



Knutsford Transport Delivery Plan

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Knutsford Transport Delivery Plan

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Contents

1.	Introduction	4
1.1	Local Context	4
1.2	Background to the Knutsford Transport Delivery Plan	4
1.3	What does the Delivery Plan do for Knutsford?	5
1.4	Objective Setting and Scheme Options Development	6
1.5	Report Structure	6
2.	Policy & Background Information	8
2.1	Policy Context and Background Information	8
2.2	Summary of Relevant Local Policy	8
2.3	Existing Transport Situation	13
3.	Objectives Overview	18
3.1	Overview	18
3.2	Knutsford Local Transport Objectives	18
3.3	Public Consultation Feedback on Local Transport Objectives	18
3.4	Logic Mapping	19
4.	Options Overview & Assessment	21
4.1	Overview	21
4.2	Assessment Process	21
4.3	Scheme Sequencing Process	23
5.	Packaging & Sequencing of Options	25
5.1	Introduction	25
5.2	Active Travel Schemes Package	25
5.3	Public Transport Schemes Package	29
5.4	Parking Schemes Package	32
5.5	Highway Schemes Package	35
5.6	Summary of Transport Scheme Packages Support for Objectives	38
6.	Summary and Next Steps	39
6.1	Summary	39
6.2	Funding Summary	39
6.3	Next Steps	39

Appendix A – Options Long List & Assessment

Appendix B – Sequencing & Packaging of options

Appendix C – Objectives & Scoring criteria



1. Introduction

1.1 Local Context

Knutsford is said to be named after King Canute, who by tradition forded the nearby River Lily. The town later prospered in the 18th and 19th Centuries and has many historic buildings. Today, Knutsford has a distinctive character and identity, and contains a number of employment areas including: the Parkgate Trading Estate, Longridge Trading Estate, Booths Park, Radbroke Hall and others. There are also employment areas in light manufacturing that include Rolls-Royce and Bentley. Nearby, Manchester Airport and Airport City are also key draws for employment for residents.

Knutsford lies in the north-east of the borough; approximately 19km south-west of Manchester and 18km north-west of Macclesfield. After the Second World War, overspill housing estates were created in the town to accommodate families from Manchester. The town has one localised pocket of deprivation which ranks among England's most deprived 25% (ONS, Indices of Deprivation).

Within the town centre, there are over 200 retail units, making it an important shopping centre in the borough. There is a linear high street aligned by historic buildings of various periods, which are principally Georgian. Many are listed and within the conservation area. The town thrived due to its close relationship with nearby Tatton Park, one of the key heritage assets in Cheshire East and the ancestral home of the Egerton family.

There are daytime bus services linking Knutsford with Altrincham, Macclesfield, Northwich and Wilmslow. The railway station is centrally located and has one train per hour to Chester, Manchester, Northwich and Stockport. There are significant levels of out-commuting to Manchester, Trafford and Cheshire West & Chester.

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

There are a number of outlying villages which rely on Knutsford as a hub for services, as well as having some services offered locally within them. These include Mobberley, High Legh and Little Bollington.

1.2 Background to the Knutsford Transport Delivery Plan

Following the adoption of the Cheshire East Local Transport Plan 4 (LTP4) in October 2019 work began to develop 11 Transport Delivery Plans covering the borough. This includes the Knutsford Transport Delivery Plan (Delivery Plan).

A two-stage approach has been taken in developing the Transport Delivery Plans. The first stage was to develop a 'Transport Issues and Options report' for Knutsford. 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 Knutsford and the supporting 'long list' of schemes (including presenting the evidence

for these) was undertaken between the 23rd November 2020 and 31st March 2021. In total, 161 responses were received by online responses and email. Consultation with the Town Council was also undertaken by Council Officers during this period. Respondents were also invited to suggest further schemes they felt should be considered for the Delivery Plan as part of the consultation.

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

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

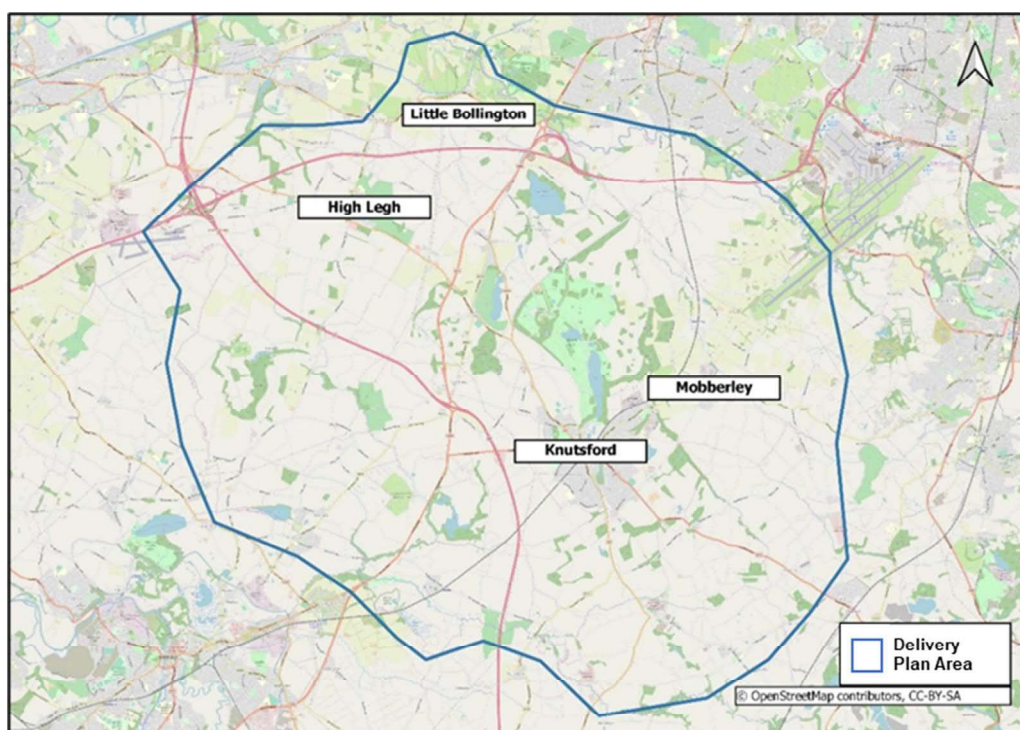


Figure 1.1: Knutsford Delivery Plan Area

1.3 What does the Delivery Plan do for Knutsford?

The Transport Delivery Plan for Knutsford:

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

1.4 Objective Setting and Scheme Options Development

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

1. **Improving access to the town centre and the train station to support a thriving town centre.**
2. **Supporting access to education and employment sites such as Booths Park, Radbroke Park, Alderley Park, Manchester Airport and Jodrell Bank.**
3. **Supporting access from Mobberley and rural communities around Knutsford to key services and employment centres.**
4. **Improving access on key travel corridors such as the A50.**
5. **Improving connectivity to leisure and tourism locations such as Tatton Park and Jodrell Bank.**
6. **Strengthening the transport network to accommodate development sites within the Local Plan such as North West Knutsford, Parkgate Extension and Land South of Longridge.**

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

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

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

1.5 Report Structure

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

Chapter 3 – presents the local transport objectives for Knutsford, 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 Delivery Plan.

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

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

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

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

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

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

2. Policy & Background Information

2.1 Policy Context and Background Information

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

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

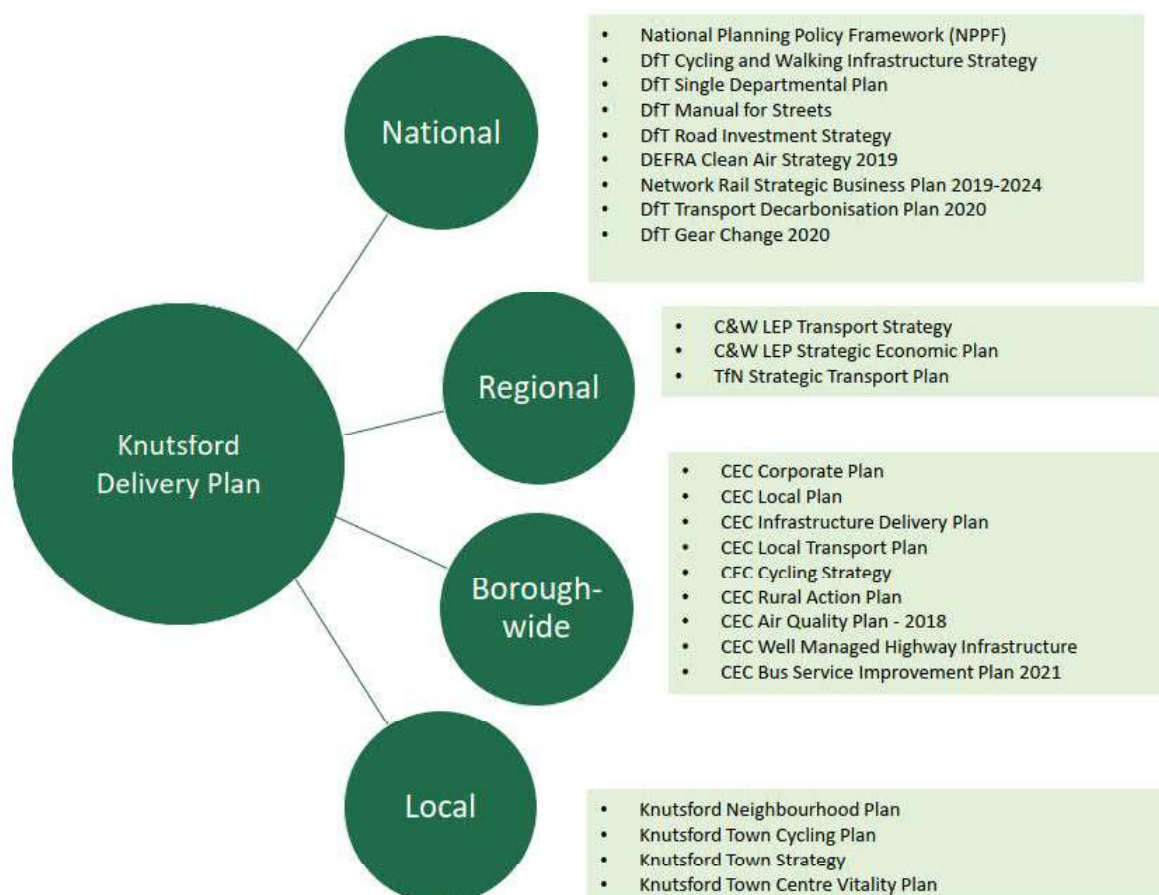


Figure 2.1: Policy Overview

A summary of the key local policies relevant to this Delivery Plan is presented in this chapter. A high-level summary of the transport network for Knutsford 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 two committed sites in Knutsford which consists of 700 new homes and 1.5ha of employment land (see Figure 2.2). As shown in Figure 2.2, there is also a considerable amount of further planned housing and employment site growth within the Delivery Plan area. It is important to maintain access to these new development sites and ensure that the transport network has sufficient capacity to support future growth. It is therefore important that these development sites are considered within the objectives and schemes.

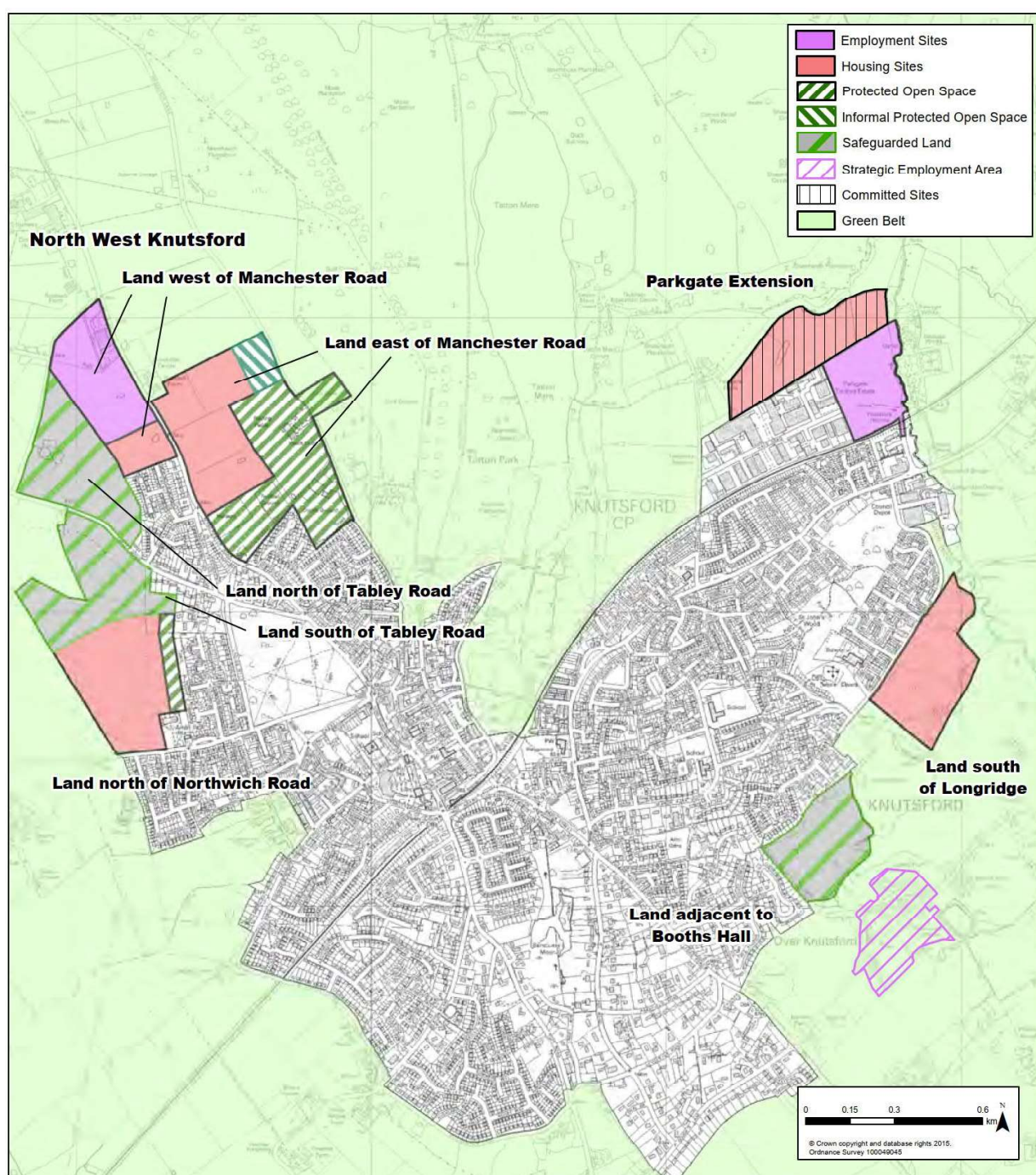


Figure 2.2: Knutsford Local Plan Sites

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

2.2.2 Cheshire East Local Transport Plan 4

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

The LTP4 has six overarching objectives for transport within it, which any emerging transport schemes and initiatives within the 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 Knutsford and the wider area within this Delivery Plan, the LTP4 policies and objectives form part of the assessment criteria (as detailed in Chapter 4).

2.2.3 Knutsford Neighbourhood Plan (Referendum Version)

The Knutsford 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. It is part of the Government's approach to planning which, through the Localism Act of 2012, aims to give local people more say about schemes in their local area.

To achieve the town vision of improving transport integration and greater traffic management, the Knutsford Neighbourhood Development Plan focuses on four overarching aims, as follows:

1. *'Ensure that the town thrives economically and socially as a historic market town';*
2. *'Protect and enhance the Town's character, variety of buildings and natural environment';*
3. *'Support the delivery of the facilities and infrastructure the Town needs'; and*
4. *'Maintain Knutsford's strong sense of community as it grows allowing it to remain an attractive, healthy, and safe place to live, work and visit'.*

To achieve these aims, nine objectives are identified within the Neighbourhood Plan. The objective relevant to transport is:

- *‘Promote safe, healthy, and sustainable travel for all, in and around Knutsford, linking residential, employment and community facilities, by reducing congestion and traffic pollution, and making the Town more pedestrian- and cycling-friendly, so encouraging sustainable transport modes’*

2.2.4 Knutsford Town Strategy

The Knutsford Town Strategy was developed in 2012 to form part of the Local Plan evidence base, and to inform the now adopted CEC Local Plan. A public consultation was undertaken to understand local views on what the public most liked about their town and what they wanted to see improved.

Following the public consultation, a vision for the town was developed. The points in relation to transport specifically are listed below:

“In 2030 Knutsford will still be a historic town with a unique and distinctive character, and strong community spirit, rich in heritage and brimming with variety, where:

- *The town centre is vibrant, with a unique character, and independent traders and those offering speciality products are thriving and contributing to the strong sense of place. Where an appropriate balance will have been created between needs of pedestrians, cyclists, public transport and private vehicles;*
- *The community has a high-quality life with good access to education, jobs, services, shops and public transport, mostly within walking and cycling distances; and*
- *The community is well connected both internally and externally allowing access to services, retailing, health and social care facilities, education and employment.*

To achieve the vision of creating an integrated transport system that provides access for all, and creates sustainable links within and beyond the town, a number of strategic aims for transport were identified. These include:

- *‘To strengthen the sustainable community, where all members are able to contribute and where all the infrastructure required to support the current and future community is provided’;*
- *‘To improve the public realm and pedestrian spaces within the town centre, to create an appropriate balance between the needs of pedestrians, cyclists, public transport, service vehicle and private vehicles whilst maintaining the town’s distinctive character’;*
- *‘To encourage the use of sustainable transport choices through improved bus routes and integration of bus and rail travel services, improved walking and cycling routes, as well as improved roads’; and*
- *‘To improve car parking provision within the town.’*

2.2.5 From Top to Bottom Street – Knutsford Town Council

Knutsford Town Council and Knutsford Town Centre Working Group were presented with the opportunity to improve the pedestrian access of King Street and The Moor. From Top to Bottom Street outlines their ambitions for Knutsford.

To ensure the long-term viability and prosperity of Knutsford, it was identified the plan would need transport policies that would *“Minimise the conflict between vehicles and pedestrians”*.

Following Knutsford Town Council’s decision not to proceed with the improvement plan prepared by Cheshire East Council, this prompted the Working Group to study King Street and prepare a traffic and car parking strategy ‘From Top to Bottom Street’.

It was found that permanent or extensive closure of either Princess Street or King Street would not be suitable for the prosperity of Knutsford’s town centre. Instead, a Limited Vehicular Accessibility Scheme is proposed to achieve an attractive solution to increase the number of car parking spaces to serve the town centre.

The three main objectives of the Limited Vehicular Accessibility Scheme are:

- *‘To retain the opportunity for residents and businesses within the town centre to maintain vehicular access’;*
- *‘To limit severely extraneous through traffic and hence reduce the total number of vehicles within the town centre, thus improving the safety of pedestrians, minimising pollution, providing opportunity to improve the streetscape and the quintessential atmosphere, resulting in a long-term increase in footfall’; and*
- *‘To provide for discussion a detailed report as to how additional convenient car parking can be provided within the town centre to meet the everyday needs of the residents’.*

Knutsford Town Council carried out a public consultation on these proposals to change the flow of traffic in the town centre, and to change vehicle parking provision and regulations. The traffic and parking proposals have three inter-related parts:

- a) changing Princess Street (‘Top Street’) and King Street (‘Bottom Street’) to access roads instead of through roads;
- b) making better use of on and off-road parking spaces, and encouraging the development of at least one CEC multi-storey car park; and
- c) reducing the number of parking bays on King Street and Princess Street, reserving most for blue badge holders, and enforcing the no-parking regulations and double yellow lines.

The consultation ran for six weeks, closing on 16th March 2020. In total, 658 responses were submitted, corresponding to about 6% of the adult population. They show substantial support for the proposals; although, on some issues views are strongly polarised. About 1,000 written comments were attached alongside the tick-boxes on the questionnaire form, giving insight into issues the public feel strongly about.

2.2.6 Cheshire East Bus Service Improvement Plan

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

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

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

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

- Improve timings of bus and rail for interchange;
- Community transportation and local groups support;
- Improve passenger transport access from rural communities to Knutsford;
- Bus service from High Legh to Lymm encompassing neighbouring Agden Brow and Little Bollington;
- Shuttle bus from Knutsford town centre to Booths Park Business complex;
- Increasing frequency of bus services to Macclesfield;
- Improve cross-boundary travel to Altrincham and High Legh by bus;
- Increase bus access connectivity to Manchester Airport, Tatton Park, Jodrell Bank and Alderley Park; and
- Increase bus services to Altrincham, Chelford, Macclesfield and Warrington.

2.2.7 Knutsford 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 Delivery Plan has been developed in coordination with the emerging Knutsford Town Centre Vitality Plan.

2.3 Existing Transport Situation

Within the evidence base, a detailed review of all modes of transport, including Active Travel (walking and cycling); Public Transport (bus and rail); and Car Travel was undertaken. This was used to identify current travel trends and trip patterns within Knutsford to support the development of the local transport objectives and transport

schemes. This section provides a high-level overview of the current transport situation for the key modes in the Delivery Plan area.

2.3.1 Walking

There is an extensive Public Rights of Way (PRoW) network within the Delivery Plan area, although the network is not well connected in parts. Improving the connectivity of the PRoW network to key trip generators is important to encourage greater walking trips. The existing network is well connected to Tatton Park, and the North East of Knutsford, with routes extending outwards to more rural areas.

As well as dedicated off road walking routes and PROWs, many pedestrians use the wide network of existing footpaths adjacent to the highway to travel to destinations. Within the Delivery Plan area, these walking routes vary in widths and standards. The public consultation highlighted problems within the town centre of conflict between pedestrians and cars. Improved pedestrian crossing points were also raised as a key requirement.

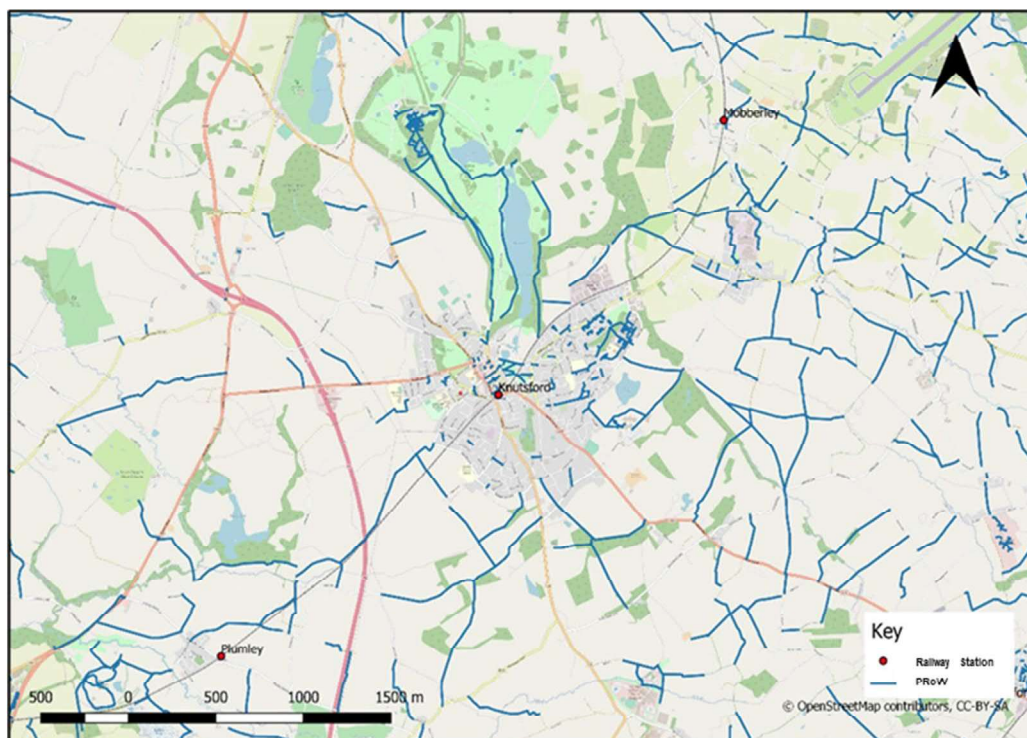


Figure 2.3: Public Rights of Way (PRoW) within the Study Area

2.3.2 Cycling

There is a cycling route around the town centre known as the Knutsford Revolution, which uses quieter traffic roads circling the town. There is also an existing segregated cycleway along B5569 Chester Road to the north of Knutsford on the former A556 route.

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.

2.3.3 Public Transport (Bus and Rail)

Knutsford is currently served by a number of bus services to destinations including Altrincham, Warrington, Wilmslow, Macclesfield, and Northwich.

Two bus routes cover most areas within Knutsford and the surrounding areas. The 47-bus route operated by Warrington Own Buses covers Knutsford, Mere, High Legh, Lymm and Warrington, but does not cover routes to the North East. The 88 and 188 bus routes run by D&G Bus covers much of Knutsford, Northwich, Mobberley and Altrincham and extends out to Macclesfield and Wilmslow. Residents wanting access to bus services in Alderley Edge need to change in Macclesfield.

The public consultation highlighted that cuts in both bus and rail frequency and coverage are a major problem in the area. It also highlighted accessibility issues to some services; such as local hospitals; Manchester Airport; Tatton Park; and the wider borough. Concerns were also raised around long commute times, for example, to Manchester.

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.

Knutsford Railway Station is located in the centre of Knutsford, on the railway line between Manchester Piccadilly and Chester (including stops at Stockport, Altrincham, Plumley Mobberley, Northwich and Chester). The stations of Plumley and Mobberley are also within the Delivery Plan area.

The public consultation highlighted more frequent rail services would be of benefit for residents, as well as faster journey times.

2.3.4 Parking

Knutsford has nine public car parks, six are operated by CEC and the remaining three are privately operated. CEC owned car parks provide 643 standard spaces; an additional 13 blue badge holder spaces; and six motorcycle spaces. Car parking charges are broadly consistent within the town, with the exceptions being Booths (c.25% lower, but offering only short stay) and Tatton Street (c.25% lower prices, offering long stay but located further north of the town centre than other available car parks).

Private car parks in Knutsford offer an additional 137 parking spaces. Two car parks operated by Arriva Rail North Ltd offer 24 hour stays and weekly permits, which creates a Park and Ride facility for rail users.

The public consultation highlighted problems with parking around Tatton Park with visitors parking on-street to avoid parking charges. Problems with drop off and pick up parking around the town centre were also highlighted.

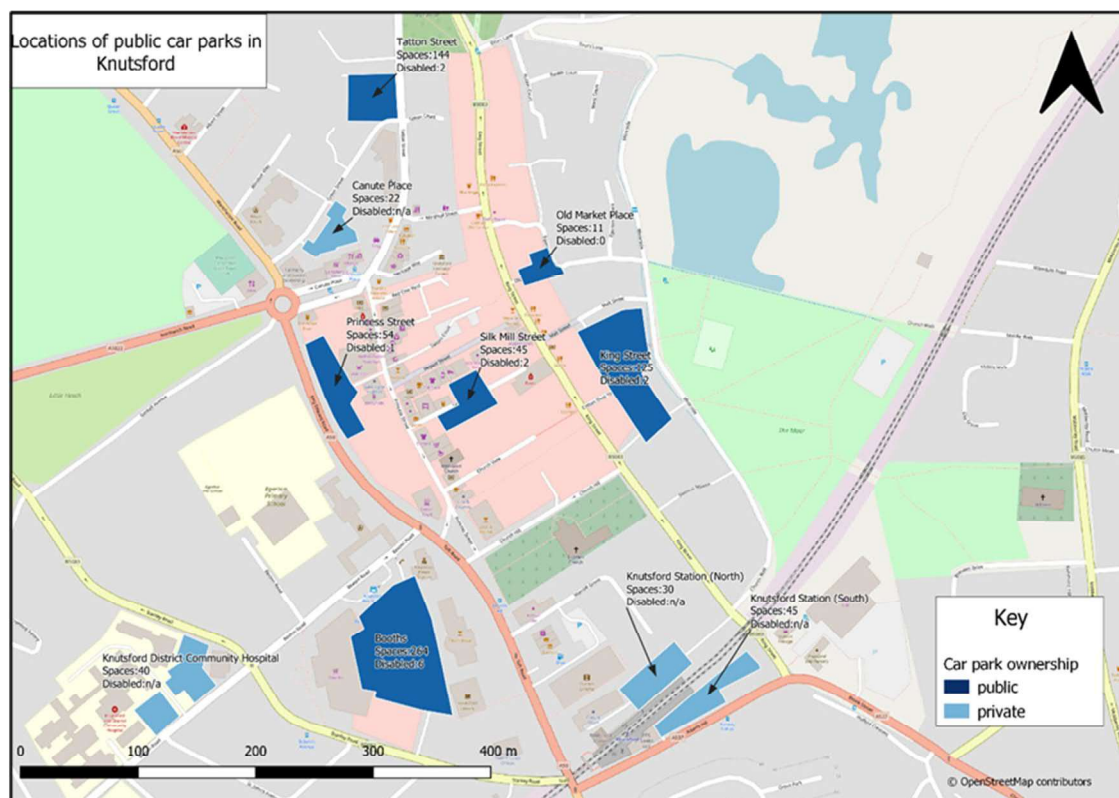


Figure 2.4: Locations of public car parks in Knutsford

2.3.5 Highway Network

Located in close proximity to the M6, Knutsford is well connected to the north and south of the country by the Strategic Road Network via the A5033. The A5033 provides an east-west road that connects Knutsford to the A556 providing a link to the M6, the wider borough and on to Chester. Heading south-east from Knutsford, the A537 provides a connection to Ollerton, Chelford and through to Macclesfield.

The A50 runs through the centre of Knutsford, connecting to the A556 northbound carriageway near Hoo Green and providing a direct link to Warrington. Heading south, the A50 connects Knutsford to Holmes Chapel, and further beyond to Alsager and Stoke-on-Trent.

The B5085 and B5391 are the main east-west routes that connect Knutsford to nearby Mobberley; with further connections to Alderley Edge and Wilmslow.

The public consultation highlighted that, due to the volume of traffic in peak periods, roads can experience delay and congestion into and around the town centre.

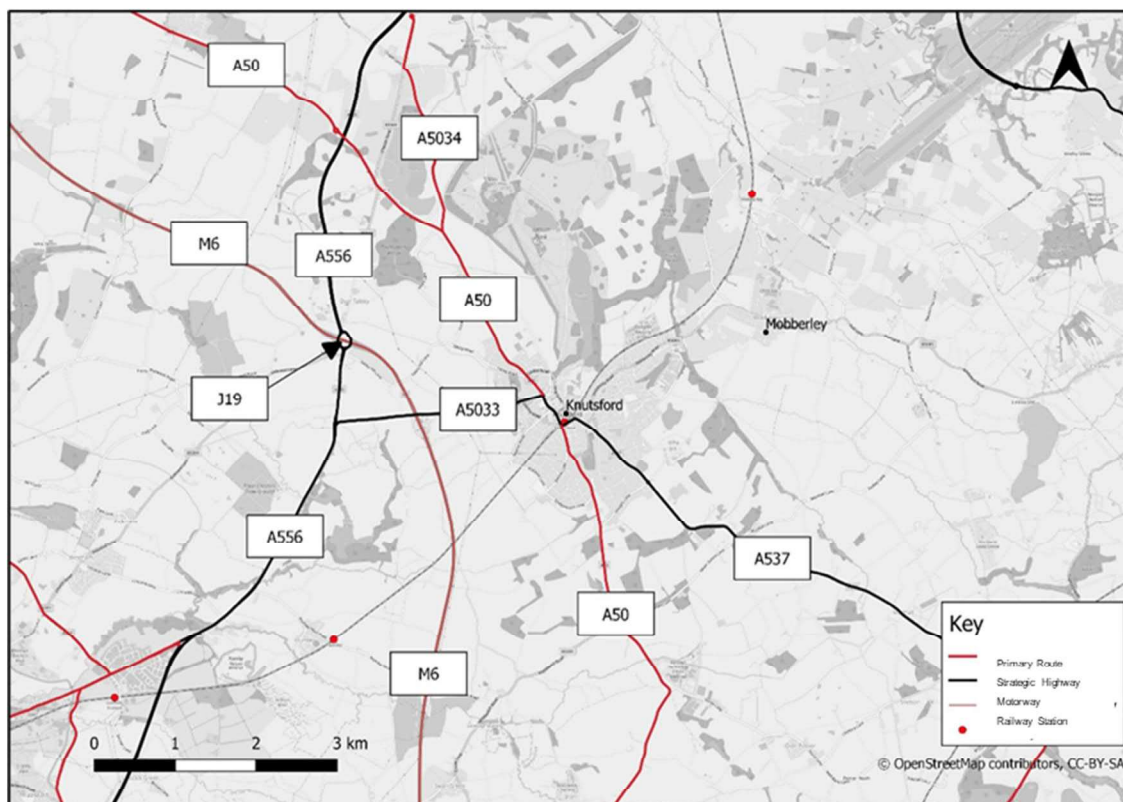


Figure 2.5: Local Road Network

2.3.6 Summary

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

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

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

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 Knutsford. 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 Knutsford Local Transport Objectives

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

The town specific transport objectives for Knutsford are:

1. **Improving access to the town centre and the train station to support a thriving town centre.**
2. **Supporting access to education and employment sites such as Booths Park, Radbroke Park, Alderley Park, Manchester Airport and Jodrell Bank.**
3. **Supporting access from Mobberley and rural communities around Knutsford to key services and employment centres.**
4. **Improving access on key travel corridors such as the A50.**
5. **Improving connectivity to leisure and tourism locations such as Tatton Park and Jodrell Bank.**
6. **Strengthening the transport network to accommodate development sites within the Local Plan such as North West Knutsford, Parkgate Extension and Land South of Longridge.**

3.3 Public Consultation Feedback on Local Transport Objectives

Within the public consultation undertaken in developing this Delivery 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	99	77 (78%)
2	96	71 (74%)
3	118	97 (82%)
4	100	82 (82%)
5	97	73 (75%)
6	92	59 (64%)

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

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

3.4 Logic Mapping

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

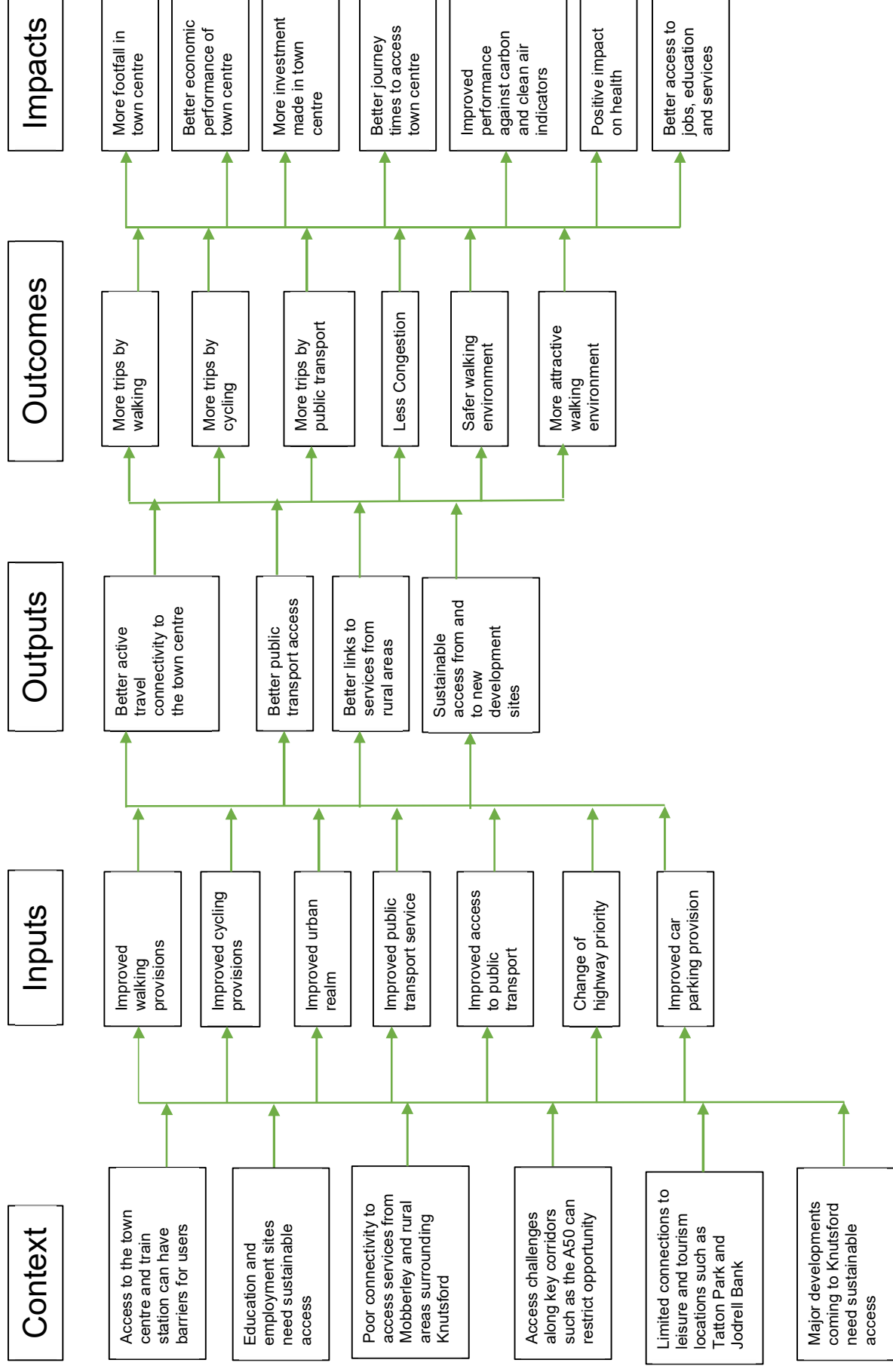


Figure 3.2: Knutsford Transport Delivery Plan Logic Map

4. Options Overview & Assessment

4.1 Overview

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

Following the development of the local transport objectives and 'long list', an online interactive public consultation was held between 23rd November 2020 and 31st March 2021. In total 116 responses were received, including online responses and email correspondence. Respondents were able to provide their agreement or disagreement to the local transport objectives developed and also provide comment on them. The consultation also allowed respondents to state their agreement or disagreement with the individual schemes identified and provide comment on them if they wished. Respondents could also put forward any new scheme options not identified within the 'long list' that they felt should be considered. Council Officers also consulted with the Town Council as part of the public consultation.

4.2 Assessment Process

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

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

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

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

- The six Knutsford Specific Transport Objectives:
 - Improving access to the town centre and the train station to support a thriving town centre;
 - Supporting access to education and employment sites such as Booths Park, Radbroke Park, Alderley Park, Manchester Airport and Jodrell Bank;
 - Supporting access from Mobberley and rural communities around Knutsford to key services and employment centres;
 - Improving access on key travel corridors such as the A50;
 - Improving connectivity to leisure and tourism locations such as Tatton Park and Jodrell Bank; and
 - Strengthening the transport network to accommodate development sites within the Local Plan such as North West Knutsford, Parkgate Extension and Land South of Longridge.
- Four agreed additional practical delivery criteria:
 - Technically Feasible;
 - Value for Money;
 - Affordability; and
 - Acceptability.

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

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

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

Table 4.1: Scoring criteria for additional areas

4.3 Scheme Sequencing Process

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

The majority of the schemes are at a Concept stage, which means that there is limited information and detail currently available. There is also no funding secured, which is a risk for delivery. Once the Delivery Plan has been adopted, the process of developing schemes currently at the Concept stage to the Feasibility stage will be undertaken, subject to funding being secured.

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

Table 4.2 below sets out the guidance used within the assessment when placing schemes into a delivery 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 Delivery Plan are subject to securing funding.

Likely Scheme Delivery Timeframe	Short Term 0-2 Years	Medium Term 2-5 years	Long Term 5+ Years
Guidance for Assessment	<p>No likely planning or land ownership issues.</p> <p>Funding from existing sources, or Council resources possible.</p> <p>Similar schemes have been delivered by Council already.</p> <p>Scheme of a scale which can be developed quickly with little foreseeable risk.</p> <p>Scores well against practical criteria (Table 4.1) with only limited further development needed.</p>	<p>May require some legal approvals.</p> <p>May require external funding to support delivery.</p> <p>Scale of scheme will require an allowance for development work.</p> <p>May be land ownership issues for part of scheme.</p> <p>Scores well against some of 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 Delivery Plan as schemes are developed.

5. Packaging & Sequencing of Options

5.1 Introduction

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

Through undertaking this process a total of 82 schemes has been identified for Knutsford 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 or costing undertaken. Therefore, assessment at this stage is relatively high level but will advance as the Delivery Plan is taken forward. It must also be noted at this stage most of the schemes identified are not funded yet.

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

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

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

5.2 Active Travel Schemes Package

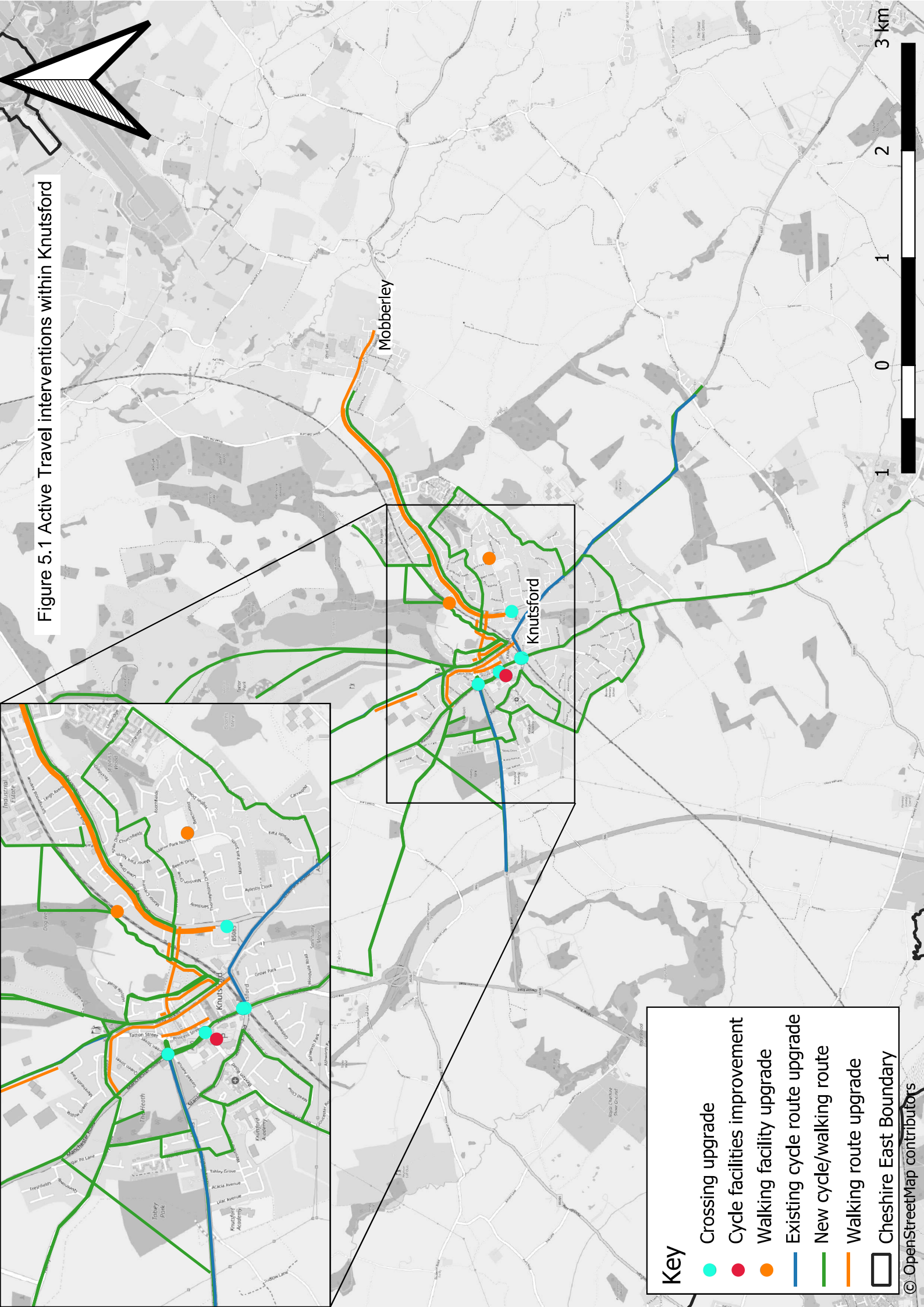
A total of 32 of the transport schemes identified for Knutsford and the wider area relate to Active Travel schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Delivery Plan process. The Active Travel schemes fall into seven broad categories as described in Table 5.1.

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

Table 5.1: Active Travel Scheme Categories

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

Figure 5.1 Active Travel interventions within Knutsford



Key

- Crossing upgrade
- Cycle facilities improvement
- Walking facility upgrade
- Existing cycle route upgrade
- New cycle/walking route
- Walking route upgrade
- Cheshire East Boundary

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

Local Transport Objective	How the Active Travel Package Supports Objective
1 Improving access to the town centre and the train station to support a thriving town centre.	<ul style="list-style-type: none"> • Development of improved cycling and walking routes including the Knutsford Revolution into the town centre and train station from the residential areas to help provision of travel choice; • Increased provision of secure cycle parking within the town centre; and • Improve pedestrian access and provision for mobility impaired.
2 Supporting access to education and employment sites such as Booths Park, Radbroke Park, Alderley Park, Manchester Airport and Jodrell Bank.	<ul style="list-style-type: none"> • Develop cycle routes to major employment sites, including links into Radbroke Park and Booths Park to support sustainable access to employment; and • Working with the Sustainable Mode of Travel to School (SMOTS) programme develop cycle routes and crossing facilities to support sustainable routes to schools.
3 Supporting access from Mobberley and rural communities around Knutsford to key services and employment centres.	<ul style="list-style-type: none"> • Provide new and improved cycle and walking routes from rural areas to connect to opportunities; • Remove current barriers with better on-road and off-road infrastructure to encourage more sustainable transport journeys; and • Work with employers to improve access and facilities for cyclists on site.
4 Improving access on key travel corridors such as the A50.	<ul style="list-style-type: none"> • Provide improvement along the A50 for pedestrians and cyclists, including a route connecting into Barclays Technology Centre; and • Improve crossing provision along key corridors for pedestrians and cyclists to remove severance.
5 Improving connectivity to leisure and tourism locations such as Tatton Park and Jodrell Bank.	<ul style="list-style-type: none"> • Develop walking and cycling route from Knutsford Station to Tatton Park; and • Improve walking and cycling route from Chelford Station to Jodrell Bank.
6 Strengthening the transport network to accommodate development sites within the Local Plan such as North West Knutsford, Parkgate	<ul style="list-style-type: none"> • Providing dedicated cycling and walking routes connecting the Parkgate Extension and Land South of Longridge to local residential areas and Knutsford to provide access to employment opportunities; and

Extension and Land South of Longridge.	<ul style="list-style-type: none"> Work with developers to ensure walking and cycling infrastructure is provided to access new housing sites.
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Table 5.2 – Active Travel Scheme Package and its Local Transport Objective Support

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

Within the Short Term of the Delivery Plan adoption, ten Active Travel schemes could potentially be developed. Within the Medium Term of the Delivery Plan a further 20 schemes could potentially be developed and in the Long-Term two schemes are identified for potential development.

5.3 Public Transport Schemes Package

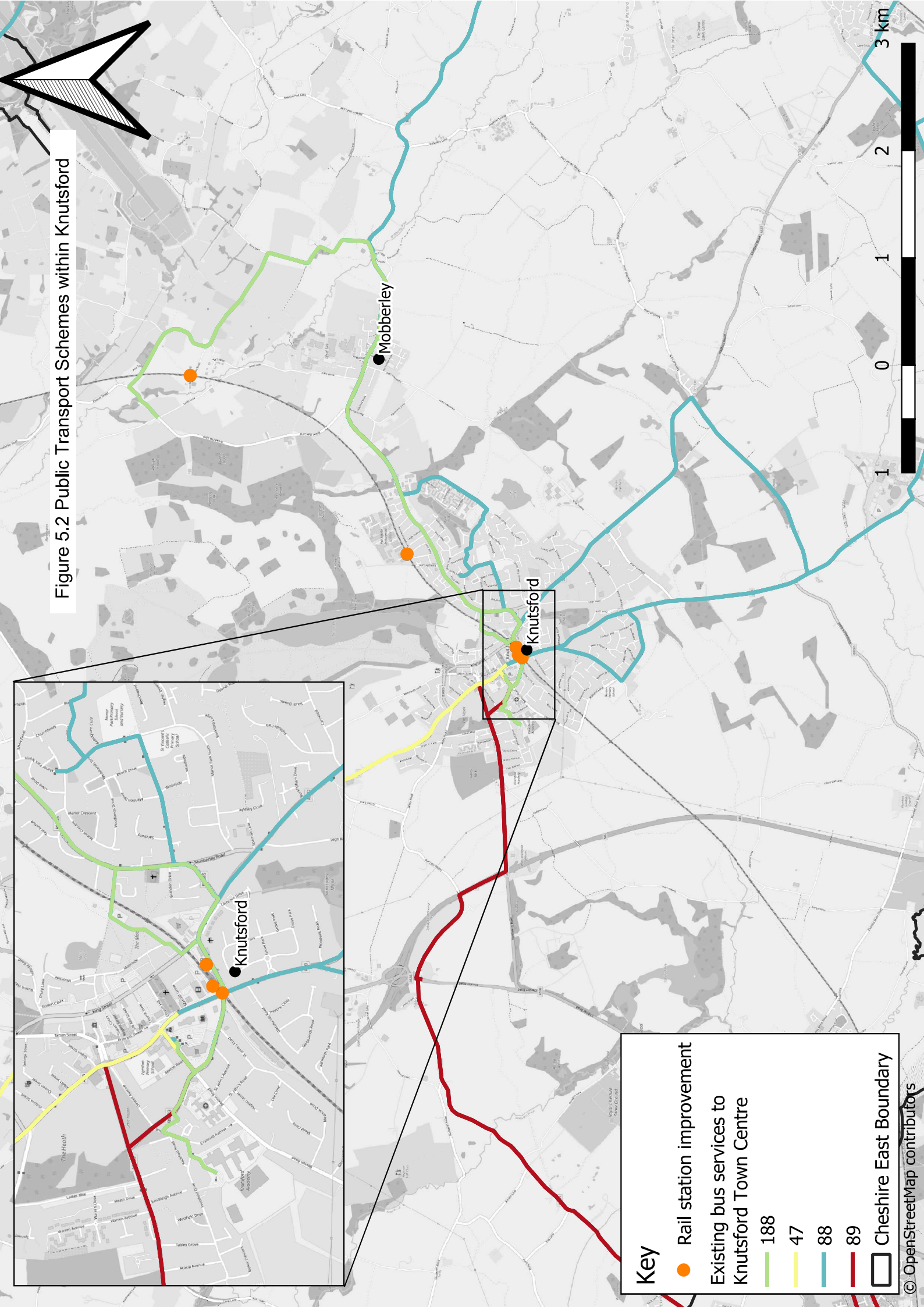
A total of 19 of the transport schemes identified for Knutsford and the wider area relate to Public Transport schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Delivery Plan process. The Delivery Plan has been developed aligning with the Council's BSIP. The Public Transport schemes fall into four broad categories as described in Table 5.3 below.

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

Table 5.3: Public Transport Scheme Categories

Figure 5.2 plots out the current bus network within Knutsford and the identified infrastructure schemes for bus and rail. A significant proportion of the bus schemes are around enhancing current service provision. 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 Schemes within Knutsford



Key

● Rail station improvement

Existing bus services to
Knutsford Town Centre

188

47

88

89

Cheshire East Boundary

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

Local Transport Objective	How the Public Transport Package Supports Objective
1 Improving access to the town centre and the train station to support a thriving town centre.	<ul style="list-style-type: none"> • Improve timings of bus and rail for interchange; and • Working with rail operators and Network Rail to improve access into Knutsford station.
2 Supporting access to education and employment sites such as Booths Park, Radbroke Park, Alderley Park, Manchester Airport and Jodrell Bank.	<ul style="list-style-type: none"> • Shuttle bus from Knutsford town centre to Booths Park Business complex; • Improve cross-boundary travel to Altrincham and High Legh by bus; and • Increase bus access connectivity to Manchester Airport, Tatton Park, Jodrell Bank and Alderley Park.
3 Supporting access from Mobberley and rural communities around Knutsford to key services and employment centres.	<ul style="list-style-type: none"> • Community transportation and local groups support; • Improve passenger transport access from rural communities to Knutsford; and • Bus service from High Legh to Lymm encompassing neighbouring Agden Brow and Little Bollington.
4 Improving access on key travel corridors such as the A50.	<ul style="list-style-type: none"> • Increasing frequency of bus services to Macclesfield.
5 Improving connectivity to leisure and tourism locations such as Tatton Park and Jodrell Bank.	<ul style="list-style-type: none"> • Work with tourist destinations to promote access by public transport.
6 Strengthening the transport network to accommodate development sites within the Local Plan such as North West Knutsford, Parkgate Extension and Land South of Longridge.	<ul style="list-style-type: none"> • Work with developers and operators to provide a travel choice to new developments with good bus access.

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

5.4 Parking Schemes Package

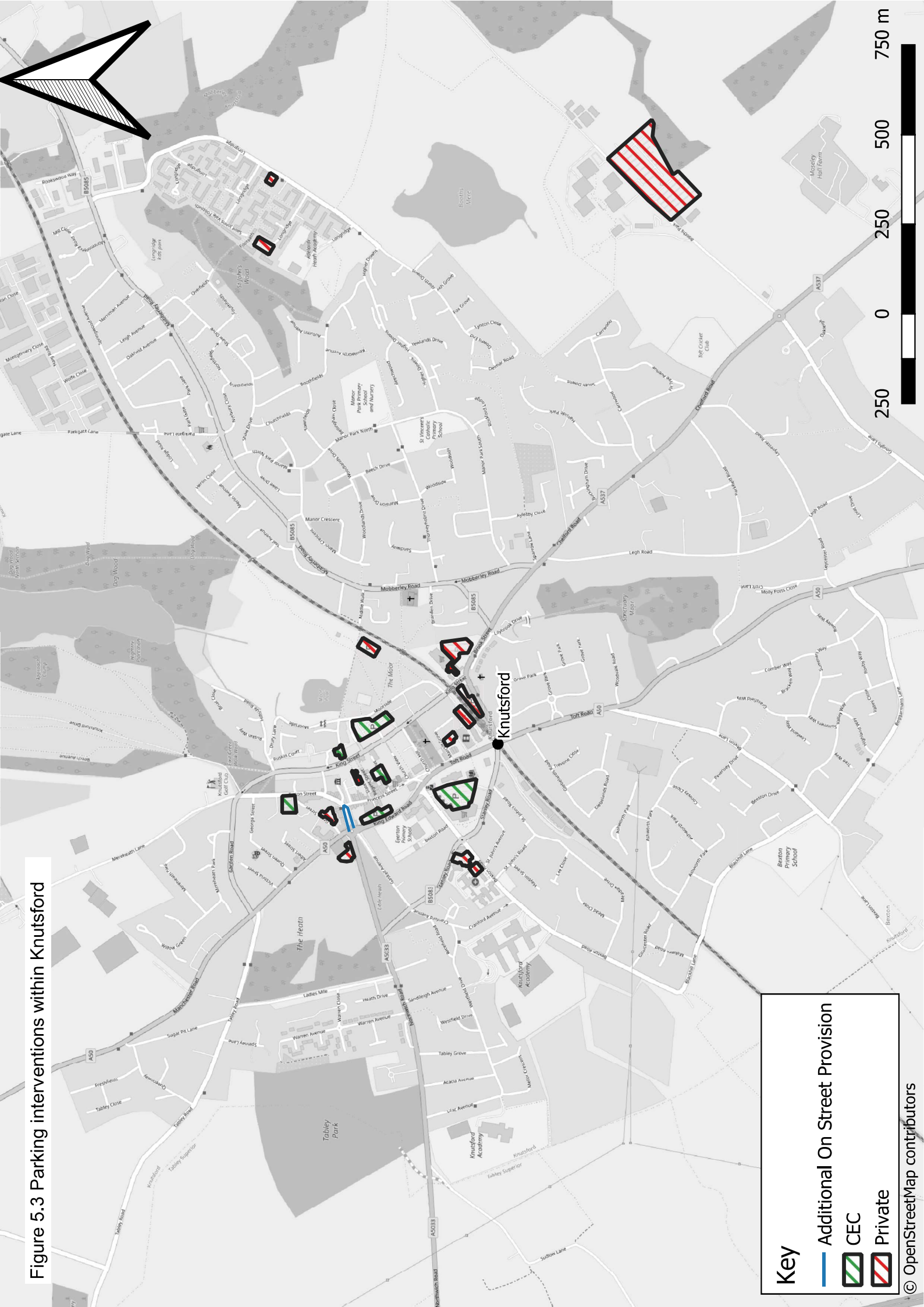
Knutsford currently benefits from a number of car parks and parking facilities. A total of five of the transport schemes identified for Knutsford relate to Parking Schemes and initiatives. These vary in scale and size with three being at Concept stage and two at feasibility. The Parking schemes fall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

Parking Category	Description of measures
Additional off-street parking provision	Providing additional off-street parking to alleviate on-street parking issues and support businesses and access to services.
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 Delivery Plan. However at this point, being at Concept stage, the catchment of these areas have not been fully developed and are therefore not mapped. Appendix A provides the list of identified schemes and the current assessment against the criteria set out in Chapter 4.

Figure 5.3 Parking interventions within Knutsford



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

Objective	How the Parking Package Supports
1 Improving access to the town centre and the train station to support a thriving town centre.	<ul style="list-style-type: none"> • Development and improvement of additional off-street parking capacity in Knutsford; and • Deliver EV charging provision with some off-street car parks.
2 Supporting access to education and employment sites such as Booths Park, Radbroke Park, Alderley Park, Manchester Airport and Jodrell Bank.	<ul style="list-style-type: none"> • Work with employment sites to accommodate EV charging provision.
3 Supporting access from Mobberley and rural communities around Knutsford to key services and employment centres.	<ul style="list-style-type: none"> • Parking not applicable to supporting this objective.
4 Improving access on key travel corridors such as the A50.	<ul style="list-style-type: none"> • Parking not applicable to supporting this objective.
5 Improving connectivity to leisure and tourism locations such as Tatton Park and Jodrell Bank.	<ul style="list-style-type: none"> • Parking not applicable to supporting this objective.
6 Strengthening the transport network to accommodate development sites within the Local Plan such as North West Knutsford, Parkgate Extension and Land South of Longridge.	<ul style="list-style-type: none"> • Provide EV charging and appropriate parking infrastructure at development sites; and • Ensuring no inappropriate parking results from new developments.

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

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

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

5.5 Highway Schemes Package

A total of 26 of the transport schemes identified for Knutsford and the wider area relate to Highway Transport schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Delivery Plan process. The Highway schemes fall into three 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.

Table 5.7: Highway Scheme Categories

Figure 5.4 plots out the location and schemes identified. Schemes such as developing appropriate 20mph areas and traffic management in residential areas are to be developed from Concept stage 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 Knutsford



● Junction improvements

— Traffic management upgrade

— Neighbourhood traffic calming

□ Cheshire East Boundary

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

Objective	How the Highway Package Supports
1 Improving access to the town centre and the train station to support a thriving town centre.	<ul style="list-style-type: none"> Improvements to key junctions in and around the town centre to improve access for vehicles; and Develop appropriate traffic management measures within the town centre.
2 Supporting access to education and employment sites such as Booths Park, Radbroke Park, Alderley Park, Manchester Airport and Jodrell Bank.	<ul style="list-style-type: none"> Improving routes, through junction improvement schemes, connecting to key employment sites.
3 Supporting access from Mobberley and rural communities around Knutsford to key services and employment centres.	<ul style="list-style-type: none"> Provide key junction improvements and access point upgrades onto the Strategic Road Network from roads connecting to/ from rural communities.
4 Improving access on key travel corridors such as the A50.	<ul style="list-style-type: none"> Improvements to junctions along the A50 to alleviate congestion; and Key capacity improvements and traffic management schemes to improve capacity for all road users on key corridors.
5 Improving connectivity to leisure and tourism locations such as Tatton Park and Jodrell Bank.	<ul style="list-style-type: none"> Providing improvements on the Strategic Road Network connecting to leisure and tourism sites; and Improvements within the town centre to support better access for visitors.
6 Strengthening the transport network to accommodate development sites within the Local Plan such as North West Knutsford, Parkgate Extension and Land South of Longridge.	<ul style="list-style-type: none"> Providing required safe access and egress to Local Plan sites through developer funding.

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

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

Within the Short Term of the Delivery Plan adoption, five Highway schemes could potentially be developed. Within the Medium Term of the Delivery Plan a further

eighteen schemes could potentially be developed and in the Long-Term three 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 Knutsford. Table 5.9 below summarises the support given by each package of schemes for each objective. The green cells show significant support for the objective, the yellow cells show some support, and the grey cells show that it is not applicable in supporting that objective.

Objective	Active Travel Package	Public Transport Package	Parking Package	Highways Package
1 Improving access to the town centre and the train station to support a thriving town centre.	Green	Green	Yellow	Green
2 Supporting access to education and employment sites such as Booths Park, Radbroke Park, Alderley Park, Manchester Airport and Jodrell Bank.	Green	Green	Yellow	Green
3 Supporting access from Mobberley and rural communities around Knutsford to key services and employment centres.	Green	Green	Grey	Green
4 Improving access on key travel corridors such as the A50.	Green	Green	Grey	Green
5 Improving connectivity to leisure and tourism locations such as Tatton Park and Jodrell Bank.	Green	Green	Grey	Green
6 Strengthening the transport network to accommodate development sites within the Local Plan such as North West Knutsford, Parkgate Extension and Land South of Longridge.	Green	Green	Yellow	Green

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

6. Summary and Next Steps

6.1 Summary

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

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

6.2 Funding Summary

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

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

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

6.3 Next Steps

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

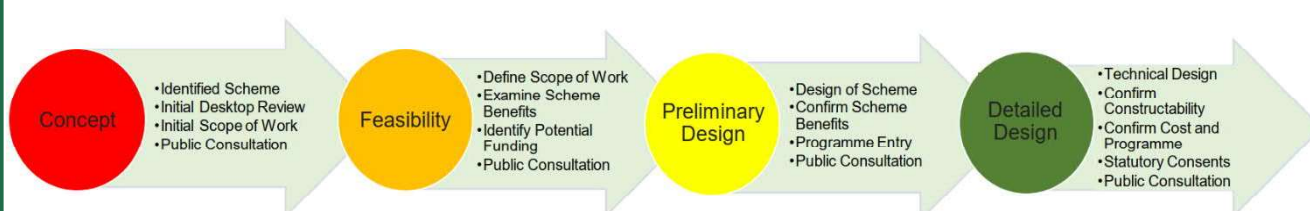


Figure 6.1: Scheme Development Stages

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

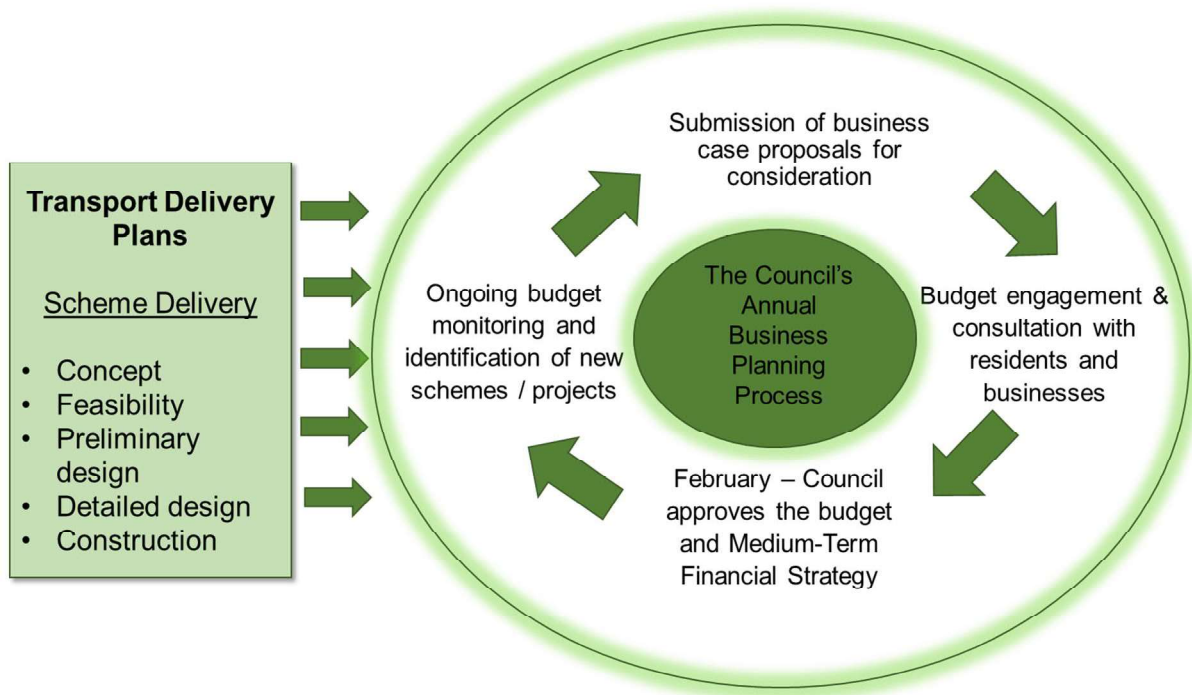


Figure 6.2: LTDP Budget Cycle

Appendix A – Options Long List & Assessment

ID	Category	Scheme Description	LTP Objectives				Town Specific Objectives				Technical Feasibility	Value for Money	Affordability	Acceptability	Development Status:
			Supporting Growth	Access to Services	Protect and Enhance Environment	Health, Wellbeing and Physical Activity	Maintaining and managing our 'neighbourhoods'	Improve organisational effectiveness	Improving access to the town centre	Supporting access to education and training	Supporting access from Mobberley communities around Knutsford and Manchester Airport	Improving access on key travel routes such as the ASD	Improving connectivity to locations such as Tatton Park and Jordell Bank	Strengthening the transport network within the Local Enterprise Zone, West Knutsford, Penkgate Extension and South of Longridge	Conceptual design; preliminary design; Detailed design
KNUT 3003	Active Travel	A5033 northward Road active travel improvements.	4	4	4	4	3	3	4	4	4	3	4	3	Concept
KNUT 3003	Active Travel	A50 / A5033 Roundabout crossing improvements.	4	4	4	4	3	3	4	4	3	4	3	4	Preliminary Design
KNUT 3002	Active Travel	Introducing a cycle route along the A50 Manchester Road / Telford Road / Holmes Chapel Road to Bardsley Technology Centre.	4	4	4	4	3	3	4	5	4	5	3	3	Preliminary Design
KNUT 3006	Active Travel	Walking and cycling route connecting to Mobberley via B5085.	4	4	4	4	3	3	4	4	4	5	3	3	Feasibility
KNUT 3001	Active Travel	A50 King Edward Road pedestrian and cycle improvements.	4	4	4	4	3	3	4	4	4	4	3	3	Concept
KNUT 1003/ KNUT 1004/ KNUT 1005	Active Travel	From top to Bottom Street - Enhancements to the pedestrian environment on Princess Street.	3	4	4	3	3	3	4	4	3	3	3	3	Concept
KNUT 37	Active Travel	Walking and Cycling Route - Talley Road, linking into Swain's Walk, Boddle Way to Knutsford via A506.	3	4	4	4	3	3	4	4	4	3	4	4	Concept
KNUT 4000	Active Travel	Improvements to Knutsford Revolution signed quiet route around the town centre	3	4	3	4	3	3	4	4	3	3	3	3	Feasibility
KNUT 2005	Active Travel	Improved crossing facilities on the A50 outside Knutsford Train Station - packages with junction improvements at A50 Telford Road / A537 Adams Hill.	4	3	4	4	3	3	4	4	4	4	4	4	Preliminary Design
KNUT 2006	Active Travel	Improvements to walking route from Merchants Lane to Knutsford Sports Club.	3	4	4	4	3	3	4	4	3	3	3	3	Concept
KNUT 3007	Active Travel	Merchants Lane cycling provisions improvements.	3	4	4	4	3	3	4	4	3	4	4	3	Concept
KNUT 41	Active Travel	Walking and Cycling route through The Moor to Penkgate Industrial Estate.	4	4	4	4	3	3	4	4	3	3	4	3	Feasibility
KNUT 27	Active Travel	Safe pedestrian access to the Village Hall at High Leigh.	3	4	3	4	3	3	3	3	4	3	3	3	Concept
KNUT 99	Active Travel	Extension of the Swain's Walk/Telford Road route, connecting the former A505 Chester Road into Greater Manchester.	3	4	4	4	3	3	3	4	4	4	4	4	Feasibility
KNUT 352	Active Travel	Walking / Cycling route between Knutsford railway station and Tatton Park.	4	4	4	4	3	3	4	4	4	4	5	3	Concept
KNUT 4001	Active Travel	Cycle route from Knutsford to Manchester Airport.	4	4	4	4	3	3	4	5	4	3	3	3	Concept
KNUT 4002	Active Travel	Walking / Cycling route from Chelford Station to Jordell Bank.	3	3	4	4	3	3	3	4	3	3	5	3	Concept
KNUT 19	Active Travel	Improve sustainable transport access to Baxton Primary School.	4	4	4	4	3	3	3	4	3	3	3	3	Concept
KNUT 1100	Active Travel	Improve pedestrian crossing facilities to the top of Hollow Lane (near Thornycroft Drive, Manchester Road at the end of Garden Road).	3	4	4	4	3	3	4	4	3	3	3	3	Concept
KNUT 1200	Active Travel	Improving the walking route along Mobberley Road to issues of flooding at some points on route.	3	3	4	4	4	3	3	3	3	3	3	2	Concept
KNUT 13	Active Travel	Improving the footpaths along route leading to the schools on Manor Park North and Manor Park South.	3	4	4	4	3	3	4	4	3	3	3	3	Concept
KNUT 14	Active Travel	Improving the footpath surfacing from Middle Walk across The Moor to Old Market Place.	3	3	4	4	4	3	4	4	3	3	3	3	Concept
KNUT 15	Active Travel	Improve street lighting along Church Walk.	3	3	4	4	3	3	4	3	3	3	3	3	Concept
KNUT 16	Active Travel	Improved pedestrian route from the Church Walk/King Street junction and Middle Walk.	4	4	4	4	3	3	4	4	3	3	3	3	Concept
KNUT 17	Active Travel	Secure cycling parking at bus station.	3	4	3	4	3	3	4	3	3	3	3	3	Concept
KNUT 18	Active Travel	Improve pedestrian and cycle access along Ladles Mile.	4	4	4	4	3	4	4	4	3	3	3	3	Concept
KNUT 19	Active Travel	Improve pedestrian routes through Tatton Park.	3	3	4	4	3	3	3	3	3	3	4	3	Concept
KNUT 20	Active Travel	Improve access from Swain's Walk to Knutsford Heath.	3	4	4	4	3	3	4	4	3	4	4	3	Concept
KNUT 21	Active Travel	Improvements to pedestrian cycling infrastructure along A537 Macclesfield Rd from Boots Park to Chelford.	4	4	4	4	3	3	4	4	3	4	4	3	Concept
KNUT 22	Active Travel	Walled Close footbridge maintenance.	3	4	4	4	4	3	4	3	3	3	3	3	Concept
KNUT 23	Active Travel	Peasmarsh / cycling bridge over the River Bollin.	3	4	4	4	3	3	4	3	3	4	3	2	Concept
KNUT 4003	Parking	Installation of EV Charging points.	4	3	4	3	3	3	3	3	3	3	3	3	Feasibility
KNUT 2001	Highways	Section Road/A50 Telford Road/Church Hill junction improvements.	4	4	3	3	3	3	4	4	3	4	3	3	Concept
KNUT 2004	Highways	Improvements to Adams Hill / King Street junction.	4	4	3	3	3	3	4	3	3	3	4	4	Preliminary Design
KNUT 6003 / KNUT 3502	Highways	A537 Blook Street / Hollow Lane junction improvements.	4	4	3	3	3	3	4	4	3	3	4	4	Preliminary Design

ID	Category	Scheme Description	Supporting Growth	Access to Services	Protects and Improves the Environment	LTP Objectives	Health, Wellbeing and Physical Activity	Maintaining and managing our 'neighbourhoods'	Improve organisational effectiveness	Improving access to the town centre to support a thriving town centre	Supporting access to education and training at Park Road, Radcliffe and Manchester Airport	Supporting access from Mobberley communities around Knutsford and the ASO	Improving connectivity to locations such as Tatten Park and Jordell Bank	Strengthening the transport network within the Local Enterprise Zone, West Knutsford, and the South of Longridge	Technically Feasible	Value for Money	Affordability	Acceptability	Development Status: Concept, Preliminary design, Detailed design
KNUT 31	Highways	ASD Holmes Chapel to here review to consider improvements to reduce congestion	4	4	3	3	3	3	3	4	3	3	3	3	3	3	3	4	Concept
KNUT 7001	Highways	Traffic Calming measures along Stanley Road	3	3	3	4	3	3	3	3	3	3	3	3	3	3	3	3	Concept
KNUT 7002	Highways	Traffic calming measures along Gaskell Avenue/Garford Avenue.	3	3	3	4	3	3	3	3	3	3	3	3	3	3	3	3	Concept
KNUT 7003	Highways	Traffic calming measures on Veedfield Drive to Talley Grove.	3	3	3	4	3	3	3	3	3	3	3	3	3	3	3	3	Concept
KNUT 7004	Highways	Traffic calming measures on Lades ME7 / Taley Road / Garden Road / Tatten Street.	3	3	3	4	3	3	3	3	3	3	3	3	3	3	3	3	Concept
KNUT 7005	Highways	Traffic calming measures along Merchess Lane.	3	3	3	4	3	3	3	3	3	3	3	3	3	3	3	3	Concept
KNUT 1007	Highways	From Top to Bottom Street - Make Canute Place one way, create an on-ordered square and on-street parking spaces.	4	4	3	3	3	3	3	4	3	3	3	3	3	3	3	3	Concept
KNUT 1010	Highways	From Top to Bottom Street - Manchester Road/Green Street - no entry / from Manchester Road and left turn only onto Manchester Road.	4	4	3	3	3	3	3	4	3	3	3	3	3	3	3	3	Concept
KNUT 1011	Highways	From Top to Bottom Street - Prevent access from Gaskell Avenue onto the roundabout.	4	4	3	3	3	3	3	4	3	3	3	3	4	3	4	3	Preliminary Design
KNUT 1012	Highways	From Top to Bottom Street - Section of King Street adjoining Tatten Park's entrance to be two-way.	4	4	3	3	3	3	3	4	3	3	3	3	3	3	3	3	Concept
KNUT 4004	Highways	Moorside and Hildale Road accessibility improvements.	3	4	3	3	3	3	3	4	4	3	3	3	3	3	3	3	Concept
KNUT 1013	Highways	From Top to Bottom Street - Roundabout at Merchess Lane/Garden Road/Tatten Street/Long Street junction.	3	4	3	3	3	3	3	4	3	3	3	3	3	3	3	3	Concept
KNUT 4005	Highways	One-way system on sections of Moorside.	4	4	3	3	3	3	3	4	3	3	3	3	3	3	3	3	Concept
KNUT 70	Highways	Widening of the ASD between Adams Hill junction and Canute Place.	4	4	3	3	3	3	3	4	4	3	3	3	3	3	2	3	Concept
KNUT 25	Highways	Speed limit enforcement and traffic calming on ASD and B5159 West Lane.	3	3	4	3	3	3	3	4	3	3	3	3	3	3	3	3	Concept
KNUT 1009	Highways	From Top to Bottom Street - Make Tatten Street one way to Green Street and increased on-street parking spaces.	4	4	3	3	3	3	3	4	3	3	3	3	3	3	3	3	Concept
KNUT 4	Public Transport	Improving facilities at Knutsford Station including provision of street lighting within the car park, CCTV within the station and on platforms, cycle parking, and cycle lane.	4	4	3	4	3	3	3	4	3	3	3	3	3	3	2	4	Concept
KNUT 25	Active Travel	Improve wheelchair access along Top and Bottom Street pavements, including more dropped kerbs.	3	4	4	4	3	3	3	4	4	3	3	3	3	3	3	4	Concept
KNUT 26	Highways	Limit Buxton Road to buses only.	3	4	4	4	3	3	3	4	4	3	3	3	3	3	3	4	Concept
KNUT 29	Highways	Traffic calming measures for Talley Road and Ludins Mile.	3	3	3	4	3	3	3	3	3	3	3	3	3	3	3	3	Concept
KNUT 30	Highways	Traffic calming measures through Mobberley.	3	3	3	4	3	3	3	3	3	3	3	3	3	3	3	3	Concept
KNUT 32	Highways	Resurfacing lanes in Power.	3	3	3	3	4	3	3	3	3	3	3	3	3	3	2	4	Concept
KNUT 33	Highways	Knutsford relief road bypass.	4	4	3	3	3	3	3	4	4	4	4	3	2	2	1	3	Concept
KNUT 35	Highways	Double yellow lines on Park Lane.	3	3	4	3	3	3	3	3	3	3	3	3	3	3	3	3	Concept
KNUT 36	Highways	Traffic calming / speed restriction signage on Wallbank Lane.	3	3	3	4	3	3	3	3	3	3	3	3	3	3	3	2	Concept
KNUT 1002	Parking	From Top to Bottom Street - new access of King Edward Road to Princess Street Car Park and potential for increased parking spaces.	4	3	3	3	3	3	3	3	3	3	3	3	2	3	3	3	Concept
KNUT 1001	Parking	From Top to Bottom Street - Potential multi-storey at Tatten Street car park.	4	3	3	3	3	3	3	4	3	3	3	3	2	2	2	3	Concept
KNUT 1008	Parking	From Top to Bottom Street - Access to King Street Car Park from Moorside only.	3	3	3	3	3	3	3	3	3	3	3	3	2	3	3	3	Concept
KNUT	Parking	Reconfiguration of on street parking spaces within the town.	3	3	3	3	3	4	3	3	3	3	3	3	2	3	2	4	Concept
KNUT 4006	Public Transport	Introduce a stop-free access to Knutsford Railway Station.	4	4	3	4	3	3	3	4	4	4	4	3	2	3	3	4	Concept
KNUT 22	Public Transport	Introduce real time information display at Mobberley Railway Station.	3	3	3	3	3	3	3	3	3	4	3	3	2	3	3	4	Concept
KNUT 4007	Public Transport	Rail service/light rail to link Manchester Airport from Knutsford Railway Station.	3	4	3	3	3	3	3	4	4	3	3	3	2	3	2	4	Concept
KNUT 4008	Public Transport	Increase the number of services per hour from Knutsford Railway Station to Manchester or Altrincham a train service.	4	4	3	3	3	3	3	4	4	3	4	4	2	3	2	4	Feasibility
KNUT 4009	Public Transport	Improve cross-boundary travel to Altrincham - High Legh by bus.	4	4	4	4	3	3	3	4	4	4	4	3	3	2	2	4	Concept
KNUT 4010	Public Transport	Improve timing of bus and rail for interchange.	4	4	3	3	3	3	3	4	3	3	3	3	3	3	2	4	Concept

ID	Category	Scheme Description	LTP Objectives				Town Specific Objectives					Technically Feasible	Value for Money	Affordability	Acceptability	Development Status:
			Supporting Growth	Access to Services	Protects and Improves the Environment	Health, Wellbeing and Physical Activity	Maintaining and managing our 'natural assets'	Improve organisational effectiveness	Improving access to the town centre	Supporting access to education and training such as Boots Park, Radcliffe Park, and Manchester Airport and Jodrell Bank	Supporting access from Macclesley communities around Knutsford and Jodrell Bank centres	Improving access on key travel routes such as the A50	Improving connectivity to locations such as Tatton Park and Jodrell Bank	Strengthening the transport network within the Local Enterprise Zone West Knutsford, Jodrell Bank and South of Longridge		Concept design, preliminary design, Detailed design
KNUT 4011	Public Transport	Increase bus service connectivity education and employment sites, including Manchester Airport, Jodrell Bank and Alderley Park.	4	4	3	3	3	3	3	4	3	3	4	3	2	Concept
KNUT 4012	Public Transport	Improve Bus Lines leisure and tourism locations, including to Tatton Park and Jodrell Bank.	3	3	3	3	3	3	3	4	3	3	4	3	2	Concept
KNUT 4013	Public Transport	Metrolink expansion / transition technology linking to Knutsford.	4	4	3	3	3	3	4	4	3	3	3	3	2	Concept
KNUT 4014	Public Transport	Work with Community Transport and other local groups support to provide links to services for residents.	4	4	3	4	3	3	4	4	4	3	4	3	3	Concept
KNUT 4015	Public Transport	Improve passenger transport access from rural communities to Knutsford.	4	4	3	4	3	3	4	4	4	3	3	3	2	Concept
KNUT 4016	Public Transport	Increased bus services to access employment and education in Altrincham, Chalfont, Macclesfield and Varrington.	4	4	3	4	3	3	4	4	4	3	4	3	2	Concept
KNUT 4017	Public Transport	Integrated ticket system developing through ESIP	3	4	3	3	3	3	4	4	3	3	3	3	3	Concept
KNUT 40	Public Transport	Extension of bus route 85 to provide further bus links to Hartford, Cuddington and Cheshire.	4	4	3	4	3	3	4	3	4	4	3	4	2	Concept
KNUT 41	Public Transport	Bus service from High Legh to Uxton encompassing neighbouring Aglen Brow and Little Balingdon.	4	4	3	3	3	3	3	3	4	3	3	3	2	Concept
KNUT 42	Public Transport	Shuttle bus from Knutsford Town Centre to Boots Park Business complex.	4	4	3	3	3	3	4	4	3	3	3	3	2	Concept
KNUT 43	Public Transport	School buses for children in Macclesley	3	4	3	4	3	3	3	3	3	4	3	3	2	Concept
KNUT 44	Public Transport	Direct rail connection from Northwich to Crewe via Middlewich.	4	4	3	3	3	3	4	4	3	3	3	3	2	Concept

Appendix B – Sequencing & Packaging of options

ID	Packages	Scheme Description	Timeframe		
			Short (< 2 years)	Medium (2 - 5 years)	Long (5+ years)
KNUT 4016	Active Travel	Improved pedestrian route from the Church Walk/King Street junction and Middle Walk.		X	
KNUT 4017	Active Travel	Secure cycling parking at bus station.	X		
KNUT 18	Active Travel	Improve pedestrian and cycle access along Ladies Mile.	X		
KNUT 19	Active Travel	Improve pedestrian routes through Tatton Park.			X
KNUT 20	Active Travel	Improve access from Swains Walk to Knutsford Heath.		X	
KNUT 21	Active Travel	Improvements to pedestrian cycling infrastructure along A537 Macclesfield Rd from Booths Park to Ollerton.		X	
KNUT 22	Active Travel	Mallard Close footbridge maintenance.		X	
KNUT 23	Active Travel	Pedestrian / cycling bridge over the River Bollin.			X
KNUT 4003	Parking	Installation of EV Charging Points.	X		
KNUT 2001	Highways	Bexton Road/A50 Toft Road/Church Hill junction improvements.		X	
KNUT 2004	Highways	Improvements to Adams Hill / King Street junction.		X	
KNUT 6003 / KNUT 3902	Highways	A537 Brook Street / Hollow Lane junction improvements.		X	
KNUT 31	Highways	A50 Holmes Chapel to Mere review to consider improvements to reduce congestion		X	
KNUT 7001	Highways	Traffic Calming measures along Stanley Road		X	
KNUT 7002	Highways	Traffic calming measures along Gaskell Avenue/Cranford Avenue.		X	
KNUT 7003	Highways	Traffic calming measures on Westfield Drive to Tabley Grove.		X	
KNUT 7004	Highways	Traffic calming measures on Ladies Mile / Tabley Road / Garden Road / Tatton Street.		X	
KNUT 7005	Highways	Traffic calming measures along Mereheath Lane.		X	
KNUT 1007	Highways	From Top to Bottom Street - Make Canute Place one way, create an on-street square and on-street parking spaces.		X	
KNUT 1010	Highways	From Top to Bottom Street - Manchester Road/Green Street - no entry from Manchester Road and left turn only onto Manchester Road.		X	
KNUT 1011	Highways	From Top to Bottom Street - Prevent access from Gaskell Avenue onto the roundabout.	X		
KNUT 1012	Highways	From Top to Bottom Street - Section of King Street adjoining Tatton Park's entrance to be two-way.		X	
KNUT 4004	Highways	Moorside and Hillside Road accessibility improvements.	X		

ID	Packages	Scheme Description	Timeframe		
			Short (< 2 years)	Medium (2 - 5 years)	Long (5+ years)
KNUT 1013	Highways	From Top to Bottom Street - Roundabout at Mereheath Lane/Garden Road/Tatton Street/King Street junction.		X	
KNUT 4005	Highways	One-way system on sections of Moorside.		X	
KNUT 70	Highways	Widening of the A50 between Adams Hill junction and Canute Place.			X
KNUT 26	Highways	Speed limit enforcement and traffic calming on A50 and B5159 West Lane.		X	
KNUT 1009	Highways	From Top to Bottom Street - Make Tatton Street one way to Green Street and increased on-street parking spaces.		X	
KNUT 4	Public Transport	Improving facilities at Knutsford Station including provision of street lighting within the car park, CCTV within the station and on platforms, cycle parking, and cycle hire.	X		
KNUT 25	Active Travel	Improve wheelchair access along Top and Bottom Street pavements, including more dropped kerbs.	X		
KNUT 28	Highways	Limit Bexton Road to buses only.			X
KNUT 29	Highways	Traffic calming measures for Tabley Road and Ladies Mile.	X		
KNUT 30	Highways	Traffic calming measures through Mobberley.	X		
KNUT 32	Highways	Resurfacing lanes in Peover.	X		
KNUT 33	Highways	Knutsford relief road/bypass.			X
KNUT 35	Highways	Double yellow lines on Park Lane.		X	
KNUT 36	Highways	Traffic calming / speed restriction signage on Wellbank Lane.		X	
KNUT 1002	Parking	From Top to Bottom Street - New access off King Edward Road to Princess Street Car Park and potential for increased parking spaces.		X	
KNUT 1001	Parking	From Top to Bottom Street - Potential multi-storey at Tatton Street car park.			X
KNUT 1008	Parking	From Top to Bottom Street - Access to King Street Car Park from Moorside only.		X	
KNUT	Parking	Reconfiguration of on street parking spaces within the town.	X		
KNUT 4006	Public Transport	Introduce a step-free access to Knutsford Railway Station.		X	
KNUT 22	Public Transport	Introduce real time information display at Mobberley Railway Station.		X	
KNUT 4007	Public Transport	Rail service/light rail to link Manchester Airport from Knutsford Railway Station.			X
KNUT 4008	Public Transport	Increase the number of services per hour from Knutsford Railway Station to Manchester/ or alternatively a faster service.		X	
KNUT 4009	Public Transport	Improve cross-boundary travel to Altrincham - High Legh by bus.		X	

ID	Packages	Scheme Description	Timeframe		
			Short (< 2 years)	Medium (2 - 5 years)	Long (5+ years)
KNUT 4010	Public Transport	Improve timings of bus and rail for interchange.		X	
KNUT 4011	Public Transport	Increase bus service connectivity education and employment sites, including Manchester Airport, Jodrell Bank and Alderley Park.		X	
KNUT 4012	Public Transport	Improve Bus Links leisure and tourism locations, including to Tatton Park and Jodrell Bank.		X	
KNUT 4013	Public Transport	Metrolink expansion / tram-train technology linking to Knutsford.			X
KNUT 4014	Public Transport	Work with Community Transport and other local groups support to provide links to services for residents.	X		
KNUT 4015	Public Transport	Improve passenger transport access from rural communities to Knutsford.		X	
KNUT 4016	Public Transport	Increased bus services to access employment and education in Altrincham, Chelford, Macclesfield and Warrington.		X	
KNUT 4017	Public Transport	Integrated ticket system developing through BSIP		X	
KNUT 40	Public Transport	Extension of bus route 82 to provide further bus links to Hartford, Cuddington and Chester.		X	
KNUT 41	Public Transport	Bus service from High Legh to Lymm encompassing neighbouring Agden Brow and Little Bollington.		X	
KNUT 42	Public Transport	Shuttle bus from Knutsford Town Centre to Booths Park Business complex.		X	
KNUT 43	Public Transport	School buses for children in Mobberley			X
KNUT 44	Public Transport	Direct rail connection from Northwich to Crewe via Middlewich.			X

Appendix C – Objectives & Scoring criteria

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 sites	Supports access to growth	Supports growth and unlocks development
Access to Services	Prevents access to services	Adversely affects access to services	Neither adversely affects or supports access to services	Supports access to some services	Provides direct access to multiple services
Protects and Improves the Environment	Permanent damage to the environment and no mitigation can be put in place	Damages the environment but mitigation can be put in place	Neither adversely affects or supports the environment	Protects the environment	Improves the environment by reducing impacts of air quality / noise pollution
Health, Wellbeing and Physical Activity	Negatively impacts peoples health and no mitigation can be put in place	Negatively impacts peoples health but mitigation can be put in place	Neither adversely affects or supports physical activity	Improves health, well being and physical activity	Actively promotes health, wellbeing and physical activity
Maintaining and managing our network assets'	The addition of new schemes which cause maintenance liability	Contributes to maintenance liability	Neither adversely affects or supports physical activity	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	Is of some benefit to the efficiency and effectiveness of Cheshire East Council	Improves the efficiency and effectiveness of Cheshire East Council
Improving access to the town centre and the train station to support a thriving town centre	Significantly impacts access into Knutsford Town Centre and the train	Has some impact on accessing Knutsford Town Centre and the train	Neither impacts or improves access	Provides some improvement into Knutsford Town Centre and the train	Provides significant improvement to access into and within Knutsford Town
Supporting access to education and employment sites such as Booths Park, Radbroke Park, Alderley Park, Manchester Airport and Jodrell Bank	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	Provides some improvement to access to education and employment sites	Provides significant improvement to access to education and employment sites
Supporting access from Moberley and rural communities around Knutsford to key services and employment centres	Significantly negatively impacts access from rural communities around	Has some negative impact on access from rural communities around	Neither impacts or improves access	Provides some improvement from rural communities around Knutsford to key	Provides significant improvement from rural communities around Knutsford to
Improving access on key travel corridors such as the A50	Significantly impacts access on key routes and to key destinations	Has some impact on access on key routes and to key destinations	Neither impacts or improves access on key routes and to	Provides some improvement to access on key routes and to key destinations	Provides significant improvement to access on key routes and to key destinations
Improving connectivity to leisure and tourism locations such as Tatton Park and Jodrell Bank	Significantly impacts connectivity to leisure and tourism locations	Has some negative impact on connectivity to leisure and tourism locations	Neither impacts or improves to leisure and tourism	Provides some improvement to connectivity to leisure and tourism locations	Provides significant improvement to connectivity to leisure and tourism locations
Strengthening the transport network to accommodate development sites within the Local Plan such as North West	Significantly negatively impacts future development sites	Has some negative impact on future development sites	Neither impacts or improves access to	Provides some improvement of access to future development sites	Provides significant improvement to access to future development sites
Technically Feasible	No feasible design or methodology available	Severely limited design or methodology available	Scheme neither has identified	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	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