



Alsager Transport Development Plan

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Alsager Transport Development Plan

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1. Introduction

1.1 Local Context

Alsager is a small town in the south east of the borough with a population of 11,800. It lies east of Crewe and is close to the Potteries conurbation to the south. It was a small farming village until the 19th Century when, due to its rail connections and rural character, it became popular with managers from the nearby Potteries. During the Second World War, a large armaments factory was built outside the town at Radway Green and the town grew to house the influx of factory workers. This site, now with a range of occupiers, remains the town's largest employment location.

Alsager town centre stretches along the main street and has about 100 retail units. In addition, the town centre includes the recently remodelled Milton Park, a large area of public open space. Parts of the town are characterised by spacious tree-lined streets with attractive villas and designated as conservation areas.

The number of jobs available within the area is low, although the unemployment rate is lower than the Cheshire East average. Income levels are generally below the Cheshire East average. One of the major employers in the town, Twyford, has closed its manufacturing operation (although its distribution operation remains open).

The town is served by several bus routes that provide access to Crewe, Hanley, Kidsgrove, Nantwich and Sandbach. The railway station, which is a short walk from the town centre, provides links to Crewe and Stoke-on-Trent, Derby, Lichfield and on to Northampton, Milton Keynes, and London Euston. Junction 16 of the M6 motorway is a short distance away.

1.2 Background to the Alsager 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 Alsager 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 Alsager. 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 Alsager 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, 43 responses were received by online response and email. Consultation with the Town Council was also undertaken by Council Officers during this period. Respondents were also invited to suggest further schemes they felt should be considered for the Development Plan as part of the consultation.

Following the public consultation, the second stage of developing the Development Plan has been undertaken and is presented within this report. The Development Plan sets out the five local transport objectives for Alsager 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.

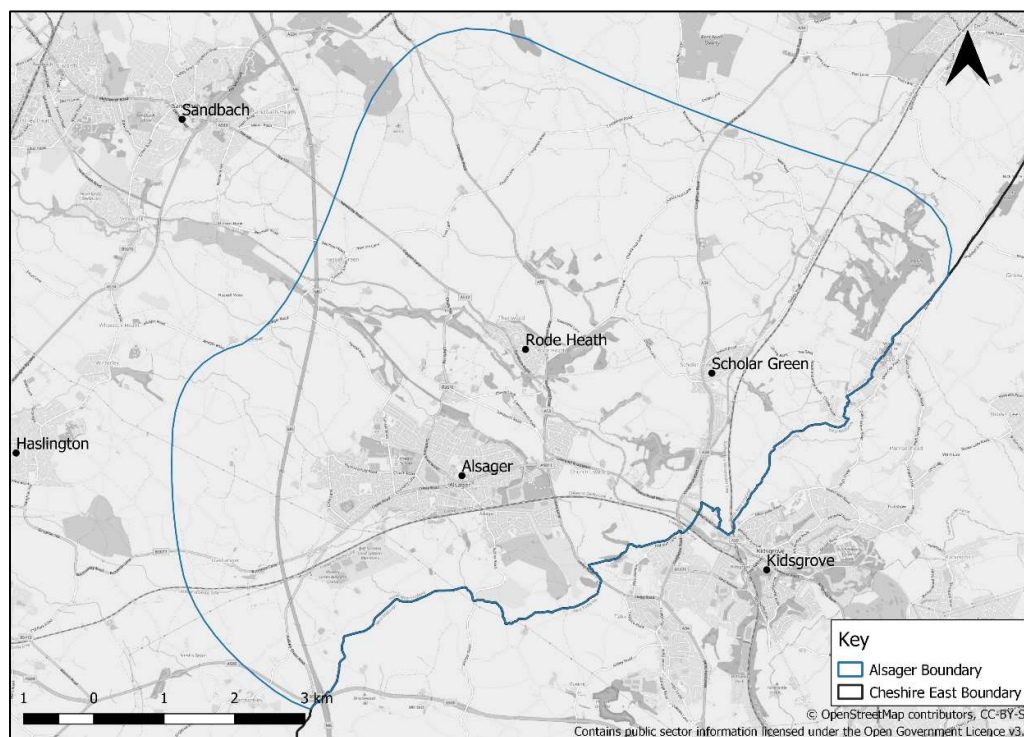


Figure 1.1 Alsager Development Plan Area

1.3 What does the Development Plan do for Alsager?

The Transport Development Plan for Alsager:

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

1.4 Objective Setting and Scheme Options Development

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

- 1. Improving access to Alsager town centre to support the economy;**
- 2. Supporting access for rural communities surrounding Alsager to key services and employment centres;**

3. Improving access on key routes to Crewe, wider Cheshire, and the Potteries;

4. Supporting access to education and employment sites including Radway Green Business Park; and

5. Strengthening the transport network to accommodate development sites such as Radway Green, White Moss Quarry and the former MMU site and others included within the Local Plan.

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 41 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 Alsager (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 Alsager 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 Alsager, 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 Alsager.

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 Alsager.

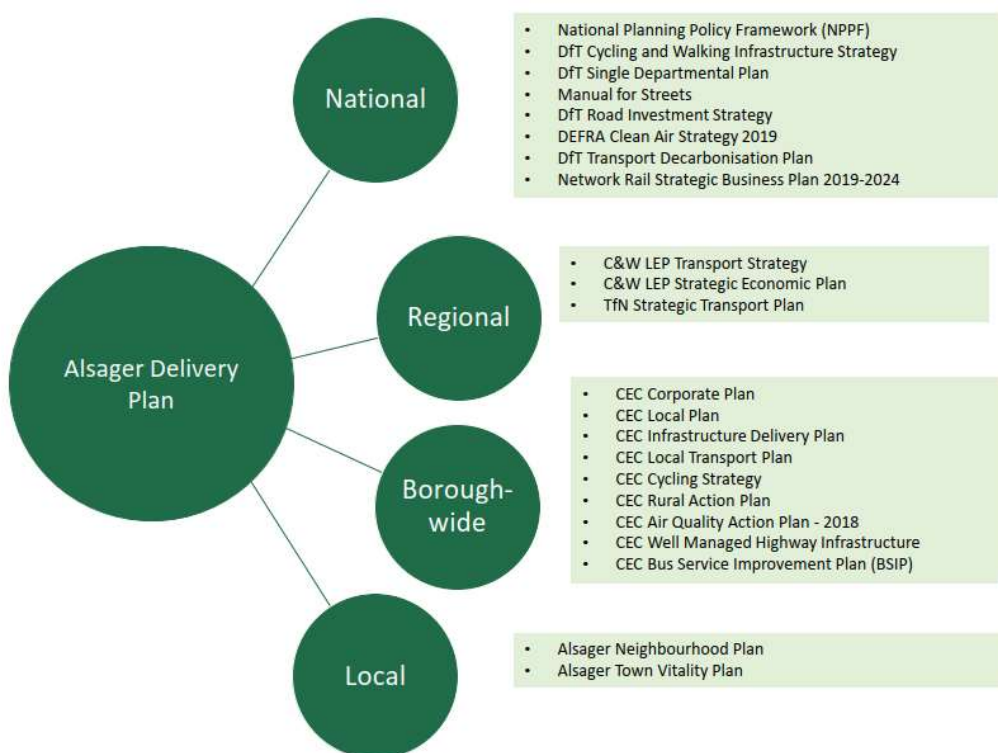


Figure 2.1 Policy Overview

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 Alsager 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 Alsager which consist of 1,300 new homes and 47ha of employment land across various locations (see Figure 2.2). As shown in Figure 2.2, there is also a considerable amount of further planned

housing and employment site growth within the Development Plan area. It is important to maintain access to these new development sites and ensure that the transport network has sufficient capacity to support future growth. It is therefore important that these development sites are considered within the objectives and schemes.

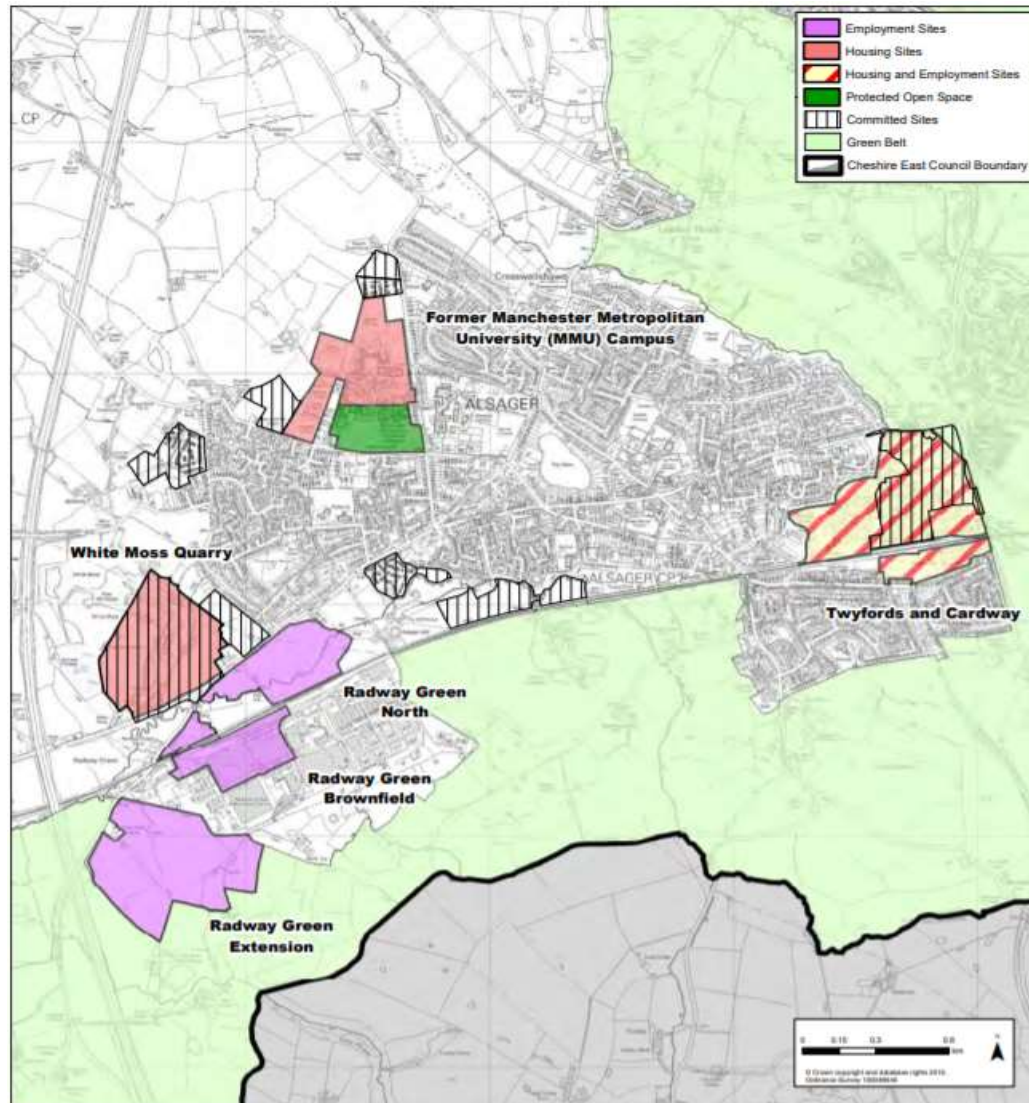


Figure 2.2 Alsager Local Plan Sites

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 Alsager 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 Alsager Neighbourhood Plan

The Alsager 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.

For transport, the Alsager Neighbourhood Plan outlines the following vision:

“Alsager will offer an excellent quality of life for its residents. A range of housing will be provided to meet local needs and there will be high levels of local employment. There will be good access to education and important services and the town will continue to have access to sustainable transport.”

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

- Pedestrians and cyclists will be prioritised over drivers, with slower traffic through the town centre to increase safety for all road users;
- Retaining and enhancing existing car parks whilst including facilitating walking routes through them that replicate desire lines;
- Encourage provision of electric charging points;
- Providing adequate street lighting to enhance house security, pedestrian safety, and the safety of road users;

- Providing sufficient external amenity space including car and bicycle parking;
- Ensuring that new uses, buildings, or land for public or community use are in suitable locations which are served by a choice of sustainable transport options which are of an appropriate scale and flexible design to enable multi-use throughout the day and be accessible by all members of the community;
- Proposals that enhance sports facilities must be inclusive in accordance with the 2010 Equalities Act, accompanied by car parking and located on sites which are easily accessible by public transport, walking and cycling;
- Proposals for new cycle paths providing safe and effective routes across and through the Plan area linking with other areas adjacent to and accessible from the town;
- Proposals for new paths to link with the National Cycle Network;
- Ensuring accessible routes for those with wheelchairs, frames, buggies, or other mobility aids including being free of pavement parking;
- Proposals to create safe walking and cycling routes from any proposed development sites, with consideration of access to key services and facilities in the town including the town centre, railway station, schools, and key employment sites;
- Prioritisation of sustainable transport by managing down the need for employee and visitor parking in businesses;
- Proposals for adequate spaces surrounding businesses to avoid inappropriate parking;
- Proposals to provide short and long stay commuting parking near to Alsager Railway Station will be supported if these are consistent with all other policies in the Plan;
- Proposals for major developments to provide a detailed travel plan;
- Integral or other off-street accessible car parking spaces which are near and fully accessible to the proposed development;
- New paths, tracks or links which are appropriate to the area, suitable for the intensity of use and sensitive to the character of the immediate locality; and
- Proposals that are likely to have a significantly harmful impact on local air quality will be required to provide an Air Quality Assessment (AQA).

Overall, the transport issues and opportunities identified within the neighbourhood plan focus on public realm regeneration. The ambitions included in the plan are to prioritise pedestrians and cyclists over cars, creating safe and accessible routes throughout the area including building new cycle paths, and links to the national cycle network. The aim is for this to be complemented by improvements to the public right of way (PRoW) network in the area. Ensuring community facilities are served by a choice of appropriate sustainable transport as well as ensuring health and leisure facilities are easily accessible by all modes of transport is also included. Sustainable

transport is also promoted, and routes throughout the area should be accessible for all.

2.2.4 Alsager Town Centre Vitality Plan

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

2.2.5 Alsager Public Realm – Reclaiming the Road

'Reclaiming the Road' proposals have been developed as instructed by the Neighbourhood Plan Steering Group and Alsager Town Council to enhance the town centre. The ambitions are to make the centre of Alsager a hub for the community. The focus would be on more space for pedestrians and cyclists, linking into nearby neighbourhoods, with less car dominance overall. The desire is for the centre to be an attractive space for families, retail, leisure and cultural activities.

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 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 to initially stabilise the bus network by bringing frequencies and headways to where they were pre-Covid, and with 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 Alsager, but are now dependent on future sources of funding becoming available:

- Work in partnership with operators to develop integrated and smart ticketing across bus and rail operators; and
- Through future funding mechanisms and working in partnership with bus operators, 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 Alsager to support the development of the local transport objectives and transport schemes. This section provides a high-level overview of the current transport situation for the key modes in the Development Plan area.

2.3.1 Walking

There is a disjointed Public Rights of Way (PRoW) network within the Development Plan area with gaps in connectivity. Improving the connectivity of the PRoW network to key trip generators is important to encourage greater walking trips.

In addition to the PRoW network, there are several walking routes that exist within Alsager, including the Salt Line rural walking route and Trent and Mersey Canal routes.

As well as dedicated off road walking routes and PROWs, many pedestrians use the wide network of existing footpaths adjacent the highway to connect to destinations. Within the Development Plan area these are to varying widths and standards. The public consultation for the Development Plan highlighted problems of footway standards in some areas with improved pedestrian crossing points also raised as being a requirement.

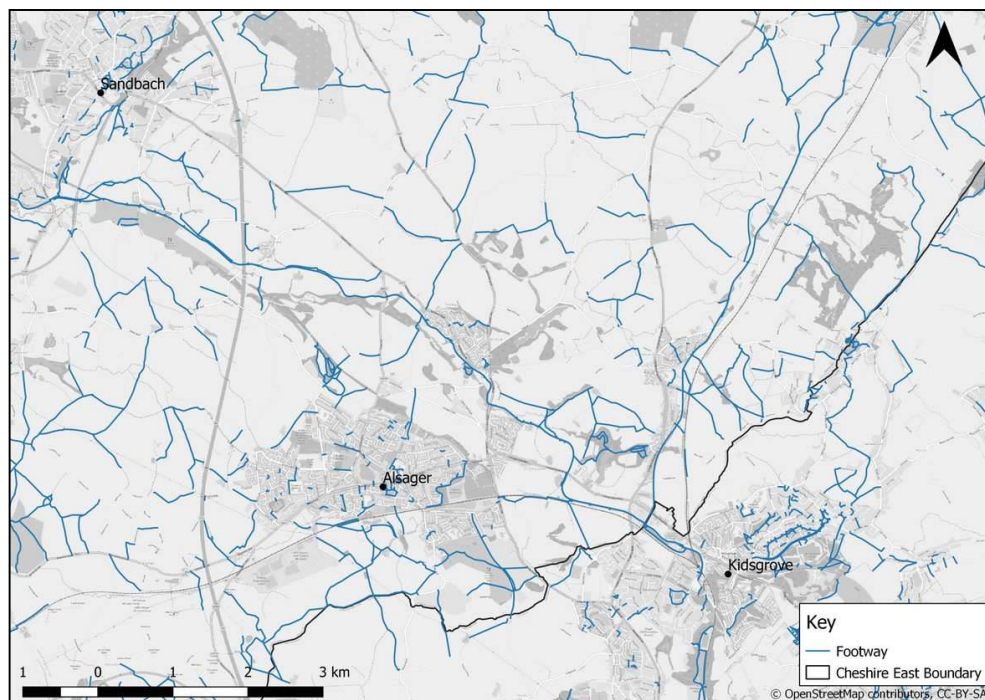


Figure 2.3 Public Right of Way (PRoW) within the Study Area

2.3.2 Cycling

There is a lack of dedicated cycling routes in Alsager, however, there may be opportunities to create links from Alsager developments to National Cycle Route 70 and National Cycle Route 5; and opportunity to improve access to the canal towpath (Chells Hill).

In Alsager, 9% of residents travel under 2km to work which is an ideal distance for walking and cycling trips. Similarly, 7% travel under 5km (ONS, 2011) which is an ideal distance for cycling.

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

The 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.

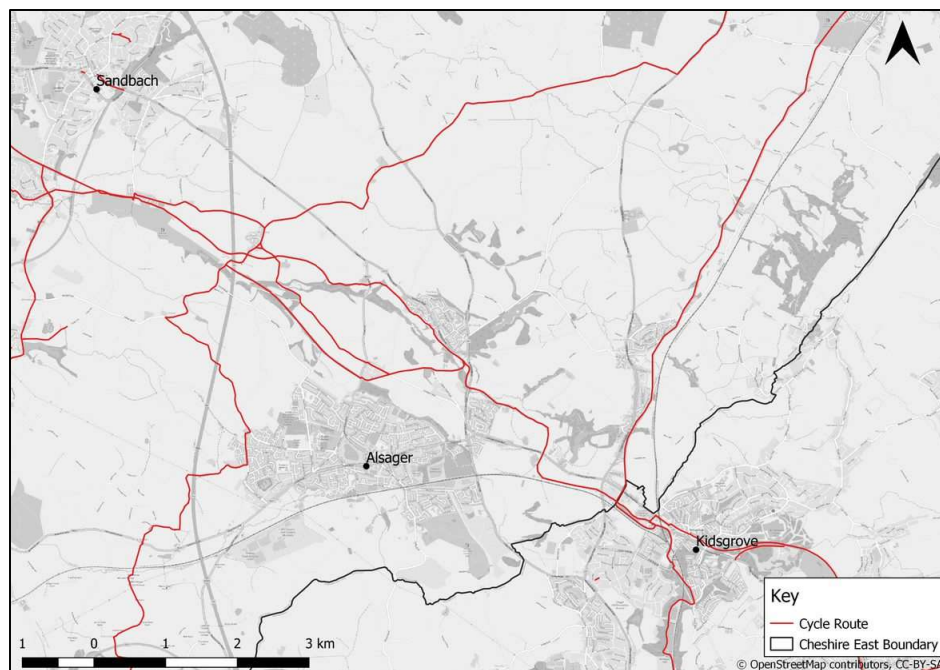


Figure 2.4 Cycle Network within the Development Plan Area

2.3.3 Public Transport (Bus and Rail)

Alsager is currently served by bus services to destinations including Leighton Hospital, Sandbach, Rode Heath, Congleton and Kidsgrove.

The public consultation undertaken for the Development Plan had feedback that improvements to the frequency of bus services was needed. Lack of real time information and poor connectivity to the train station were also issues raised.

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.

Alsager Railway Station is in the centre of Alsager, approximately 500m south-east of the town centre. Alsager has connectivity to Crewe and Birmingham with one train per hour for each stop. The nearest bus stop to Alsager Station is 100m away and buses are infrequent and departure/arrival times are not well coordinated.

The public consultation highlighted installing ticket machines at the station would be of benefit for residents. A feasibility study into reopening Radway Green North Station was also highlighted by the public consultation.

2.3.4 Parking

Alsager has four car parks operated by CEC. The car parks provide 403 standard parking spaces and there are no designated accessible parking spaces. At present, all CEC operated car parks in Alsager are free of charge. There are no significant private paid car parks in Alsager.

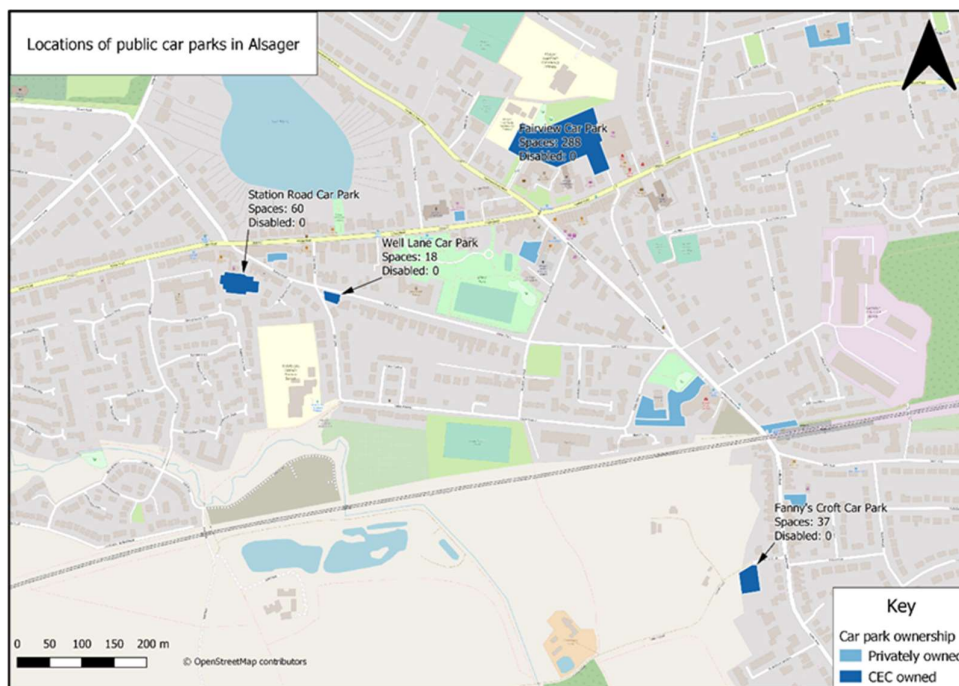


Figure 2.5 - Locations of public car parks in Alsager

2.3.5 Highway Network

Located within proximity to the M6, Alsager is well connected to the north and south of the country by the Strategic Road Network. Alsager town centre is focused on the crossroads of the B5077 (Crewe Road / Lawton Road) and the B5078 (Sandbach Road North / Sandbach Road South) – Bank Corner junction.

Alsager also has connections to Stoke via the A500, Sandbach via the A533, Crewe via the B5077, and Congleton via the A34.

The public consultation highlighted concerns about the impacts of Radway Green developments on future traffic and congestion as well as road maintenance. Respondents also pointed out a need for improvements at B5077/B5078 junction to meet neighbourhood plan policy. There were also suggestions to prevent cut-through car trips in the town and adopting unofficial car parks to accommodate for future needs.

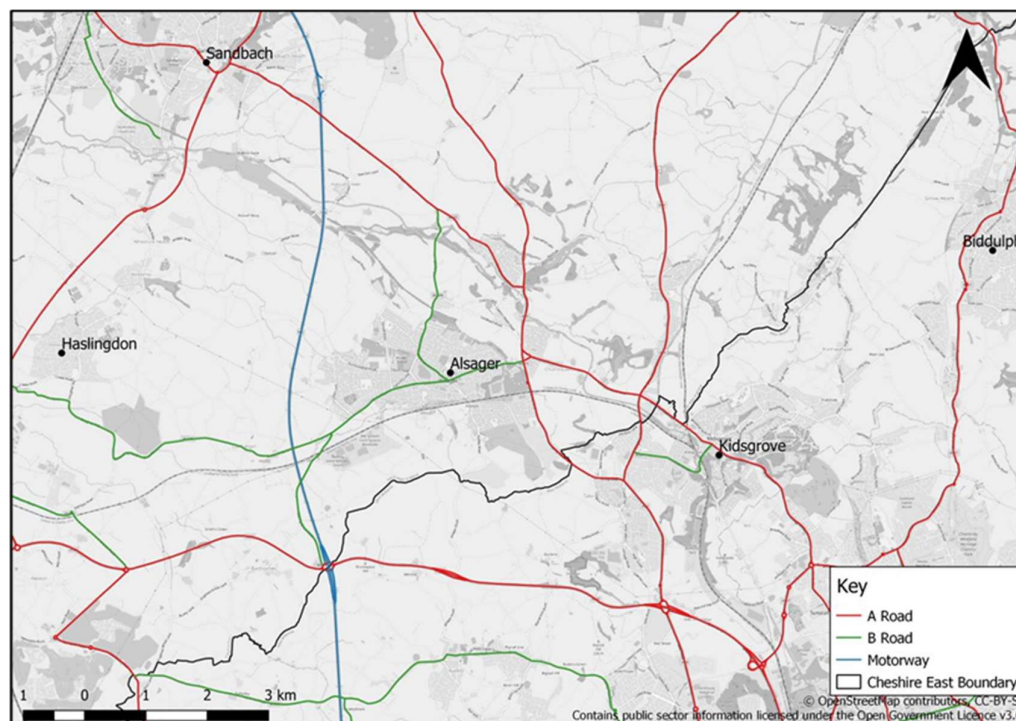


Figure 2.6 – Local Road Network

2.3.6 Summary

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

There are clear opportunities to improve the existing cycling and walking network within and around the Alsager area, with improvements to current off-road routes and the development of new ones. Improvements to on road facilities for walking and cycling are clear with better crossing points and cycle parking provision. 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. Improvement on the highway network to tackle congestion and provide a safe secure network for all users is also needed. Overall, the evidence shows there is a good opportunity to improve the provision of choice for all travel with and around Alsager.

3. Objectives Overview

3.1 Overview

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

The local transport objectives for Alsager 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 Alsager. The local Alsager 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 Alsager.

The town specific transport objectives for Alsager are:

- 1. Improving access to Alsager town centre to support the economy;**
- 2. Supporting access for rural communities surrounding Alsager to key services and employment centres;**
- 3. Improving access on key routes to Crewe, wider Cheshire, and the Potteries;**
- 4. Supporting access to education and employment sites including Radway Green Business Park; and**
- 5. Strengthening the transport network to accommodate development sites such as Radway Green, White Moss Quarry and the former MMU site and others included within the Local Plan.**

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	35	39 (90%)
2	36	39 (92%)
3	34	39 (87%)

Objective	Number of Responses	Number (%) of Responses Strongly Agreed or Tend to Agree with Objective
4	32	39 (82%)
5	29	39 (74%)

Table 3.1 Public consultation Responses on Local Transport Objectives for Alsager

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

3.4 Logic Mapping

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

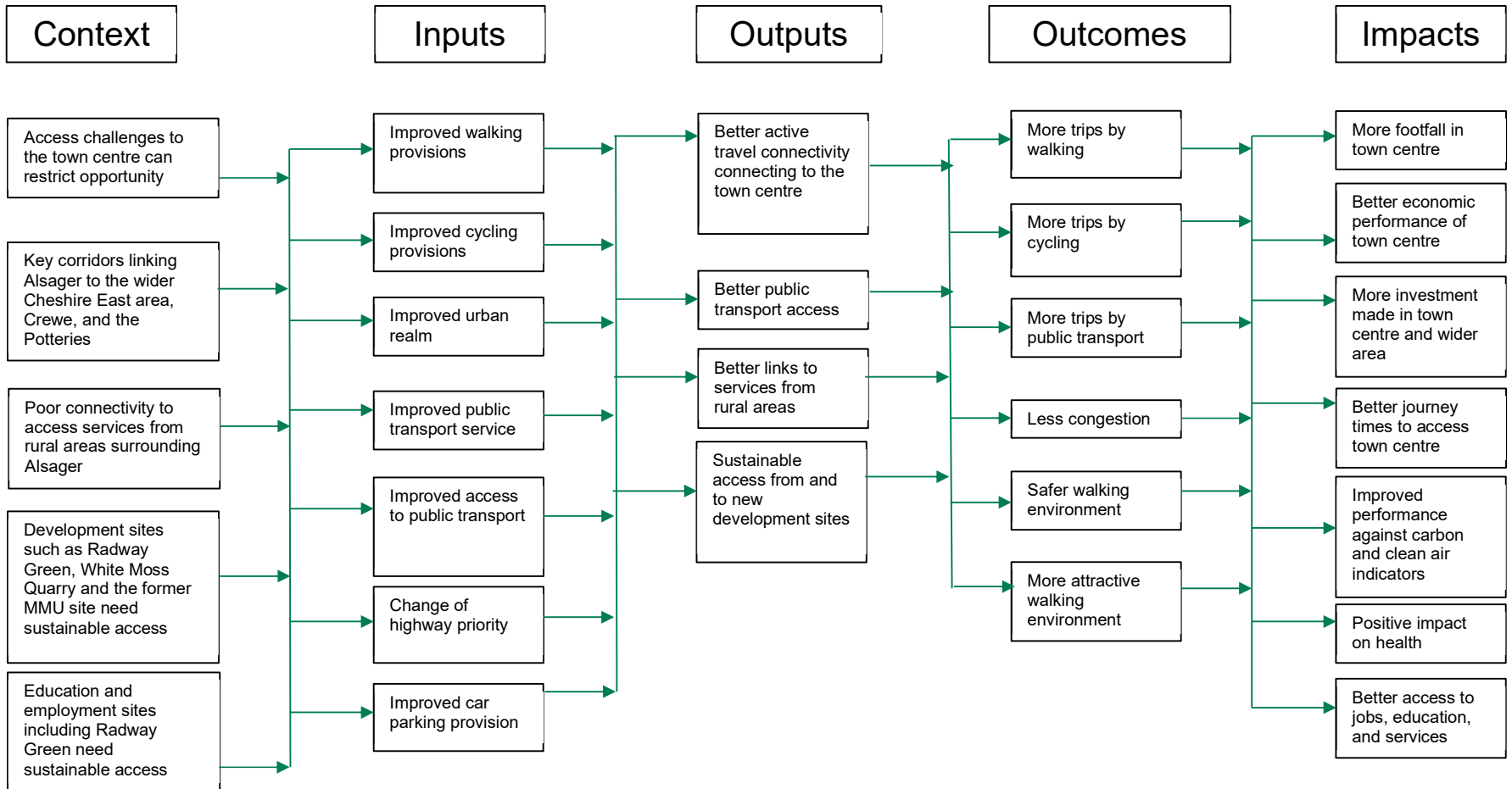


Figure 3.1 Alsager Transport Delivery Plan Logic Map

4. Options Overview & Assessment

4.1 Overview

This section sets out the process undertaken to develop the Development Plans' package of schemes for Alsager. 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 43 responses were received, including online responses and email correspondence. Respondents were able to provide their agreement or disagreement to the local transport objectives developed and provide comment on them. The consultation also allowed respondents to state their agreement or disagreement with the individual schemes identified and provide comment on them if they wished. People could also put forward any new scheme options not identified within the 'long list' they felt that should be considered. Council Officers also consulted with the Town Council as part of the public consultation.

4.2 Assessment Process

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

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

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

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

- The five Alsager Specific Transport Objectives:
 - o Improving access to Alsager town centre to support the economy;
 - o Supporting access for rural communities surrounding Alsager to key services and employment centres;
 - o Improving access on key routes to Crewe, wider Cheshire, and the Potteries;
 - o Supporting access to education and employment sites including Radway Green Business Park; and
 - o Strengthening the transport network to accommodate development sites such as Radway Green, White Moss Quarry and the former MMU site and others included within the Local Plan.
- Four agreed additional practical delivery criteria:
 - o Technically Feasible;
 - o Value for Money;
 - o Affordability; and
 - o Acceptability.

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

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

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

Table 4.1 Scoring criteria for additional areas

4.3 Scheme Sequencing Process

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

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

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

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

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

Table 4.2 Assessment guidance for Timescales

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

5. Packaging & Sequencing of Options

5.1 Introduction

This section sets out the emerging packages of schemes for Alsager. 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 Alsager (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 41 schemes have been identified for Alsager 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

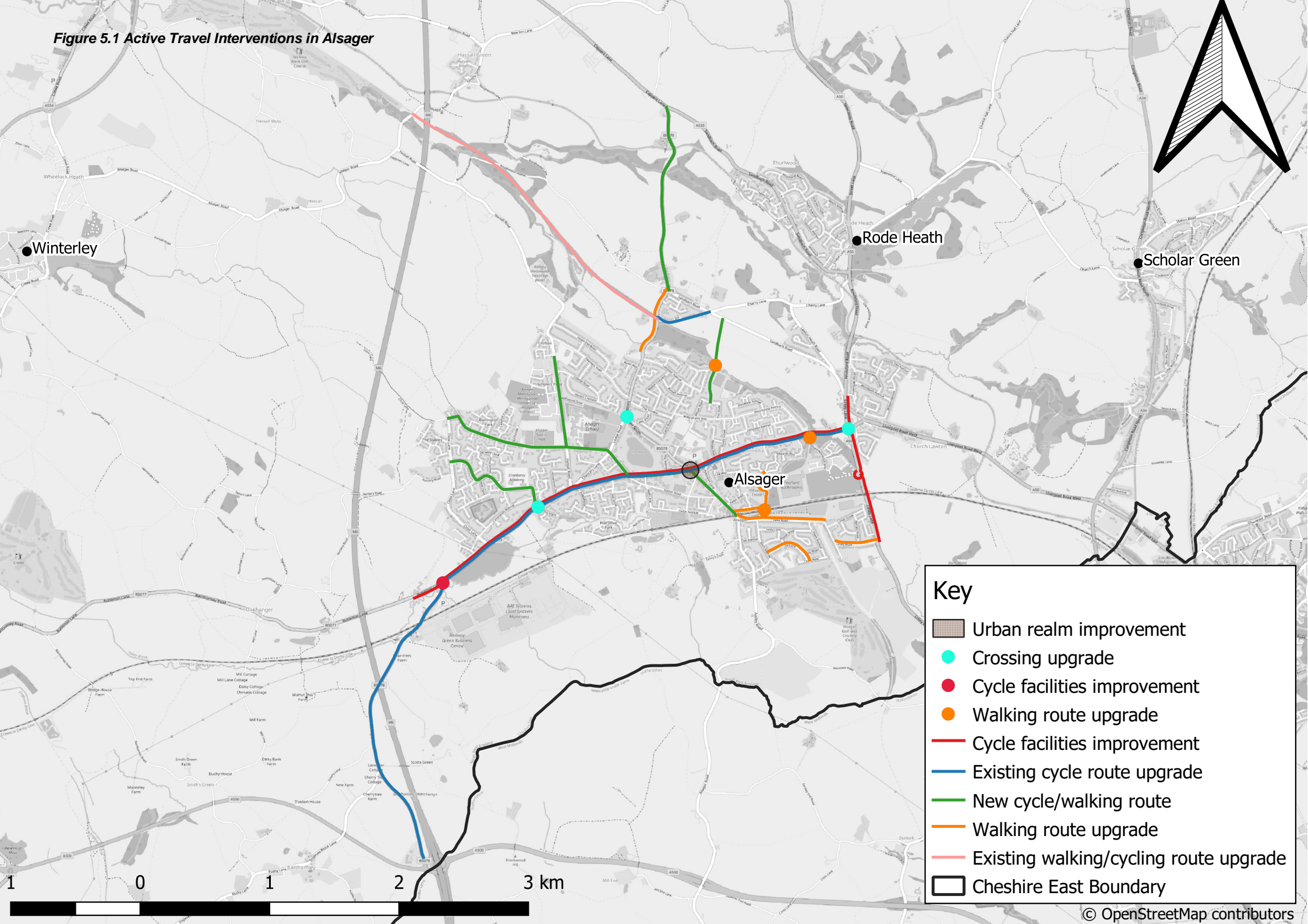
A total of 25 of the transport schemes identified for Alsager and the wider area relate to Active Travel schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Development Plan process. The Active Travel schemes fall into six broad categories as described in Table 5.1.

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











Table 5.1 Active Travel Scheme Categories

Figure 5.1 plots out the location and scheme identified for Active Travel. Appendix A provides the full list of identified Active Travel schemes and the current assessment against the criteria as set out in Chapter 4. As many schemes are at Concept stage the precise interventions are still to be developed, for example improvements to current cycle routes require progressing to the Feasibility stage to identify where and what along the route will need to be improved. In this case we have indicated the entire route on the map. It must also be noted that schemes such 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 in Alsager



Key

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

A primary focus of the Active Travel interventions is delivering on the local transport objectives for Alsager. 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 to Alsager town centre to support the economy.	<ul style="list-style-type: none"> Improved walking and cycling facilities and public realm at Bank Corner junction, addressing severance at this junction and a revised focus on pedestrians and cyclists. Implementing a 20-mph speed limit through Alsager town centre in accordance with the adopted Speed Management Strategy.
2 Supporting access for rural communities surrounding Alsager to key services and employment centres.	<ul style="list-style-type: none"> Improving walking and cycling routes for rural areas, for example providing improvements to the bridge on the path in Wood Park leading to Lawton Heath.
3 Improving access on key routes to Crewe, wider Cheshire, and the Potteries.	<ul style="list-style-type: none"> Providing cycle improvements on key routes such as the B5077 through Alsager centre to Radway Green, which is also the main route towards Crewe. Walking and cycling upgrades for example improving links to the Salt Line Way walking and cycling route which can be accessed off Cherry Lane or via the canal, which connects to Sandbach. Improve access to the Trent and Mersey Canal from Alsager, connecting into local walking and cycling routes.
4 Supporting access to education and employment sites including Radway Green Business Park.	<ul style="list-style-type: none"> Providing cycling connectivity to key employment areas such as improvements to the B5077 through Alsager centre to Radway Green Business Park to encourage more to cycle to work. Implementing Travel Plans for businesses at Radway Green to encourage active travel to work. Develop high quality walking and cycle links from LPS22 (former MMU campus) and Alsager School to Alsager centre to support sustainable and active travel.
5 Strengthening the transport network to accommodate development sites such as Radway Green, White Moss Quarry and the former MMU site and others included within the Local Plan.	<ul style="list-style-type: none"> Ensure high quality walking and cycle access for new development sites, such as from LPS22 (former MMU campus).

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, five Active Travel schemes could potentially be developed. Within the Medium Term of the Development Plan a further 18 schemes could potentially be developed and in the Long-Term two schemes are identified for potential development.

5.3 Public Transport Schemes Package

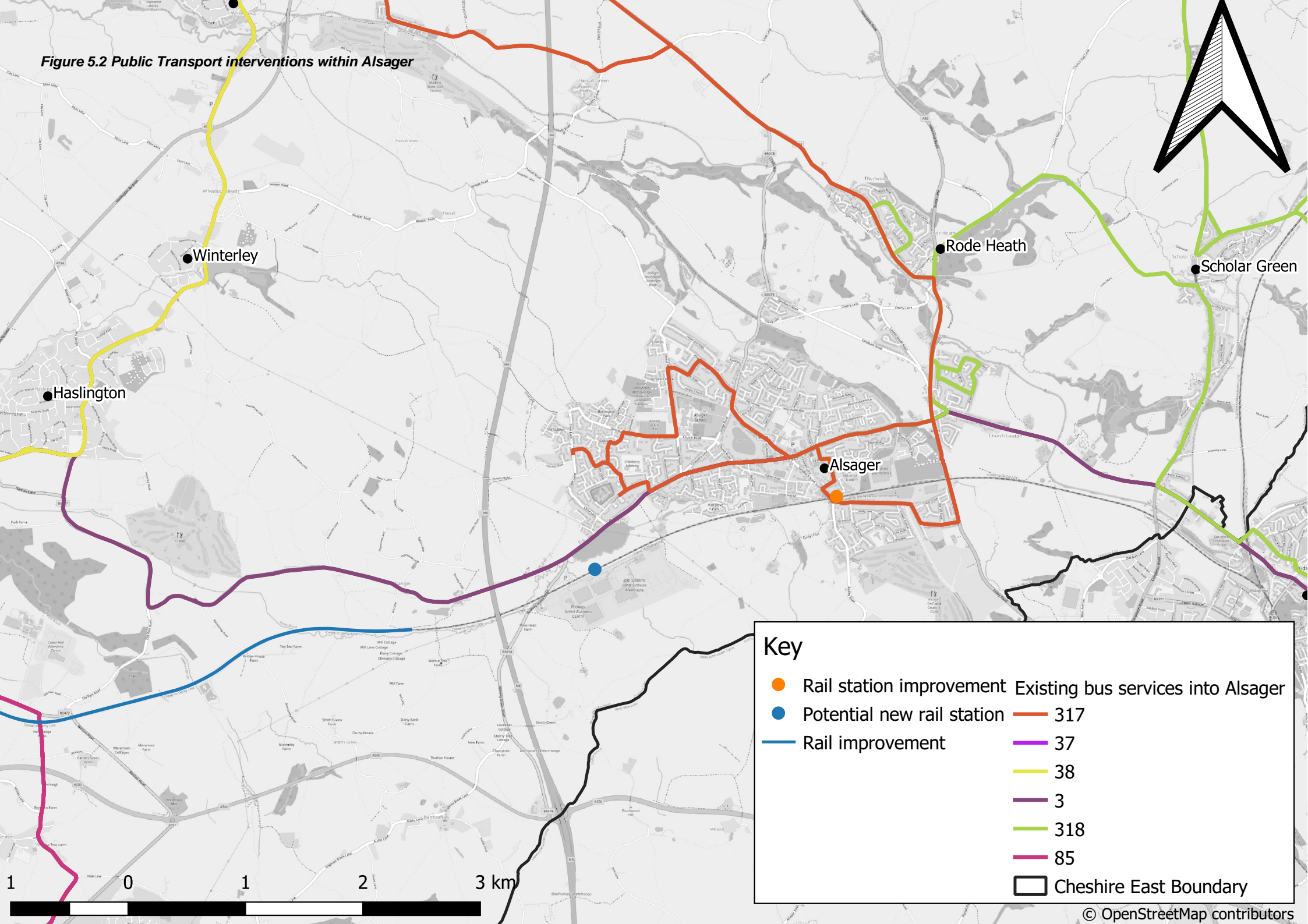
A total of eight of the transport schemes identified for Alsager and the wider area relate to Public Transport schemes and initiatives. These vary in scale and size with most being at a Concept stage, as would be expected at the start of the Development Plan process. The Development Plan has been developed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

Public Transport Category	Description of measures
Bus service improvements	Providing an enhanced bus service.
Rail station improvements	Improvements to railway station facilities.
Rail service improvements	Providing more frequent rail services.

Table 5.3 Public Transport Scheme Categories

Figure 5.2 plots out the current bus network within Alsager and the identified infrastructure schemes for bus and rail. A significant proportion of the bus schemes are around enhancing current service provision and ticketing options. The Council is also working with operators through the BSIP work to develop an Enhanced Partnership to work together to improve bus travel. Regarding the schemes identified around enhancing rail service provision, these will require working with third parties (rail operators, Network Rail) to push forward. As these are not physical schemes, they are not presented with Figure 5.2. Appendix A provides the long list of identified schemes and the current assessment against the criteria set out in Chapter 4.

Figure 5.2 Public Transport interventions within Alsager



A primary focus of the Public Transport interventions is delivering on the local transport objectives for Alsager. How the Public Transport schemes will deliver on this is set out below in Table 5.4. Going forwards improvements will need to be delivered in line with the Council's Bus Service Improvement Plan.

Local Transport Objective	How the Public Transport Package Supports Objective
1 Improving access to Alsager town centre to support the economy.	<ul style="list-style-type: none"> Improvements to rail links including working towards a more frequent service and ensuring facilities are in place e.g., ticket machines.
2 Supporting access for rural communities surrounding Alsager to key services and employment centres.	<ul style="list-style-type: none"> Consider how FlexiLink can better serve residents who do not have access to bus services. Assess the feasibility of providing additional passenger transport services to rural locations such as Thurlwood.
3 Improving access on key routes to Crewe, wider Cheshire, and the Potteries.	<ul style="list-style-type: none"> Working alongside the rail industry to re-establish rail services stopping at Alsager Station which have been reduced during COVID-19 as part of rail industry recovery.
4 Supporting access to education and employment sites including Radway Green Business Park.	<ul style="list-style-type: none"> Improving public transport services to Radway Green.
5 Strengthening the transport network to accommodate development sites such as Radway Green, White Moss Quarry and the former MMU site and others included within the Local Plan.	<ul style="list-style-type: none"> Improving public transport services to Radway Green.

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

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

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

5.4 Parking Schemes Package

Alsager currently benefits from a few car parks and parking facilities. A total of four of the transport schemes identified for Congleton relate to Parking Schemes and initiatives. These vary in scale and size with three being at Concept stage and two at

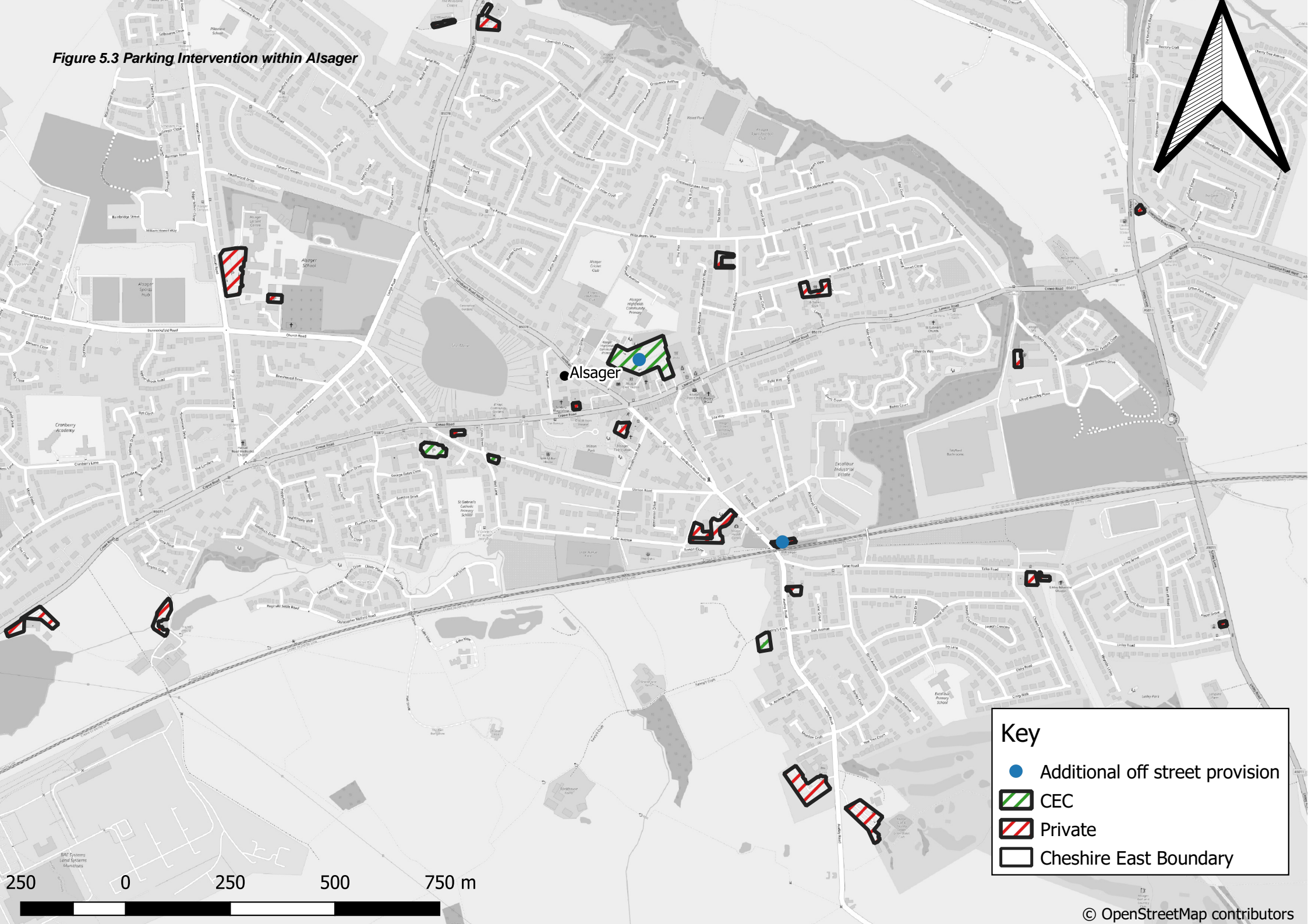
feasibility. The Parking schemes fall into two categories as described in Table 5.5 below.

Parking Category	Description of measures
Additional off-street parking provision	Providing increased car parking availability where appropriate and alleviate parking issues to support businesses and for service access.
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 Alsager



Key

- Additional off street provision
- ▨ CEC
- ▨ Private
- ▭ Cheshire East Boundary

A primary focus of the Parking schemes is delivering the local transport objectives for Alsager. 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 Alsager town centre to support the economy.	<ul style="list-style-type: none"> • Providing EV charging at town centre car parks. • Preventing access from Lawton Road to private shop parking behind shops on the north side of Lawton Road, instead creating access from Fairview Car Park.
2 Supporting access for rural communities surrounding Alsager to key services and employment centres.	<ul style="list-style-type: none"> • Increased car parking availability at Alsager Station will allow those living in rural areas to access Alsager Station services.
3 Improving access on key routes to Crewe, wider Cheshire, and the Potteries.	<ul style="list-style-type: none"> • Parking not applicable to supporting this objective.
4 Supporting access to education and employment sites including Radway Green Business Park.	<ul style="list-style-type: none"> • Parking not applicable to supporting this objective.
5 Strengthening the transport network to accommodate development sites such as Radway Green, White Moss Quarry and the former MMU site and others included within the Local Plan.	<ul style="list-style-type: none"> • Increased car parking availability at Alsager Station will enable additional people to park at Alsager Station. • Provide EV charging and appropriate parking infrastructure at development sites. • Ensuring no inappropriate parking results from new developments.

Table 5.6 Parking Scheme Package and its Local Transport Objective Support

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

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

5.5 Highway Schemes Package

A total of three of the transport schemes identified for Alsager 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

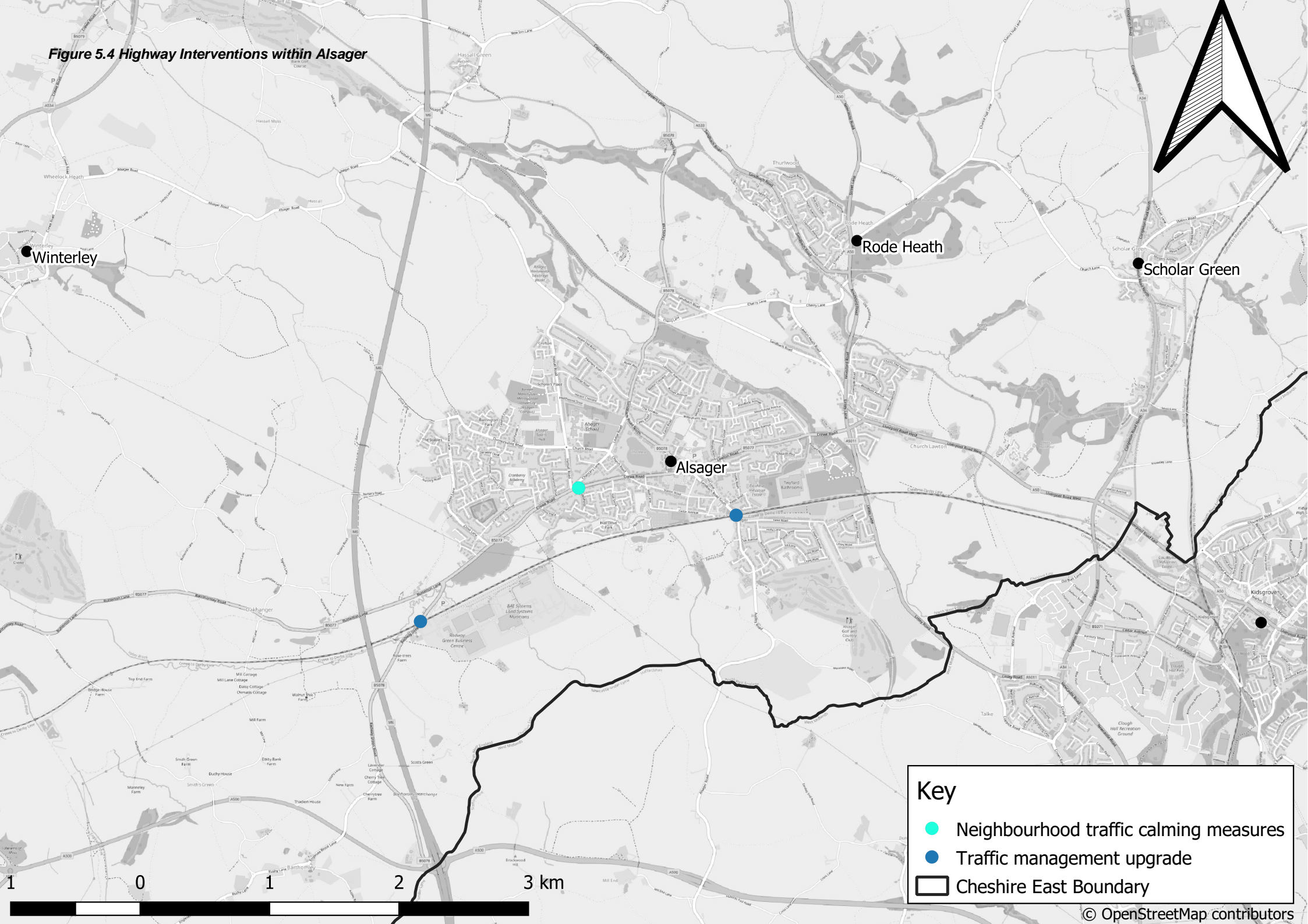
Development Plan process. The Highway schemes fall into two broad categories as described in Table 5.7 below.

Highway Category	Description of measures
Junction Improvements	Junction improvements to allow for better flow of traffic through a junction.
Neighbourhood Traffic Calming	Measures to reduce the impact of traffic on a neighbourhood, for example speed management.

Table 5.1 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 Alsager



Key

Neighbourhood traffic calming measures

Traffic management upgrade

Cheshire East Boundary

A primary focus of the Highway schemes is delivering the local transport objectives for Alsager. 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 Alsager town centre to support the economy.	<ul style="list-style-type: none"> Implementing a 20-mph speed limit through Alsager town centre in accordance with the adopted Speed Management Strategy. Traffic calming along B5077 Crewe Road and B5078 in line with the adopted Speed Management Strategy.
2 Supporting access for rural communities surrounding Alsager to key services and employment centres.	<ul style="list-style-type: none"> Various junction improvements and traffic calming although focussed in and around the urban areas of Alsager will provide improved connectivity to services and employment for residents in rural areas.
3 Improving access on key routes to Crewe, wider Cheshire, and the Potteries.	<ul style="list-style-type: none"> Junction improvements, for example, at A5011/Crewe Road/A50 improve the key route towards Kidsgrove.
4 Supporting access to education and employment sites including Radway Green Business Park.	<ul style="list-style-type: none"> Improving level crossings at Sandbach Road South and Radway Green to improve traffic flow and safety, improving access to employment sites at Radway Green and within Alsager centre.
5 Strengthening the transport network to accommodate development sites such as Radway Green, White Moss Quarry and the former MMU site and others included within the Local Plan.	<ul style="list-style-type: none"> Improving level crossing at Radway Green to improve traffic flow and safety near the development site.

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

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 Alsager. 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 Alsager town centre to support the economy.				
2 Supporting access for rural communities surrounding Alsager to key services and employment centres.				
3 Improving access on key routes to Crewe, wider Cheshire, and the Potteries.				
4 Supporting access to education and employment sites including Radway Green Business Park.				
5 Strengthening the transport network to accommodate development sites such as Radway Green, White Moss Quarry and the former MMU site and others included within the Local Plan.				

Table 5.9 Transport Scheme Packages and its Local Transport Objective Support

6. Summary and Next Steps

6.1 Summary

The Alsager Transport Development Plan is the result of an evidence led process. This included developing a set of five local transport objectives with 40 identified and assessed schemes that will support the development and vitality of Alsager 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 40 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 Alsager 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.

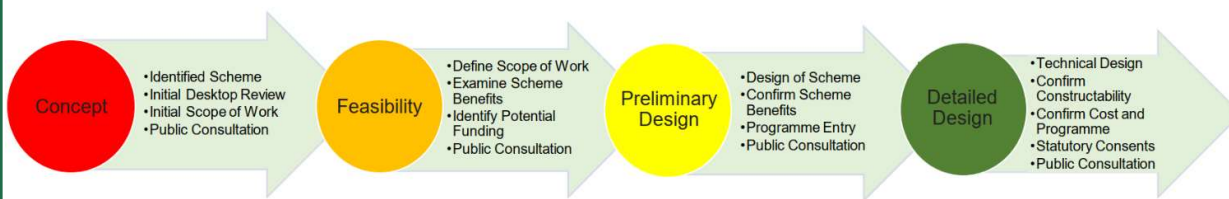


Figure 6.1 Scheme Development Stages

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

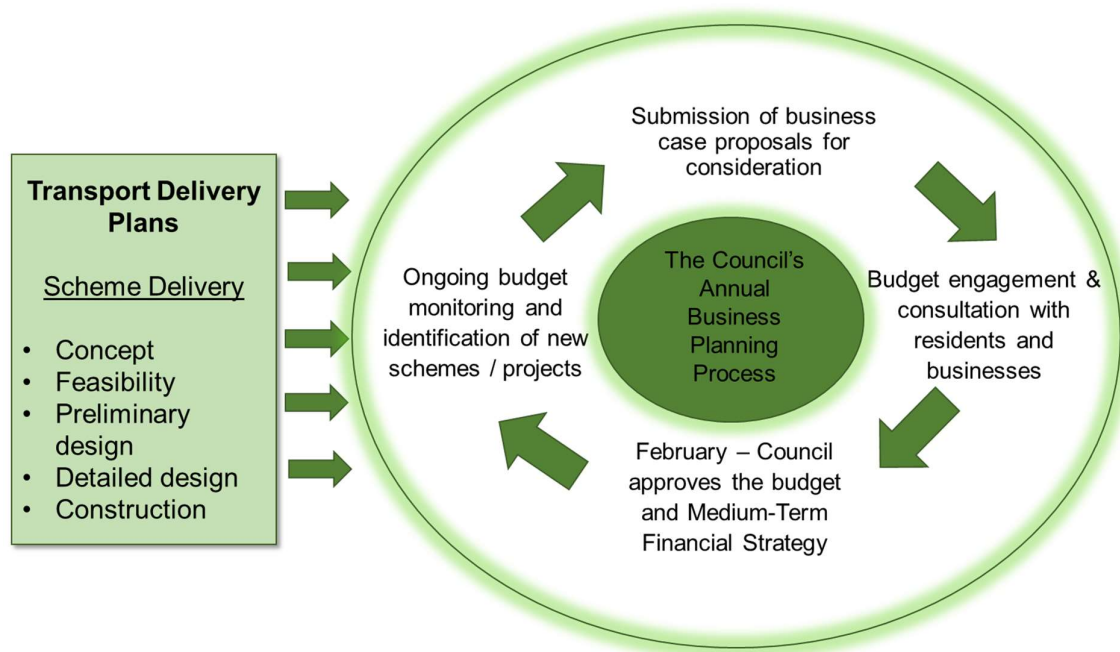


Figure 6-2 LTDP Budget Cycle

Appendix A – Options Long List & Assessment

ID	Category	Scheme Description	LTP Objectives					Improve organisational efficiency and effectiveness	Improving access to Alsager town centre to support the economy	Town Specific Objectives				Technically Feasible	Value for Money	Affordability	Acceptability	Development Stage - Concept - Feasibility - Preliminary design - Detailed design
			Supporting Growth	Access to Services	Protects and Improves the Environment	Heath, Wellbeing and Physical Activity	Maintaining and managing our network assets'			Supporting access for rural communities surrounding Alsager to key services and employment centres	Improving access on key routes to Crewe, wider Cheshire and the Potteries	Supporting access to education and employment sites including Radway Green Business Park	Strengthening the transport network to accommodate development sites such as Radway Green, White Moss Quarry and the former MMU site and others included within the Local Plan					
ALS_10	Active Travel	Traffic calming along B5077 Crewe Road, B5078 and improvements to the junction to improve the route for cyclists.																Concept
ALS_15	Active Travel	Cycle improvements to the B5077 through Alsager centre to Radway Green.																Concept
ALS_19	Active Travel	Improve access to the Trent and Mersey Canal for walking and cycling routes.																Concept
ALS_20	Active Travel	Sandbach Road South to Town Centre cycle route.																Concept
ALS_21	Active Travel	Traffic calming measures on Talke Road, Ivy Lane, Linley Road to improve the walking route to Excalibur Primary School.																Concept
ALS_22	Active Travel	Improvements to the public realm at Bank Corner junction, with a pedestrian / cyclist focus.																Feasibility
ALS_101	Active Travel	20 mph zone through Alsager town centre in accordance with the adopted Speed Management Strategy.																Concept
ALS_23	Active Travel	Improvements to pedestrian crossing point at Lodge Road / Sandbach Road North.																Feasibility
ALS_25	Active Travel	Walking and cycling access from LPS22 (former MMU campus) and Alsager School to Alsager centre.																Concept
ALS_3	Active Travel	Implement Travel Plans for businesses at Radway Green to encourage active travel.																Concept
ALS_33	Active Travel	Wood Park leading to Lawton Heath walking and cycling route - improvements to the bridge on the pathway including ramped access.																Concept
ALS_34	Active Travel	Moorhouse Avenue - provision of ramped access to footpath 26.																Concept
ALS_35	Active Travel	Maintenance, surfacing and widening of Barkers Bridge leading to Alsager Station from Talke Road for improved pedestrian access.																Concept
ALS_51	Active Travel	A5011 Linley Lane Cycle Route to the new supermarket.																Concept
ALS_53	Active Travel	Partial closure of Cherry Lane between B5078 Sandbach Road North and Cherry Lane Estate to traffic, for walking and cycling only.																Concept
ALS_55	Active Travel	Secure, safe, cycle parking within the town centre.																Concept
ALS_56	Active Travel	Improve links to the Salt Line Way walking and cycling route which can be accessed off Cherry Lane or via the canal.																Concept
ALS_102	Active Travel	Study to identify public realm improvements such as new street furniture, maintenance of green space, lighting and seating throughout Alsager connected to Town Centre Vitality Plan.																Concept
ALS_103	Active Travel	Install footway along Sandbach Road between Wilbraham Arms and Chells Hill.																Concept
ALS_104	Active Travel	Pedestrian improvements between Edwards Way and Talke Road/Alsager Station.																Concept
ALS_105	Active Travel	Install cycleway along Dunnocksfold Road.																Concept
ALS_106	Active Travel	Improved pedestrian crossings along Station Road.																Concept
ALS_14	Highways	A5011/Crewe Road/A50 junction improvements including improved pedestrian and cyclist facilities.																Concept
ALS_46	Parking	EV charging at town centre car parks.																Feasibility
ALS_47	Active Travel	Review and improve signage to and from the town centre.																Concept
ALS_48	Parking	Prevent access from Lawton Road to private shop parking behind shops on the north side of Lawton Road, instead creating access from Fairview Car Park.																Concept
ALS_107	Parking	Enable taxis to park in waiting bays after a certain time of day.																Concept
ALS_108	Highways	Traffic calming measures at junction of Crewe Road and Poppyfields.																Concept
ALS_45	Parking	Increased car parking availability at Alsager Station.																Concept
ALS_13	Highways	Improve level crossings at Sandbach Road South and Radway Green to improve traffic flow and safety.																Concept
ALS_52	Public Transport	Double track the section of currently single track line between Crewe and Alsager.																Concept
ALS_54	Public Transport	Re-establish rail services stopping at Alsager Station which have been reduced during COVID 19 as part of rail industry recovery.																N/A - National Rail/ East Midland Rail Responsibility
ALS_6	Public Transport	Provision of ticket machines at Alsager Station.																N/A - National Rail/ East Midland Rail Responsibility

[illegible]

Appendix B – Sequencing & Packaging of options

ID	Category	Scheme Description	Development Stage - Concept - Feasibility - Preliminary design - Detailed design	Timeframe			Funding Status Funded (F) / Part Funded (P) / Not Funded (N) / * Subject to Statutory Planning Process
				Short (< 2 Years)	Medium (2 - 5 Years)	Long (5+ Years)	
ALS_10	Active Travel	Traffic calming along B5077 Crewe Road, B5078 and improvements to the junction to improve the route for cyclists.	Concept		X		P
ALS_15	Active Travel	Cycle improvements to the B5077 through Alsager centre to Radway Green.	Concept		X		N
ALS_19	Active Travel	Improve access to the Trent and Mersey Canal for walking and cycling routes.	Concept		X		N
ALS_20	Active Travel	Sandbach Road South to Town Centre cycle route.	Concept		X		N
ALS_21	Active Travel	Traffic calming measures on Talke Road, Ivy Lane, Linley Road to improve the walking route to Excalibur Primary School.	Concept	X			N
ALS_22	Active Travel	Improvements to the public realm at Bank Corner junction, with a pedestrian / cyclist focus.	Feasibility		X		P
ALS_101	Active Travel	20 mph zone through Alsager town centre in accordance with the adopted Speed Management Strategy.	Concept		X		N
ALS_23	Active Travel	Improvements to pedestrian crossing point at Lodge Road / Sandbach Road North.	Feasibility		X		N
ALS_25	Active Travel	Walking and cycling access from LPS22 (former MMU campus) and Alsager School to Alsager centre.	Concept		X		N
ALS_3	Active Travel	Implement Travel Plans for businesses at Radway Green to encourage active travel.	Concept	X			P
ALS_33	Active Travel	Wood Park leading to Lawton Heath walking and cycling route - improvements to the bridge on the pathway including ramped access.	Concept		X		N
ALS_34	Active Travel	Moorhouse Avenue - provision of ramped access to footpath 26.	Concept		X		N
ALS_35	Active Travel	Maintenance, surfacing and widening of Barkers Bridge leading to Alsager Station from Talke Road for improved pedestrian access.	Concept		X		N
ALS_51	Active Travel	A5011 Linley Lane Cycle Route to the new supermarket.	Concept		X		F*
ALS_53	Active Travel	Partial closure of Cherry Lane between B5078 Sandbach Road North and Cherry Lane Estate to traffic, for walking and cycling only.	Concept		X		N
ALS_55	Active Travel	Secure, safe, cycle parking within the town centre.	Concept	X			N
ALS_56	Active Travel	Improve links to the Salt Line Way walking and cycling route which can be accessed off Cherry Lane or via the canal.	Concept		X		N
ALS_102	Active Travel	Study to identify public realm improvements such as new street furniture, maintenance of green space, lighting and seating throughout Alsager connected to Town Centre Vitality Plan.	Concept	X			N
ALS_103	Active Travel	Install footway along Sandbach Road between Wilbraham Arms and Chells Hill.	Concept			X	N
ALS_104	Active Travel	Pedestrian improvements between Edwards Way and Talke Road/Alsager Station.	Concept		X		N
ALS_105	Active Travel	Install cycleway along Dunnocksfold Road.	Concept			X	N
ALS_106	Active Travel	Improved pedestrian crossings along Station Road.	Concept		X		N
ALS_14	Highways	A5011/Crewe Road/A50 junction improvements including improved pedestrian and cyclist facilities.	Concept		X		P*
ALS_46	Parking	EV charging at town centre car parks.	Feasibility	X			P
ALS_47	Active Travel	Review and improve signage to and from the town centre.	Concept	X			N
ALS_48	Parking	Prevent access from Lawton Road to private shop parking behind shops on the north side of Lawton Road, instead creating access from Fairview Car Park.	Concept		X		N
ALS_107	Parking	Enable taxis to park in waiting bays after a certain time of day.	Concept		X		N
ALS_108	Highways	Traffic calming measures at junction of Crewe Road and Poppyfields.	Concept		X		N
ALS_45	Parking	Increased car parking availability at Alsager Station.	Concept			X	N
ALS_13	Highways	Improve level crossings at Sandbach Road South and Radway Green to improve traffic flow and safety.	Concept		X		N
ALS_52	Public Transport	Double track the section of currently single track line between Crewe and Alsager.	Concept			X	N
ALS_54	Public Transport	Re-establish rail services stopping at Alsager Station which have been reduced during COVID-19 as part of rail industry recovery.	N/A - National Rail/ East Midland Rail Responsibility				N/A
ALS_6	Public Transport	Provision of ticket machines at Alsager Station.	N/A - National Rail/ East Midland Rail Responsibility				N/A
ALS_7	Public Transport	Opening a station at Radway Green.	Concept			X	N

ID	Category	Scheme Description	Development Stage	Timeframe			Funding Status
			- Concept - Feasibility - Preliminary design - Detailed design	Short (< 2 Years)	Medium (2 - 5 Years)	Long (5+ Years)	Funded (F) / Part Funded (P) / Not Funded (N) / * Subject to Statutory Planning Process
ALS_109	Public Transport	Assess the feasibility of providing additional passenger transport services to rural locations such as Thurlwood.	Concept	X			N
ALS_110	Public Transport	Extend Flexilink service across weekends and evenings and support establishment of community transport where appropriate.	Concept		X		N
ALS_111	Public Transport	Improved public transport access to Stoke-on-Trent.	Concept		X		N
ALS_112	Public Transport	Reintroduction of direct train service to Derby.	N/A - National Rail/ East Midlands Rail Responsibility				N
ALS_112	Active Travel	Introduce cycle route Sandbach Road North.	Concept		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
Health, Wellbeing and Physical Activity	Negatively impacts peoples health and no mitigation can be put in place	Negatively impacts peoples health but mitigation can be put in place	Neither adversely affects or supports physical activity	Improves health, well being and physical activity	Actively promotes health, wellbeing and physical activity
Maintaining and managing our network assets	The addition of new schemes which cause maintenance liability	Contributes to maintenance liability	Neither adversely affects or supports managing network assets	Is of some benefit to maintaining and managing network assets	Upgrading network assets and enhancing existing assets
Improve organisational efficiency and effectiveness	Adversely impacts the efficiency and organisation of Cheshire East Council	Negatively impacts the efficiency and organisation of Cheshire East Council	Neither adversely affects or supports effectiveness of Cheshire East Council	Is of some benefit to the efficiency and effectiveness of Cheshire East Council	Improves the efficiency and effectiveness of Cheshire East Council
Improving access to Alsager town centre to support the economy	Significantly impacts access into Alsager Town Centre	Significantly impacts access into Alsager Town Centre	Significantly impacts access into Alsager Town Centre	Significantly impacts access into Alsager Town Centre	Significantly impacts access into Alsager Town Centre
Supporting access for rural communities surrounding Alsager to key services and employment centres	Significantly negatively impacts access from rural communities around Alsager to key services and employment	Has some negative impact on access from rural communities around Alsager to key services and employment	Neither impacts or improves access from rural communities around Alsager to key services and employment	Provides some improvement from rural communities around Alsager to key services and employment into Alsager Town Centre	Provides significant improvement from rural communities around Alsager to key services and employment
Improving access on key routes to Crewe, wider Cheshire and the Potteries	Significantly impacts access on key routes and to key destinations	Has some impact to access on key routes and to key destinations	Neither impacts or improves access on key routes and to key destinations	Provides some improvement to access on key routes and to key destinations	Provides significant improvement to access on key routes and to key destinations
Supporting access to education and employment sites including Radway Green Business Park	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 Radway Green, White Moss Quarry and the former MMU site and others 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
Technically Feasible	No feasible design or methodology available	Severely limited design or methodology available	Scheme neither has identified technical challenges of a feasible design developed yet	Feasible design or methodology available with few limitations	Feasible design or methodology readily available
Value for Money	Severely limited value for money	Limited value for money	Likely neutral value for money	Some positive value for money	Excellent value for money
Affordability	Highly unlikely that funding would be available for the scheme from any source	Unlikely that funding would be available for the scheme from any source	Funding neither unlikely or likely to be gained	Potentially need to seek external funding but would likely be available	Funding has already been assigned or likely to be affordable from CEC's annual LTP allocation
Acceptability	No public or political acceptability	Significant opposition to the scheme	No opposition or support for the scheme currently	Largely supported by the public and politicians	Full political support and high level public support or already in policy