



Middlewich Transport Development Plan

Rev 0

May 2022

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Middlewich Transport Development Plan

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1. Introduction

1.1 Local Context

Middlewich is a market town with a population of 13,700. It dates back to prehistoric times with salt extraction from the Iron Age and throughout Roman times to the present day with British Salt employing around 125 people. The salt industry and the canals remain important culturally and economically. The closeness to the M6 motorway has led to the creation of a large distribution and business park at Midpoint 18.

The town centre has about 80 retail units and is centred on Wheelock Street. In recent years tourism has become increasingly important, with the annual Folk and Boat Festival being a notable attraction. The Trent and Mersey Canal runs through the town and is an important tourism and recreational resource. The canal is a conservation area, with a number of listed structures and the Murgatroyd Brine Works nearby, which is both listed and a scheduled monument.

Although a railway line passes through the town, it is currently used solely for freight movements. There is no railway station or passenger rail service within the town; as part of the CEC Local Plan Site Allocations and Development Policies Document, an area of land is safeguarded to explore the potential delivery of a new train station. Bus services provide access to Crewe, Holmes Chapel, Congleton, Northwich, Sandbach and Winsford. The M6 motorway is a short distance away, linked to the town by the A54.

An Eastern Bypass for Middlewich has been partially constructed. The construction of the final section linking to the A533 Booth Lane to the south of the town will open up further land for employment development as well as improving environmental conditions in the town centre.

Holmes Chapel is a large village of approximately 5,800 residents. The village has good road transport links being one mile east from Junction 18 of the M6, 20 miles north of Stoke on Trent and 25 miles south of Manchester. The village also has a rail station with services towards Crewe in the south and Greater Manchester in the north. Holmes Chapel has seen its population rise from the 1960s to present day partly due to the good transport links.

1.2 Background to the Middlewich 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 Middlewich 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 Middlewich. 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 Middlewich 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, 105 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 six local transport objectives for Middlewich 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.

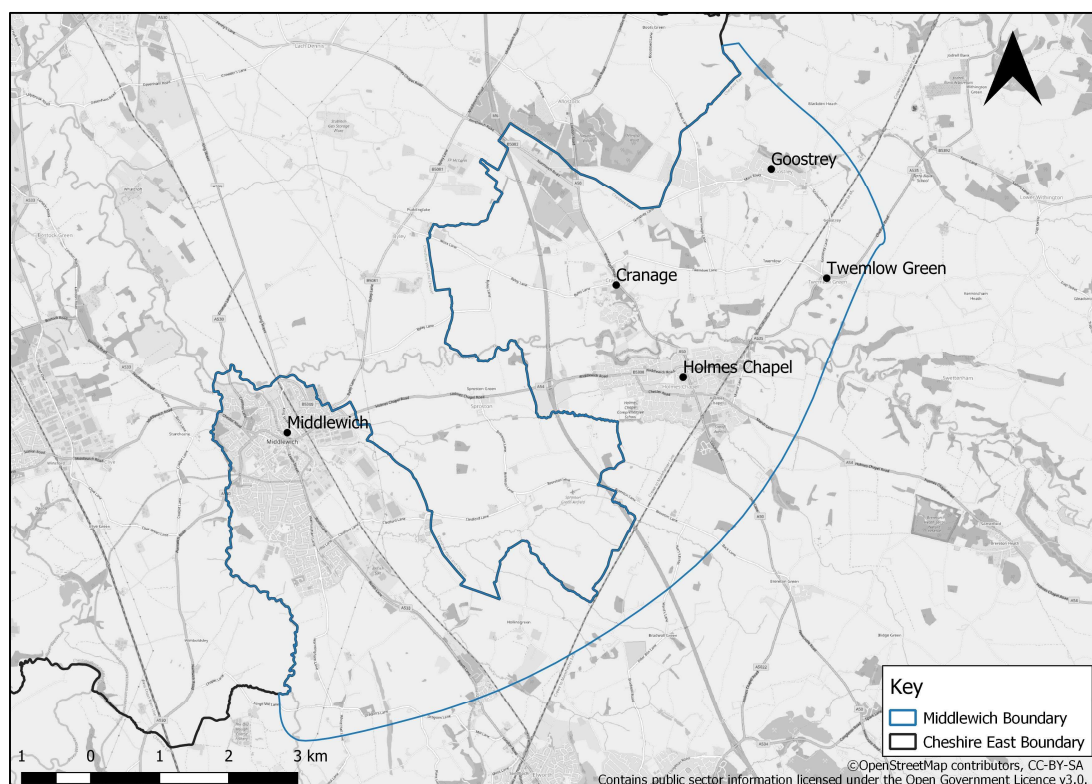


Figure 1.1 Middlewich Development Plan Area

1.3 What does the Development Plan do for Middlewich?

The Transport Development Plan for Middlewich:

- Identifies the transport challenges and opportunities for Middlewich 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 Middlewich and the surrounding area.

1.4 Objective Setting and Scheme Options Development

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

1. **Improving access along key routes to and from the M6, Middlewich, Holmes Chapel, Sandbach, Crewe, and Winsford and Northwich in Cheshire West and Chester;**
2. **Supporting access to schools and employment sites such as Midpoint 18 Business Park and Recipharm;**
3. **Strengthening the transport network to accommodate development sites such as Midpoint 18 expansion, Glebe Farm and other developments included within the Local Plan;**
4. **Improving access to Holmes Chapel town centre to support the local economy;**
5. **Improving access to Middlewich town centre to support the economy; and**
6. **Supporting access from rural communities surrounding Middlewich 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 53 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 23rd November 2020 and 31st March 2021 plus additional schemes put forward as part of the public consultation. The feedback on schemes from the public consultation was examined and where appropriate schemes were updated to reflect public comments. All schemes were then assessed against the objectives of the Local Transport Plan; the local transport objectives for Middlewich (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 also 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 Middlewich and Holmes Chapel 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 Middlewich, 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 Middlewich and Holmes Chapel.

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 Middlewich.

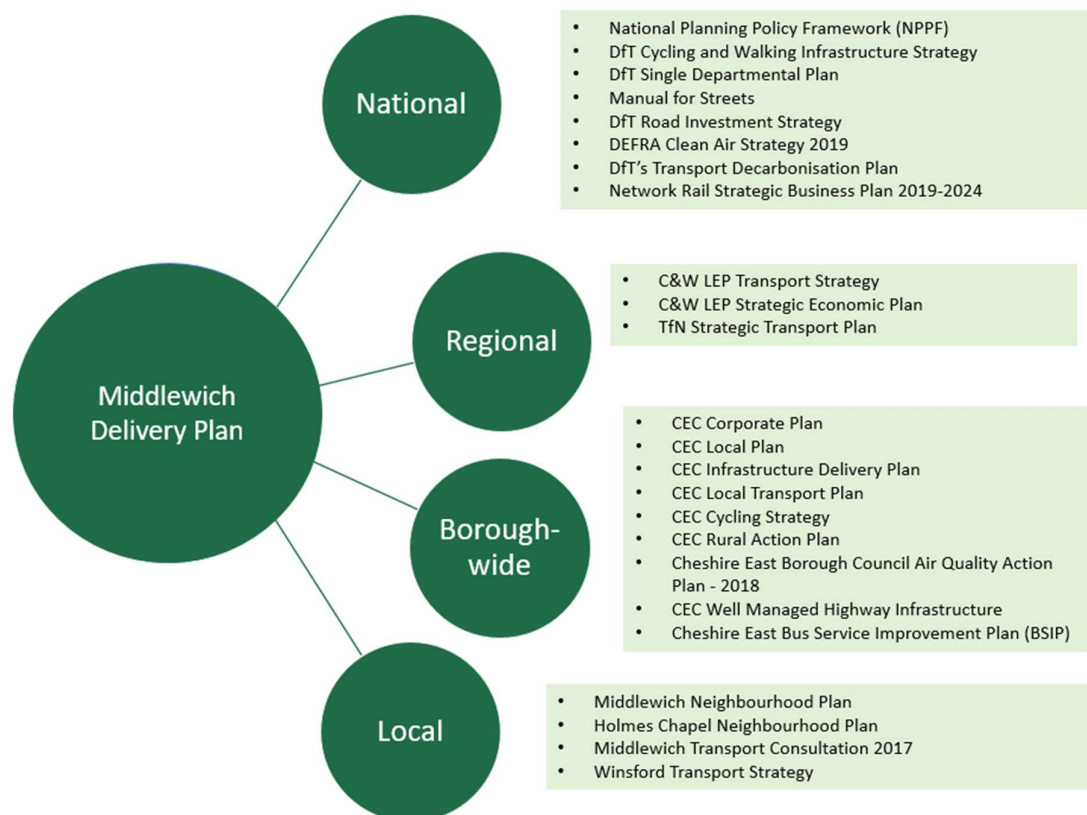


Figure 2.1 Policy Overview

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 Middlewich 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 Middlewich which consist of 525 new homes at Glebe Park and up to 70ha of employment land at 44 Midpoint

(see Figure 2.2). As also 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.

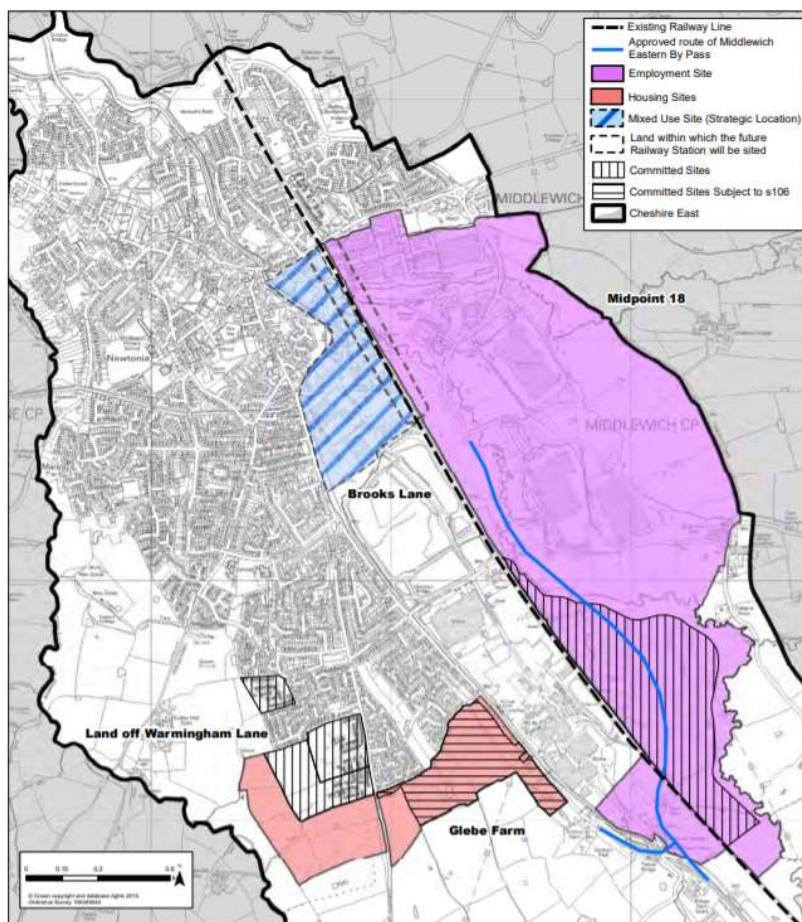


Figure 2.2 Middlewich Local Plan Sites

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 Middlewich 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 Middlewich Neighbourhood Plan

The Middlewich 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:

- The lack of public transport opportunities mean that local residents and businesses are highly dependent on the private car;
- The planned Middlewich Eastern Bypass is the single biggest transport issue in the town and will be key to the success of the sustainable growth;
- No rail station within Middlewich; and
- There is currently no bus service into the large business park, Ma6nitude (formerly Midpoint 18).

In addition, the Neighbourhood Plan outlines concerns in regard to housing growth within Middlewich such as the Glebe Farm and other development sites within the Local Plan, such as LPS 44 (Midpoint 18). There is a need to integrate these developments into the transport network, linking to the station, for example, in order to have sustainable growth.

It is important to note that the Neighbourhood Plan returned a 'no' vote as a result of the referendum in March 2019. However, during the development of the Development Plan the issues and opportunities set out in the Middlewich 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 Middlewich Town Council in the development of the Development Plan.

2.2.4 Holmes Chapel Neighbourhood Plan

Adopted in April 2017, The Holmes Chapel 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 the transport policies and issues and opportunities identified within the Neighbourhood Plan are summarised below:

- Provision of walking and cycling routes to improve access to the village centre and services;
- To address congestion issues - concerns the A50 and A54 are over-burdened, in particular when there are problems on the M6, which results in a diversion of traffic through Holmes Chapel. Roads are too narrow for some vehicles e.g., HGVs to pass each other in some locations;
- Suggestion of a Holmes Chapel Bypass/Relief Road;
- Concerns around the impact of Congleton Link Road and Middlewich Bypass for example on traffic in Holmes Chapel;
- Support an integrated transport system to meet current and future needs;
- Provision of car parking that meets the needs of Holmes Chapel e.g., visitors, local people and businesses.

Within the development of the Local Transport Development Plan, the policies set out in the Holmes Chapel 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 Holmes Chapel Parish Council in the development of the Plan.

2.2.5 Middlewich Transport Consultation 2017

Recognising the transport issues affecting Middlewich, a consultation was undertaken to gain a comprehensive understanding of key transport issues impacting the town in 2016. Key messages that respondents reported during the consultation are summarised below and will be taken into consideration as part of this study.

- Roads - 79% respondents agreed that there are severe issues on the roads in Middlewich;
 - Respondents were keen to see traffic, particularly HGVs, given alternative routes. The most popular suggestion was for a bypass route was an Eastern Bypass (61%); and
 - Respondents also suggested this was the top priority.
- Public Transport - 70% thought there were severe or significant issues with public transport;
 - The overwhelming response was that a railway station and re-introduction of passenger rail services would be beneficial, connecting to other towns and places;
 - Respondents called for bus services that link to train services from Sandbach, Holmes Chapel and Gadbrook Park stations, enabling commuters to access work more easily;
 - Highlighted the lack of bus services at peak times for commuters and restricted Sunday and Bank Holiday services, suggestions included:

- Reinstatement of the Sunday service;
 - A shuttle bus around the town to enable older people and those with disabilities to get around;
 - Chester bus to access Chester city centre; and
 - Bus links to Crewe, Northwich, and Holmes Chapel.
- Pedestrians - 59% thought there were severe or significant issues for pedestrians, such as:
 - The condition of pavements, including for wheelchair/pram users;
 - Inconsiderate parking;
 - Crossings required at Town Bridge, Nantwich Road, Booth Lane, and St Michael's Way; and
 - Booth Lane and Lewin Street were a concern- respondents suggested pedestrian crossings, cycle lanes and HGV restrictions.
 - Cyclists – 57% thought there were severe or significant issues for cyclists:
 - Potholes making roads unsuitable;
 - Narrow roads;
 - Suggested to introduce cycle lanes e.g., King Street; and
 - Priorities for cycle links – Winsford, Sandbach, Crewe and Northwich.

2.2.6 Winsford Transport Strategy Recommendations Report

The Winsford Transport Strategy Recommendations Report was published in June 2016. This report details recommendations, phasing and action plans for the town of Winsford, all of which are in line with the Neighbourhood Plan period to 2030. The strategy provides a total of 11 packages, table of suggested improvements to form the Winsford Transport Strategy, along with a phasing programme to implement these measures by 2030.

These packages cover a range of measures to improve public transport and active travel, as well as schemes to address local junctions and pinch points on the network in the Winsford area.

Table 2-1 Winsford Transport Strategy Packages

	Package	Schemes
1	Town Centre Improvements	Improved pedestrian facilities on the A54, increase and improve taxi rank facilities, examine options to improve parking, improved links to Town Park, town centre bus station/interchange.
2	Improved Local Bus Services	Evening and weekend bus service improvements, improvements to local towns, explore options for smart ticketing.

	Package	Schemes
3	Improved access to the M6	Explore options to build a new bypass to improve links to the M6.
4	Local junction improvements	Improvements at key junctions to increase capacity and support future growth.
5	Station Accessibility	Taxis and buses coordinated with train times, park, and ride at the station.
6	Speed Limit Reviews	Introduction of 20mph in residential areas.
7	Improved Local Connectivity	A533/A556 junction improvements, improved road connectivity to Crewe.
8	Enhanced rail connectivity	The introduction of a rail link between Mid Cheshire line and West Coast Main Line (WCML), circular rail service (Crewe / Sandbach / Middlewich / Northwich / Winsford), re-open Middlewich station.
9	Walking and cycling strategy	Pedestrian bridge over the WCML, a network of cycle routes, a leisure/pedestrian route.
10	Encouraging Sustainable Travel	Encouraging more sustainable travel through campaigns and interaction with schools.
11	HGV facilities	A dedicated truck and HGV layover facility to serve industrial growth.

The individual schemes in the above packages that are relevant to the Middlewich Development Plan will be included within the list of options.

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 Middlewich, but are now dependent on future sources of funding becoming available:

- Improve accessibility and network coverage e.g. from Middlewich and Holmes Chapel;
- 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 Middlewich 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 Right of Way (PRoW) network between Middlewich and Holmes Chapel. 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 network of existing footpaths adjacent the highway to connect to destinations. There is potential for the walking network to be improved by connecting it to the Trent and Mersey canal towpaths.

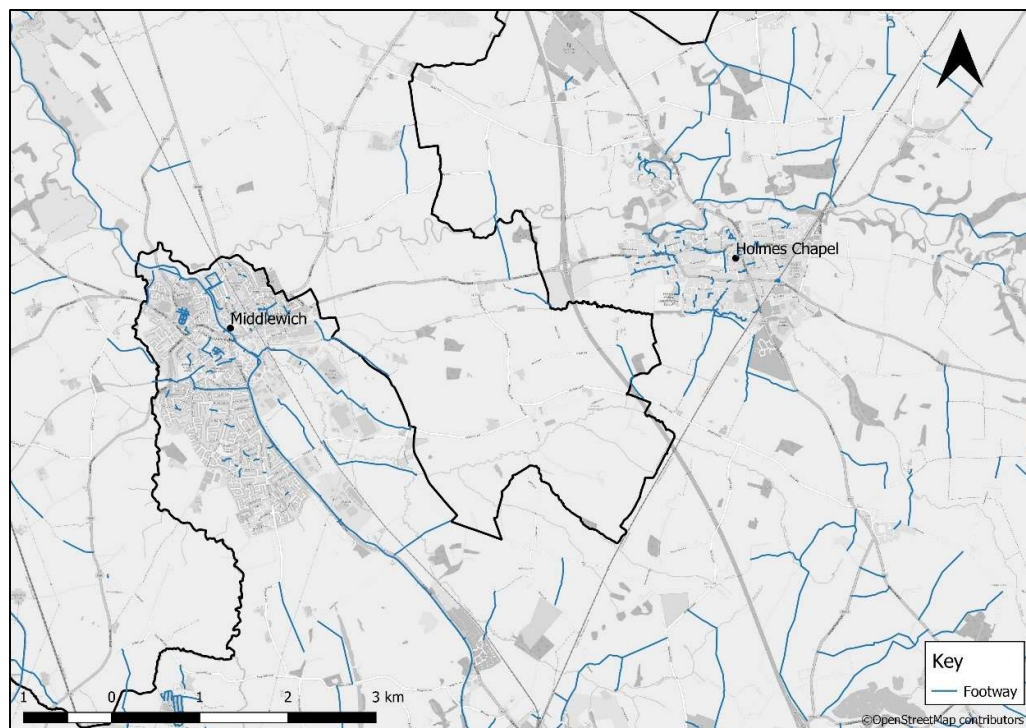


Figure 2.3 Public Right of Way (PRoW) within the Study Area

2.3.2 Cycling

There is a lack of cycle route connectivity between Middlewich and Holmes Chapel presenting an opportunity to improve the cycle network between these two towns.

In Middlewich, 18% of residents travel between 5km and 10km which is ideal for cycling. However, only 2% of people who live within Middlewich boundary area cycle to work (ONS, 2011).

The cycle network is currently fragmented within Holmes Chapel town centre and would greatly benefit from developing an extensive cycle network linking to key locations such as Holmes Chapel Business and the developments that are outlined in the Local Plan within Middlewich.

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

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

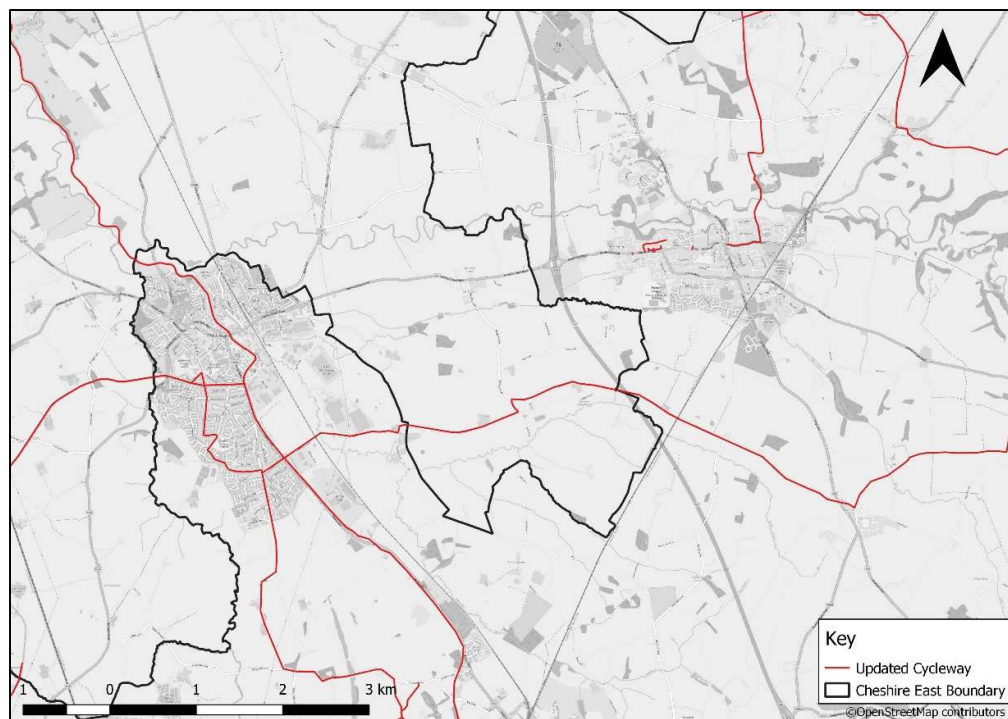


Figure 2.4 Cycle Network within the Development Plan Area

2.3.3 Public Transport (Bus and Rail)

There are currently four bus services serving the Middlewich and Holmes Chapel boundary area. Three serve Middlewich and connect to Sandbach, Winsford, Kingsmead and Northwich. Holmes Chapel is served by one bus service which connects to Congleton, Holmes Chapel, Middlewich, Leighton Hospital and Crewe.

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.

Holmes Chapel Station is the nearest station to Middlewich and provides railway links to Crewe, Manchester Piccadilly, Handforth, Wilmslow, Alderley Edge, Stockport and Sandbach. Other nearby stations are Winsford Station which provides links to Birmingham and Liverpool, and Sandbach Station which provides links to Manchester and Crewe. Additionally, Goostrey railway station is the next nearest station and is on the same rail link as Holmes Chapel's hourly services.

The public consultation also highlighted general concern about poor bus services, long waiting times and no Sunday bus service. There were also concerns about general rail connectivity, especially to Crewe, Northwich, and Manchester Airport.

2.3.4 Parking

Middlewich has three car parks operated by CEC. The car parks provide 133 standard spaces and there are no accessible spaces. All CEC operated car parks in Middlewich are currently free of charge. There are no significant private paid car parks in Middlewich.

Holmes Chapel has two car parks operated by CEC. The car parks provide 47 standard spaces and there are no accessible spaces.

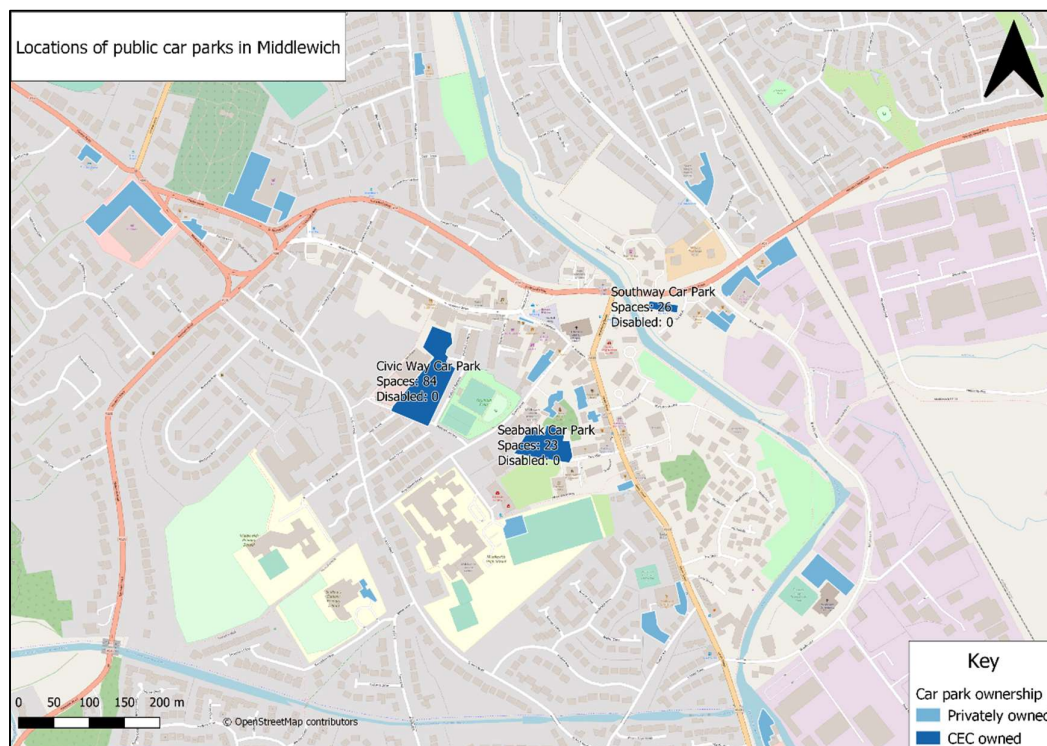


Figure 2.5 - Locations of public car parks in Middlewich

2.3.5 Highway Network

The A54, A530 and A533 are the three major A roads that connect to Middlewich. The A533 is in the south of Middlewich town centre and provides a direct southbound link towards Sandbach; northbound it provides a link to Northwich. The A530 is located east of Middlewich town centre and provides a direct link between Middlewich and Crewe.

The A54 runs east-west through Middlewich town centre and directly links to junction 18 of the M6 and further on to Holmes Chapel, east bound it also provides a link to Winsford. The A54 is the main route through Holmes Chapel, connecting to Middlewich to the west and Congleton to the east. With improvements coming forward on the route to Congleton and Middlewich, consideration needs to be given to the A54 in Holmes Chapel.

The road network will be improved once the Middlewich Eastern Bypass shown below linking the A54 linking Holmes Chapel Road to A533, bypassing Lewin Street has been built. Delivery of a southern bypass would complete the east-west link between the M6 and Winsford.

The public consultation highlighted several concerns about the road network. This included congestion caused by roads being gridlocked and inadequate for HGV traffic, congestion on the M6, A533/34 and A530 and issues with HGVs on Lewin Street and Pochin Way.

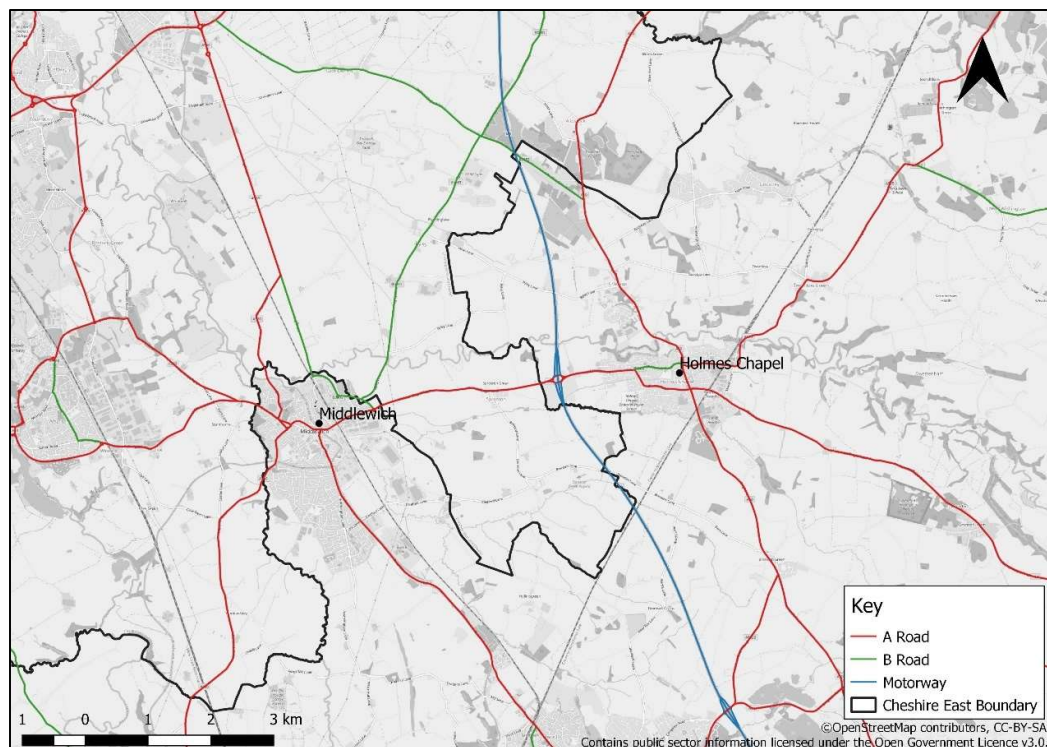


Figure 2.6 Local Road Network

2.3.6 Summary

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

3. Objectives Overview

3.1 Overview

In order to develop the initial 'long list' of schemes and then support the scheme assessment (detailed in Chapter 4), a set of locally focused transport objectives have been developed for Middlewich. 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 Middlewich Local Transport Objectives

The local transport objectives for Middlewich 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 Middlewich. The local Middlewich 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 Middlewich.

The town specific transport objectives for Middlewich are:

1. **Improving access along key routes to and from the M6, Middlewich, Holmes Chapel, Sandbach, Crewe, and Winsford and Northwich in Cheshire West and Chester;**
2. **Supporting access to schools and employment sites such as Midpoint 18 Business Park and Recipharm;**
3. **Strengthening the transport network to accommodate development sites such as Midpoint 18 expansion, Glebe Farm and other developments included within the Local Plan;**
4. **Improving access to Holmes Chapel town centre to support the local economy;**
5. **Improving access to Middlewich town centre to support the economy; and**
6. **Supporting access from rural communities surrounding Middlewich 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	89	83 (93%)
2	70	90 (78%)
3	66	88 (75%)
4	48	90 (53%)
5	71	86 (83%)
6	64	86 (74%)

Table 3.1 Public consultation Responses on Local Transport Objectives for Middlewich

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

3.4 Logic Mapping

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

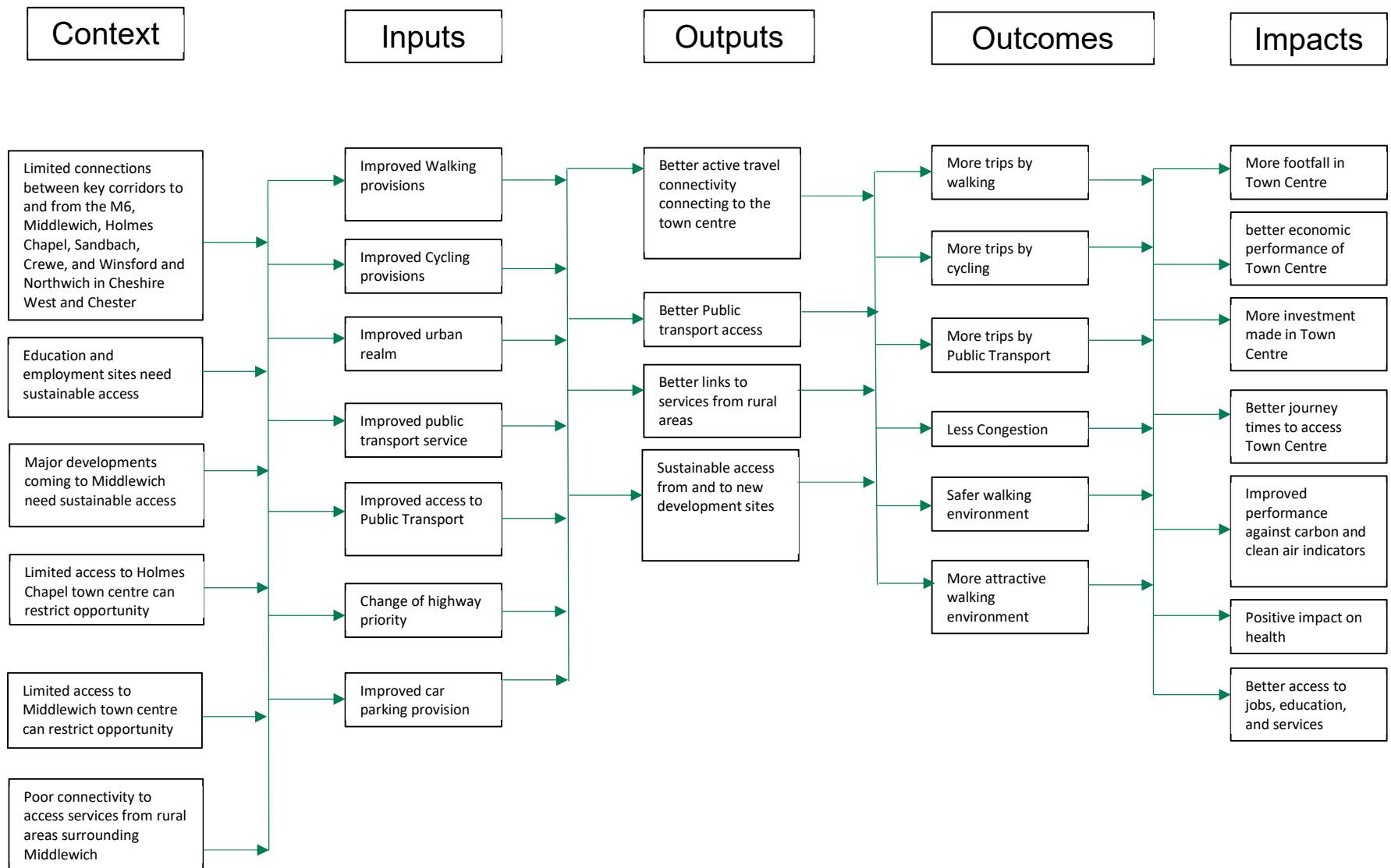


Figure 3.1 Middlewich Transport Development Plan Logic Map

4. Options Overview & Assessment

4.1 Overview

This section sets out the process undertaken to develop the Development Plans' package of schemes for Middlewich. 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 November 2020 and 31st March 2021. In total 74 responses were received, including online responses and email correspondence. Respondents were able to provide their agreement or disagreement to the local transport objectives developed and also provide comment on them. The consultation also allowed respondents to state their agreement or disagreement with the individual schemes identified and provide comment on them if they wished. 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 six Middlewich Specific Transport Objectives:
 - o Improving access along key routes to and from the M6, Middlewich, Holmes Chapel, Sandbach, Crewe, and Winsford and Northwich in Cheshire West and Chester;
 - o Supporting access to schools and employment sites such as Midpoint 18 Business Park and Recipharm;
 - o Strengthening the transport network to accommodate development sites such as Midpoint 18 expansion, Glebe Farm and other developments included within the Local Plan;
 - o Improving access to Holmes Chapel town centre to support the local economy;
 - o Improving access to Middlewich town centre to support the economy; and
 - o Supporting access from rural communities surrounding Middlewich 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 similar to this provided a good return on investment made?	What proportion of external funding would be required?	Is the option already supported by CEC's transport policy and local strategies?
		Is it likely funding could be obtained based on current funding streams and priorities?	

Table 4.1 Scoring criteria for additional areas

4.3 Scheme Sequencing Process

In order to develop an initial programme of works and prioritise delivery of schemes, an assessment of their likely delivery timeframe from when the 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</p>

Likely Scheme Delivery Timeframe	Short Term 0-2 Years	Medium Term 2-5 years	Long Term 5+ Years
			may include local major schemes).

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 Middleswich. 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 Middleswich (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 53 schemes have been identified for Middleswich 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

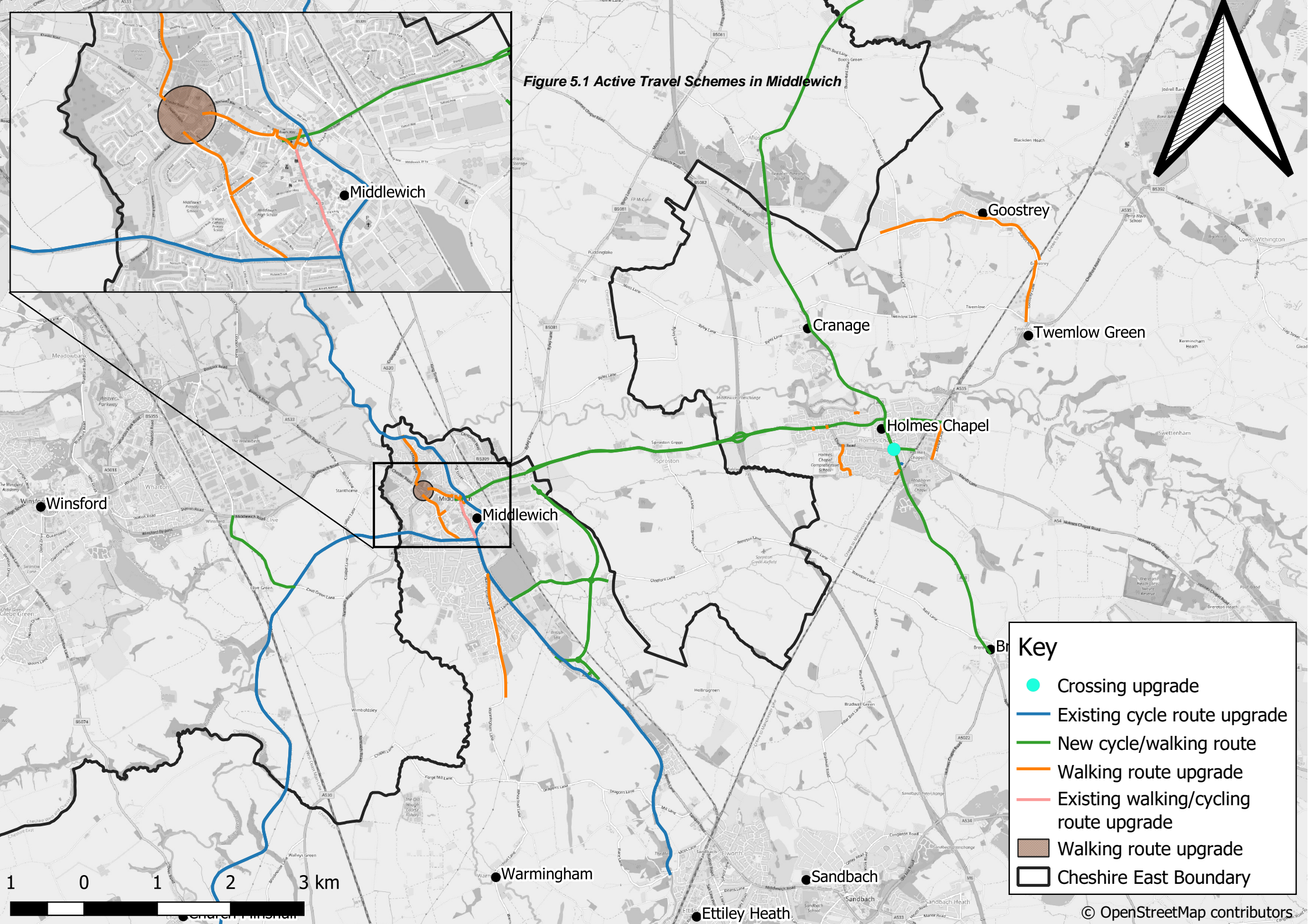
A total of 26 of the transport schemes identified for Middleswich and the wider area relate to Active Travel schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Development Plan process. The Active Travel schemes fall into five broad categories as described in Table 5.1.

Active Travel Category	Description of measures
New/improved pedestrian and cycle crossing facilities	Providing a new dedicated pedestrian and cycle crossing facility on the highway.
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.
New cycling and walking route	Creation of a new cycling and/or walking route to improve access and connectivity, for example canal towpaths.
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 as cycle parking around 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 in Middlewich



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

Local Transport Objective	How the Active Travel Package Supports Objective
1 Improving access along key routes to and from the M6, Middlewich, Holmes Chapel, Sandbach, Crewe, and Winsford and Northwich in Cheshire West and Chester	<ul style="list-style-type: none"> • Providing a high-quality cycle route from Middlewich and Holmes Chapel to Knutsford. • Introduce a greenway walking and cycling route alongside the A54 corridor between Middlewich and Holmes Chapel. • Including walking and cycling links around Middlewich Eastern Bypass to ensure connectivity along key corridors. • Making use of the canal network by improving walking and cycle routes along canal towpaths from Middlewich to Sandbach and Northwich, and towards Winsford, Church Minshull and Nantwich, key destinations within Cheshire.
2 Supporting access to schools and employment sites such as Midpoint 18 Business Park and Recipharm	<ul style="list-style-type: none"> • Improving the footway and cycleway on Manor Lane, where Holmes Chapel Business and Trade Centre is located. • Introducing a cycle route on the A50 London Road, linking into Holmes Chapel town centre and also Bluebell Estate and Recipharm, key employment locations. • Improving walking routes to schools (e.g., to Cledford Primary School in Middlewich) and widening the footpath on Selkirk Drive (near Holmes Chapel Comprehensive School).
3 Strengthening the transport network to accommodate development sites such as Midpoint 18 expansion, Glebe Farm and other developments included within the Local Plan	<ul style="list-style-type: none"> • Deliver walking and cycling links as part of the Middlewich Eastern Bypass serving Midpoint 18.
4 Improving access to Holmes Chapel town centre to support the local economy	<ul style="list-style-type: none"> • Improvements to footpaths and walking routes within Holmes Chapel, including improved walking and cycling links to Holmes Chapel Railway Station from surrounding areas. • Introduce a greenway walking and cycling route alongside the A54 corridor between Middlewich and Holmes Chapel.

Local Transport Objective	How the Active Travel Package Supports Objective
	<ul style="list-style-type: none"> • 20mph speed limits in Holmes Chapel. • Introducing a cycle route on the A50 London Road, linking into Holmes Chapel town centre and Bluebell Estate and Recipharm, key employment locations. • Introducing secure, safe, cycle parking within Holmes Chapel town centre to encourage more to cycle into Holmes Chapel.
5 Improving access to Middlewich town centre to support the economy	<ul style="list-style-type: none"> • Improving active travel access to Middlewich Town Centre from Town Wharf (Trent and Mersey Canal). • Introducing secure, safe, cycle parking within Middlewich town centre to encourage more to cycle into Middlewich centre. • Delivery of the Middlewich Eastern Bypass, linking the A54 linking Holmes Chapel Road to A533, bypassing Lewin Street, which will unlock potential for complementary pedestrian and cycling focused interventions within Middlewich centre, such as Townbridge junction improvements (A54 Kinderton St/ A533 Leadsmithy St) to reduce congestion and improve pedestrian and cycle links. • 20mph speed limits in Middlewich.
6 Supporting access from rural communities surrounding Middlewich to key services and employment	<ul style="list-style-type: none"> • Improvements along Clive Green Lane for walking and cycling.

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, three Active Travel schemes could potentially be developed. Within the Medium Term of the Development Plan a further 17 schemes could potentially be developed and in the Long-Term five schemes are identified for potential development.

5.3 Public Transport Schemes Package

A total of six of the transport schemes identified for Middlewich 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

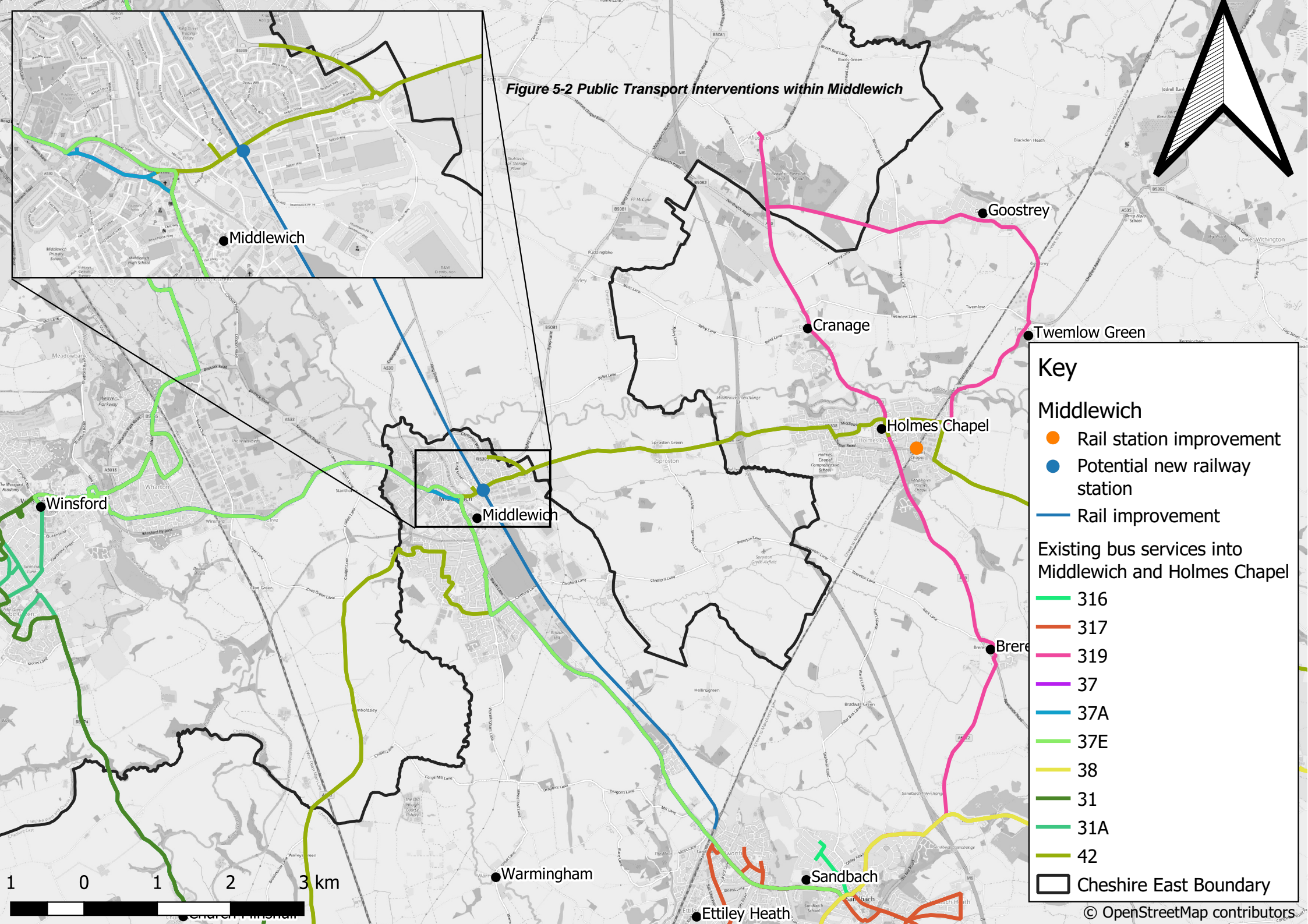
Bus Service Improvement Plan (BSIP). The Public Transport schemes fall into four broad categories as described in Table 5.3 below.

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.
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 Middleswich 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. In regard to 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 Middlewich



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

Local Transport Objective	How the Public Transport Package Supports Objective
1 Improving access along key routes to and from the M6, Middlewich, Holmes Chapel, Sandbach, Crewe, and Winsford and Northwich in Cheshire West and Chester	<ul style="list-style-type: none"> Working with the rail industry to reopen the mid-Cheshire rail line to passenger services including a new station in Middlewich, connecting Crewe – Sandbach – Middlewich – Northwich. Improving bus connectivity and passenger services to key destinations from Middlewich and Holmes Chapel to Crewe, Congleton, Warrington, Knutsford, Sandbach and the Potteries in line with the BSIP. Consider how FlexiLink can better serve residents who do not have access to bus services.
2 Supporting access to schools and employment sites such as Midpoint 18 Business Park and Recipharm	<ul style="list-style-type: none"> Improving bus connectivity and passenger services from Middlewich and Holmes Chapel to Crewe, Congleton, Warrington, Knutsford, Sandbach and the Potteries in line with BSIP that will support access to schools and employment.
3 Strengthening the transport network to accommodate development sites such as Midpoint 18 expansion, Glebe Farm and other developments included within the Local Plan	<ul style="list-style-type: none"> Working with the rail industry to reopen the mid-Cheshire rail line to passenger services including a new station in Middlewich, connecting Crewe – Sandbach – Middlewich – Northwich that will provide capacity for new development sites. Improving bus connectivity and passenger services to key destinations which will strengthen the network for future development sites.
4 Improving access to Holmes Chapel town centre to support the local economy	<ul style="list-style-type: none"> Improving bus connectivity and passenger services from Holmes Chapel to locations such as Crewe, Congleton, Warrington, Knutsford, Sandbach and the Potteries in line with BSIP. Working alongside the rail industry to improve passenger facilities at Holmes Chapel Railway Station.
5 Improving access to Middlewich town centre to support the economy	<ul style="list-style-type: none"> Working with the rail industry to reopen the mid-Cheshire rail line to passenger services that will improve connectivity to Middlewich. Introducing a designated bus stop for the number 42 bus on Holmes Chapel Road in Middlewich.
6 Supporting access from rural communities surrounding Middlewich to	<ul style="list-style-type: none"> Consider how FlexiLink can better serve residents who do not have access to bus services.

Local Transport Objective	How the Public Transport Package Supports Objective
key services and employment	

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

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

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

Within the Medium Term of the Development Plan a four schemes could potentially be developed with no schemes identified for the Short and one in the Long Term. An additional scheme was discounted as it was already part of the COVID Recovery Plan for the rail sector.

5.4 Parking Schemes Package

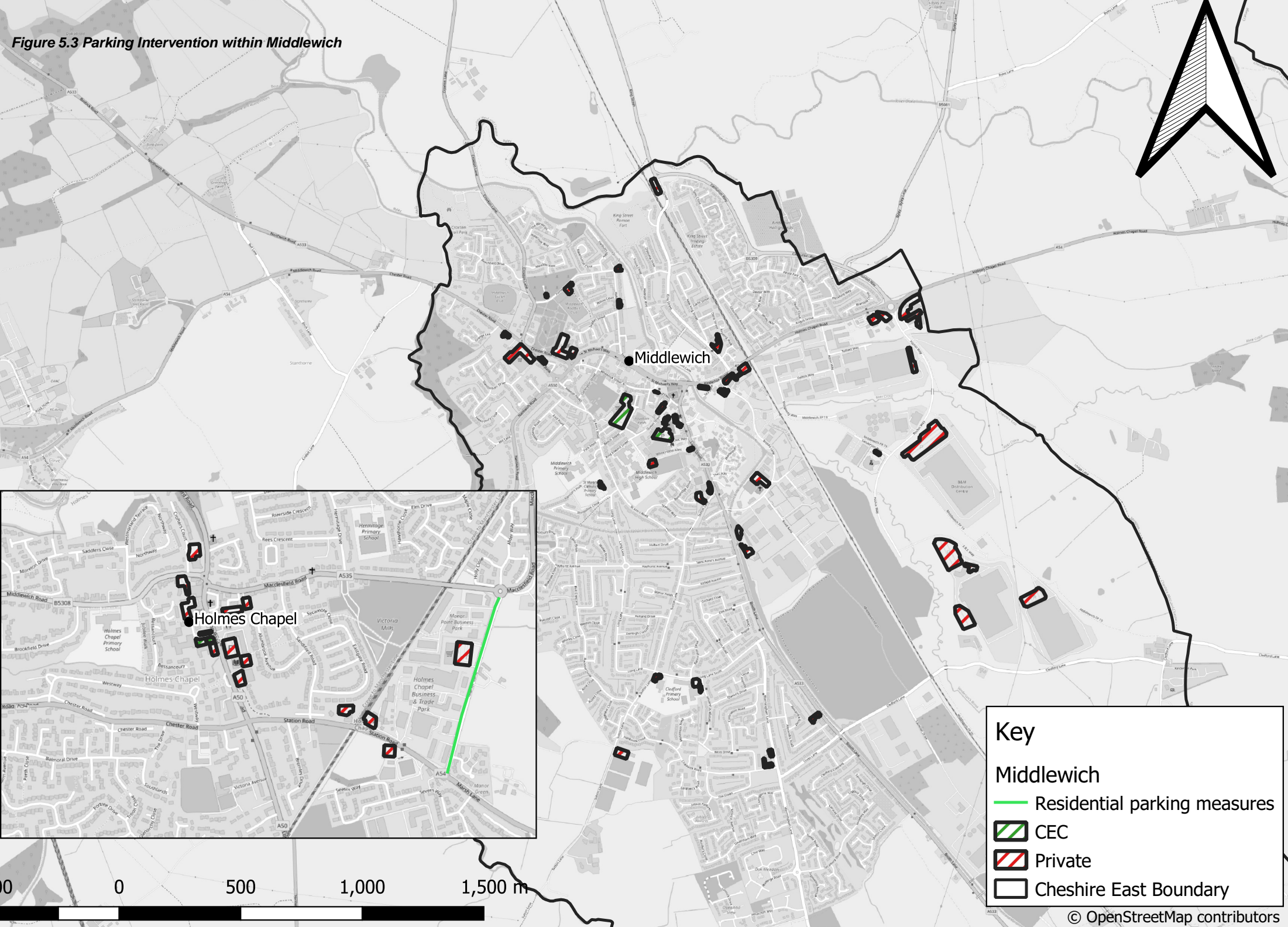
Middlewich currently benefits from a number of car parks and parking facilities. A total of two of the transport schemes identified for Middlewich relate to Parking Schemes and initiatives. These vary in scale and size with three being at Concept stage and two at feasibility. The Parking schemes fall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

Parking Category	Description of measures
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.

Table 5.5 – Parking Scheme Categories

Figure 5.3 plots out the location of public car parks available as off-street measures would be aimed at these (including electric vehicle charging facilities). Schemes supporting removal of inappropriate parking and managing parking around schools and within residential areas will be developed through the 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 Middlewich



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

Objective	How the Parking Package Supports
1 Improving access along key routes to and from the M6, Middleswich, Holmes Chapel, Sandbach, Crewe, and Winsford and Northwich in Cheshire West and Chester	<ul style="list-style-type: none"> Parking not applicable to supporting this objective.
2 Supporting access to schools and employment sites such as Midpoint 18 Business Park and Recipharm	<ul style="list-style-type: none"> Improving parking management around Holmes Chapel Business & Trade Park and Manor Lane.
3 Strengthening the transport network to accommodate development sites such as Midpoint 18 expansion, Glebe Farm and other developments included within the Local Plan	<ul style="list-style-type: none"> Ensuring new developments do not result in inappropriate parking. Provide EV charging and appropriate parking infrastructure at development sites.
4 Improving access to Holmes Chapel town centre to support the local economy	<ul style="list-style-type: none"> Providing EV charging at Holmes Chapel centre car parks / key locations.
5 Improving access to Middleswich town centre to support the economy	<ul style="list-style-type: none"> Providing EV charging at Middleswich centre car parks / key locations.
6 Supporting access from rural communities surrounding Middleswich to key services and employment	<ul style="list-style-type: none"> Parking not applicable to supporting this objective.

Table 5.6 Parking Scheme Package and its Local Transport Objective Support

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

Within the Short Term of the Development Plan adoption, one Parking schemes could potentially be developed. Within the Medium Term of the Development Plan a further one schemes could potentially be developed

5.5 Highway Schemes Package

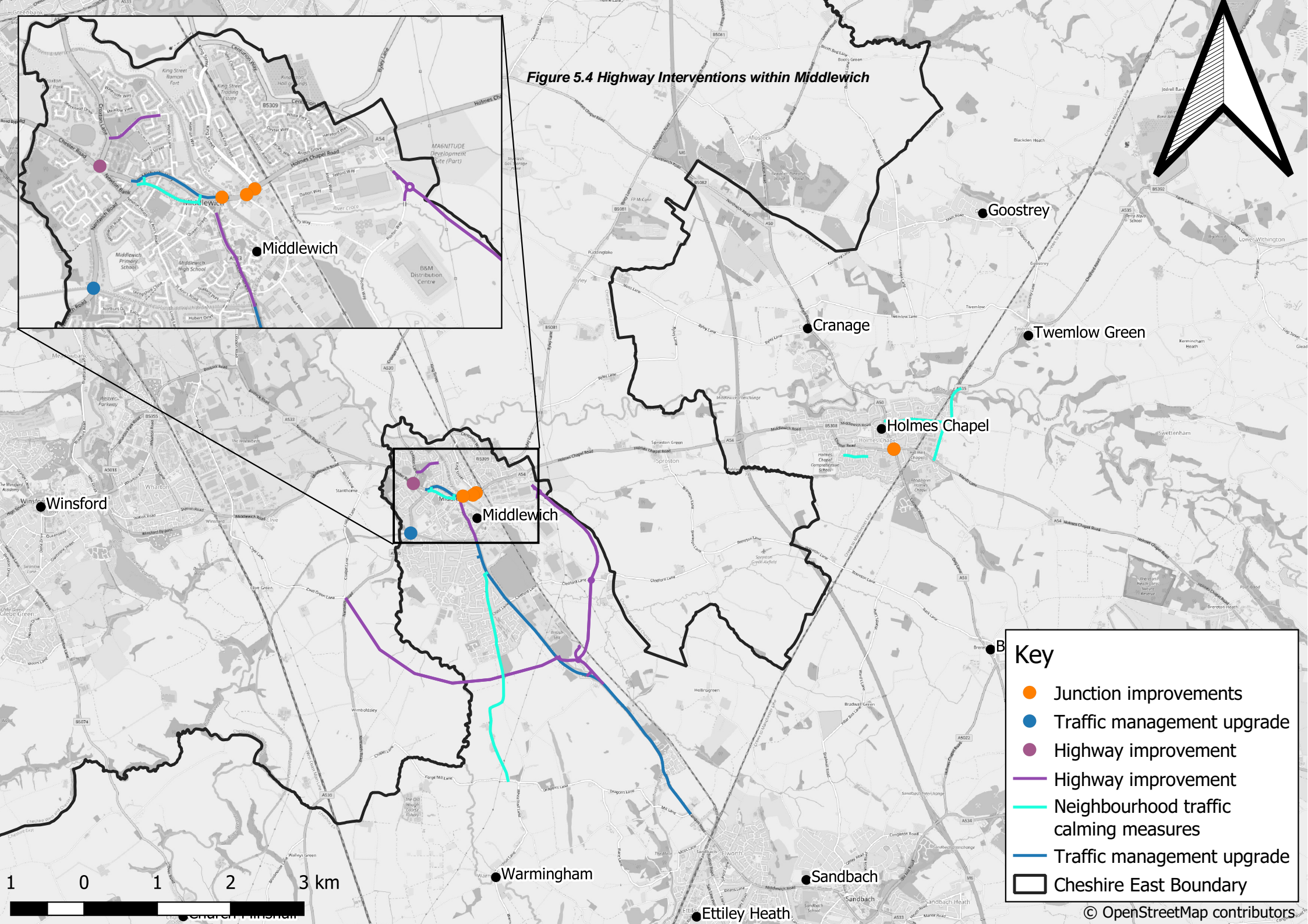
A total of 20 of the transport schemes identified for Middlewich and the wider area relate to Highway Transport schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Development Plan process. The Highway schemes fall into four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

Highway Category	Description of measures
New Road Links	Additional road capacity on the network through delivery of new road links.
Junction Improvements	Junction 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.

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 Middlewich



Key

- Junction improvements
- Traffic management upgrade
- Highway improvement
- Highway improvement
- Neighbourhood traffic calming measures
- Traffic management upgrade
- Cheshire East Boundary

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

Objective	How the Highway Package Supports
1 Improving access along key routes to and from the M6, Middlewich, Holmes Chapel, Sandbach, Crewe, and Winsford and Northwich in Cheshire West and Chester	<ul style="list-style-type: none"> • Delivery of the Middlewich Eastern Bypass, linking the A54 Holmes Chapel Road to A533, bypassing Lewin Street. • Developing the business case for a Middlewich Southern Bypass. • Asses the case for a Holmes Chapel Bypass. • Improving Townbridge junction (A54 Kinderton St/ A533 Leadsmithy St) to reduce congestion and improve pedestrian and cycle links. This is also necessary to mitigate the impacts of additional traffic related to construction of HS2.
2 Supporting access to schools and employment sites such as Midpoint 18 Business Park and Recipharm	<ul style="list-style-type: none"> • Measures to address reported speeding on Manor Lane in Holmes Chapel (near Holmes Chapel Business and Trade Centre) in accordance with the adopted Speed Management Strategy. • Delivery of the Middlewich Eastern Bypass, linking the A54 Holmes Chapel Road to A533, bypassing Lewin Street.
3 Strengthening the transport network to accommodate development sites such as Midpoint 18 expansion, Glebe Farm and other developments included within the Local Plan	<ul style="list-style-type: none"> • Delivery of the Middlewich Eastern Bypass, linking the A54 linking Holmes Chapel Road to A533, bypassing Lewin Street. • Potential for a Middlewich Southern Bypass and a Holmes Chapel Bypass would also support development through additional road capacity. • Mitigation measures to manage the impacts of additional traffic related to construction of HS2, operation and the proposed depot.
4 Improving access to Holmes Chapel town centre to support the local economy	<ul style="list-style-type: none"> • Introducing 20 mph speed limits in Holmes Chapel in accordance with the adopted Speed Management Strategy. • Junction improvements, such as A50 London Road / A54 Chester Road in Holmes Chapel. • Asses the case for a Holmes Chapel Bypass, which could provide a more pleasant environment for pedestrians and cyclists in Holmes Chapel.

Objective	How the Highway Package Supports
	<ul style="list-style-type: none"> Greater enforcement measures of HGV restrictions in Holmes Chapel.
5 Improving access to Middlewich town centre to support the economy	<ul style="list-style-type: none"> Introducing 20 mph speed limits in Middlewich in accordance with the adopted Speed Management Strategy. Delivery of the Middlewich Eastern Bypass, linking the A54 Holmes Chapel Road to A533, bypassing Lewin Street, which will unlock potential for complementary pedestrian and cycling focused interventions within Middlewich centre. This could include improvements to the highway and for pedestrians on Lewin Street.
6 Supporting access from rural communities surrounding Middlewich to key services and employment	<ul style="list-style-type: none"> Reduce speed limits and introduce traffic calming at some locations within Twemlow Green in accordance with the adopted Speed Management Strategy.

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 two schemes could potentially be developed. In the Medium Term of the Development Plan a further 15 schemes could potentially be developed and in the Long-Term three scheme 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 Middlewich. Table 5.9 summarises the support given by each package of schemes for each objective. The green cells show significant support for the objective, the yellow cells show some support, and the grey cells show that it is not applicable in supporting that objective.

Objective	Active Travel Package	Public Transport Package	Parking Package	Highways Package
1 Improving access along key routes to and from the M6, Middlewich, Holmes Chapel, Sandbach, Crewe, and Winsford and Northwich in Cheshire West and Chester				
2 Supporting access to schools and employment sites such as Midpoint 18 Business Park and Recipharm				
3 Strengthening the transport network to accommodate development sites such as Midpoint 18 expansion, Glebe Farm and other developments included within the Local Plan				
4 Improving access to Holmes Chapel town centre to support the local economy				
5 Improving access to Middlewich town centre to support the economy				
6 Supporting access from rural communities surrounding Middlewich 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 Middlewich Transport Development Plan is the result of an evidence led process. This included developing a set of six local transport objectives with 74 identified and assessed schemes that will support the development and vitality of Middlewich 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 53 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 Middlewich 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.

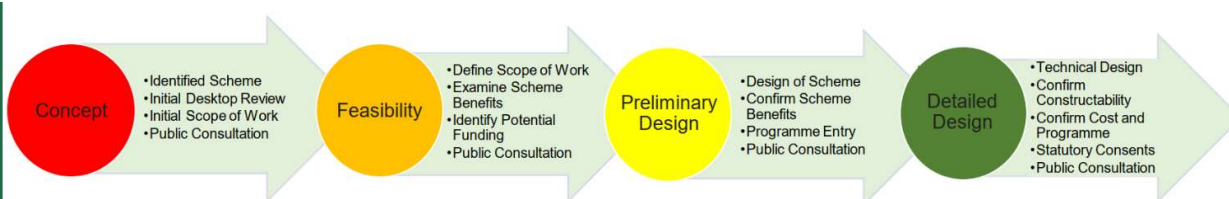


Figure 6.1 Scheme Development Stages

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 in order to receive funding to develop to the next stage.

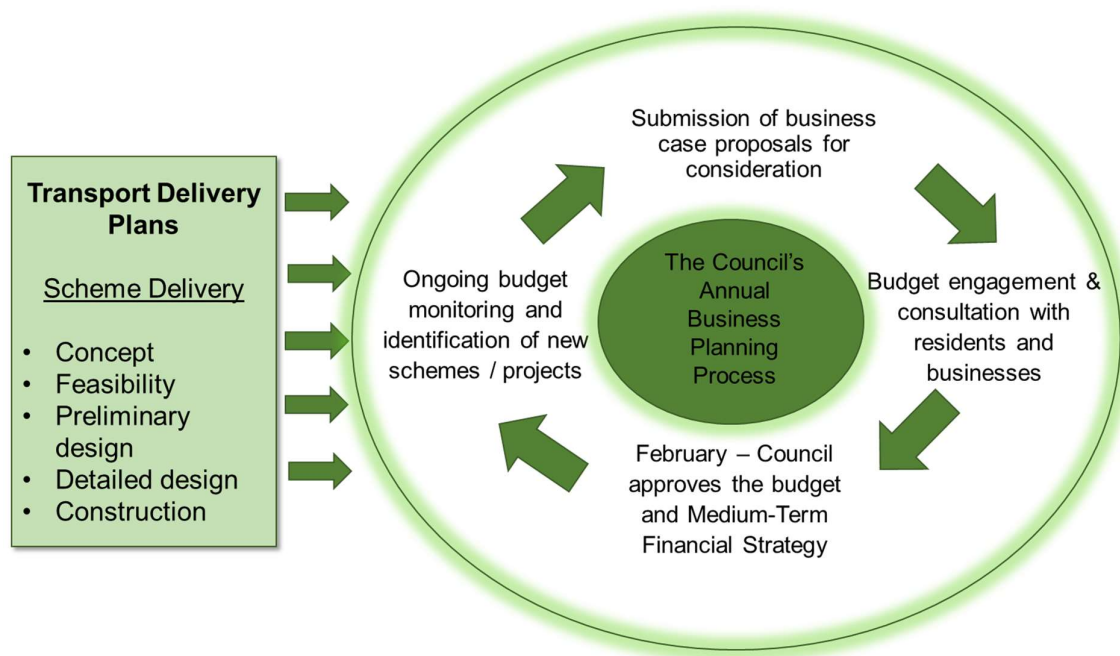


Figure 6.2 LTDP Budget Cycle

Appendix A – Options Long List & Assessment

[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
MA9	Active Travel	Walking and cycle routes along canal towpaths from Middlewich to Sandbach and Northwich, and towards Winsford, Church Minshull and Nantwich.		X		N
MA8	Highways	Look into feasibility of lowering the road at the low bridge on A530 (Nantwich Road).			X	N
MA7	Active Travel	Improved pedestrian facilities on the A530 gyratory.		X		N
MA67	Highways	Holmes Chapel A50 London Road / A54 Chester Road junction improvements.		X		P
MA66	Active Travel	A50 London Road into Holmes Chapel town centre cycle route, including a link to Bluebell Estate and Recipharm.		X		P*
MA65	Active Travel	Improve pedestrian and cycle routes to Cledford Primary School.		X		N
MA61	Highways	Build the Middlewich Eastern Bypass, linking the A54 linking Holmes Chapel Road to A533, bypassing Lewin Street.	X			P
MA62	Active Travel	Walking and cycling links around Middlewich Eastern Bypass.	X			P
MA60	Active Travel	Introduce a footpath from Twemlow Green to Goostrey Train Station.			X	N
MA6	Highways	A54 Chester Road / A530 roundabout upgrade and pedestrian facilities.		X		N
MA59	Active Travel	Introduce cycle routes from Middlewich and Holmes Chapel to Knutsford.		X		N
MA53	Active Travel	Expand the existing footway network in Goostrey area.		X		N
MA50	Highways	Improving public realm on Wheelock Street including traffic calming measures and pedestrian links.		X		N
MA5	Public Transport	Reopen the mid-Cheshire rail line to passenger services including a new station in Middlewich, connecting Crewe – Sandbach – Middlewich – Northwich.			X	N
MA49	Active Travel	Croxton Lane footpath improvements.		X		P*
MA47	Active Travel	Pedestrian and safety improvements on Warmingham Lane.		X		P*
MA44	Public Transport	A designated bus stop for the number 42 bus on Holmes Chapel Road.		X		N
MA4	Active Travel	Improved active travel links from Town Wharf (Trent and Mersey Canal) to the town centre.		X		F
MA37	Highways	Measures to address reported speeding on Macclesfield Road and Manor Lane in Holmes Chapel in accordance with the adopted Speed Management Strategy.		X		N
MA36	Active Travel	Improved walking routes to schools along King Edward Street and St Ann's Road.		X		F
MA35	Public Transport	Holmes Chapel Railway Station improvement of passenger facilities.		X		N
MA34	Active Travel	Improve access path from Middlewich Road to Helton Close.	X			N
MA30	Highways	A533 Booth Lane speed limit review in accordance with the adopted Speed Management Strategy.		X		N
MA3	Highways	Townbridge junction improvements (A54 Kinderton St/ A533 Leadsmithy St) to reduce congestion and improve pedestrian and cycle links.		X		P
MA28	Active Travel	Walking and cycling improvements from London Road to Bromley Drive.		X		N
MA27/MA32	Active Travel	London Road to Portree Drive walking and cycling improvements.		X		N
MA26	Active Travel	Improved footway and cycleway on Manor Lane.		X		N
MA25	Active Travel	Moreton Drive to Sadler's Close walking improvements.		X		N
MA2	Highways	Local highway/pedestrian improvements at Lewin Street.		X		N
MA17	Highways	Develop Middlewich Southern Bypass to Outline Business Case.	X			N
MA15	Active Travel	Greenway walking and cycling route alongside the A54 between Middlewich and Holmes Chapel.			X	N
MA136	Parking	Increase the number of EV charging points within Middlewich and Holmes Chapel.	X			P
MA135	Highways	Improvements to the A54 junction of King Street and Brooks Lane.		X		P
MA134	Active Travel	Footpath enhancement and cycling links on both north and south sides of A50 to connect Brereton Green and Bluebell Green and on to Holmes Chapel.			X	P*
MA133	Highways	Direction priority signs on Mill Lane at the narrow bridge over the River Croco and at the nearby sharp corner.		X		N
MA132	Highways	Traffic calming along Balmoral Drive in accordance with the adopted Speed Management Strategy.		X		N
MA128	Parking	Parking management around Holmes Chapel Business & Trade Park and Manor Lane.		X		N
MA123	Highways	Warmingham Lane to Booth Lane speed review in accordance with the adopted Speed Management Strategy.		X		N
MA122	Highways	Speed limit review on St. Michael's Way in accordance with the adopted Speed Management Strategy.		X		N
MA121	Highways	Road surface and pavement improvements Finney's Lane nr. Chester Road in line with Well Managed Highways policy.		X		N
MA116	Active Travel	Walking route improvements on Holmes Chapel Road.			X	N
MA114	Active Travel	Barriers or larger pavements along Macclesfield Road.			X	N
MA112	Active Travel	Public realm improvements within the Middlewich town centre.		X		N
MA111	Active Travel	Secure, safe, cycle parking within Middlewich town centre and wider areas including Goostrey and Holmes Chapel.	X			N
MA110	Active Travel	Improved walking and cycling links to Holmes Chapel Railway Station from surrounding area.		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
MA108	Highways	Reduce speed limits and introduce traffic calming at some locations within Twemlow Green in accordance with the adopted Speed Management Strategy.		X		N
MA105	Highways	Develop Holmes Chapel Bypass.			X	N
MA104	Highways	20 mph speed limits in Holmes Chapel and Middlewich in accordance with the adopted Speed Management Strategy.		X		N
MA103	Public Transport	Work alongside HS2 Ltd to minimise impacts from construction traffic in relation to the proposed HS2 depot.				P*
MA102	Public Transport	Bus services that connect to Warrington and Knutsford; including FlexiLink service extensions in line with BSIP.		X		N
MA101	Public Transport	Improve bus connectivity and passenger services from Middlewich and Holmes Chapel to Crewe, Congleton, Warrington, Knutsford, Sandbach and the Potteries in line with BSIP.		X		N
MA137	Active Travel	Introduce walking and cycling singage in Middlewich		X		N
MA138	Active Travel	Improve walking/cycling route on King Edward Street and Queens Street.		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	Permanent damage to the environment and no mitigation can be put in place	Damages the environment but mitigation can be put in place	Neither adversely affects or supports the environment	Protects the environment	Improves the environment by reducing impacts of air quality / noise pollution
Heath, Wellbeing and Physical Activity	Negatively impacts peoples health and no mitigation can be put in place	Negatively impacts peoples health but mitigation can be put in place	Neither adversely affects or supports physical activity	Improves health, well being and physical activity	Actively promotes health, wellbeing and physical activity
Maintaining and managing our network assets'	The addition of new schemes which cause maintenance liability	Contributes to maintenance liability	Neither adversely affects or supports managing network assets	Is of some benefit to maintaining and managing network assets	Upgrading network assets and enhancing existing assets
Improve organisational efficiency and effectiveness	Adversely impacts the efficiency and organisation of Cheshire East Council	Negatively impacts the efficiency and organisation of Cheshire East Council	Neither adversely affects or supports effectiveness of Cheshire East Council	Is of some benefit to the efficiency and effectiveness of Cheshire East Council	Improves the efficiency and effectiveness of Cheshire East Council
Improving access along key routes to and from the M6, Middlewich, Holmes Chapel, Sandbach, Crewe, and Winsford and Northwich in Cheshire West and Chester	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
Supporting access to schools and employment sites such as Midpoint 18 Business Park and Recipharm	Significantly impacts access to education and employment sites	Has some impact on access to education and employment sites	Neither impacts or improves access to education and employment sites	Provides some improvement to access to education and employment sites	Provides significant improvement to access to education and employment sites
Strengthening the transport network to accommodate development sites such as Midpoint 18 expansion, Glebe Farm and other developments 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
Improving access to Holmes Chapel town centre to support the local economy	Significantly impacts access into Holmes Chapel Town Centre	Has some impact on accessing Holmes Chapel Town Centre	Neither impacts or improves access into Holmes Chapel Town Centre	Provides some improvement into Holmes Chapel Town Centre	Provides significant improvement to access into and within Holmes Chapel Town Centre
Improving access to Middlewich town centre to support the economy	Significantly impacts access into Middlewich Town Centre	Has some impact on accessing Middlewich Town Centre	Neither impacts or improves access into Middlewich Town Centre	Provides some improvement into Middlewich Town Centre	Provides significant improvement to access into and within Middlewich Town Centre
Supporting access from rural communities surrounding Middlewich to key services and employment	Significantly negatively impacts access from rural communities around Middlewich to key services and employment	Has some negative impact on access from rural communities around Middlewich to key services and employment	Neither impacts or improves access from rural communities around Middlewich to key services and employment	Provides some improvement from rural communities around Middlewich to key services and employment into Crewe Town Centre	Provides significant improvement from rural communities around Middlewich 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	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