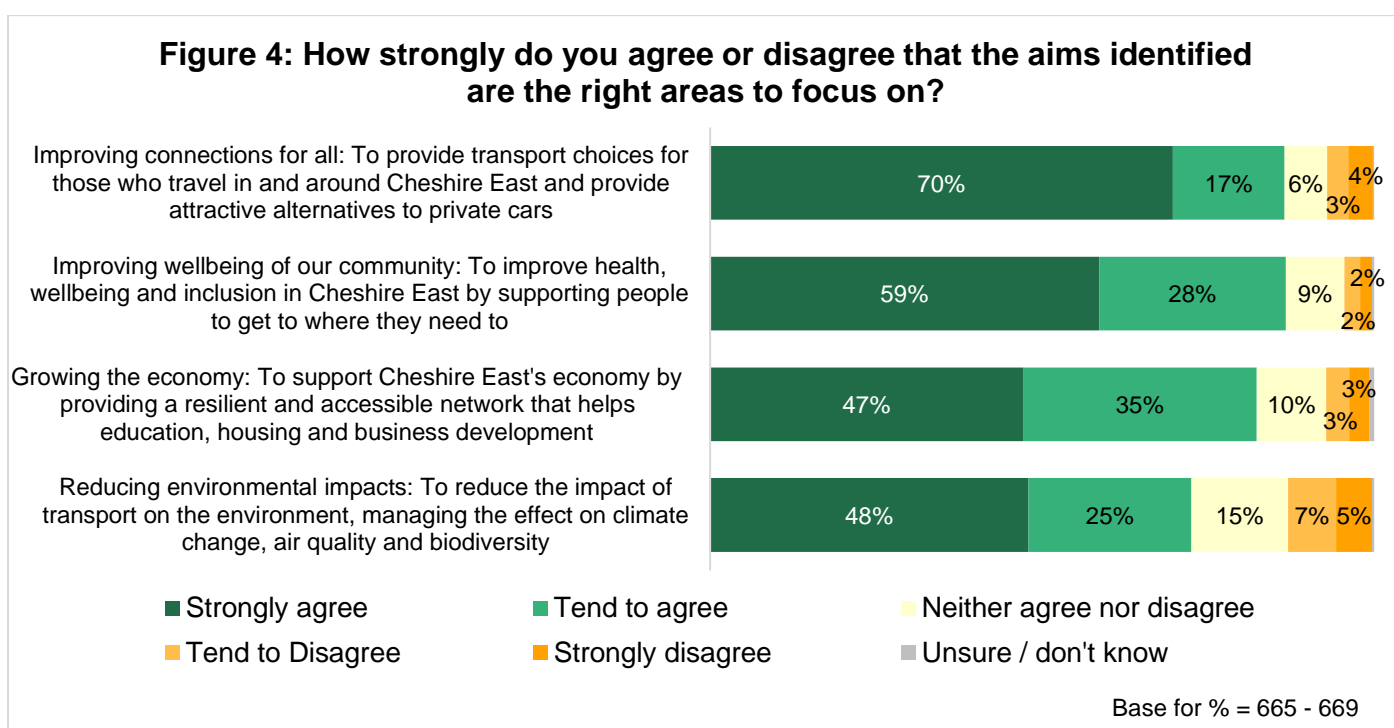
Respondents were asked if they had any additional aims, they think should be considered. 170 respondents chose to leave a comment.

The full summary of the comments received by theme and sub theme is presented in Table 4. Please note that some respondents will have referred to more than one theme therefore the total mentions will not add up to the total number of respondents who left a comment.

Table 4: Do you have any additional aims you think we should consider?

Theme	Summary of comments received	Number of mentions
Public transport		
Improve public transport	Improve transport for all areas to provide means other than using private cars (including more buses from Weaverham into Northwich, improved transport in Macclesfield, need a bus service back on Hurdsfield estate, provide easy access to supermarkets, retail parks and leisure facilities). Public transport services need to be more reliable, frequent and cheaper. Buses would benefit from specific bus lanes and roads to lessen the time spent in traffic. Consider half-price tickets for people aged over 60. Provide Sunday and evening services. Good public transport is essential for those unable to drive due to physical disability / health problems. Travel to and from school, GP surgeries and hospitals (including to and from Nantwich to Leighton Hospital, to and from Congleton to Macclesfield and Stepping Hill Hospital) is a huge priority. Rebuild the railways, need more rail companies on the east side of the West Coast Main Line Stoke-Manchester. Increase the train stops (e.g. at Styal train station) to help commuters have more options. Routes that are desirable, but not likely to be profitable, may need subsidy. Invest in a metro link (e.g. between Marple and Macclesfield). Bring buses under council control.	39
Improve connections / travel links	Improve connections between different public transport options / integrate bus, rail services and cycle paths. Make Crewe and Macclesfield major rail hubs - connectivity from all areas of Cheshire East to these hubs is essential for all modes of transport e.g. buses, walking, cycling. Connect communities to neighbouring areas. Need to ensure that local rural villages are well connected to the local towns. Employers/businesses need to be included as they could provide buses for their staff. Need a joined-up approach beyond Cheshire East, with Cheshire West, Liverpool, Manchester (including better coordination with TfGM) and Merseyside. Transport should connect better to Wythenshawe and Stockport (including bus links from Wilmslow direct to airport, Wythenshawe and Stepping Hill Hospitals).	32
Walking / cycling		
Improve cycling and walking routes	Improve cycle routes (including Middlewood Way which needs a proper surface). Need a connected cycle route around and through Cheshire East. Upgrade some paths to cycleways to link key towns (e.g. Bollin Valley Way from Macclesfield to Wilmslow and Airport). Walking and cycling should be the main alternatives to the car. There is no mention of people feeling safe, especially for walking / cycling, cycling is too dangerous on main roads, make the roads safe for children to walk to school, turning off streetlighting does not foster a safe walking route (need a safe cycle route out of Middlewich).	18

Roads

Improve traffic flow and road safety	Plans that help avoid hold ups and smooth traffic flow. The more houses that are permitted in the area puts more strain on the current transport options and more cars on the road (Sandbach is gridlocked at peak times) Take lorries / tractors off the roads 7-9am and 5-7pm. Alleviate residents and communities from overly busy roads. A specific aim about road safety (e.g. a commitment to Vision Zero) to include reviews of speed limits and education for all road users. Reduce traffic speed (inc. from 40mph to 30mph along A6 between High Lane and Disley, vehicles travel at over 50mph in a 30mph on Buxton Old Road).	13
Maintain the infrastructure / roads	Maintain and enhance the existing infrastructure - roads, bridges, pavements and other assets - to provide a resilient network for all users. Fix the potholes / improve the roads.	8

Other / general comments

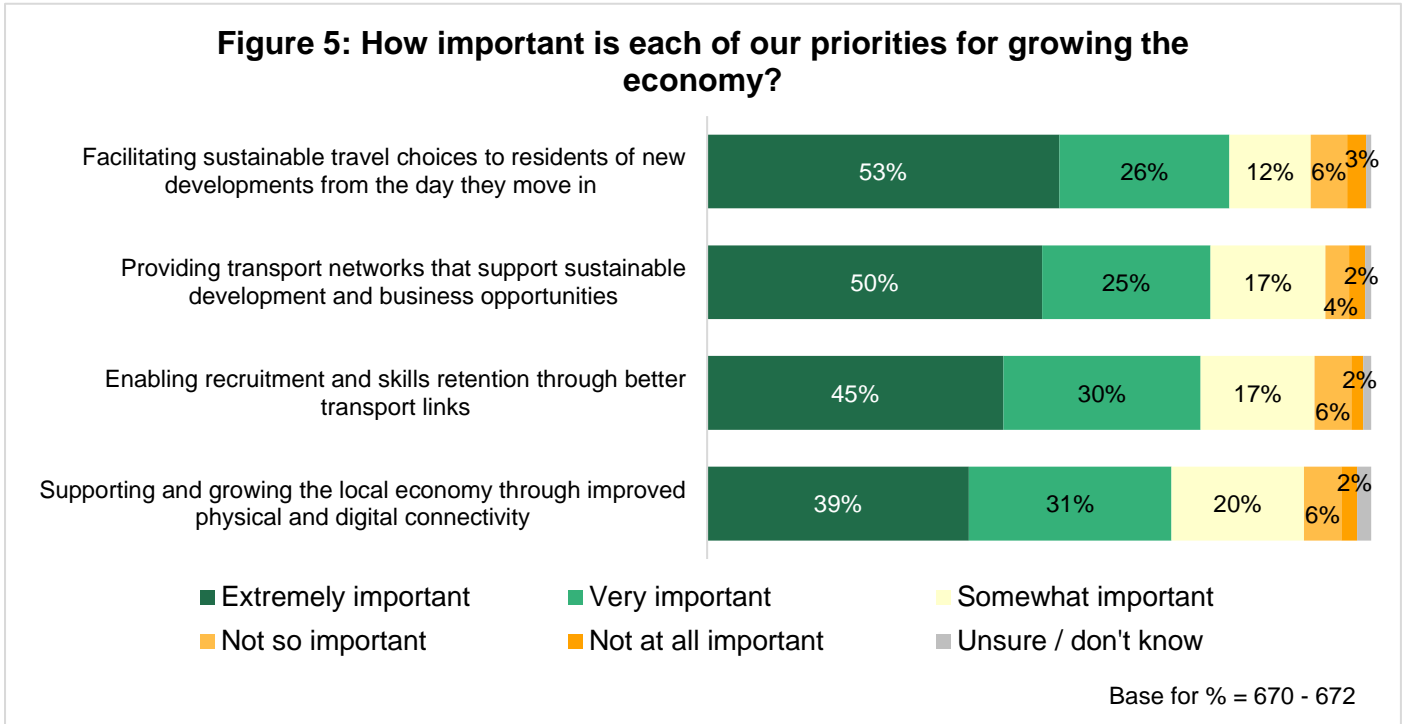|		
Specific suggestion on the aims	The aims should consider affordability, congestion and maintenance. Under growing the economy, delete housing and include employment. To grow the economy, you need to include leisure activities in the first aim at the first bullet point. Improving connections for all needs to be separated. How do you plan to achieve the aims?	10
Focus on / consider rural areas	Better focus on rural areas including - better infrastructure for parking and electric vehicle charging. Rural communities need adequate and well-maintained drainage systems to avoid flooding. Improve connectivity between rural villages and their local towns provide regular and reliable transport. Last aim not useful around rural areas (e.g. Shavington and Hough). Cars are the only viable transportation in rural areas.	9
Financial impacts	Do not penalise those who need to use their cars, consider the financial impacts on households. Any transport plan should be financially feasible and not over-commit to ambitious schemes that may not deliver the expected success – prioritise maintaining existing infrastructure. Developers should fund improvements rather than the public.	6
Encourage the use of electric vehicles	Encourage the use of electric vehicles. More electric charging points needed. Council vehicles should set an example for greener vehicles. There is good scope to reduce environmental impact through the introduction of Electric or Hydrogen fuelled public transport. With the transition to EVs and ever-increasing electricity generation from cleaner sources, climate change will become less of a consideration for private cars.	7
Will have a limited impact on climate change	Electric cars are not the answer. Human activity has little effect on climate change. The UK is a tiny country which has an equally tiny effect on global carbon emissions.	7
Consider accessibility needs	Consider the needs of the elderly population and those who are disabled (including making areas / transport wheelchair accessible). Give the elderly and vulnerable residents more affordable choice.	5

Planning considerations	Until network is in place, traffic likely to get worse as more houses built. New housing developments are poorly served. Our town centres have been allowed to decline and out of time retail parks encouraged. Practical planning needs to go alongside with joined up thinking.	4
Consider schemes that make cars less desirable	Getting people away from being dependent on cars is needed / make private cars less attractive. Must find a way of reducing car use and the number of cars parked on roads and obstructing pavements. Parking should never be cheaper than a return bus fare.	4
Work / collaborate with other authorities	Working with local authorities at a larger county and regional level. Where does devolution fit into this - does the Cheshire East LTP align with the LTPs of Cheshire West and Chester and Warrington councils?	2
Other comments	Ensure the plan is for all areas of Cheshire East / Cheshire East is car dependent. Give value to the majority / reducing costs and efficiency gains are very important. Encouraging cycling needs to be considered carefully. Bring another bus firm into the area to operate the buses. We live in a country where it rains so cannot expect everyone to walk or cycle. No matter what you do people will use their cars in rush hour and other things at leisure time.	19

Section 3: Our priorities

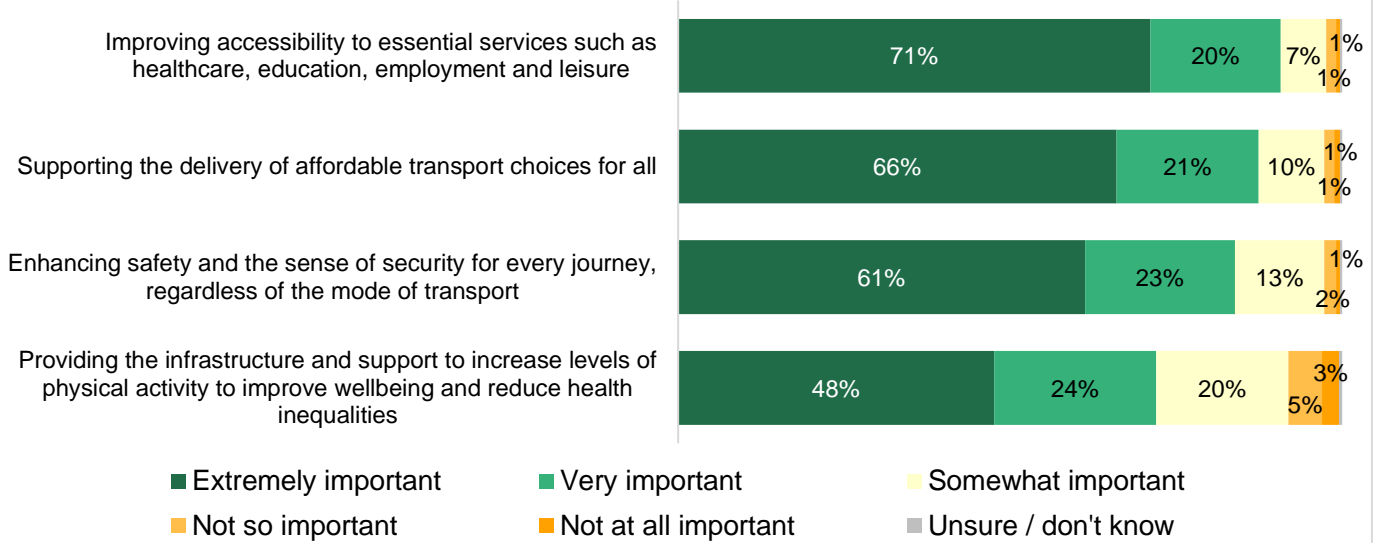A set of priorities were identified for each aim.

Growing the economy

The majority of respondents felt that the priorities under 'growing the economy' were important. Those selecting extremely or very important ranged from 79% for 'facilitating sustainable travel choices to residents of new developments from the day they move in' to 70% for 'supporting and growing the local economy through improved physical and digital connectivity'. Figure 5 shows the full breakdown of results.

Figure 5: How important is each of our priorities for growing the economy?

Priority	Extremely important	Very important	Somewhat important	Not so important	Not at all important	Unsure / don't know
Facilitating sustainable travel choices to residents of new developments from the day they move in	53%	26%	12%	6%	3%	
Providing transport networks that support sustainable development and business opportunities	50%	25%	17%	4%	2%	
Enabling recruitment and skills retention through better transport links	45%	30%	17%	6%	2%	
Supporting and growing the local economy through improved physical and digital connectivity	39%	31%	20%	6%	2%	

Base for % = 670 - 672

Improving the wellbeing of our community

The majority of respondents felt that the priorities under 'improving the wellbeing of our community' were important. Those selecting extremely or very important ranged from 91% for 'improving accessibility to essential services such as healthcare, education, employment and leisure' to 72% for 'providing the infrastructure and support to increase levels of physical activity to improve wellbeing and reduce health inequalities'. Figure 6 shows the full breakdown of results.

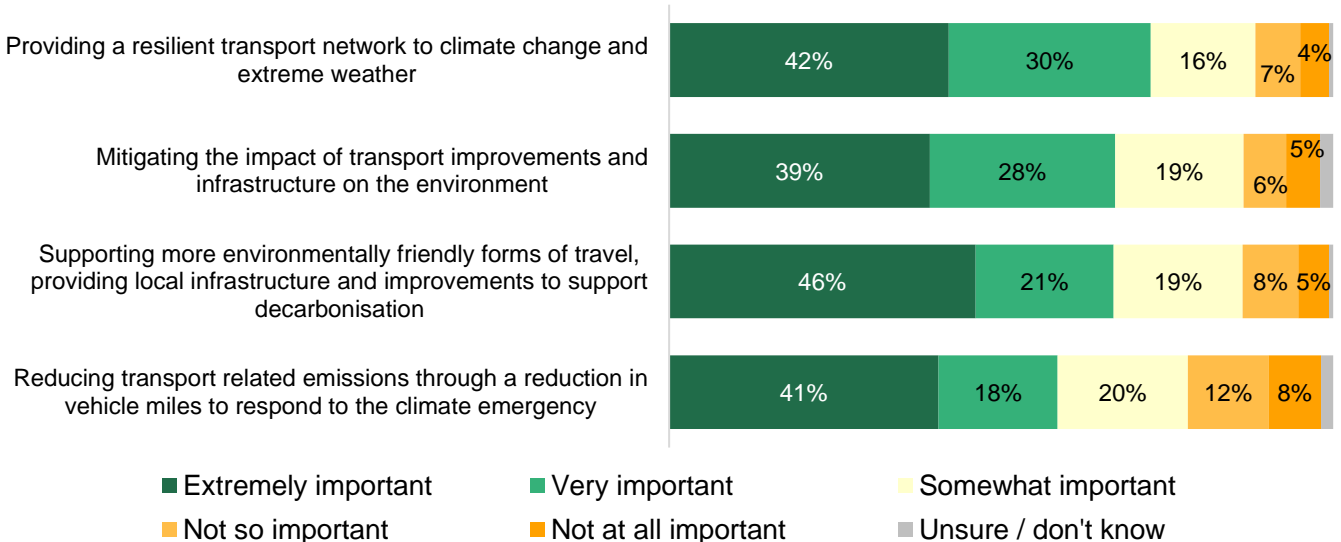**Figure 6: How important is each of our priorities for improving the wellbeing of our community?**

Priority	Extremely important	Very important	Somewhat important	Not so important	Not at all important
Improving accessibility to essential services such as healthcare, education, employment and leisure	71%	20%	7%	1%	1%
Supporting the delivery of affordable transport choices for all	66%	21%	10%	1%	1%
Enhancing safety and the sense of security for every journey, regardless of the mode of transport	61%	23%	13%	1%	2%
Providing the infrastructure and support to increase levels of physical activity to improve wellbeing and reduce health inequalities	48%	24%	20%	3%	5%

Legend: ■ Extremely important   ■ Very important   ■ Somewhat important   ■ Not so important   ■ Not at all important   ■ Unsure / don't know

Base for % = 668 - 672

Reducing environmental impacts

The priority with the highest importance was 'providing a resilient transport network to climate change and extreme weather' (72 selected either extremely important or very important). There was more of a mixed response for 'reducing transport related emissions through a reduction in vehicle miles to respond to the climate emergency' (whilst 59% selected either extremely important or very important 20% selected either not so important or not at all important). Figure 7 shows the full breakdown of results.
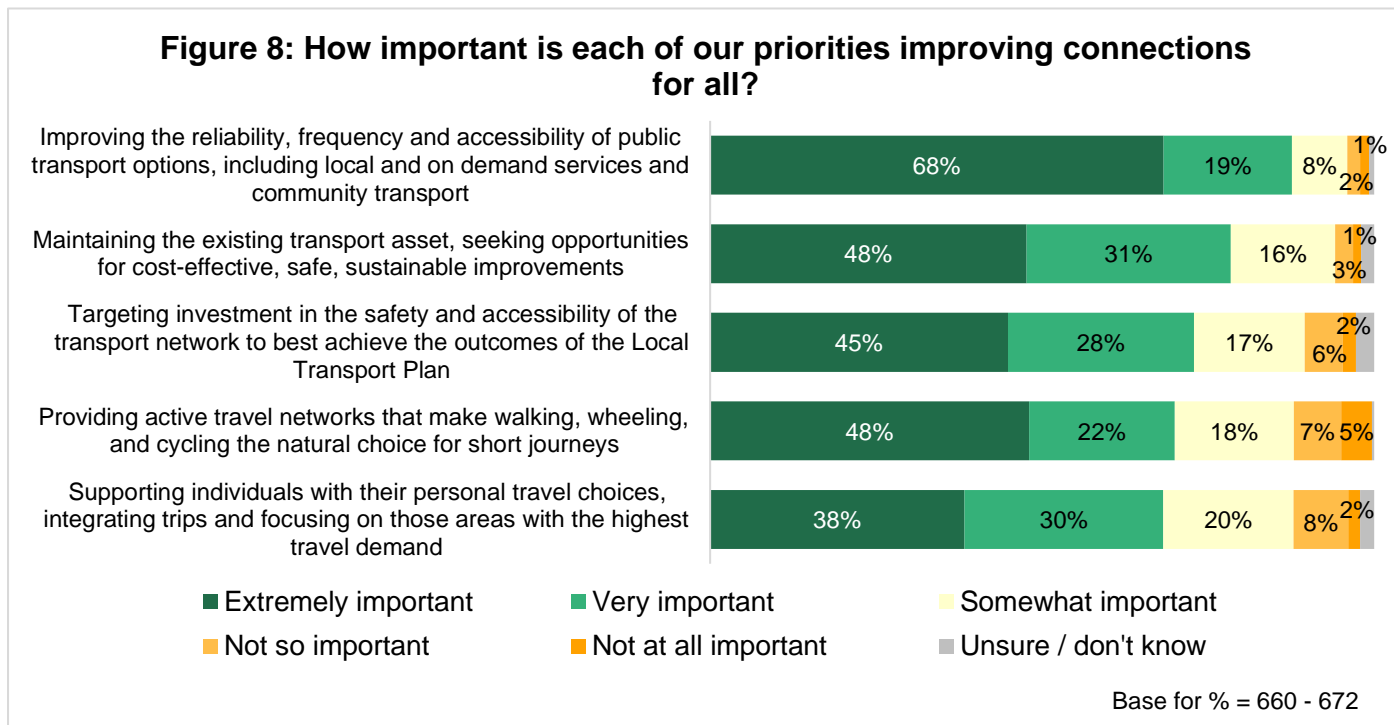
Figure 7: How important is each of our priorities for reducing environmental impacts?

Priority	Extremely important	Very important	Somewhat important	Not so important	Not at all important
Providing a resilient transport network to climate change and extreme weather	42%	30%	16%	7%	4%
Mitigating the impact of transport improvements and infrastructure on the environment	39%	28%	19%	6%	5%
Supporting more environmentally friendly forms of travel, providing local infrastructure and improvements to support decarbonisation	46%	21%	19%	8%	5%
Reducing transport related emissions through a reduction in vehicle miles to respond to the climate emergency	41%	18%	20%	12%	8%

Legend: ■ Extremely important   ■ Very important   ■ Somewhat important   ■ Not so important   ■ Not at all important   ■ Unsure / don't know

Base for % = 667 - 669

Improving connections for all

The majority of respondents felt that the priorities under 'improving the wellbeing of our community' were important. Those selecting extremely or very important ranged from 87% for 'improving the reliability, frequency and accessibility of public transport options, including local and on demand services and community transport' to 68% for 'supporting individuals with their personal travel choices, integrating trips and focusing on those areas with the highest travel demand'. Figure 8 shows the full breakdown of results.

Figure 8: How important is each of our priorities improving connections for all?

	Extremely important	Very important	Somewhat important	Not so important	Not at all important	Unsure / don't know
Improving the reliability, frequency and accessibility of public transport options, including local and on demand services and community transport	68%	19%	8%	1%	2%	
Maintaining the existing transport asset, seeking opportunities for cost-effective, safe, sustainable improvements	48%	31%	16%	1%		3%
Targeting investment in the safety and accessibility of the transport network to best achieve the outcomes of the Local Transport Plan	45%	28%	17%	2%	6%	
Providing active travel networks that make walking, wheeling, and cycling the natural choice for short journeys	48%	22%	18%	7%	5%	
Supporting individuals with their personal travel choices, integrating trips and focusing on those areas with the highest travel demand	38%	30%	20%	8%	2%	

Base for % = 660 - 672

Section 4: Further comments

At the end of the survey respondents had the opportunity to let us know if they had any further comments to make on the proposal. 348 respondents chose to leave a comment.

The full summary of the comments received by theme and sub theme is presented in Table 5. Please note that some respondents will have referred to more than one theme therefore the total mentions will not add up to the total number of respondents who left a comment.

Table 5: Do you have any other comments to add which we should consider when developing Cheshire East's new Local Transport Plan?

Theme	Summary of comments received	Number of mentions
Public transport		
Improve connections / travel links	Basic, straightforward connection of communities is key, need to improve connectivity between smaller towns/villages and major towns (e.g. need public transport to the local hospital from Knutsford to Macclesfield, from Crewe / Nantwich to Leighton Hospital, between Disley and Poynton, from Congleton to Alderley Park, from Tytherinton to Macclesfield, connect Nantwich with the train lines). Lack of connections isolates people and forces car use as the only viable option. Solutions that give people and businesses the connectivity required are essential. Integrate bus and rail transport, particularly in Crewe. Make the major railway stations public transport hubs, entrances and exits should be made safe areas for walking and cycling, consider relocating Macclesfield station to a more accessible location to improve rail connection and transport links. Improve cross boundary links to neighbouring Local Authority areas and workplaces, public transport does not end at Cheshire East boundaries. Improve transport on a strategic regional scale (including links / connectivity to other areas such as Manchester, Manchester Airport, Wythenshawe and Stepping Hill Hospitals, Stoke-On-Trent, Liverpool, to the Peak District, Derbyshire, Wales and within Cheshire West and Chester.). Multi operator tickets should be made available.	53
Reliability / frequency / affordability of public transport	Need buses that run more frequently (make all bus services run every 30 mins, the 38 needs doubling service to every half an hour) on the weekends (including on a Sunday) and later in the evening. Reliability is key, need to improve the reliability of existing services. Public transport must be affordable for all - cost of public transport too high. Free bus travel / free bus travel for carers / should not have to pay for 5-year-olds.	47
Improve public transport generally	There is a lack of public transport options (inccluding in areas such as Styal, High Legh, Holmes Chapel, Bunbury, Audlem, Aston, Middlewich, Knutsford, keep the new bus service to Audlem running). More funding is needed to improve bus services, need more double decker / larger capacity buses on busy routes. Senior people need a good bus service it is their lifeline. Re-instate cancelled bus routes (e.g. Congleton to Macclesfield via Buglawton). There is not one mention of railway services, consider opening Middlewich Rail Station. Travelling to schools needs to be easier and cost effective. The 'on demand' buses only work when not many people want to use them and they limited by destination, consider replacing them with good regular buses.	45

Table 5: Do you have any other comments to add which we should consider when developing Cheshire East's new Local Transport Plan?		
Theme	**Summary of comments received**	**Number of mentions**
Improvements to bus stops / train stations / technology	The infrastructure of bus stations / bus stops need investment to create new, welcoming and comfortable stations. There should be shelters at every bus stop (no bus shelters in the Nantwich area). Develop more attractive travel hubs / bus stations with real-time travel information. Information is very important when buses do not arrive at the bus station or are cancelled. Design a system to give alerts about cancellations and alternatives - maybe using interactive maps. Crewe train station is outdated - needs modernisation of escalators and digital information.	12
Roads		
Road maintenance / improvements	Improve the roads and repair potholes to a good standard (stop temporary fixes). Repair what we have properly and have clear maintenance programs in place. Bring the entire road network back into a year-round usable facility (roads currently flood in Wrenbury / Marbury / North Rode due to poor drainage). No new developments unless the road network is fixed and increased capacity is provided. Highway infrastructure should be built with public transport in mind - unnecessary inclusion of mini-roundabouts slows bus traffic down.	32
Traffic congestion / road safety	Most of the Cheshire roads were not built to handle the amount of new residential developments and the increase in traffic, so safety is a real concern (sort the horrendous traffic issues along the A6 in Disley). Should have a policy of avoiding building new roads and of single lane dual carriageways, consider the impact of the Congleton bypass on rural communities. The perception and safety cannot be improved without a reduction in traffic speed and measures to ensure legal compliance with speed limits. Get the traffic reduced and slowed down (poor road safety on Buxton Old Road in Disley - speed is a serious issue, need to make roads safer in Styal, speed limit in Flash Lane and half of Prestbury Lane are 60 miles an hour, should be 40). Introduce 20mph zones (consider reducing the speed limit to 20mph along Middlewich Road in Sandbach and in similar areas across the borough. Prioritise safety near schools. Cars are getting too large - reduce the size and weight of private cars by charging extra for SUV's or ban them from town centres. Need better planning when it comes to roadworks to reduce the number of diversions at one time.	30

Table 5: Do you have any other comments to add which we should consider when developing Cheshire East's new Local Transport Plan?

Theme	Summary of comments received	Number of mentions
Walking / cycling / active travel		
Encourage cycling / improve cycle routes	Encourage more cycling. Develop safe cycle options / routes between major towns (e.g. Crewe to Sandbach, Crewe to Alsager, connections from Reaseheath to Alvaston). Improve and maintain current cycling routes (e.g. Middlewood way, not fit for purpose). Segregated cycle network across Cheshire East needed / install bollards along cycle lanes. Develop a network of longer distance cycle routes for commuting and leisure. There is a huge opportunity for cycle tourism of key traffic routes (e.g. on the A6) - might even cycle into Manchester for work if this was available. Teach safe cycling at schools. Secure cycle storage in towns and in residential areas. Free bikes to hire in the local town centre.	25
Encourage walking / improve walking routes	Put pedestrians at the centre of the plan. Walking opportunities poor / encourage more walking. Need safe walking routes. Consider walking buses to get children to schools / provide safe crossing points (e.g. for primary school children at the top of The Hill, Sandbach). Improve pavements, ensure they are clear of obstructions (i.e. clear of overgrown bushes or cars parked on pavements) and ensure funding for pavement connections. Assess the off-road footpath network and ensure that this is maintained (e.g. restore the bridge in Hall Wood, Handforth), create new longer-distance footpath links (e.g. a River Dean path from Handforth to Woodford, Adlingtion and Bollington)	17
Active travel / alternative travel improvements and considerations	Active funding plan and mechanisms to deliver the modal shift. Cheshire east has massive potential for active travel with lots of existing "green corridors" in the centre of our towns which would make cost effective, efficient and pleasant journeys with small investments (examples include Sagars Rd/Clay Ln between Handforth/Styal/Airport). When active travel routes are designed it is vital that these are for complete journeys. Need to ensure any improvements made to the network providing 'attractive alternatives to private cars' are accessible to anyone using them (inc. those with mobility scooters). There is no inclusion or consideration of equestrian activity. Concerned about the generalised concept of 'wheeling' - needs managing carefully as there are no clear rules as to when these vehicles (i.e. skateboards, mountain bikes, racing cycles, roller skates, motorised scooters, and small motorised buggies) can use the pavements or the roads.	8

Table 5: Do you have any other comments to add which we should consider when developing Cheshire East's new Local Transport Plan?		
Theme	**Summary of comments received**	**Number of mentions**
Overall considerations		
Consideration of rural areas	Does not seem to address rural areas - rural residents are just as important as urban residents. Emphasising areas of main concentrations of population has the unintended consequences of leaving out rural areas. Rural transport is a must / need better transport links in rural areas. The elderly / youth that live in rural areas need to have a voice and be taken care of in any strategy.	26
Be realistic with plans	Ensure ambitions align with what can really be achieved, do not waste taxpayers' money if there is not sufficient funding form elsewhere. It is not possible to get everyone cycling everywhere. It is up to people themselves to get fit and not for the council to provide cycle lanes that are rarely used. Walking and cycling are not viable options for many disabled or elderly residents. Providing alternative means of transport is unlikely to reduce people's reliance on cars. Cannot see there being any major updates to improve the infrastructure and encourage non-motorized forms of transport. Electric vehicles are not the 'green saviour'. It is not the council's responsibility to fix a planet that has been warming since the last age.	22
Climate / environmental considerations	Environmental, health and inclusion should be the top priorities in any transport strategy. The improvement of sustainable infrastructure should take precedence over private car trips. Active transport should be of the highest priority as this positively impacts on everything. Introduce shared / pedestrian-priority areas and interventions, consider no car days. Consider a more draconian approach to limiting car use e.g. introduction off higher parking charges, introduction of car-free zones, hold events like no car day. Encourage environmentally favourable transport options including electric vehicles for those who cannot make use of active transport solutions, need more EV chargers. Stop and think about the impact on nature with some of the proposed active travel routes – improving the infrastructure means digging up roads damaging the countryside and the environment.	14
Need joined up thinking / financial support	Need joined up thinking, hope that the LTP is being developed in concert with other plans from the town to county level, the car parking strategy must be included. Provide the requirements across all areas - focusing on areas of high demand is not everything. Curious about the possible impact of devolution and the plans of neighbouring authorities. Financial support may be an issue – discuss the possibility of raising money from advertisements on public transport.	12

Table 5: Do you have any other comments to add which we should consider when developing Cheshire East's new Local Transport Plan?

Theme	Summary of comments received	Number of mentions
New Build Infrastructure / planning considerations	This plan should be fully integrated with the revised National Planning Policy Framework which brings transport and local engagement to the forefront of development planning. A lot of the environmental impacts of today are caused by lax approach to planning (overcrowded roads in Macclesfield, where vast new housing estates are being built). The council is approving development of new housing but are failing to build up local amenities for residents to be fit and healthy without needing to get a bus or drive (areas such as Leighton have no local gym, doctors, dentist, supermarkets etc). Important to integrate public transport into the development of new residential areas (e.g. development of 300 plus houses in Lyme Green which has limited bus services). Change in design of new developments to have the ambition of delivering sustainably walkable neighbourhoods. Focus on regeneration of town centres (especially Crewe, Crewe Station and surroundings need urgent fix).	12
Need more detail / specifics / refer to relevant evidence	There are no measurable outcomes in the plan, so how will you know when it delivers? How will you measure potential demand / take-up for new or improved transport options? How will implementation in each area work in practice? Should align plans to the 'tartan rug'.	7
Consideration of those who need to use their car / cycling low priority	Do not punish those who need to use their car. There are many residents who support the economy whilst needing to use their car for work and leisure and do not have the luxury of time to walk or cycle everywhere. Would not consider cycling infrastructure as a priority.	4
General / other comments		
General negative comment	Sceptical that the plan can be delivered, waste of time / money. Take notice of resident's views. Council seems to make decisions that go against the plan e.g. closure of waste tips, expensive car parks.	19
Other comment	There is a need for user-friendly payment systems, consider the impact of technical changes on the elderly and low-income families. Ensure the elderly and more vulnerable residents have a choice. There is no simple solution to transport issues, clear communication with residents about decisions is crucial. Need practical actions rather than vague aspirations. Prioritising within the budget will be challenging.	13

Appendix 1: Travel / demographic breakdowns

A number of demographic questions were asked at the end of the survey to ensure there was a wide range of views from across different characteristics. All of the questions were optional and therefore will not add up to the total number of responses received.

Table 6: Number of survey respondents by representation. Respondents could select all that apply.		
Category	Count	Percent
As a resident of Cheshire East	608	91%
As a Cheshire East Town/Parish Councillor	17	3%
On behalf of a group, organisation, or club	14	2%
An elected Member of Cheshire East	11	2%
On behalf of a local business	10	1%
Other interested party (inc. Cheshire East employee, visitor, commuter and resident in a neighbouring authority)	11	2%
Grand Total	**671**	**100%**

The businesses and organisations that provided a response as part of the survey include: 20's Plenty Cheshire East Campaign, ALIVE (alleviating loneliness in village environments, AstraZeneca Macclesfield Campus, Cotton Tree Inn, CPRE - the countryside charity, Crewe Hall Hotel & Spa, Cycle Wilmslow, Cycling UK, Hospital Street Association Nantwich, Macclesfield Bus Users Group, Malcolm Harrison Auctions Limited, MHA Communities Cheshire East, Reaseheath College and University Centre, Shrigley Hall Hotel and Spa, Stroke Survivors Speech & Language Support Groups, Suburban Green, Tatton Estate.

Table 7: How do you usually travel in or through Cheshire East? Respondents could select all that apply.		
Category	Count	Percent
Car/van - driver	493	74%
On foot	375	56%
Bus	252	38%
Train	252	38%
Car/van - passenger	190	28%
Bicycle	153	23%
Motorcycle / scooter	23	3%
Wheelchair / mobility scooter	11	2%
HGV / lorry	< 5	< 1%
Don't travel in or through Cheshire East	< 5	< 1%
Other (inc. taxi, electric bike)	10	1
Grand Total	**667**	**100%**

Table 8: What are the main reasons why you travel in Cheshire East? Respondents could select up to four options.

Category	Count	Percent
Travelling to/from shops	534	82%
Health appointments such as visiting the hospital/doctor/dentist	398	61%
Visiting friends/relatives	316	48%
Visiting leisure/recreational facilities	288	44%
Travelling to/from a place of work	254	39%
Visiting tourist attractions/countryside	235	36%
Travelling to/from education/training	54	8%
Visiting places of worship	52	8%
Visiting community care/children's centres (family hub centres)	9	1%
Other (inc. all of them, exercising)	55	8%
Grand Total	**653**	**100%**

Table 9: Number of survey respondents by gender

Category	Count	Percent
Female	266	41%
Male	361	55%
Other gender identity	< 5	< 1%
Prefer not to say	27	4%
Grand Total	**655**	**100%**

Table 10: Number of survey respondents by age group

Category	Count	Percent
16-24	14	2%
25-34	45	7%
35-44	64	10%
45-54	83	13%
55-64	143	22%
65-74	153	23%
75-84	116	18%
85 and over	15	2%
Prefer not to say	28	4%
Grand Total	**661**	**100%**

Table 11: Number of survey respondents by ethnic origin

Category	Count	Percent
White British / English / Welsh / Scottish / Northern Irish / Irish	580	89%
Any other White background	15	2%
Mixed or multiple ethnic groups	4	1%
Asian/Asian British	< 5	< 1%
Black African/Caribbean/Black British	< 5	< 1%
Any other ethnic origin	< 5	< 1%
Prefer not to say	48	7%
Grand Total	**653**	**100%**

Table 12: Number of survey respondents by religious belief

Category	Count	Percent
Christian	323	50%
No Religion	230	35%
Buddhist	< 5	< 1%
Hindu	< 5	< 1%
Muslim	< 5	< 1%
Jewish	< 5	< 1%
Other religious belief	7	1%
Prefer not to say	80	12%
Grand Total	**648**	**100%**

Table 13: Number of survey respondents by limited activity due to health problem / disability

Category	Count	Percent
Yes, a lot	130	20%
Yes, a little	71	11%
Not at all	408	62%
Prefer not to say	49	7%
Grand Total	**658**	**100%**

Appendix 2: Map of respondent postcodes

The following map plots respondent postcodes that were provided and that are within Cheshire East (556 postcodes).

Legend
- Respondent postcodes
- Cheshire East Boundary
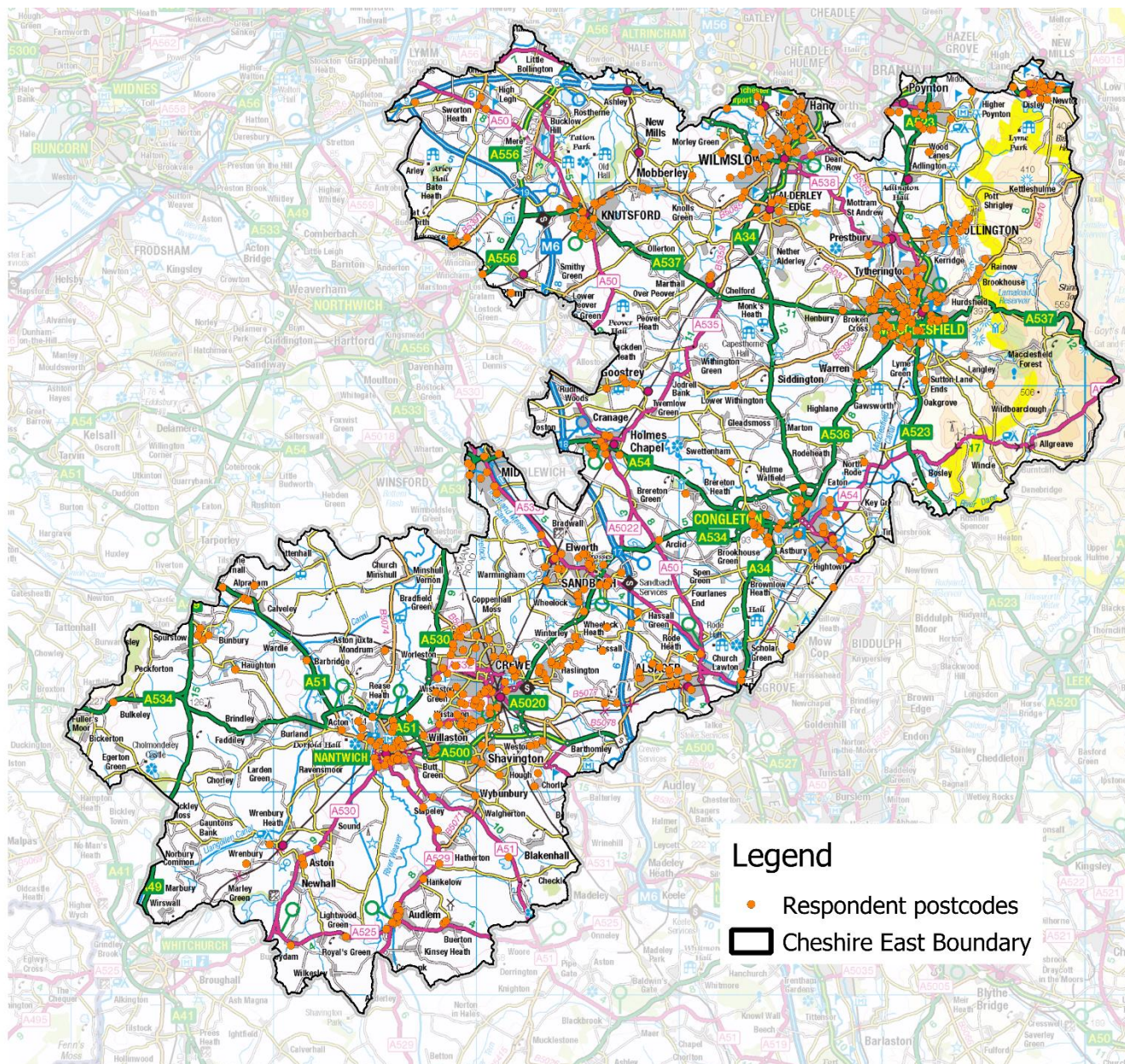
**Vision For Transport Consultation
Respondent Postcodes**

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Appendix 3: Summary of comments received by email

During the consultation period 46 emails were also received, Table 14 summaries the comments provided. Some of the comments received refer to schemes within the Local Transport Development Plans produced in 2022. These can be found on the Cheshire East Local Transport Plan webpage.

Table 14: Summary of comments received by email	
Responding as	**Comment summary**
An individual	Interesting to read the proposed Local Transport Development Plan for Macclesfield. Reliant on public transport and it is not fit for purpose. Glad to see that some changes are being proposed as part of the LTP i.e. Macclesfield LTDP July 2022. • MAC 34, Alderley Park is effectively unreachable by public transport. Suggest working with the private company at Alderley Park to change timetables of their private bus or add additional journeys. • MAC 38, the public transport system here is poor. The system used to be "adequate" in the late 2000's, look at the provision of buses as it stood in 2010. That would restore a bare minimum workable service.
An individual	The plan is broadly on the right lines regarding integrated transport. A couple of observations: • Working from home should be encouraged and incentivised to reduce miles driven. It might be worth referencing that change. • "Those living in Knutsford, Middlewich, Nantwich, Crewe and Macclesfield could reach their closest employment centre by cycling only 5 to 10 minutes" Most people commute outside the town. Commuting by bike could be safer if there was a network of bike lanes.
An individual	Need better public transport in Styal, train is often cancelled, and is expensive, there is no bus service. There are no pavements along Stanneylands to catch a bus from Handforth, and there is no access to Sagars Road as it is always flooded. Access to Wilmslow is difficult due to a flight of steps. Cycling is not an option as the roads are too dangerous (Stanneylands and Styal Road).
An individual	The costs of providing a modern transport system is out of reach. The roads are unsuitable for any form of vehicle. Need to create a workable system that will endure for many years, should be affordable and efficient to run using modern materials and power sources. Electric trams must be used with waystations providing ticket machines. The future is not electric cars which are heavy and need constant charging. Road surfaces will last due to the lack of interference between tracks. Costs can as usual be defrayed through investment models/government grants. All types of customers can be serviced, and the dependability and comfort of tracked systems provide at last a solution to an aging population. Business will thrive along these routes especially around way stations. Cleanliness and affordability, dependability and daily services throughout the week.

An individual	Agree in principle but they are all very vague statements with no real meaning behind them. Request examples from the public on what they think would meet some of these statements, or specific examples that maybe you haven't thought of. For example, there's currently no safe cycle and pedestrian route between Crewe and Sandbach. The roads between the two have no pavement and no cycle path/lane. What about Middlewich railway station, or even opening a second rail station in Crewe closer to the town centre? Making roads around Crewe buses and cycles only is another thing that should have happened instead of opening a car park in the middle of the town centre. The talk of electric buses is not helpful on low frequency routes and a single diesel bus is better for the environment than 30 electric cars since it reduces overall congestion. Until you make town centres bus only, there is no point in electric buses due to all the petrol and diesel cars, vans, bikes, etc.
An individual	Consider using the 'joined up working together' initiative by thinking outside the box and considering widening the choice of Park and Ride which is currently the terminus for buses from Manchester i.e. 192 therefore beyond this the only transport we have is the 351 352 every 2 hrs currently - no bus service along Macclesfield Road from Hazel Grove yet bus stops are in situ.
An individual	Seem to have covered all the bases with regard to the necessary policies for lucid, free flowing transport. However, in it, specific areas to Cheshire East where transport weaknesses exist have not been identified. Hope future plans do not include the idea of providing new roads but at the same time closing vital old roads like Smithie Lane and Minshull New Road, where heavy queuing is now a feature at peak times in Flowers Lane. Need to provide safer roads around schools - a mandatory 20mph limit and zigzag stripes of white paint is not enough. All new schools should be planned to provide a one-way system of drop-off points, defined footpaths and full separation of pedestrians from traffic. Existing school plans should be investigated to see if improvements on user flow can be made.
An individual	CEC along with neighbouring authorities need to play a much greater role in coordinating bus services, timetabling, ticketing and real time information. Make Leighton Hospital a major public transport hub along with Crewe Railway station. When will we see consistent, well-funded improvements to the cycling / walking environment, especially in the face of increased traffic levels, pavement parking and little attempt at speed control? Improve the pedestrian / cycle / visitor experience at Crewe railway station. Currently traffic levels are high, pollution high and crossings set at the maximum delay for pedestrians. Also, there is no suitable cycle access from the main town across to the Western Road employment area.
An individual	Need to maintain the roads we currently have to a reasonable standard – need better pothole management / improved workmanship.
An individual	Nothing is happening regarding potholes.
An individual	Would be a keen cyclist but the roads are dangerous, particularly with all the potholes. The roads are also narrow and busy, drivers do not give enough space. I would support: More dedicated traffic free cycle paths with a decent surface, fixing all the potholes and resurfacing the roads (e.g. Legh Road, Knutsford), making sure road markings are good, cleaning road signs.
An individual	A key issue is mentioned in your document but not addressed with any clear solution — the lack of cross-boundary transport integration between Cheshire East and Greater Manchester, particularly affecting towns like Handforth, Wilmslow, Poynton, and Alderley Edge. Thousands of us travel regularly to Greater Manchester for employment, healthcare, education, shopping, and leisure. Yet the current transport system creates a barrier for us — with confusing, fragmented ticketing, higher fares, and no integration with Greater Manchester's Bee Network. The consultation also makes no mention of the A555 Manchester Airport Relief Road — a key cross-boundary route that significantly impacts how people travel between Cheshire East and Greater Manchester. This road currently

	encourages car dependency because no bus priority measures were built alongside it. Urge Cheshire East Council to include a clear commitment in the next phase of the Local Transport Plan to: • Explore the introduction of peak-time bus lanes and bus priority measures on the A555. Explore bus priority and sustainable travel measures on the A555 to reduce car dependency and improve cross-boundary travel choices. Work with Stockport Council and Greater Manchester Combined Authority to deliver express bus services and Park & Ride facilities along the A555 corridor. • Negotiate a formal cross-boundary fare and ticketing agreement with Greater Manchester Combined Authority and TfGM. Ensure that Bee Network fare caps, contactless tap-in/tap-out ticketing, and integrated travelcards are extended to Cheshire East stations such as Handforth, Wilmslow, Alderley Edge, and Poynton. • Recognise the real travel patterns of border communities and provide clear, practical solutions — not just general statements.
An individual	With the rapid rise in electric bikes are there any plans to provide E-bike charging points around the area. Having cycled around various other locations around the UK I am beginning to see more E-bike charging points appear provided either by the local councils or in collaboration with local businesses.
An individual	Read with interest the LTP for Poynton (published 2022). There is poor pedestrian access along Woodford Road and a high-speed limit in place. I saw that there were several proposed concepts for managing this in the LTP. We were wondering if it is possible to get any updates on how these proposals may be progressing, particularly POY114? Is there a way to advocate to keep these issues as a priority?
An individual	Travel all year round within Macclesfield on foot to GP, hospital, dentist, shops, and gym and hardly ever use my car for local journeys. Encouraged to walk because of the linked paths through Bollin valley, Tytherington woods, Cemetery, West Park, canal paths and Middlewood Way with views of Hills in distance. This is a fantastic opportunity for CEC to use as a blueprint for other walk or wheel initiatives and also to use digital / social media to publicise existing walk/ cycle routes with photos in areas that have these opportunities in place already. Providing a footpath is not enough - it needs to be enhanced by a natural environment too or planting schemes. Also helps having local sports and outdoor shops who sell and promote walking gear
An individual	Is there going to be a shuttle bus service around Crewe, specifically linking the retail park, town centre and train station? Although Crewe has a great train station it can feel quite isolated from places such as the retail park, or even further down Nantwich Road, for people with mobility issues. This would be a fantastic opportunity to encourage people from further afield to come visit Crewe and the many events that we have going on in our Town Centre.
An individual	Regarding the Crewe / Nantwich area: - • Agree with Cheshire East's Local Transport Plan and Vision for Transport, but they need to be implemented, funds permitting. With the centre of Crewe town open for development, we have an excellent opportunity to re-vitalise the town centre and improve the walking and cycling infrastructure. • Complete the Crewe to Nantwich Greenway (a.k.a. King's Shilling Way), by constructing a walking/cycling route from Crewe Town Centre to Queen's Park.

	- Complete the walking/cycling route along the A.530 from the Rising Sun to Leighton Hospital. (I understand that there may have been a land acquisition problem.) - Upgrade the worn-out road markings for the cycle lane on the A534 Crewe Road between Wells Green and the Peacock Roundabout.
An individual	**Travelling around Cheshire:** Drive further and walk for longer than I cycle. There are many areas of Cheshire which are not accessible by public transport. **Transport challenges and opportunities:** - remove the many barriers to cyclists and wheelchairs - increase roads policing - introduce raised tables, sharper radii and possibly informal crossings on urban junctions - focus on extending and connecting existing PROW routes. **Future Transport network:** - Have one ticket for all bus routes an integrate with rail services. Have a bike rack external on buses. - Install the real time bus indicator that was planned and funded from the 2015 LSTF carbon reduction fund. - Lobby government to extend the pavement parking ban to include the rest of the country **The greatest opportunities for transport:** Focus on establishing healthy travel habits early. Schools are too busy teaching to do this kind of non-teaching work which should be simpler and be supported by CEC officers who are more experienced in this field. The big leap in cycling has been largely due to the take up of e-bikes by older people. This deserves a particular focus, which should include some strategies to counter anti-social use of illegal electric motorbikes and scooters.
An individual	- General Vision: The vision is too general and needs medium-term (5-year) priorities. The process of establishing the plan is too slow to gain public confidence. Practical aims should be included in the vision or published shortly after. Transparency and public engagement are crucial. Eco-friendly transport moves are necessary but may be limited by funding. - Structure of the Bus Network: The process of agreeing routes and timetables lacks transparency. An agreed network with defined routes for work commutes is needed. Timetables should accommodate shift workers. - Quality of Service: D&G services are generally good, with courteous drivers and acceptable punctuality. Dropped kerbs and raised pavements are standard and welcome. Macclesfield bus station has issues e.g. Lack of toilets, especially problematic for those waiting for connections and high-level grills create cold conditions in winter. - Information Display: Digital displays of real-time bus movements should be provided at the bus station and along main routes. Bus operators should be required to provide real-time data on their smartphone apps, which D&G currently does not do.

An individual	**Omissions from the Vision:** No timeframe for achieving the connected, safe, sustainable network. No glossary or definitions for transport network, transport, and active travel. Current focus is on road improvements rather than people-focused solutions. No explicit car-lite vision. Missing mentions of congestion, accidents, poor air quality, and other traffic-related issues. Census data shows 14% of households without car access, highlighting the need for viable alternatives. Priority of effort/money not specified, with pavement and bus users offering the most return on investment. No reference to CE's Bus Improvement Plan. No aim for high % of town populations within a short walk to bus stops. Local Walking and Cycling Infrastructure Plans (LCWIP) not referenced. **Plan for the Future - The following needs addressing:** • Connected: Bus hubs alongside railway stations or shuttle buses to link rail stations to bus stations and shopping areas. Limited bus routes, frequency, and timings, making public transport unreliable. Fragmented cycling routes, discouraging parents from letting children cycle. Multi-modal travel needs integration, including cycle carriers on buses and cycle racks at bus stops. • Safety and Sustainability: Default 20mph in urban areas and reduced speeds on other roads. Reference case studies from Surrey and Wales. Reduced speeds to improve health, economy, public transport, climate change, and road safety. Active travel should be integral to planning decisions, with an active travel officer involved in housing and commercial developments. Bus services and extra railway stations needed from the outset in new developments. • Accessible: Footways are often damaged and not prioritized for repairs. Banning pavement parking to save costs, generate income, and increase equality. Improving footways for safety and practicality, especially for those with mobility aids. Accessible kerbs and proper pavements at bus stops needed. Pedestrian crossings are insufficient and expensive. Zebras are cheaper and effective, as seen in London. New developments often include steps instead of ramps, creating barriers for people with pushchairs, wheelchairs, and mobility scooters. This should be addressed at the planning stage. Bus travel should be cheaper than car parking to encourage public transport use. Current bus fares in Congleton make car travel more economical for families. • Healthy and Prosperous: Active travel initiatives promote health and green prosperity. Funds should be spent efficiently across multiple projects to minimize waste, focusing on quick wins like linking fragmented walking/cycling routes. CE staff need training in active travel networks, utilizing the Active Travel England grant. **Local Transport Plan Member Reference Group**: Not in the vision itself but connected to it: See item 53 of Highways meeting 23 Jan 2025 referencing an informal Local Transport Plan Member Reference Group to consist of CE councillors and 'others' who may include Director of Place. The Director of Place should be essential not optional, as planning is so intertwined with transport. Also, the walking/cycling champion is mentioned, but the buses champion and equality champion are also essential and need including.
An individual	The 38 Crewe to Macclesfield and Crewe to Chester bus services are inadequate, needing improvements to meet current demand and encourage broader community use. It is often too full and unreliable. Need increased frequency - a half-hourly service during busy times for both the 38 and 84 routes to ensure passengers can get to work, medical appointments, etc. and there is a need for adequate capacity for wheelchairs and pushchairs. Cheshire East is made up of several large towns and rural villages that need to interconnect and be served by a frequent and reliable service.

An individual	In regard to WLM 140 (Wilmslow Local Transport Development Plan 2022): Improving walkway from Alderley Edge to Alderley Park, suggest a substantial path from Alderley using existing footpaths in the fields. This would avoid the hill out of Alderley on Congleton Road which has poor steep dangerous and narrow footpaths and provide a flat walk and cycle route over the fields to Welsh Row and then to Sand Lane and then to Nether Alderley Church area. Suitable for push chairs, older walkers, travellers from the station to the park and bicycles etc.
An individual	Agree with everything in the vision but can't see how it can be accomplished. There is no vision to reduce traffic and the building of new roads. Other aspects I think should be in the LTP vision: • A vision to reinstate our pavements by stopping motor vehicles from driving and parking on them, also, stop wheelie bins from blocking the pavements every week. Suffer with short sight - the damage done to pavements creates more trip hazards and unevenness that makes walking dangerous especially at night. The pavement problem is CEC's biggest challenge • A default 20mph speed limit will solve a lot of problems. Safer walking and road crossing (especially for blind or partially sighted people). Safer cycling with more people switching to this mode of travel. Less road traffic injuries and deaths. Less pollution and noise (fighting climate change). Lower heath costs. Improve health and wellbeing. A happy and more productive workforce. More trade because shopping would be more pleasant • Use the existing current walking and cycling plans created by the towns in CE • Make sure that CE and its suppliers comply with the equality act 2010. Especially the bus service providers. If you're blind or partially sighted, it is very difficult to travel independently using the buses. There needs to be a lot more buses everywhere with clear information indicating that buses will stop if you are waiting at a bus stop, and you do not have to see the bus to give a signal for it to stop • A vision for Transport pricing equality. Car parking charges should be the same cost as a return bus ticket or lower the bus ticket cost to be the same as car parking charges. For example: The cost of a return journey to town on the bus here in Congleton is £3.00. Then the cost of parking in Congleton should be £3.00
Alderley Edge Parish Council	Would like CEC to recognise that more work is required on the cycle routes that surround our boundaries and need completing. Interested in any plans for a tap on/tap off system. Interested in plans regarding expansion of the Bee network - what would happen if as suggested the bee network is extended to Alderley Edge, would CEC have a say in that?

Bollington Town Council	**Key Transport Challenges:** • Strongly agree with over-reliance on private cars and lack of funding for transport networks. Tend to agree with social exclusion due to lack of options and poor health linked to inactivity. Neutral on accessibility barriers to economic growth and weather-related resilience • Additional challenges: Need for safer walking/cycling infrastructure, support for older populations, strong advocacy for 20mph zones in residential areas **Key Transport Opportunities:** • Strongly agree with shift to more sustainable travel and localised transport solutions. Tend to agree with encouraging walking/cycling for health, new technologies and collaboration • Additional suggestions: Use of electric vehicles in communities and respect for local wishes on speed limits **Vision, Aims and Priorities:** • Agree with vision but seen as too vague • Aims: Strong agreement for wellbeing, environment, and connectivity, tend to agree with growing the economy. Additional comments: Restrict and reduce traffic speed in residential areas and the essential measures that ensure legal compliance. • Priority Areas: Majority of priorities under wellbeing & connections rated as extremely important and under Economy & Environment majority rated as somewhat important **Additional Comments:** • Key requirements of transport – people getting to and from work, schools, shops, hospitals and medical facilities. Access for emergency services, delivery of goods, transport of materials for industry. Leisure including use by walkers, cyclists and equestrians, entertainment, holidays, visits to tourist attractions, visits to friends and relatives. Personal health and fitness of individuals. Maintenance of the condition of the transport infrastructure. Control of speed of users of the transport network to ensure safety.
Bunbury Parish Council	This Council has a number of concerns about strategic transport policy, as follows: • Bunbury, in common with many rural villages in Cheshire East, is now isolated for anyone reliant on public transport. Such isolation can have a negative effect on residents' mental health, especially in the context of our aging population • Bunbury is designated as a Local Service Centre by the Local Planning Authority, but this is clearly not a role that it can perform if it is inaccessible to anyone not living within the village itself who does not have their own transport. Transport policy needs to reflect the designation of the village in public transport provision (or the designation needs to be removed) • The lack of public transport serving this and nearby villages means that employment opportunities for those without private transport who wish to take up jobs within a standard working pattern in local towns or industrial estates are non-existent. Only a regular daily bus service at appropriate times can correct this. Recent and future housing developments add to the population negatively affected in this way • The lack of public transport provision works against the sustainability objectives of both national Government and CEC

Congleton Town Council	• The vision should relate to the Highway Code Hierarchy of road users. 20 mph speed limit is not mentioned. No vision for the reduction in traffic • Under Growing the Economy, it does not highlight transport options that do not rely on motor vehicles also fails to mention improving accessibility for all, the word 'accessible' does not seem to appear often • There is a lack of understanding of the challenges faced by disabled people, must consult with more disabled people to develop an inclusive plan for all • All Cheshire East departments need to have joined up thinking around transport i.e. highways, planning, social care etc • Cheshire East Contracts should follow the principles in the Equality Act 2010, for example awarding bus contracts. Wheelchair-accessible taxis are lacking in Congleton, is this something that can be enforced through licensing or incentivised through the council? • The vision didn't go far enough to recognise the needs of the individual • Semi-rural towns have problems with pavements, camber, uneven road services etc. There is a whole raft of people in our community who can't get where they want to go because of physical barriers • Under Environmental impacts CEC should be leading rather than supporting the transition by providing local infrastructure to encourage travellers to make more sustainable choices and on the second bullet point, it should be reduction in private vehicle emissions rather than transport related emissions • Under Improving Connections for all you could add by maximizing private developer contributions • Needs to adhere to the Transport for New Homes Checklist
Cranage Parish Council	Cranage Parish Council, Dane Valley ward is concerned that connectivity in rural areas such as Cranage is currently sporadic and, in some areas, non-existent, significantly impacting residents' ability to access essential services. The Council calls for any future transport service to include the provision of regular and reliable services within the rural areas. This would enable residents to plan ahead for vital appointments, including those with doctors and at hospitals, and would contribute meaningfully to reducing rural isolation.
Handforth Town Council	**General Support and Concerns:** • The Town Council supports many aspirations of the Plan but doubts their feasibility due to CEC's weak financial status. **Specific Comments** (Handforth Local Transport Development Plan 2022): • HAN 1: Support for Handforth Station Park and Ride Car Park and pedestrian crossing on Station Road. Suggests resubmitting planning application 20/2211M without a light-controlled single carriageway over the railway bridge • HAN 101: Urgent need for refurbishment of the walking and cycle route between Handforth and the Garden Village development, especially the footpath on Hall Road • HAN 102: Upgrade Hall Road and Coppice Way to official cycling and walking status. Improve connections between Garden Village and Handforth village centre • HAN 103: Shared-use path through Handforth Community Woodlands is already in place • HAN 105: Footpath improvement project priority reduced to zero due to abandoned plans for Stanley Green station.

	- HAN 109: Urgent improvements needed at various junctions on the A34 to improve traffic flow - HAN 110: Increase EV charging points in Handforth - HAN 112: Reconsider parking charges in Handforth village centre due to reduced car park usage and increased side street parking - HAN 114 & HAN 115: Support for bus links and routes in line with BSIP, requesting updates on project status - HAN 116: Support for a more uniform rail pricing structure between Greater Manchester and Cheshire East - HAN 120: Support for community transport specific to local needs - HAN 13: Support for improved bus connections to Spath Lane - HAN 2: Request for updates on roadside parking restrictions on Spath Lane and Knowle Park - HAN 20: Improved accessibility to Handforth Station through lifts and widening footways. Urges prompt action from Network Rail - HAN 21 & HAN 22: Improvements to cycle routes, with concerns about design and potential parking issues. - HAN 25: Support for improving the Manchester Airport orbital walking and cycling loop, including access to Styal and Quarry Bank Mill - HAN 29: Support for pedestrian access and traffic calming improvements near St Benedict's School, with a footpath sign installed but effectiveness yet to be assessed - HAN 34: Support for footway improvements on Clay Lane, recognizing potential land ownership issues - HAN 35: Strong support for implementing double yellow lines on Hall Road, Hallwood Road, and Church Road to address traffic and parking issues - HAN 36: Support for improvements to the underpass connecting Church Terrace to Lower Meadow Road - HAN 38: Support for introducing secure, safe cycle parking within the town centre - HAN 4: Support for A34 Ainslie Way/Coppice Way junction improvements, with a suggestion to reduce the speed limit to 50mph. - HAN 5: Completion of the walking and cycling bridge over Dobbin Brook - HAN 6: Support for improving the walking and cycling route between LPS 34 and Styal Rail Station, with track resurfacing funded by S106 - HAN 7: Strong support for increasing pedestrian crossing points along Manchester Road - HAN 8: Strong support for Dean Row Road / Stanneylands Road junction improvements, facilitated by the closure of the Bluebell BMW agency - This summary highlights the support for various transport improvements in Handforth while expressing concerns about financial feasibility and urging prompt action on several projects
Macclesfield Town Council	Transport for those with disabilities - flexi transport is limited to a few hours during the day and there is no weekend service. Taxis are also an issue for disabled people with many firms not offering journeys for those in wheelchairs, or the wheelchair taxis being of limited availability or booked up many weeks in advance. This massively impacts social inclusion and wellbeing of individuals. No bus services on a Sunday in Macclesfield is an issue for many, plus the lack of buses in the evenings. Macclesfield Town Council pay for free bus days on certain days to encourage behaviour change, lessen the impact of cars in the town plus the rising costs of carparks. More

	electric car charging points (fast ones) are needed if we want people to buy electric cars. Very much agree with working with parish councils and the voluntary sector to encourage more cycling. Bike loan/share schemes may encourage people to try bikes and cycling routes before they make the investment. Safety in paramount with well-lit areas for remote cycle routes.
Poynton Town Council	The Town Council notes the transport challenges and opportunities identified by Cheshire East and notes that these are similar to those set out in the previous transport consultation. As a result of the previous consultation a transport plan for Poynton was developed in 2022. The transport plan for Poynton set out a number of possible schemes. The Town Council is disappointed that only one of the previous schemes for Poynton identified in the 2022 Transport Plan has been undertaken. The Town Council believes that the previous transport plan for Poynton continues to be relevant and would rather that the money being spent to fund this latest consultation is used instead for road maintenance and to increase the bus service.
Sandbach Town Council	**Challenges affecting Sandbach residents:** Limited Public Transport leads to difficulty accessing work, healthcare, or school, especially for non-drivers. High Car Dependency contributes to traffic congestion and emissions. Only 67% of residents meet recommended activity levels due to fewer people walking, cycling, or using active travel. Mobility challenges for older residents leads to increased demand for accessible and reliable transport options. Flooding and other disruptions are becoming more common and affect travel reliability. **Opportunities for Sandbach:** Many trips are under 10km, suitable for walking, cycling, or better bus services. Improved Active Travel Routes: Better connections to nearby towns like Crewe, Congleton, and Middlewich. Community Partnerships: Co-create smarter, tailored transport options linking urban and rural areas. Technology: Rise of electric vehicles and shared travel options. Inclusive Travel: Make travel more inclusive for older residents, disabled people, and those without cars. Safe Crossing Points: Install additional safe crossing points, such as at The Hill A533 junction. **What the Plan Aims to Deliver:** • Better Local Travel Options: Safer walking, wheeling, and cycling routes • Stronger Public Transport Links: More reliable, frequent, and accessible buses • Support for Local Business and Jobs: Improved access for workers and customers • Healthier Living: Encouraging activity and reducing transport-related emissions • Inclusivity: Ensuring older and vulnerable residents are not left behind • Tailored Approaches: Specific strategies for rural and urban areas • Regular Communication: Ongoing feedback with the planning inspectorate **Conclusion and Summary:** The strategy supports better access, inclusion, health, and sustainability, especially for those without cars or with limited mobility. It does not adequately address the essential use of cars in Cheshire, failing to encourage local car sharing and prioritising electric car charging infrastructure. The plan is seen as urban-centric, not benefiting all areas adequately. Simple actions to reduce emissions through better traffic management are missing. **Additional Comments:**

	- Concerned about traffic from residential developments and the Middlewich Eastern Bypass. Consider a Southern bypass or Northern Sandbach Bypass to alleviate future traffic congestion linking M6 J17 to the east of Elworth, identifying and reserving land for future development - Public Transport in Elworth - elderly and disabled residents face challenges with hourly public transport. Propose increasing frequency to every 30 minutes or providing access to electric bikes/scooters - Congestion is the number one transport issue for Sandbach residents, causing delays and pollution, car congestion around the Waitrose roundabout is an example of worsening traffic - Promote car sharing and volunteer drivers to transport elderly residents to hospital appointments. - Add connections to housing, family, and shopping facilities to the Vision / Concept of Connecting People to Jobs, Education, Healthcare, and Leisure - The Sandbach-specific document from August 2022 does not reflect the impact of charging for car parking
Weston & Crewe Green Parish Council	The Parish Council supports the transport challenges and vision outlined in the consultation. Key issues highlighted: - The Parish has an ageing population highly dependent on public transport - The D & G Service 85, the only bus service in the Parish, is unreliable and lacks Sunday and late evening services. - The Parish lacks convenience shops within walking distance, making residents reliant on car transport - Poor public transport connectivity to Primary Health Care facilities and Leighton Hospital is a critical issue - The Parish Council urges prioritising adequate public transport facilities in the Plan - There is a lack of practical and usable safe routes to school, particularly between Wychwood Village and Weston Primary - Infrastructure improvements are needed, including pedestrian facilities and safe crossing points on Main Road - Existing infrastructure, such as the footpath link from the bridge over the A531 to Main Road Weston, is incomplete and needs further development to ensure children's safety
Alleviating loneliness in village environments (ALIVE)	Bunbury village has NO transport services at all - is Bunbury the forgotten village? - Our elderly, in the majority of cases, are not users of a computer or smart phone - The Go To bus, will not take us where we want to go, such as Tarporley or Leighton hospital. Elderly members find it too difficult to book, so I book it for them. Sometimes struggle with availability although booking one week in advance. - The group need to attend numerous hospital appointments however there is no transport in place to facilitate this. This response was received alongside surveys that had been filled out for another purpose 'Rural Together Community Partnership Roadshow' relevant comments from these surveys are summarised as follows: - Comments in relation to the Go Too bus (in the Bunbury area): service is adequate but not useful for those without a mobile – regular bus service would be better. Go to bus needs to take us further for example into Taporley for connections to other services. Can be difficult to access due to lack of capacity and can be unreliable / it is not often enough. - Have a limited bus services in Bunbury. Would be useful to have a connection to the 84-bus service as it is 4 miles away. Difficult to get to hospital appointments.

Bentley Motors	**Beyond100+ Strategy** Bentley has extended its Beyond100 business strategy to 2035, aiming to launch its first fully electric car by 2027. This model will be produced at Crewe and will be the first of a new Plug-in Hybrid Electric Vehicle (PHEV) or Battery Electric Vehicle (BEV) model launched annually over the next decade. **Response Overview** Bentley Motors supports the Cheshire East Local Transport Plan (LTP) consultation, emphasising the need for a connected, sustainable, and accessible transport network. As a major employer in Crewe, Bentley highlights the importance of local transport infrastructure for sustainable commuting, economic growth, and talent retention **Key Issues and Opportunities** - Bentley calls for better direct public transport links between major hubs like Crewe Train Station and Nantwich Town Centre, and key employment sites like Pyms Lane. Current services (number 12 and 85 buses) are limited in frequency and coverage, especially during peak hours - A recent survey revealed that 86% of Bentley's workforce commutes by car, with only 0.37% using bus or train services. Convenience and lack of realistic alternatives are major barriers to public transport use - Bentley suggests seamless transfers between transport modes to improve connectivity - Encouraging broader adoption of sustainable transport options through affordability - Enhancing bus services linking Nantwich, Crewe Train Station, and Pyms Lane - Supporting the switch to EVs with renewable energy-powered charging infrastructure **Key Recommendations** - Integration of Transport Services: Ensuring seamless connections between different modes of transport to facilitate efficient commutes - Affordability of Sustainable Travel: Making sustainable commuting options financially attractive to encourage widespread adoption - Improved Frequency and Reliability of Bus Services: Enhancing service frequency and reliability from Bentley Motors to key hubs to facilitate greater use of public transport **Comments on Opportunities** - Bentley agrees with the identified opportunities for a sustainable, affordable, and accessible public transport ecosystem, which can catalyse business growth and personal mobility - Improved transport connectivity would make the area more attractive for recruiting crucial skills, addressing a key issue flagged by potential colleagues regarding inadequate connectivity between Crewe Train Station and Bentley's HQ on Pyms Lane **Support for Vision**

	• Bentley supports the vision of a connected, sustainable, and efficient transport network in Cheshire East. Emphasizes the importance of affordability and accessibility in public transport and active travel options to reduce carbon footprints. Highlights the need for electric vehicle infrastructure to support the transition to EVs **Specific Aims** • Efficient transport links between Crewe Train Station, Nantwich, and Bentley Motors are crucial for employee commutes and business logistics • Investments in active travel infrastructure, such as safe cycling routes and pedestrian pathways, promote healthier lifestyles among the workforce • Reliable public transport services connecting key areas • Transitioning to low-emission buses and promoting sustainable travel options • Providing accessible, ultra-fast, interoperable, and affordable charging infrastructure powered by renewable energy **Conclusion** Appreciate the direction outlined in the LTP and welcome the Council's commitment to inclusive and sustainable transport. Improved connectivity between local transport hubs and major employment centres, including Bentley's Crewe site, will enhance Cheshire East's appeal as a place to live, work, and invest. Bentley looks forward to continued dialogue and collaboration as the plan progresses.
Cheshire East Countryside Access Forum	Key points include: • Ensuring active travel and leisure routes are safe and complete, as any perceived unsafe sections can significantly reduce usage, especially for children • Clarifying terminology in consultation documents to include a broader range of mobility vehicles, such as mobility scooters, which are zero-emission and suitable for those with limited mobility • Strengthening enforcement of pavement parking to enhance safety for walkers, wheelers, and cyclists
Congleton Sustainable Travel	Agree with the challenges listed, although there are some omissions, such as limited adherence to the Equality Act 2010 and the public sector duty of care. The solutions do not seem ambitious enough. We would like to see: • Pedestrians prioritised • Default 20mph and assessment of suitability of 40-60mph on our roads, particularly through villages. The knock-on effect of lower speeds would automatically help achieve much of the vision re health, opportunity, economy, public transport, climate change. Also reduce repair costs for roads • Enforcement and expansion of weight-restricted roads. Some HGVs use inappropriate routes in Congleton - either ignoring the restrictions or being led by the GPS to use the shortest/quickest route despite the conditions. • Emphasis on reducing the volume of car traffic and a moratorium on new roads • Emphasis on road maintenance. Potholes are everyone's problem. A trip/fall/injury hazard for pedestrians, potentially fatal for cycle riders, a rough ride for bus users, and damaging to all vehicles • Penalties for over-sized cars – higher parking charges to reflect the space used.

	- Introduction of vehicle width limits for narrow roads - Reference to all the Local Walking and Cycling Infrastructure Plans already completed. or in progress - Spending on pavement and bus users as that would give the most return on investment regarding sustainable travel - Better pavements. Like many CE towns, Congleton has pavements that are not fit for purpose, partly due to uncontrolled parking obstructing them and damaging them. A default pavement parking ban (with self-financing fines) is essential. Historically extremely narrow pavements could be widened by taking road space, without restricting vehicle use - Better pedestrian crossings. Congleton roads are busy, so they are difficult and dangerous to cross, especially for children and those who are not nimble - Better buses. Congleton has very poor bus provision. Many housing estates are not on bus routes. There is only one evening and Sunday service (38 Crewe-Macclesfield). This limits those wanting to visit inpatients at the local hospital, those wanting to go to evening/Sunday events in town or beyond, or to socialise. It means employees working shifts, unsocial hours, or weekends, do not have a bus option. Residents are forced to use cars - Efficient spending of the Active Travel grant and other funds on quick wins, such as linking up fragmented walking/cycling routes. - Use of unspent s106 funds intended for active travel initiatives that continue to be ignored. S106 funds spent on the original agreed active travel initiatives rather than changes being allowed later - Better train services. Congleton only has an hourly service that does not extend into late evening, and very few trains on Sundays (currently none with bus substitution). Forcing people to use cars if they want to go to an evening event in Manchester, travel on a Sunday, including returning from a trip to be ready for work on Monday - Investment in well-designed, well-lit cycle hubs with free secure cycle storage at strategic points, and e-bike charging points. - Better training of CE staff regarding active travel networks. Currently lip service is used because of their lack of experience of the needs of those walking or cycling - Better integration of planning and highways to ensure that developments have bus, walking and cycling links baked in. Including permeable residential and commercial developments - Involvement of the walking/cycling champion, bus champion and equality champion so that these aspects take priority - Enablement of road scaping of verges with trees and shrubs to filter pollution (currently Highways does not allow this) - A representative from the Place directorate being required to attend the informal Local Transport Plan Member Reference Group, to ensure that all aspects of place are considered, including, but not limited to, Highways and Planning
CPRE - The Countryside Charity Cheshire	Welcome the opportunity to feedback on the Local Transport Plan. - Vision for Transport: disagree with the proposed vision as it does not represent the three 'legs' of sustainability. It only represents the economic and the social legs - Transport Challenges and Opportunities: agree with most identified challenges but there is a need for climate change commitments and non-car travel options. Support sustainable travel and public health improvements but disagree with enhancing the transport network for economic growth as it relates to highway capacity

	- Aims and Priorities: suggest reducing the need to travel and better integrating transport and land use. Prioritise sustainable networks, digital connectivity, and facilitating sustainable travel choices - Other: There is a lack of collaboration with environmental NGOs and an insufficient focus on climate change. Need better access to rail stations. Hope the Draft LTP will be properly rural-proofed
Historic England	Welcome the production of the Cheshire East Local Transport Plan. The strategy and its proposals present both challenges and opportunities for the area's heritage, including its historic transport network. Historic England would therefore like to provide support in the development of the Plan and any proposals which may affect the historic environment. The Plan should recognise the challenge of ensuring that transport networks do not produce unacceptable environmental impacts. As the strategy develops and any proposals are progressed, it is important to ensure that the Local Transport Plan accurately assesses all potential impacts on the historic environment to an appropriate level of detail.
Manchester Airport	Manchester Airport welcomes early engagement in Cheshire East's new Local Transport Plan (LTP) to ensure collaborative efforts. The airport is a major regional transport hub and economic driver, employing over 20,000 people, with many residing in Cheshire East. The airport's economic impact and transport connectivity should be key considerations in the new LTP. Acknowledge the challenges and opportunities, some specific matters from an airport perspective: **Challenges:** - Lack of Transport Options: This leads to social exclusion and isolation, making it difficult for Cheshire East residents to access the airport and its job opportunities - Lack of Physical Activity and Poor Health: Car dependency contributes to health issues. The airport aims to encourage sustainable transport and active travel - Accessibility Barriers: Limited travel options hinder economic growth and job access, particularly for non-drivers. - Severe Weather: Local flooding disrupts travel and infrastructure resilience is needed **Opportunities:** - Shift to Sustainable Travel: High potential for mode shift to public and active transport - Enhancing the Transport Network: Improving transport links is crucial for economic growth and job access - Collaboration: Working with partners to develop sustainable transport solutions **Support the vision and aims and highlight the following:** - Growing the Economy: The Local Transport Plan (LTP) should recognise the airport's economic contribution and role as a major employer. Improved transport links, including a new east-west rail connection and faster rail links from Crewe, are essential. - Improving Community Wellbeing: Enhancing public transport options to the airport is crucial for job access and retention, especially for those without private vehicles - Reducing Environmental Impacts: The airport shares the aim of sustainable accessibility and improving air quality. Collaboration on climate resilience and mitigating environmental impacts is welcomed

	• Improving Connections for All: Accessible, frequent, and reliable sustainable transport choices are fundamental. The airport supports active travel routes and has a Sustainable Transport Fund for public transport services **Commitment to Sustainable Travel:** Committed to improving connectivity and supporting regional economic and transport priorities. Their policies and objectives are outlined in their Surface Access Plan and Staff Travel Plan. They work closely with transport operators and invite the Local Transport Plan team to their Transport Forum meetings.
National Trust	The Trust is supportive of Cheshire East's Vision for Transport, particularly in relation to the identified opportunities available within the district. The vision for "a connected, safe and sustainable transport network, accessible to all, that supports a healthy, prosperous Cheshire East" aligns with the Trusts ambitions. We would like to support seeing specific inclusion of the Greater Bollin Trail as central to Cheshire East's green travel plans. The trail would provide a high-quality multi-use and primarily traffic-free walking, cycling, and wheeling connection providing a connection across the north of the Borough, and linking into neighbouring authorities. The inclusion of the Greater Bollin Trail would align with the following five opportunities outlined by yourselves within the consultation document: • High potential for a shift to more sustainable travel • Encourage walking, wheeling (e.g. wheelchairs, prams) and cycling to improve public health • Enhance the transport network to drive economic growth • Tailoring transport solutions to our local areas • Collaboration with partners and the community and voluntary sector
On behalf of Malcolm Harrison Auctions Limited and Prees Storage Limited	Based in Shropshire, operating for over 35 years, with extensive industry contacts in Cheshire. Haulage companies report the need for a goods transfer site between Crewe and Junction 16 of the M6 due to the absence of overnight lorry park facilities along a 24-mile section of the M6. The business owns a 9-acre site at Chorlton Bank Farm, Newcastle Road, CW2 5NG which is ideal to meet the needs of the logistics industry. Crewe is already a major employment area. Its proximity to the M6 corridor is vital for the whole Borough. The largest planned growth in the borough is in the southeast of Crewe, only 2.75 miles from Junction 16 of the M6. This growth tiggers the need for logistics hubs (storage and vehicle parking) between Crewe and the M6. All of the land adjoining the A500 to J16 is designated as Green Belt or Strategic Open Gaps resulting in there being very few options for locating a logistics park between Crewe and Junction 16. Malcolm Harrison Auctions owns a site adjoining the A531 (Newcastle Road) being circa 1.35 miles from the A500. This site is ideally located for Crewe, J16 and the West Coast Mainline. It is not within Green Belt or a Strategic Open Gap. As the road frontage is within a 40-mph zone with streetlights it is clearly within a developed area. 4.6 The site is available immediately and deliverable as a logistics hub to meet the evolving needs of businesses. The 9-acre site can accommodate secure storage, logistics transfer and parking for commercial vehicles whilst goods are transferred. 4.7 The site is well situated with significant woodland shelter belts to the east and south. Existing commercial and distribution premises are 150m to the northwest. There are very few dwellings within the locality so scope for land use conflict is limited. The site can meet the identified needs of business and predicted growth. No other suitable sites are available due to land use designations. Cheshire East Council is encouraged to support the principle of a logistics hub between Crewe and J16. This site is the ideal location. The Council is encouraged to include this site and the proposed use within its Vision for Transport and Local Transport Plan.

Transport for the North (TfN)	**Key Transport Challenges and opportunities:** • Agree with the challenges outlined in the consultation document. Fully support social exclusion and isolation being a key challenge. Please reference work on Transport-Related Social Exclusion (TRSE) at the appropriate point in the final Local Transport Plan (LTP) • Recent evidence from their decarbonisation stocktake may support the narrative on challenges like reliance on private cars and network resilience against severe weather • Strongly agree with the opportunities in the draft vision document – strong alignment to their Strategic Transport Plan (STP). **Additional Transport Challenges:** • Freight transport efficiency on major routes (M6, A500, A556) and access to rail freight should be considered • Issues with delivery access in town centres and increased use of Light Goods Vehicles (LGVs) due to online shopping need attention. Have developed a Consolidation Centre Handbook and are preparing a handbook for lorry parking **Vision and Aims:** • Agree with the vision and aims - align with their strategic ambitions • Suggestion to broaden the aim of improving community wellbeing to explicitly include reducing social exclusions • Support for reducing transport-related emissions by reducing vehicle miles - offer evidence and expertise to support this aim **Additional Feedback:** • Can access further data and modelling support through the TfN Offer • They suggest referencing alignment with the STP in the final Transport Plan to provide pan-regional context for partners
Cheshire West and Chester Council	Cheshire West and Chester support Cheshire East's vision for a connected, safe, and sustainable transport network. A collaborative approach between Cheshire East, Cheshire West, and Warrington Borough Council, will benefit especially with the prospect of a new mayoral Combined Authority for the region. There will need to be a cross-boundary approach to achieve the vision and aims, focusing on sustainable transport solutions, improving public transport services, and promoting electric vehicles. Will also need to address the potential conflicts between different elements of the vision and prioritizing objectives like tackling climate change and reducing social exclusion. Look forward to continued collaboration to create a more connected and accessible transport system for the communities.
Warrington Borough Council	**General Support:** • WBC appreciates the opportunity to respond and supports the overarching vision, aims, and priorities of the LTP • Emphasise the importance of collaborative work with CEC and Cheshire West and Chester through the Devolution Priority Programme **Comments on Specific Aims and Priorities:** • Growing the Economy: Support transport networks that facilitate sustainable development and business opportunities. Advocate for rail's role in attracting talent and investment. Support alternative options to HS2 Phase 2b and Northern Powerhouse Rail (NPR) to enhance connectivity and economic growth

	- Improving Wellbeing of the Community: Support initiatives to increase active travel and improve health and wellbeing. Will be important to improve cross-boundary routes like the Trans Pennine Trail. Participate in the Cheshire Road Safety Partnership to reduce road traffic collisions - Reducing Environmental Impacts: Welcome efforts to reduce transport's environmental impacts. Encourage sustainable transport improvements to enhance cross-border connections - Improving Connections for All: Support providing transport choices and improving connections through sustainable modes. Advocate for NPR and enhanced rail connectivity in the absence of HS2 Phase 2b. Keen to promote a cohesive and integrated bus network across Cheshire and Warrington, including SMART ticketing and mode integration
Stockport Council	Stockport Council agree with the six key transport challenges and opportunities identified by CEC. They emphasise the need to address connectivity for all modes across borders to prevent severance for public transport and active travel users. Note that congestion on some routes, such as the A34, is a challenge impacting neighbouring boroughs. Advocate for direct mention of collaboration with neighbouring boroughs to address cross-border transport issues and improve connectivity. Emphasise the importance of facilitating sustainable travel choices from the outset in new developments. Support improving accessibility to healthcare, education, employment, and leisure through cross-border improvements. Support actions to address environmental impacts through decarbonization and emission reductions. Highlight the need for a transport network resilient to climate change and extreme weather, including addressing flooding impacts. **Specific Areas of Collaboration:** - Cost-Effective Improvements: Keen to work on safe, sustainable improvements benefiting both sides of the border. - Public Transport: Interested in improving the reliability, frequency, and accessibility of public transport options, including local and on-demand services - Rail Network: Supports improvements to the rail network, such as new facilities like Cheadle Station - Traffic Mitigation: Willing to collaborate on measures to mitigate traffic, especially from new developments - A6 and A34 Corridors: Interested in discussing joint priorities and national funding opportunities for these corridors

Appendix 4: Summary of comments received during further engagement sessions

During the consultation various engagement sessions were offered to certain stakeholders. The aim of these sessions was to gain key feedback from specific groups and to also aid in the promotion of the consultation. Feedback gained during these sessions is summarised in Table 15 below.

Table 15: Summary of comments received during further engagement sessions	
Responding as	**Comment summary**
Alderley Park (representing Burntwood but know the issues of the other businesses on Alderley Park) 1-2-1 engagement session (online)	**Challenges:** • The ability to attract talent - graduates want to go to Manchester for work. 30-35+ will come to Alderley Park due to being able to drive but the younger generation struggle • Location of the business park - Alderley Park is hard to get to. Access to the railway stations is a key issue, how can timings of the 130-bus be better? **Opportunities / priorities:** • An integrated network (inc. buses with the rail arrival times) is the only way that businesses will be able to overcome attracting young talent • People need an affordable and quick way to get to the business park - high quality, fast and direct rail, if not rail it would be tram. Consider cycle lanes from the station to the business park • Alderley Park has 20 EV chargers currently but has capacity to go to 200 chargers - EV buses would be able to charge at Alderley Park • Need a rail line from London to allow people to relocate to the north, attract people from the south of the country and to make it as easy as possible to get people to the front door
Bentley Motors 1-2-1 engagement session (online)	**Challenges:** • The location of Bentley on the edge of the urban area presents challenges in connectivity across modes of transport, particularly the frequency of local bus services **Opportunities / priorities:** • Integration between rail and bus services, particularly services 85 and 12 and the need for better co-ordination with train arrival and departure times for Bentley employees • Active travel links both locally to residential areas and the town centre, as well as wider gaps in the infrastructure, such as the Crewe to Nantwich Greenway and the extension to serve Bentley • The need to accelerate the roll out of EV infrastructure across the borough (e.g. LEVI funding)

Barclays (Radbroke Campus) 1-2-1 engagement session (online)	**Challenges:** • Talent attraction is the main challenge, need to attract and retain the right skilled people. The current workforce is spread across a wide geographical area, including Lancashire, North Wales, Birmingham etc. The cross-boundary travel movements across a large area and the "inter-connectedness" of the transport network is key for the future • Due to the spread of employees across a wide area, access to the railway stations (both Knutsford and Chelford) is important. The frequency of rail services to/from Manchester on the Mid Cheshire Line and Crewe - Manchester Line is a challenge. Barclays commission shuttle services to both railway stations at peak times **Opportunities / priorities:** • Technology brings huge opportunities - integrated technology solutions can bring real benefits to the quality and attractiveness of the transport on offer (real time tracking and alert / messenger service) • A new bus service linking the Radbroke campus with both Crewe railway station (for London) and Manchester Airport would improve accessibility on the western side of the borough (A50 corridor) enabling onward travel for Barclays employees and bring wider community benefits (i.e. Knutsford is not connected to any other CE town by rail) • Bike hire at railway stations would be beneficial in increasing options for employees to travel from Knutsford / Chelford to Radbroke with cycle parking on campus. This would be mutually beneficial, and Barclays would be happy to make a funding contribution to this type of scheme • S106 agreement for Barclays most recent development (2-3 years ago) includes a cycle route on the A50 but as yet nothing has been implemented
Space4Autism 1-2-1 engagement session (online)	**Main mode of travel:** • Many of their members are from Macclesfield and get dropped off or use the bus. The children who attend the social clubs usually get dropped off in the car **Challenges:** • Middlewich is a congestion challenge. Would always use car due to poor transport options and time savings. • There are some that struggle to attend the centre due to poor public transport options especially for the evening groups, Monday 7-9 is their main group. We then try and get out into their communities more because we are very aware that not everybody can get to Macclesfield • A lot of autistic people struggle with the sensory aspect of public transport, it can be quite stressful and causes anxiety. Not being familiar with timetables and a familiar bus user could be stressful leading more people to use their car

	• Lack of general parking spaces can be an issue there is very limited parking where they are located. Pay and displays are nearby but often do not want to pay or cannot pay – they are conscience of the time limit or having to cross a busy the road • Potholes are an issue, people parking on kerbs can be a problem for those with prams etc **Opportunities / priorities:** • Investigate designated quiet areas in the train station / designated train carriages for example, for those who struggle with noise. Have more visual timetables – more images. • Independent travel training e.g. for young people, those with disabilities to build their confidence to independently travel –supporting them on the journey for a few weeks showing them the safe places to cross / what to do if a bus does not turn up etc • Streets need to be well lit – so people are more comfortable in the dark • Carers passes for local buses, or a discounted rate would be a good idea
AgeUK 1-2-1 engagement session (online)	**Main mode of transport:** • Work with people aged 50+ so a broad age group. Most people travel by car and worry about losing their ability to drive due to poor health thus losing their independence. The car gives people more freedom, can pull up closer to for example shops / health centre so more comfortable especially if the weather is poor. Using the car is often quicker • The bus is the next most common mode of transport. Buses tend to be more local and cheaper than train. The bus service varies in different areas, people will often have to adapt their lifestyles to what days they can get to places **Challenges:** • Those who live in very rural areas are more reluctant to give up using their car, if there's only a couple of buses a day, it really restricts the times that they can go to places and how long they can spend somewhere • Practical things like having enough seating at bus stops is important for those than cannot stand. For those without good mobility walking even a small distance can make people exhausted. This can limit where people can get to, buy shopping, and carry it back for example. Location of bus stops is important for those with mobility problems as well as having enough places to sit and rest when tired **Opportunities / priorities:** • Ensure there's awareness of how to support older people – e.g. can be slower to get on/off, make sure people are comfortably sat down before setting off – a training programme may be of benefit • Information at bus stops both paper and electronic should be a good size and font to be able to read it. Electronic can be preferred as it is more up to date

	• Walking – People may do health walks which are on a route which has been researched to make sure it is suitable for older people **Other comments:** • People are supportive of the reinstated bus, so they get a better service to the hospitals • The bus service is quite good around Macclesfield – able to use the buses frequently • Impressed with range of courses and health groups in CE at leisure centres
Specialist transport groups / individuals Focus group session (online). 14 attendees including but not limited to representatives from Sustrans, Cycling UK, local cycling groups, local bus user groups and 20's plenty.	**Key challenges:** • **Public transport (bus and rail):** Sunday trains are limited, evening services are limited, and there is a lack of rail connectivity, for example between Sandbach and Macclesfield. Buses have limited services and frequencies generally which discourages use (for example no bus between Congleton to the hospital in Macclesfield). Long bus routes mean delays accumulate. There is poor reliability of bus services and times do not link with other modes of transport e.g. rail which encourages people to use their cars. Let down by low quality, uncomfortable buses. There are bus stops without seats or shelters. The bus station in Macclesfield is unheated and has no toilets. Request bus stops cause issues for those with poor sight, as they may not recognise bus or bus number in time. Isolation in some rural areas with no services – it's not always convenient to use flexibus. Bus information is limited and isn't always accessible – many cannot read a timetable. • **Cycling:** Developing cycling as part of the planning process has failed so far. How are problems of 'culture wars' between motorists and cyclists resolved? A lot of people are discouraged by safety concerns e.g. poor driving, volume of traffic, speeds, close overtaking. Poor condition of roads and cycle routes which impact safety and comfort of cycling need to be addressed to encourage people to get on their bikes e.g. missing sections of route, stepped sections, lack of crossings and parking in cycle lanes. Routes are not always suitable for cycles that are used as a mobility aid – for example tricycles / trikes / bikes with a long wheelbase - A frames and other motorbike deterrents cause a barrier. Bike spaces on trains are usually very limited and in competition to wheelchair spaces. Need secure cycle parking at stations. • **Walking:** Pedestrians seem to be forgotten / seem to be an afterthought – they should be top priority. There are no zebra crossings in Congleton and limited light-controlled crossings. Pavements are seemingly never repaired, parking on pavements and tree roots add to the poor condition. Lack of dropped kerbs - often there is a dropped kerb on one side of a junction but none on the other meaning a wheelchair user can leave a pavement but not get back on. • **Highways and parking:** The vision does not address a reduction in traffic which will help with cost of repairs and buses being able to get to their dedicated stops on time. Quality of existing roads should be improved - more road building is not the answer. Sat Nav's can cause traffic to go down unsuitable routes. Speed Management Strategy

is a hindrance to getting 20s plenty. Cheshire East is car-centric, citing its rural status as justification. The current situation means that car ownership is essential for many, and this disadvantages those without one. High streets are still car dominant with high-footfall roads carrying through traffic. When considering crossings or speed reductions, consider perception of safety rather than just rely on collision data.

Key opportunities:

- **Public transport (bus and rail):** More buses between all the towns that cater for all users, including to connect people to work for 9am or when getting home after 6pm. Cheaper fares vs. car parking would encourage use. Bus companies need to use buses with more flexible seating giving more space for buggies, wheelchairs and perhaps even cycle racks (ensuring space for these doesn't disadvantage other users). QR codes at bus stops, on timetables and other literature would be good to gain further information, these are particularly good for those who have difficulty reading. However, consideration needs to be given as QR codes can be easily misused. Improve bus service information e.g. maps, communications in large print. Bus services are not marketed at all by bus companies. Improve bus safety especially for lone passengers (e.g. notification system). S106 monies should be used to create public transport routes in new developments. Train connectivity is good in some areas e.g. Macclesfield. Integrated ticketing between bus and rail and real time bus information.
- **Cycling**: Use S106 monies to create usable cycling routes. Cycling needs to be viewed as a means of transport for everyday use e.g. going to shops and school for example rather than just a leisure activity. Would be good to have bicycle racks on the rear of buses so can take cycle on longer journeys where there is no train option (between Sandbach and Macclesfield for example). However, these would not be suitable inside the bus as space would then be limited for wheelchair users / those with prams. E-bikes present a great opportunity for people who are put off by hills and wind from cycling. Suggestion to implement 'close pass' project to regulate close passing of cars. Ensure all types of cycles are considered when designing routes. Cheshire East is relatively flat, and many country lanes could be cheaply designed for on road active travel (quiet lanes). Cycling Strategy could be reconsidered to increase its useability. LTN 1/20 should be adhered to.
- **Walking:** Many pedestrian interventions (example dropped kerbs) are cheap to implement. Install more zebra crossings as they are cheaper than puffins but have the same safety benefit. Pedestrianising areas of town / suburb centres would boost local businesses, make places feel safer and more friendly, and have improvements for air quality and therefore public health and wellbeing. Focus on extending and connecting existing PRoW routes.
- **Highways and parking:** Review speed limits (e.g. changes from 30mph to 20mph, 40mph limit on country roads) to make roads safer for drivers, cyclists. This will facilitate more active travel and will save money on fuel costs, reduce road wear, and lead to better health. Reduce traffic volume to increase bus reliability. Parking charges encourage people to rethink their transport habits. Bus fares vs car parking charges should be balanced so it's financially better for a group to travel on bus rather than drive and park. Focus on reducing traffic rather than road building/improvements. Encourage more freight via rail instead of HGVs to reduce the volume of road freight.

	- **Collaboration**: Learn from existing local LTP plans - a lot can be learned from other local authorities e.g. how other areas are successfully incorporating active travel and increasing numbers using active travel. Education for all road users will create benefits at lower cost. - **Planning:** CEC Active Travel team should get involved with commenting on new build applications in line with LTN 1/20. Cycling England submit comments on planning applications of +100 houses - ensure these are taken seriously. Development control advice should be stronger in relation to sustainable modes for new developments. **Other / further comments:** - The LTP and associated documents need updating – a lot has changed. - Ensure other documentation e.g. LCWIPs are mentioned in LTP. - LTP must be applicable to all departments across Cheshire East and have a high corporate profile. - The vision needs to be people focussed. - Challenge of implementing the vision with limited funds. - Communication around transport needs to be improved - engage more with local people. Further consideration of offline consultation methods to ensure whole process is more inclusive and people are aware of the consultation. - Look at accessibility for those who don't have buses in the area. - The Speed Management Strategy should be reconsidered and thought about from other perspectives, not just a motor vehicle perspective. - Consider pedestrian/cycling access during roadworks instead of diversions for all modes of transport. - Safety needs to be considered generally, as this influences travel choices. - Generally, those with mobility issues need to be considered. - Consider the future generation. - Focus on establishing healthy travel habits early. - More travel plans for schools and employers. - Consider an officer dedicated to active travel as part of the planning process.

Appendix 5: Stakeholder engagement log

Various stakeholder engagement activity took place during the consultation. Table 16 below provides an overview of the activities undertaken.

Table 16: Stakeholder engagement log of activities		
Stakeholder	**Engagement method**	**When**
Members, Town & Parish councils	Media release distributed via email	25.02.25
General Public	Media release shared on the Cheshire East website & link to the consultation shared via social media	Various throughout consultation period
Cheshire East digital influence panel	Email sharing the link	26.02.25
Town & Parish councils	Email sharing the link and asking to promote	03.03.25
South Cheshire Chamber of Commerce	Webinar recording for businesses	13.03.25
Bus Enhanced Partnership Board	Online Teams session	13.03.25
Health and Wellbeing Board	Online Teams session	18.03.25
T&P Council network meeting	Online Teams session	18.03.25
North Cheshire Chamber of Commerce	Email sharing the link and asking to promote	19.03.25
East Cheshire Chamber of Commerce	Email sharing the link and asking to promote	19.03.25
Care Leaver group	Email sharing the link and asked group to respond	20.03.25
SEND group	Email sharing the link and asked group to respond	20.03.25
LGBTQ+ group	Email sharing the link and asked group to respond	20.03.25
Reaseheath College	Asked to promote to students via email	23.03.25
Cheshire College S&W	Asked to promote to students via email	23.03.25
Macclesfield College	Asked to promote to students via email	23.03.25
Crewe & District BUG	In person meeting	27.03.25
School admissions social media	Asked to promote on social media	01.04.25
Family Information Service social media	Asked to promote on social media	01.04.25
Neighbouring authorities	Email sharing the link and offering a disussion	02.04.25
Equality Groups	Email sharing the link and offering an online focus group to discuss further: 1-2-1 discussions held with those who could attend - AgeUk & Space4Autism (summary notes from these sessions can be viewed in Appendix 4)	02.04.25

Barclays	Email sharing the link and offering an online 1-2-1 Teams Session (summary notes from this session can be viewed in Appendix 4)	02.04.25
Bentley	Email sharing the link and offering an online 1-2-1 Teams Session Session (summary notes from this session can be viewed in Appendix 4)	04.04.25
Crewe Town Board	In person session	04.04.25
Carbon Neutral Programme Board	Email sharing the link	07.04.25
Specialist Transport Groups - focus group	Email sharing the link and offering an online foucus group via Teams to discuss further: Group teams discussion held with thpose who could attend (summary notes from these sessions can be viewed in Appendix 4)	09.04.25
AstraZeneca	Email sharing the link and offering an online 1-2-1 Teams session	09.04.25
Youth Council	In person session and responses submitted via the questionnaire	08.04.25
Alderley Park / Bruntwood	Email sharing the link and offering an online 1-2-1 Teams Session (summary notes from this session can be viewed in Appendix 4)	11.04.25
South Cheshire Chamber of Commerce - meeting with businesses	Online Teams session	16.04.25

Appendix 6: Consultation outcomes

Table 17: You said, we did	
You said	**We did**
Key transport challenges	
Public transport - lack of options, connectivity, reliability, accessibility and information were raised. Affordability and ticketing were also frequently mentioned.	Challenge updated to reflect elements raised: Lack of **safe, accessible or affordable** transport options leads to social exclusion and isolation.
Active travel - including that safety for vulnerable road users prevents mode shift, and improved links to key locations is important.	
Roads including maintenance (and the prioritisation of maintaining the existing transport network) was frequently mentioned, alongside planning roadworks and parking.	These points are largely covered through the identified challenges.
Environmental considerations were frequently mentioned including carbon emissions and decarbonisation.	This could be more explicit - new challenge added: **Transport is a large contributor to carbon emissions and air pollution.**
Key transport opportunities	
Public transport – points raised around improving the existing system, extending the reach of bus networks, improving links to key amenities and providing improved bus tracking.	These points are largely covered in the opportunities identified.
Roads – improve traffic flows and road safety including 20mph areas and importance of maintenance.	These points are covered in the opportunities identified.
Walking and cycling – improvements to existing infrastructure e.g. maintenance, lighting as this prevents mode shift, improved links to key locations.	Opportunity updated, noting there is a need to facilitate usage: High potential **to facilitate** a shift to more sustainable travel. Opportunity updated to acknowledge the need to: Encourage **and enhance opportunities for** walking, wheeling (e.g. wheelchairs, prams) and cycling to improve public health.

Sustainable travel / accessibility – improve travel options for the whole community.	These points are largely covered in the opportunities identified.
Vision	
A significant number of suggestions included referencing specific modes of travel including public transport, the road network (including speeds, congestion) and walking and cycling routes.	Reviewed suggestions - the vision should not be mode specific.
Many words and different phrases were suggested for inclusion including reliable, affordable, efficient, resilient, efficient, affordable, well-maintained. Some suggested 'sustainable' was too ambitious, whilst others suggested there should be more emphasis on this.	Reviewed specific suggestions, however the vision should be simple. One minor amendment made: A **well**-connected, safe and sustainable transport network, accessible to all, that supports a healthy, prosperous Cheshire East.
Comments that it's too general and more detail is required to understand clear and measurable plans and outcomes, and how this will be achieved.	This detail will be incorporated into the LTP strategy and investment plan, rather than the overarching vision statement.
Aims	
Public transport – improve the reliability / frequency / affordability / extent of the bus network. Integrate transport options. Improve connectivity to hubs / community / employment areas.	These points are largely covered in the aims however one aim has been updated: Growing the economy: To support Cheshire East's economy by providing a resilient, **connected** and accessible network that supports education, housing, business development **and employment opportunities.**
Walking and cycling – improve safety and connections to key towns.	These points are largely covered in the aims however two aims have been updated to reflect connectivity and safety. • Growing the economy: To support Cheshire East's economy by providing a resilient, **connected** and accessible network that supports education, housing, business development and employment opportunities. • Improving wellbeing of our community: To improve health, wellbeing and inclusion in Cheshire East by supporting people to get to where they need to **safely.**
Roads – reduce congestion.	This point is largely covered in the aims.

Sustainable travel / accessibility – consider affordability, congestion and maintenance. Consider the elderly / vulnerable.	These points are largely covered in the aims, however, updated minor amendment made: Improving connections for all: To provide transport choices for **all** who travel in and around Cheshire East and provide attractive alternatives to private cars.
Priorities	
A majority supported the priorities ranging from 91% to 59%.	Considering the comments, one amendment removing 'through a reduction in vehicle miles' to: Reduce transport related emissions to respond to the climate emergency.
Other key comments	
Many specific interventions were suggested throughout the consultation responses.	Suggestions considered as part of investment plan.
Many comments were raised around accessibility and inclusivity. For example, consideration of rural areas, accessibility of different modes and considering those with protected characteristics for example.	Considerations will be given to accessibility and inclusivity throughout the LTP development. An Equality Impact Assessment (EIA) has been produced and will be kept up to date as part of the LTP process, including feedback received as part of the consultation.
There were many comments to consider for the LTP development. These suggested having practical actions, measurable targets, a glossary, further collaboration / consultation and funding concerns in relation to delivery of the LTP.	- Actions will be incorporated - Targets will be incorporated - Glossary will be incorporated - Future consultation planned on strategy and investment plan - Draft priorities identified for the next LTP period with the view that prioritisation is important given the funding landscape.
Comments in relation to having joined up/coordinated transport linking to/from Cheshire East e.g. Greater Manchester.	Noted and considered – continue to work with partners and neighbouring authorities where appropriate.
The need for transport to be fully integrated with planning (Local Plan).	Liaison with the development management team and Local Plan team throughout LTP development and beyond.