



Handforth Transport Development Plan

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Handforth Transport Development Plan

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1. Introduction

1.1 Local Context

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

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

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

1.2 Background to the Handforth Transport Development Plan

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

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

An interactive online consultation on the identified local transport objectives for Handforth and the supporting 'long list' of schemes (including presenting the evidence for these) was undertaken between 23rd November 2020 and 31st March 2021. In total, 74 responses were received by online response and email. Consultation with the Town Council was also undertaken by Council Officers during this period. Respondents were also invited to suggest further schemes they felt should be considered for the Development Plan as part of the consultation.

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

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

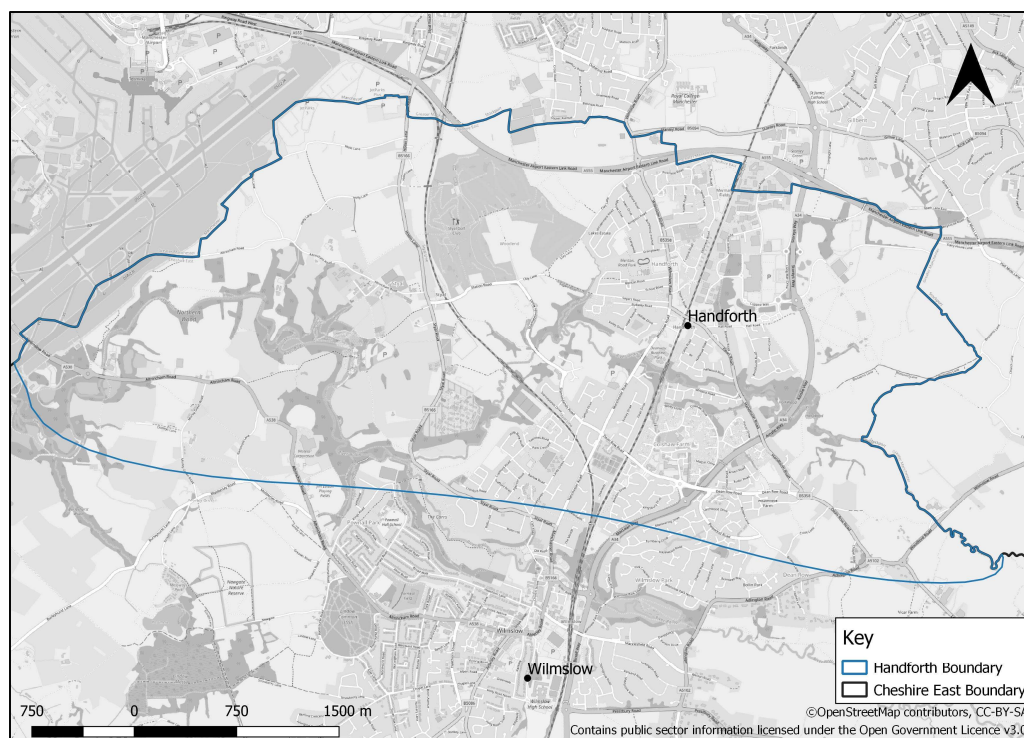


Figure 1.1 Handforth Development Plan Area

1.3 What does the Development Plan do for Handforth?

The Transport Development Plan for Handforth:

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

1.4 Objective Setting and Scheme Options Development

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

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

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

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

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

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

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

1.5 Report Structure

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

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

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

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

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

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

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

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

2. Policy & Background Information

2.1 Policy Context and Background Information

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

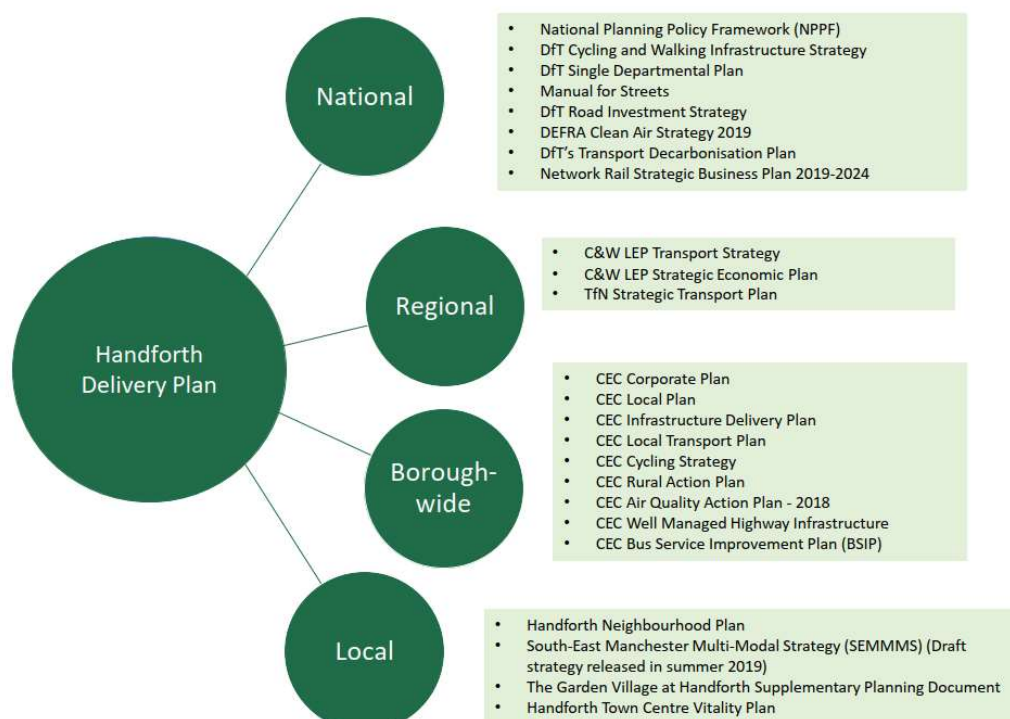


Figure 2.1: Policy Overview

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

2.2 Summary of Relevant Local Policy

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

2.2.1 Cheshire East Local Plan

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

Village

(see

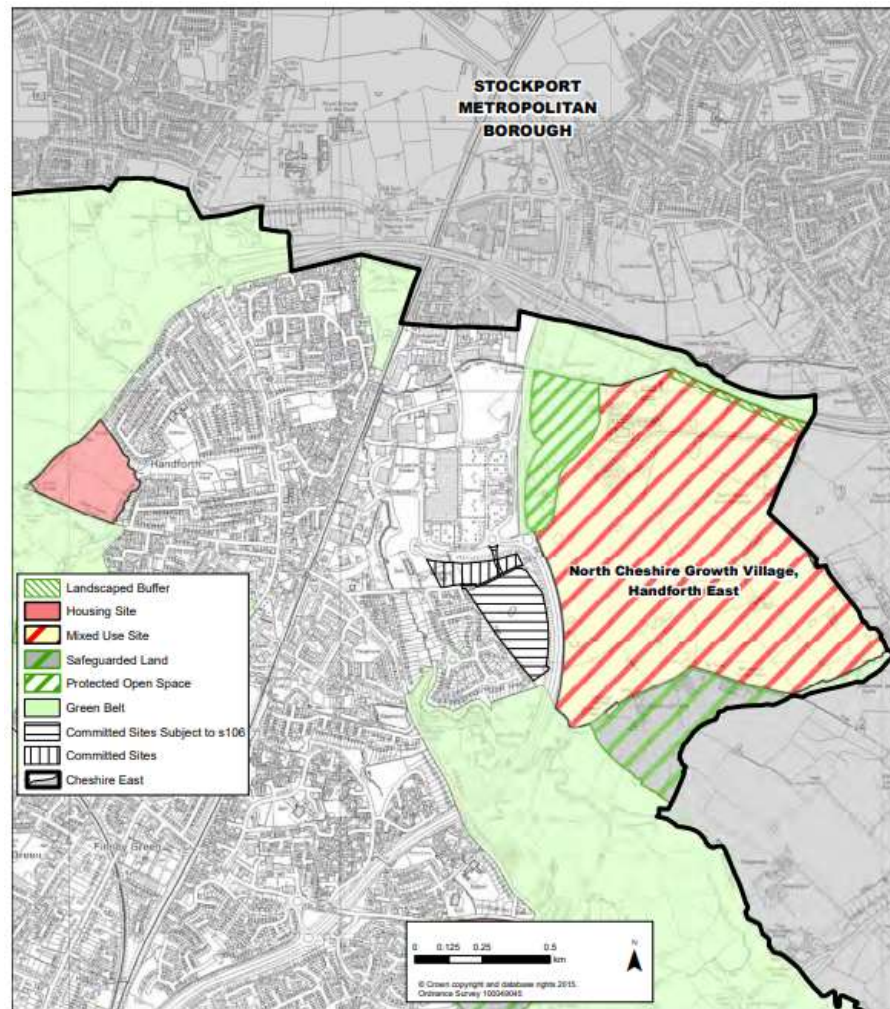


Figure 2.2). As shown in Figure 2.2, there is also a considerable amount of further planned housing and employment site growth within the Development Plan area. It is important to maintain access to these new development sites and ensure that the transport network has sufficient capacity to support future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

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

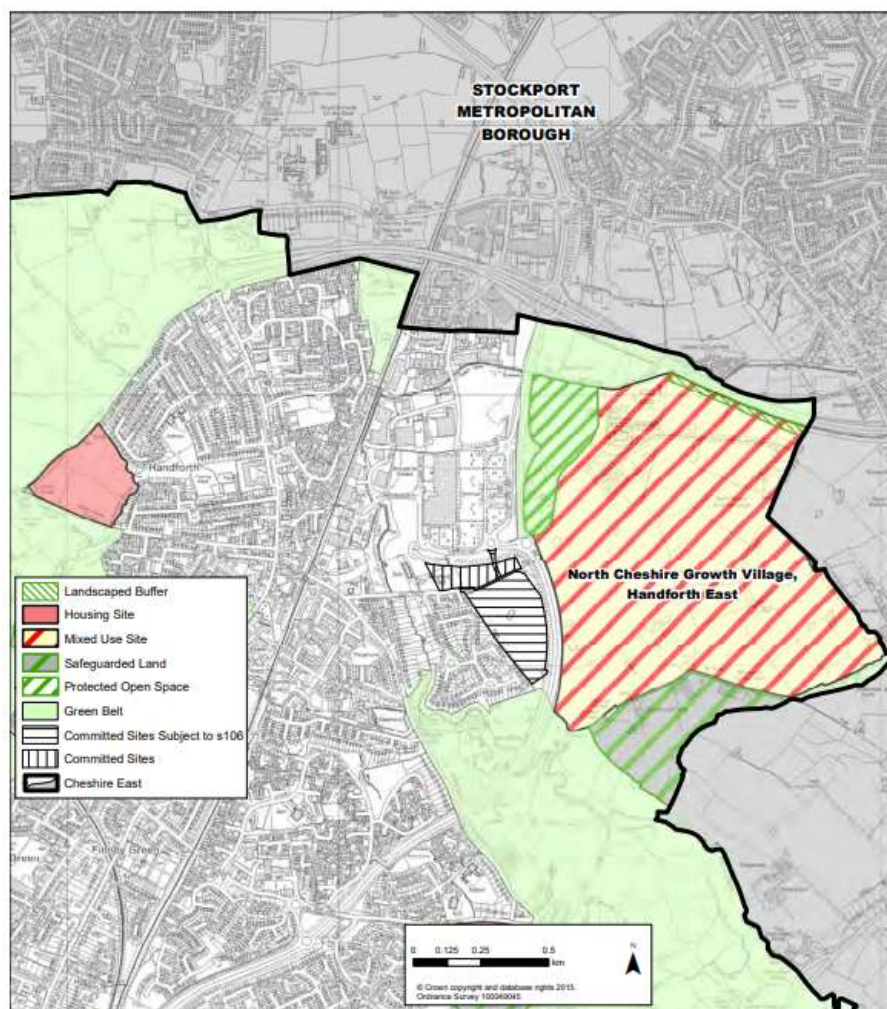


Figure 2.2 Handforth Local Plan Sites

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

2.2.2 Cheshire East Local Transport Plan 4

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

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

- Supporting Growth;

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

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

2.2.3 Handforth Neighbourhood Plan

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

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

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

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

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

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

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

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

SEMMMS issues outlined include:

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

SEMMMS potential options identified include:

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

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

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

2.2.5 Handforth Town Centre Vitality Plan

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

2.2.6 The Garden Village at Handforth Supplementary Planning Document

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

Transport challenges for this site include:

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

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

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

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

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

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

2.2.7 Cheshire East Bus Service Improvement Plan

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

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

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

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

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

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

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

2.3 Existing Transport Situation

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

2.3.1 Walking

There is a disjointed Public Rights of Way (PRoW) network within the Development Plan area, with gaps in connectivity specifically with local areas such as Wilmslow and Styal. Improving the connectivity of the PRoW network to key trip generators is important to encourage greater walking trips.

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

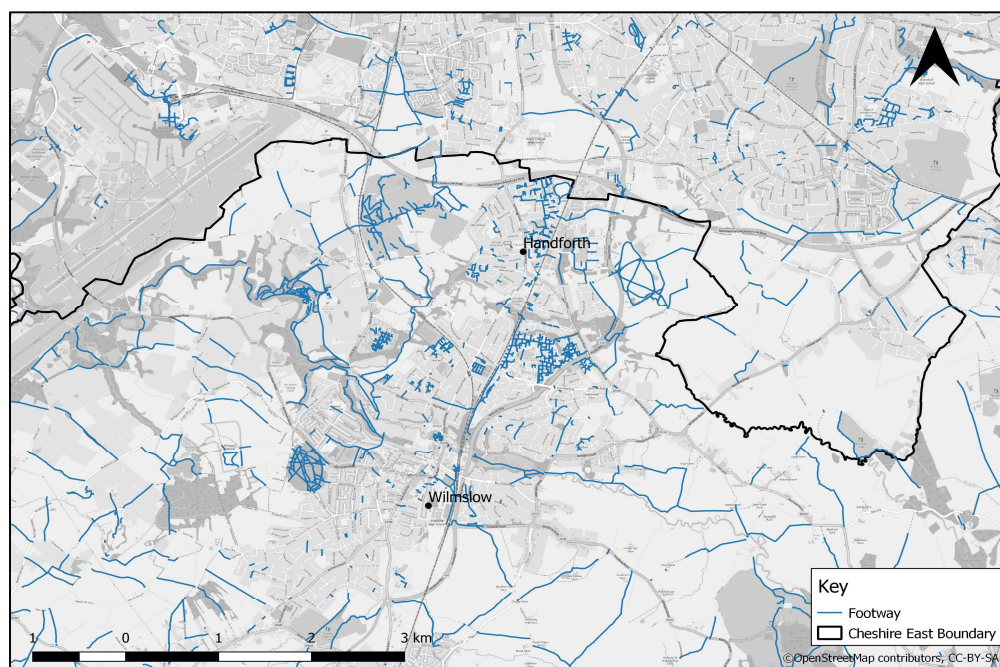


Figure 2.3 Public Right of Way (PRoW) within the Study Area

2.3.2 Cycling

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

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

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

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

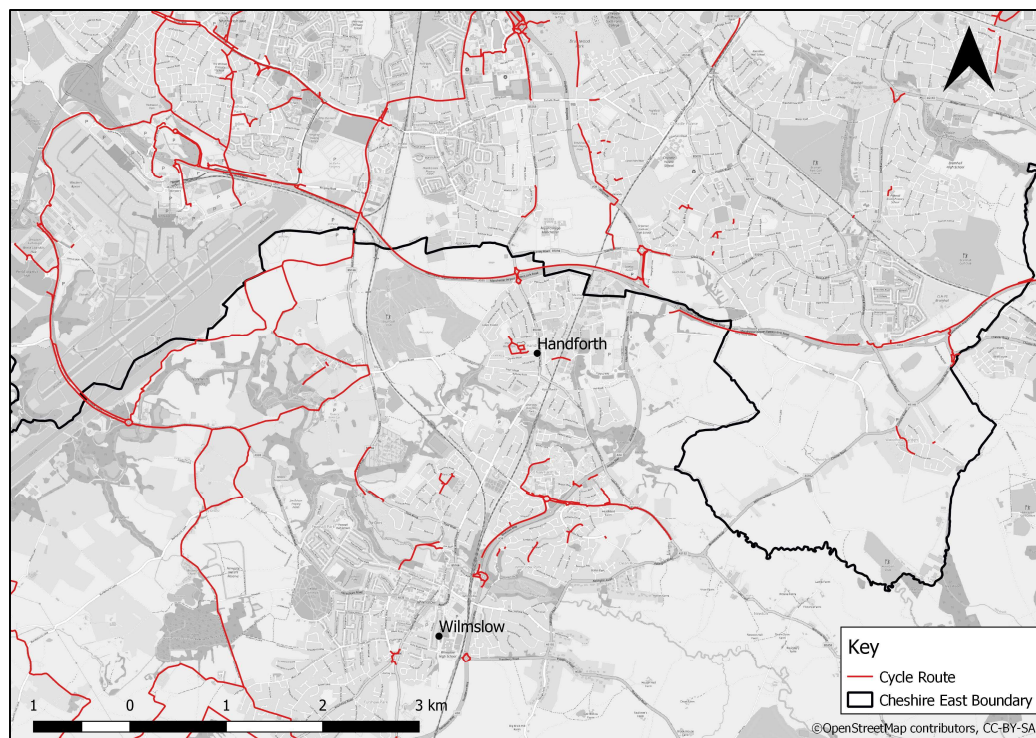


Figure 2.4 Cycle Network within the Development Plan Area

2.3.3 Public Transport (Bus and Rail)

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

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

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

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

2.3.4 Parking

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

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

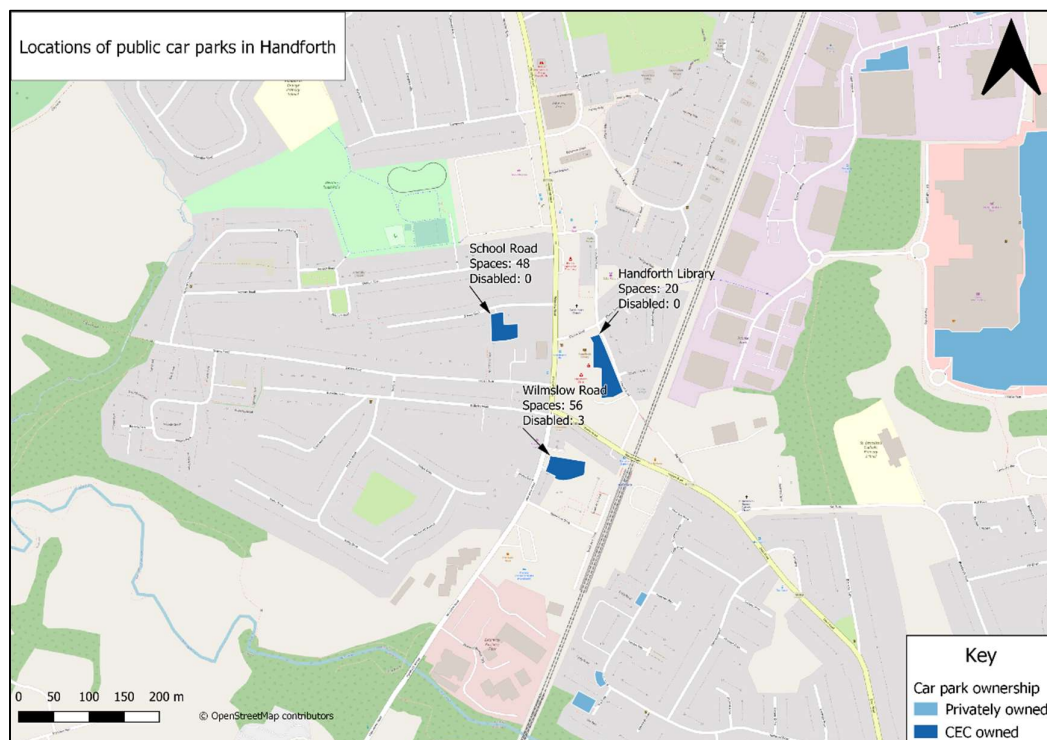


Figure 2.5 - Locations of public car parks in Handforth

2.3.5 Highway Network

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

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

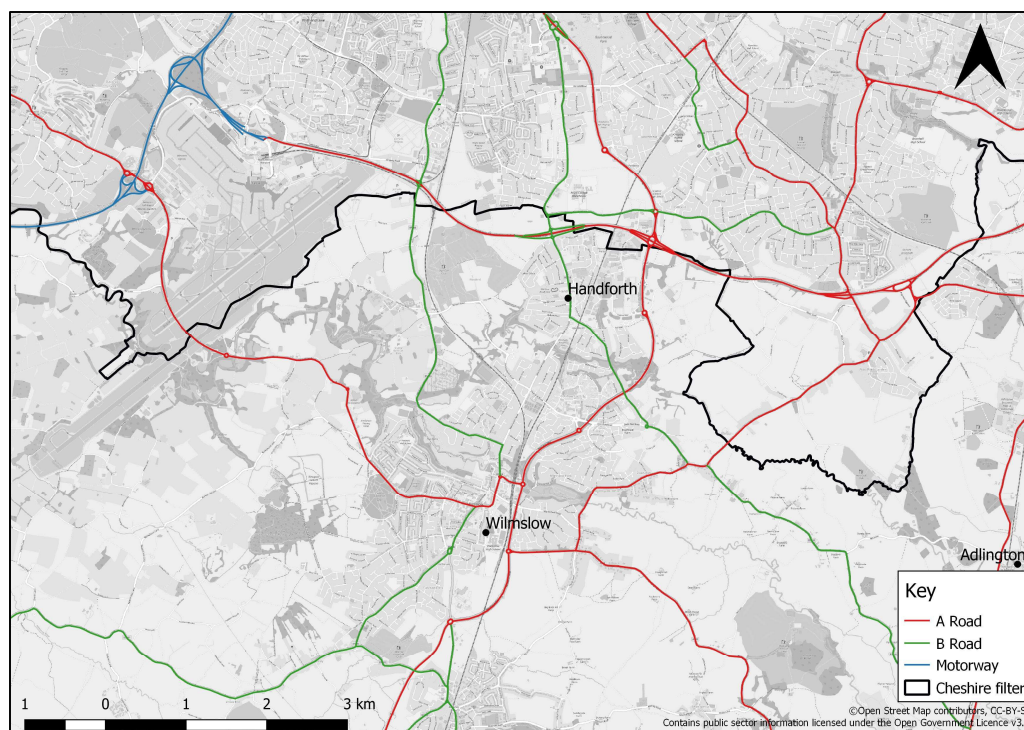


Figure 2.6 – Local Road Network

2.3.6 Summary

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

There are clear opportunities to improve the existing cycling and walking network within and around the Handforth area, with improvements to current off-road routes and the development of new ones. Improvements to on-road cycling routes are required, particularly along Manchester / Wilmslow Road, alongside better crossing points and cycle parking provision. There are several opportunities to improve the public transport offer for passengers. Working with rail operators, Network Rail, Transport for the North and the Department for Transport around developing rail services is important to capitalise on rail travel opportunities. Improvement on the highway network to tackle congestion and provide a safe secure network for all users is also needed.

3. Objectives Overview

3.1 Overview

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

3.2 Handforth Local Transport Objectives

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

The town specific transport objectives for Handforth are:

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

3.3 Public consultation Feedback on Local Transport Objectives

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

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

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

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

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

3.4 Logic Mapping

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

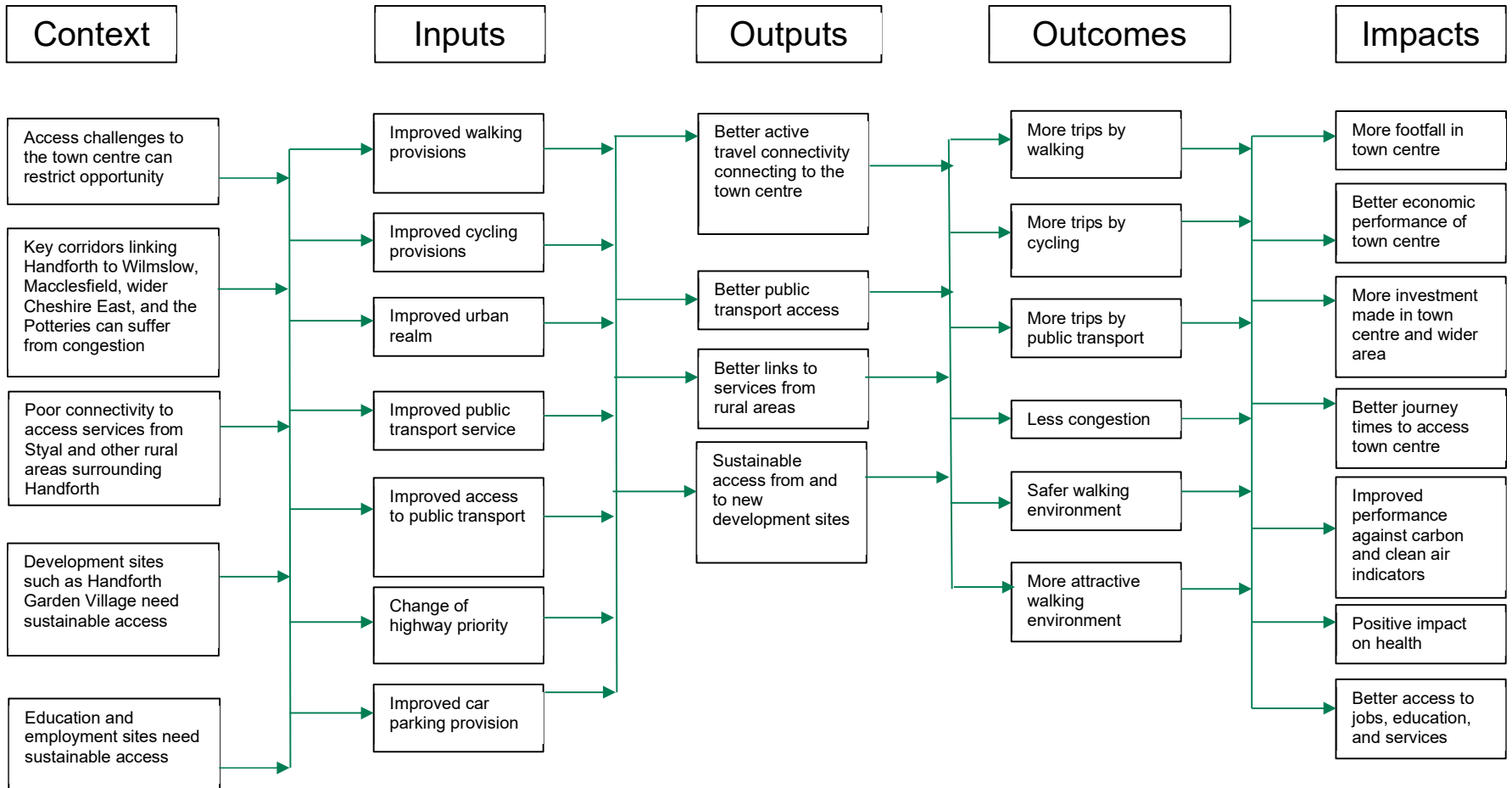


Figure 3.1 Handforth Transport Development Plan Logic Map

4. Options Overview & Assessment

4.1 Overview

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

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

4.2 Assessment Process

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

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

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

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

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

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

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

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

Table 4.1 – Scoring criteria for additional areas

4.3 Scheme Sequencing Process

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

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

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

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

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

Table 4.2 – Assessment guidance for Timescales

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

5. Packaging & Sequencing of Options

5.1 Introduction

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

Through undertaking this process a total of 39 schemes have been identified for Handforth and the wider area. These schemes vary in size, scale, and their stage of development. Many schemes are at a Concept stage with little design; site investigation and costing undertaken. Therefore, assessment at this stage is relatively high level but will advance as the Development Plan is taken forward. It must also be noted at this stage most of the schemes identified are not funded yet.

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

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

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

5.2 Active Travel Schemes Package

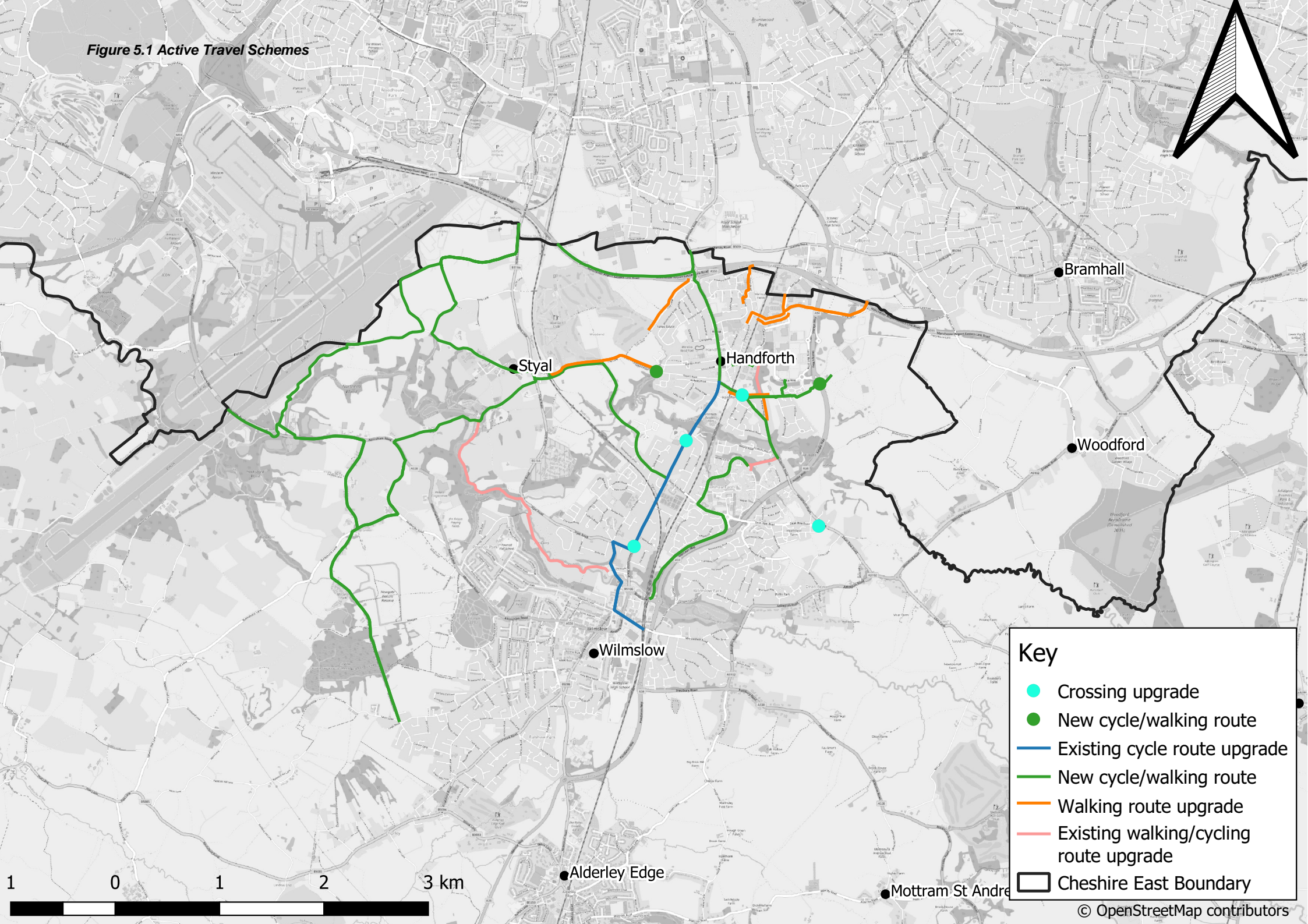
A total of 19 of the transport schemes identified for Handforth and the wider area relate to Active Travel schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Development Plan process. The Active Travel schemes fall into six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

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

Table 5.1 – Active Travel Scheme Categories

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

Figure 5.1 Active Travel Schemes



Key

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

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

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

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

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

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

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

5.3 Public Transport Schemes Package

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

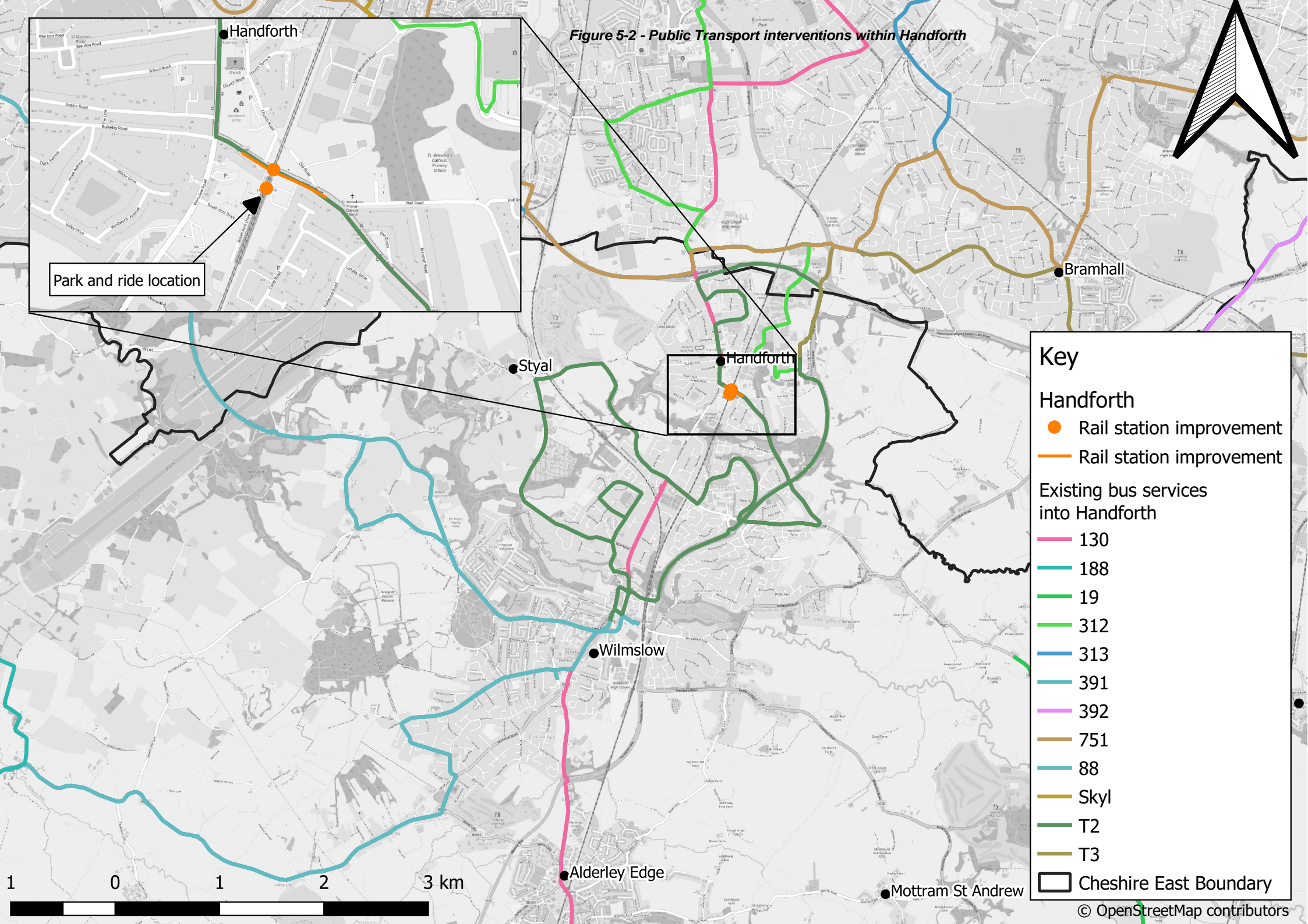
Public Transport Category	Description of measures
Bus service improvements	Providing an enhanced bus service.
Bus stop upgrades	Upgrades to existing bus stop facilities, for example new shelters and real time information.
Rail station improvements	Improvements to railway station facilities such as accessibility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

Table 5.3 – Public Transport Scheme Categories

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

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

Figure 5-2 - Public Transport interventions within Handforth



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

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

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

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

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

5.4 Parking Schemes Package

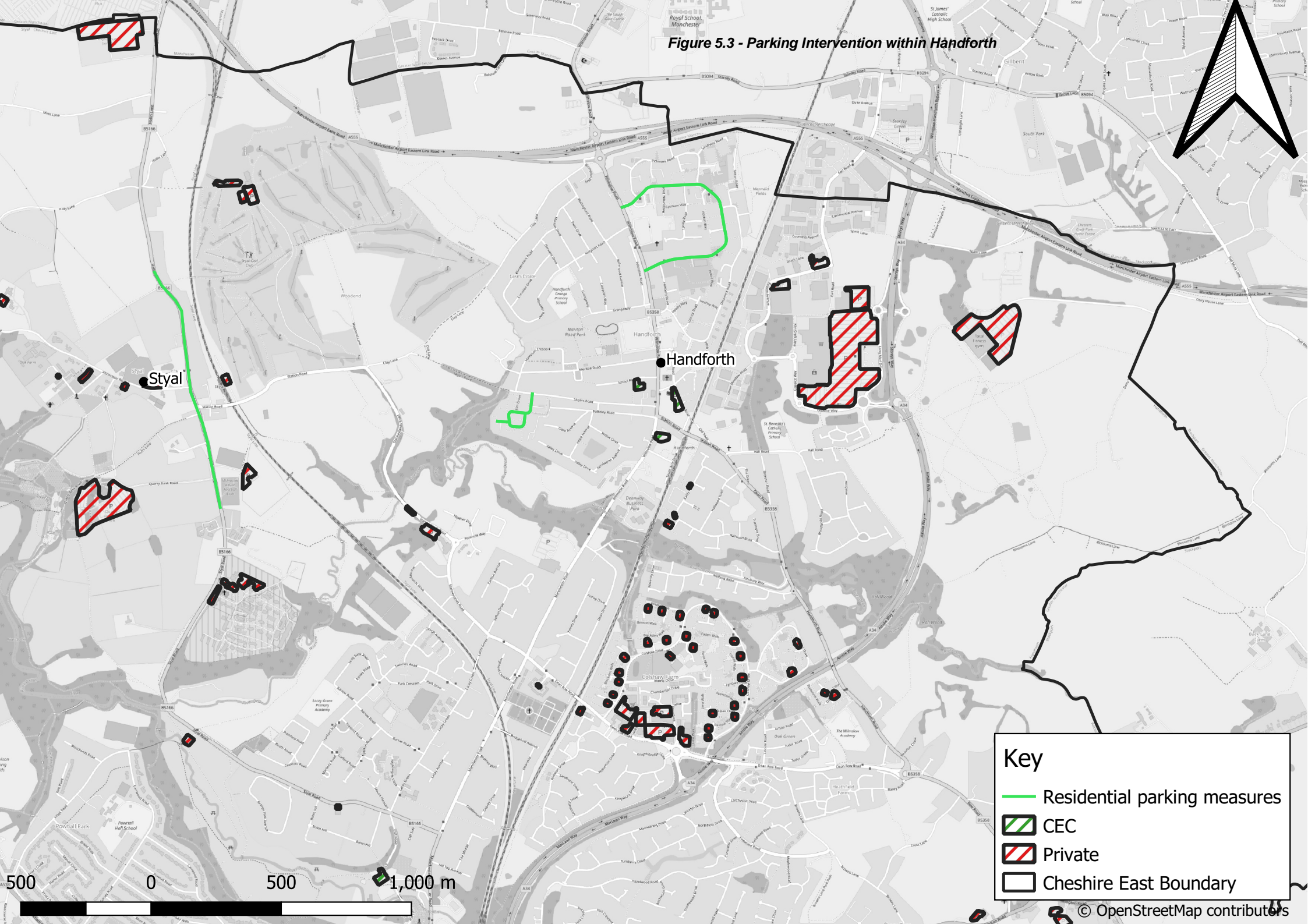
Handforth currently benefits from a few car parks and parking facilities. A total of three of the transport schemes identified for Handforth relate to Parking Schemes and initiatives. These vary in scale and size with three being at Concept stage and two at feasibility. The Parking schemes fall into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

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

Figure 5.5 – Parking Scheme Categories

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

Figure 5.3 - Parking Intervention within Handforth



Key

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

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

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

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

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

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

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

5.5 Highway Schemes Package

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

Highway Category	Description of measures
Junction Improvements	Capacity improvement to allow for better flow of traffic through a junction.
Traffic Management Upgrades	Measures to improve traffic management, for example routing choice and capacity.
Neighbourhood Traffic Calming	Measures to reduce the impact of traffic on a neighbourhood, for example speed management.
Installing Electric Vehicle (EV) charge points	Installing EV charge points in car parks to support residents, visitors, and businesses in transitioning to EVs.
Monitoring and Evaluation	Post opening evaluation monitoring of traffic flows and the road network in the vicinity of the A555.

Table 5.7 Highway Scheme Categories

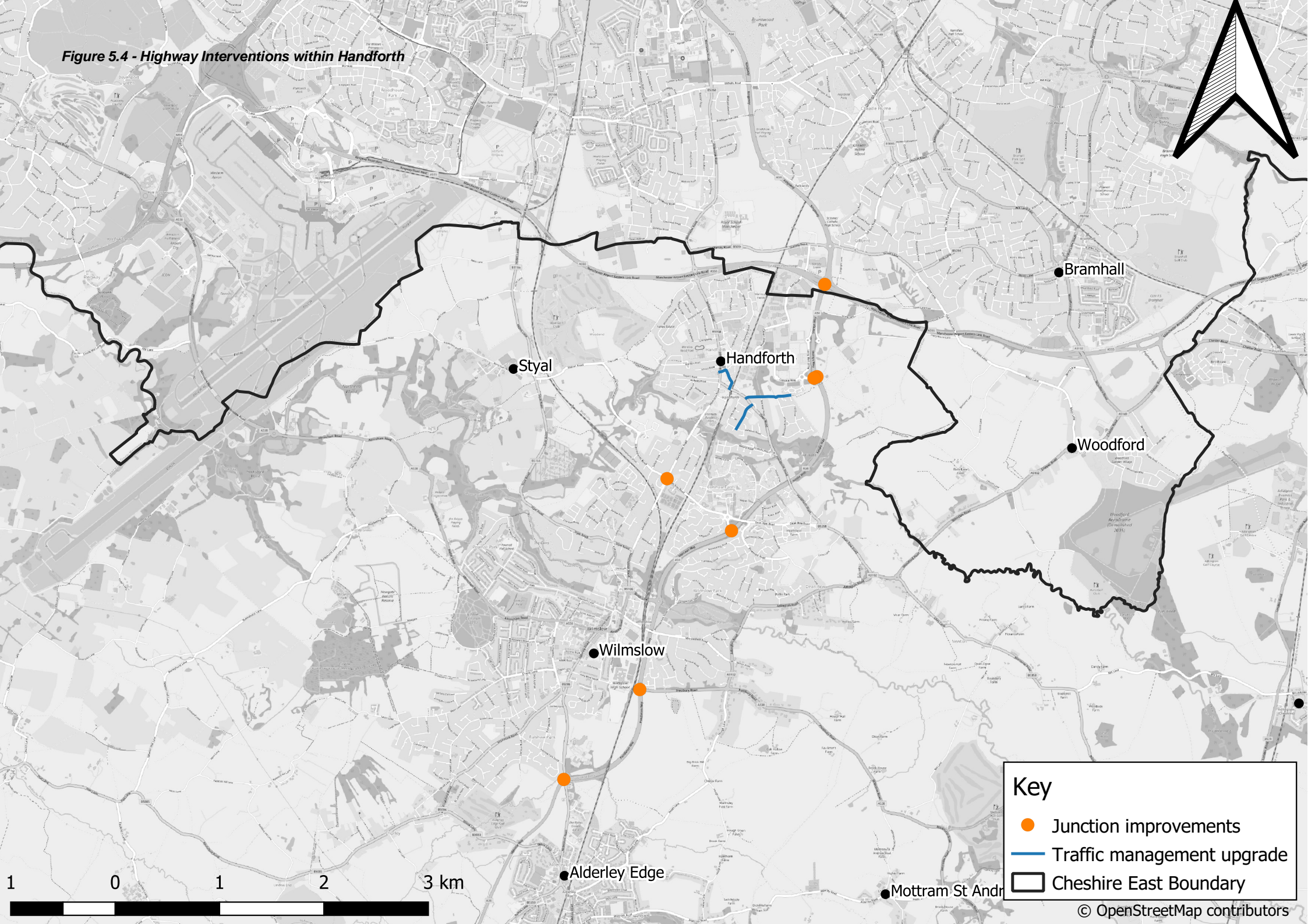
Figure 5.4 plots out the location and scheme identified. Schemes such as developing appropriate 20mph areas and traffic management in residential areas are to be developed from Concept stage for some schemes and the fixed areas for these measures have not been defined yet, therefore they have not been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

Figure 5.4 - Highway Interventions within Handforth

Key

- Orange dot: Junction improvements
- Blue line: Traffic management upgrade
- Black outline: Cheshire East Boundary

© OpenStreetMap contributors



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

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

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

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

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

5.6 Summary of Transport Scheme Packages Support for Objectives

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

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

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

6. Summary and Next Steps

6.1 Summary

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

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

6.2 Funding Summary

The Development Plan has 39 individual different schemes assessed within it. These vary significantly in value. As a result, the Council will need to access external funding sources to deliver some of the intended works.

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

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

6.3 Next Steps

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

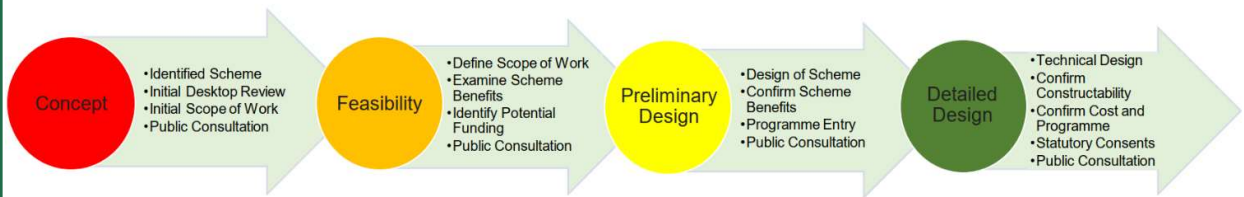


Figure 6.1 Scheme Development Stages

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

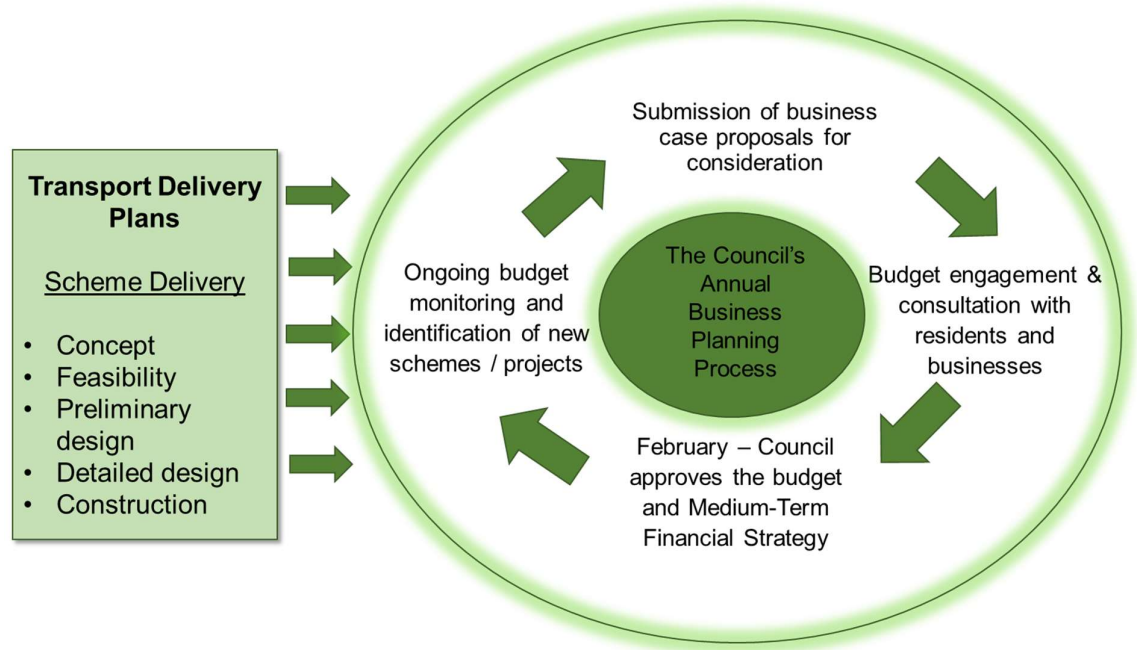


Figure 6-2 LTDP Budget Cycle

Appendix A – Options Long List & Assessment

[illegible]

[illegible]

Appendix B – Sequencing & Packaging of options

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

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

Appendix C – Objectives & Scoring Criteria

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