



Congleton Local Transport Development Plan

August 2022

Working for a **brighter future** together



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1. Introduction

1.1 Local Context

Congleton is a market town in the eastern part of the borough and lies on the River Dane which runs through the north of the town centre. Congleton is located between the principal towns of Crewe and Macclesfield. The town is 18km north of Stoke-on-Trent, 16.5km east of Crewe town centre and 12km south of Macclesfield. The area has strong economic links to neighbouring Macclesfield and nearby Biddulph with significant cross-border movements into Stoke-on-Trent. Congleton has a vibrant town centre with about 260 retail units.

Currently, there are a number of light engineering factories and sand extraction occurs on the Cheshire Plain, although many of the town's residents work in Manchester, Macclesfield, and Stoke-on-Trent.

Congleton is also close to Staffordshire, which is located to the south east of the town. Nearby settlements which rely on Congleton as a key service centre include the large rural area to the north including Marton, Eaton, Moreton, Astbury, Somerford and North Rode. Good transport provision within Congleton is important for residents, businesses, and visitors to access shops and services.

1.2 Background to the Congleton Local Transport Development Plan

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

A two-stage approach has been taken in produce the Development Plan. The first stage was to develop a 'Transport Issues and Options report' for Congleton. The report developed a set of five 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 Congleton 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, 74 responses were received by online response and email. Consultation with the Town Council was also undertaken by Council Officers during this period. Respondents were also invited to suggest further schemes they felt should be considered within the Development Plan as part of the consultation.

Following the public consultation, the second stage of the Development Plan process has been undertaken and is presented within this report. The Development Plan sets out the five local transport objectives for Congleton 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. Transport issues and options outlined in this report influence the transport network inside of this area.

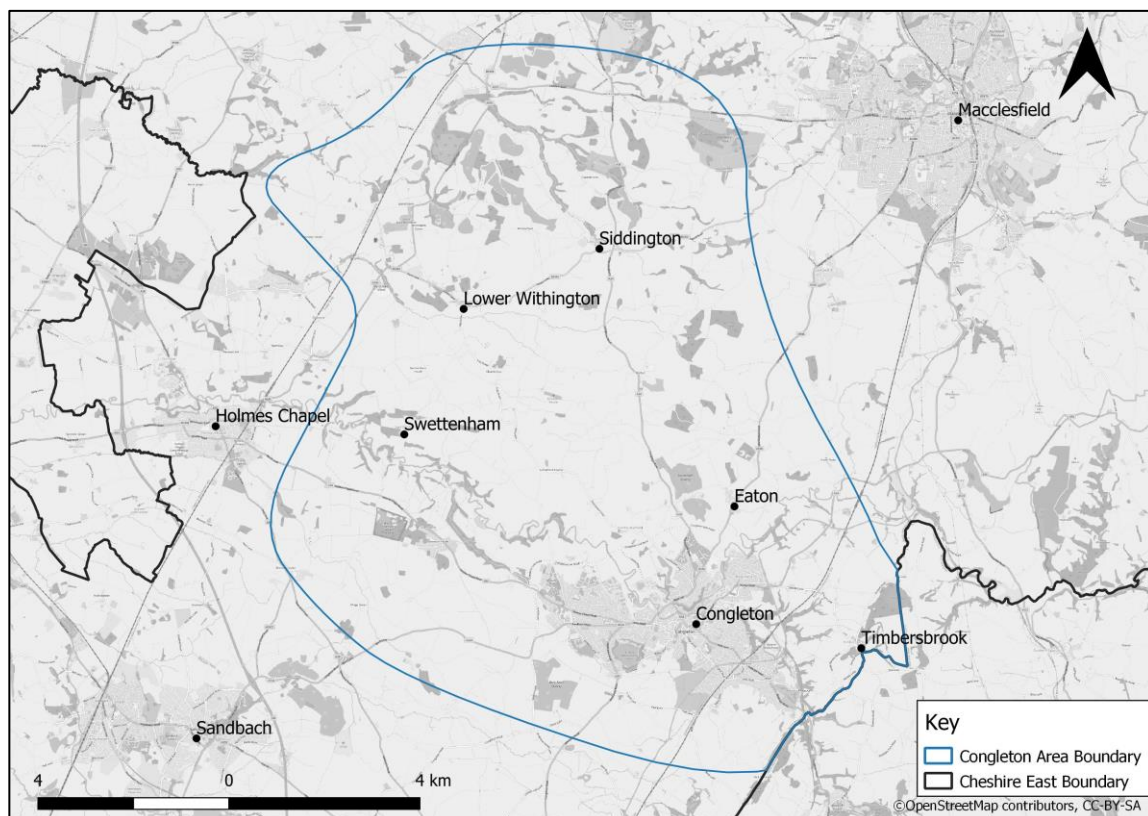


Figure 1.1 Congleton Development Plan Area

1.3 What does the Development Plan do for Congleton?

The Local Transport Development Plan for Congleton:

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

1.4 Objective Setting and Scheme Options Development

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

1. **Strengthening the transport network to accommodate development sites such as Congleton Business Park extension and residential developments in north Congleton included within the Local Plan;**
2. **Improving access on key routes to wider Cheshire, the Potteries, and Greater Manchester;**
3. **Improving access to Congleton town centre for residents and visitors to support the town centre economy;**

4. **Supporting access to education and employment sites including Radnor Park Industrial Estate; and**
5. **Supporting access from rural communities to key services and employment.**

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

A total of 79 individual transport schemes have been identified for the Development Plan and assessed. These include the 'long list' of schemes consulted on with the public between the 23rd 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 Local Transport Plan; the local transport objectives for Congleton (see above); and four agreed practical objectives (Technical Feasibility, Value for Money, Affordability and Acceptability).

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

1.5 Report Structure

Chapter 2 – summarises the policy (national, regional, and local) which has informed the development of the Development Plan. The chapter also summarises the existing transport situation in Congleton 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 Congleton, 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 Congleton.

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 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 Congleton.

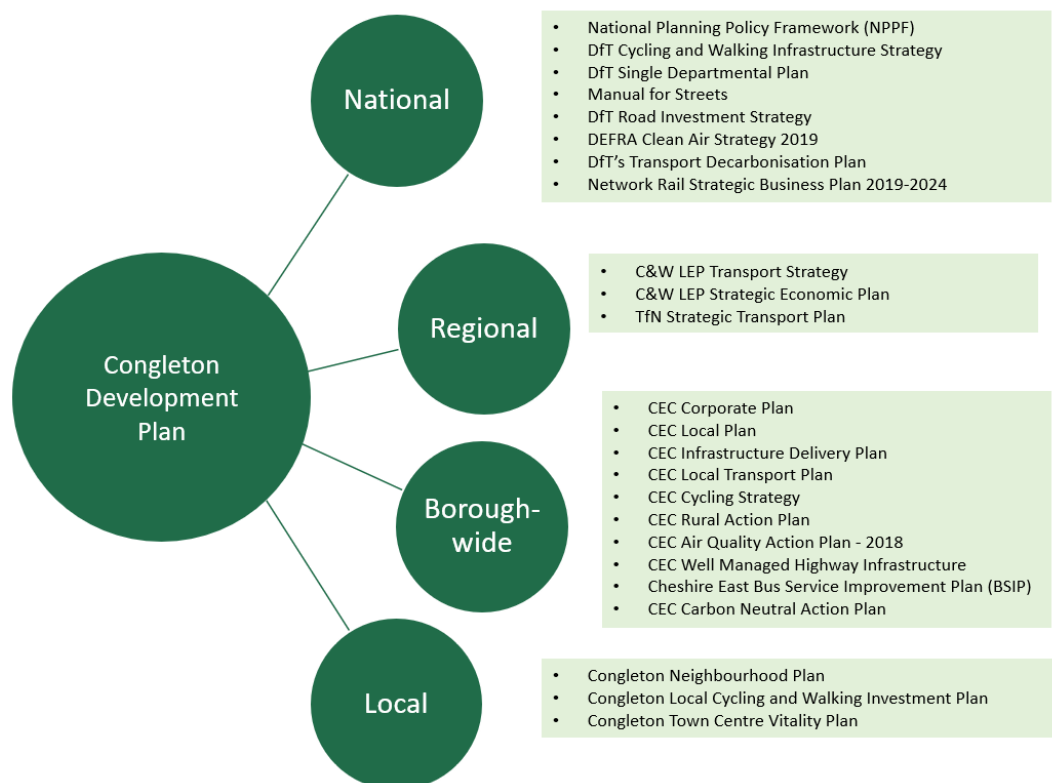


Figure 2.1 Policy Overview

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 Congleton 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 Congleton which consist of over 2,000 new homes and over 20ha of employment land across various sites such as Congleton Business Park Extension (see Figure 2.2). Whilst it is not featured in the plan, these sites are bound by the development of the Congleton Link Road. 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.

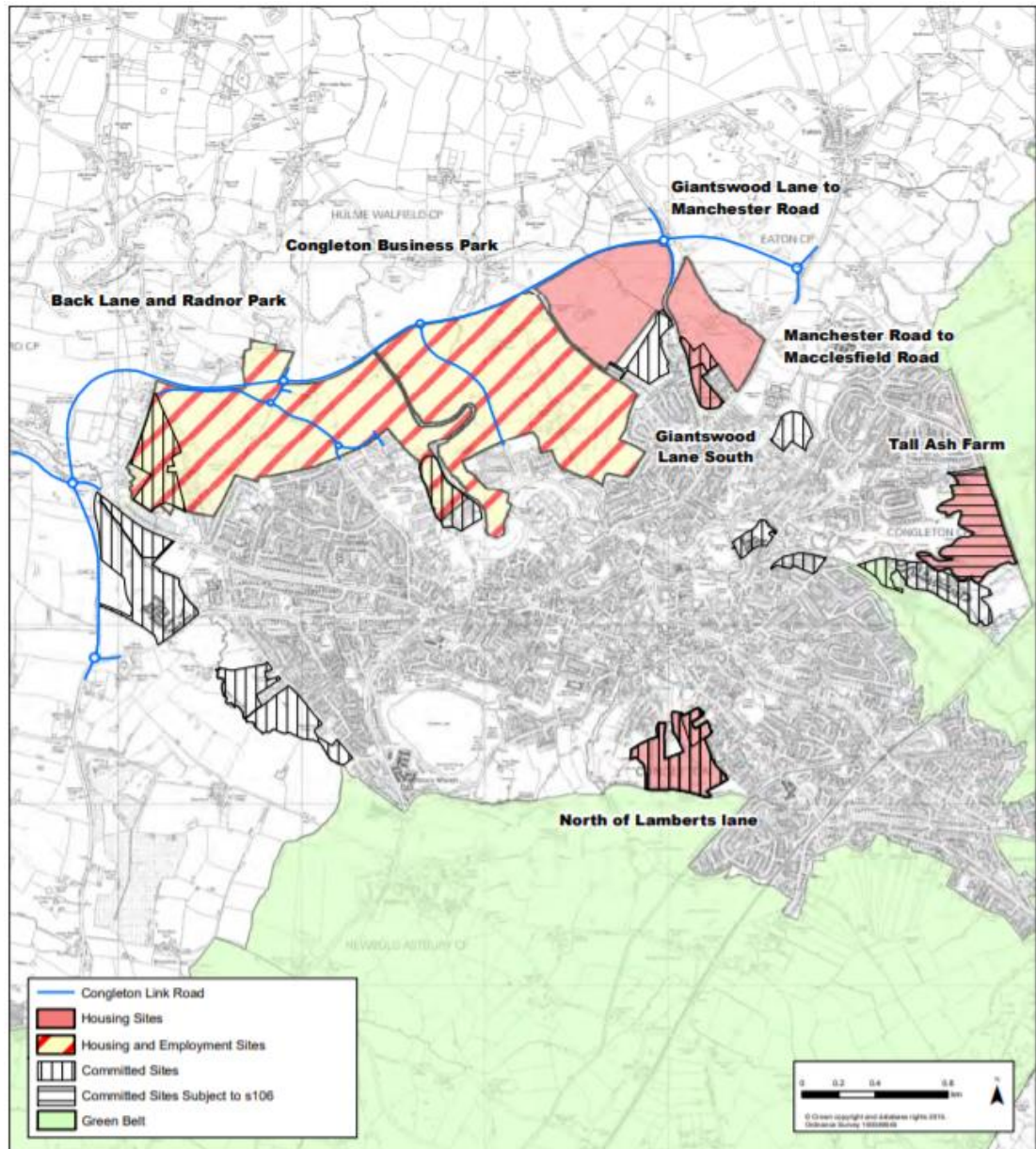


Figure 2.2 Congleton Local Plan Sites

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 LTP4 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 and 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 Congleton and the wider area within this Development Plan, the LTP4 policies and objectives form part of the assessment criteria (as detailed in Chapter 4).

2.2.3 Congleton Neighbourhood Plan

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

A summary of transport interventions identified within the Neighbourhood Plan is set out below:

- Meet the objectively assessed local housing needs of Congleton especially the needs of the existing and future residents of the town and in particular the ageing population, to create a vibrant and inclusive local community;
- Improve the attractiveness and vibrancy of the town centre;
- To secure the future prosperity of Congleton, it is important to retain and attract a variety of new employment opportunities within the town to meet local needs and to support the local economy;
- Develop an integrated sustainable transport framework within the town through improving walking and cycling routes between everyday facilities such as shops, services, open spaces and the surrounding countryside;
- Have a range of high-quality community, leisure, health, social, creative, and cultural facilities available and accessible to everyone who lives in the town;

- Preserve and extend our green spaces, enhance our environment, and implement where practical renewable energy; and
- Deliver high quality, distinctive and safe places which respect the Town's heritage and character.

The Neighbourhood Plan outlines the need to integrate new developments into the transport network, linking to the station, for example, to have sustainable growth. Regarding development growth within Congleton, key sites include Back Lane / Radnor Park and other development sites within the Local Plan, such as LPS 27 (Congleton Business Park Extension).

Within this Local Transport Development Plan, the interventions set out in the Congleton Neighbourhood Plan have been used to inform the development of the 'long-list' of schemes and support in the assessment work. The Council has also consulted with Congleton Town Council and wider stakeholders.

2.2.4 Local Cycling and Walking Infrastructure Plan (Congleton)

Local authorities have been advised by the Department for Transport (DfT) to develop Local Cycling and Walking Infrastructure Plans (LCWIP). Their primary purpose is to provide a strategic approach to identify walking and cycling improvements on a local scale, which are likely to increase uptake of walking and cycling for everyday purposes including for school, work, and leisure.

An LCWIP has been adopted for Congleton and sets out ambitious plans to deliver a high-quality walking and cycling network. The LCWIP is an evidence-based plan that has identified a sequenced programme of potential walking and cycling routes in and around Congleton. This takes into consideration demand for walking and cycling and key attractors and destinations. All routes identified are subject to further detailed development and design work.

Having an adopted LCWIP in place ensures that the Council is well placed to make the case for future investment in the walking and cycling network should funding opportunities arise.

The network plans for walking and cycling are shown below which have been considered as part of this Development Plan.

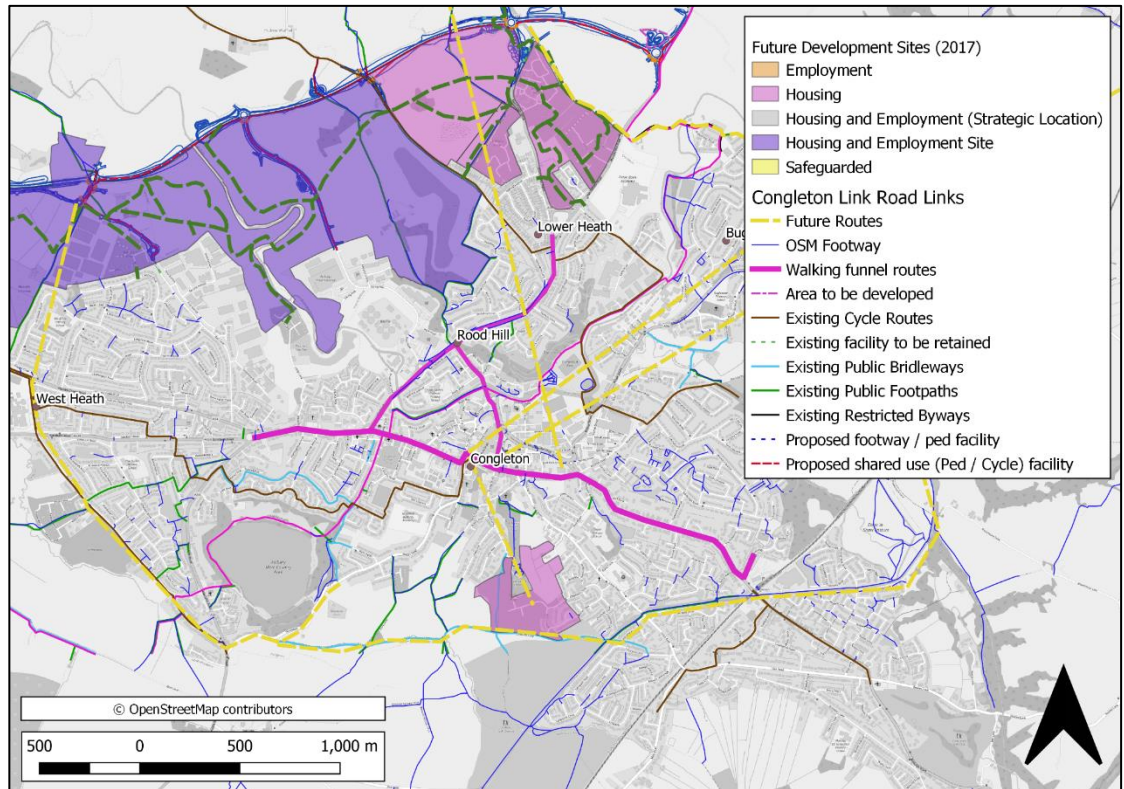


Figure 2.3 Congleton Walking Network Plan (reproduced from the LCWIP)

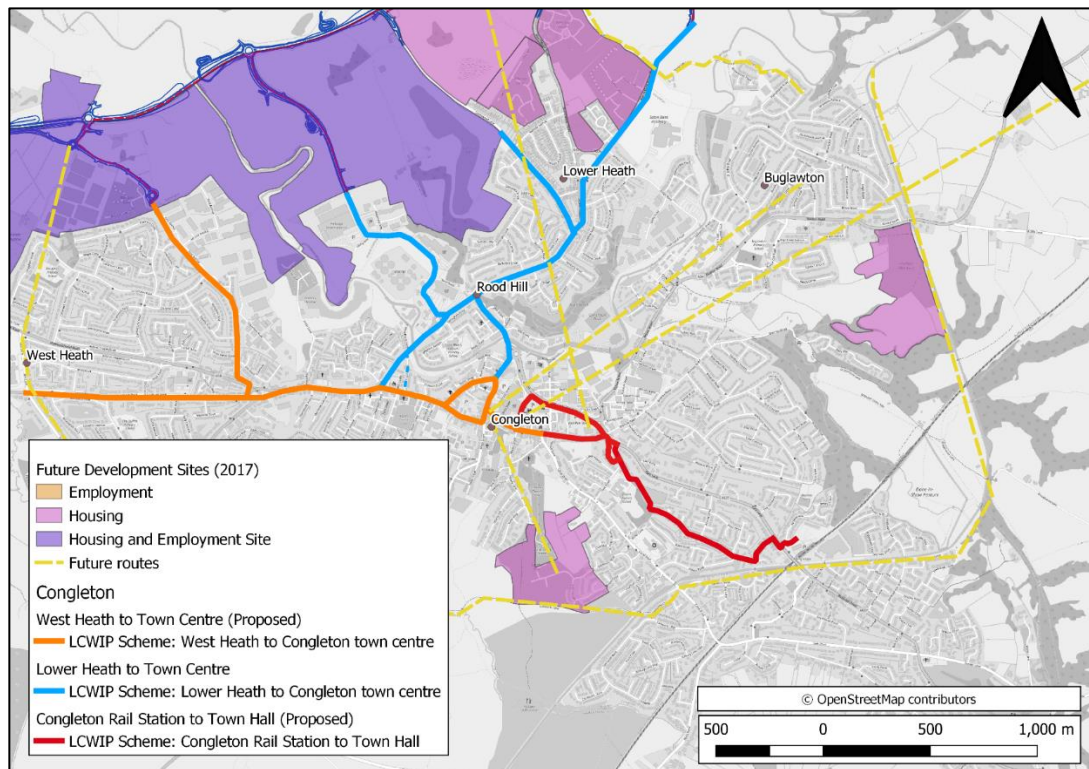


Figure 2.4 Cycling Network Plan (reproduced from the LCWIP)

2.2.5 Congleton 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 Congleton Town Centre Vitality Plan.

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

Despite the identification of ambitious plans within Cheshire East's BSIP, funding from central government has not been forthcoming. Cheshire East Council will continue with scaled-back plans to improve bus services and will continue with the Enhanced Partnership with local bus operators, formed in May 2022. 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 Council did not receive funding for the BSIP, 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 Congleton, but are now dependent on future sources of funding becoming available:

- Deliver enhancements to the pre-covid bus network in Congleton by improving (AM and PM) peak and inter-peak timetables, and how we can better connect smaller communities to key attractors such as health and education establishments; and

- Work in partnership with operators to develop integrated and smart ticketing across bus and rail operators.

2.2.7 Cheshire East Carbon Neutral Action Plan

The Cheshire East Carbon Neutral Action Plan is focused on actions which can be taken by Cheshire East Council to directly support the 2025 carbon neutral target. The Action Plan also requests that a borough-wide Environmental Strategy is brought forward and that the council works with businesses, residents, and organisations in Cheshire East to reduce their carbon footprint through energy reduction and the promotion of healthy lifestyles.

The carbon neutral by 2025 target is based on an assessment of the council's carbon emissions during 2018-19 and covers the emissions which the council has direct control over, including:

- Streetlighting,
- Gas and electric from council-owned buildings,
- Council business travel,
- Council fleet vehicles, and
- Water and waste from council buildings.

Through improving the sustainability and reducing the carbon emissions of the above, the council aims to reduce its emissions by 50%, with the remaining emissions offset through the following initiatives:

- Green electricity, with the council being supplied with low-carbon, green electricity, supporting investment in clean, renewable energy,
- Tree planting, by working in partnership with The Mersey Forest and Cheshire Wildlife Trust, with support from Ansa Environmental Services, planting trees in parks, green spaces, and schools throughout the borough, and
- Generating green energy, Cheshire East Council are working on a large-scale solar farm at Leighton Grange, Crewe. The solar farm will generate 5MW of energy which will provide energy to the nearby recycling plant, with the remainder returning to the National Grid.

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 Congleton 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 an extensive Public Rights of Way (PRoW) network within the Development Plan area, although the network is not well connected to the north and west of

Congleton (Figure 2.3). 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 Congleton, including the canal towpath between Congleton, Macclesfield and Alsager and the former railway line, Biddulph Valley Way.

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

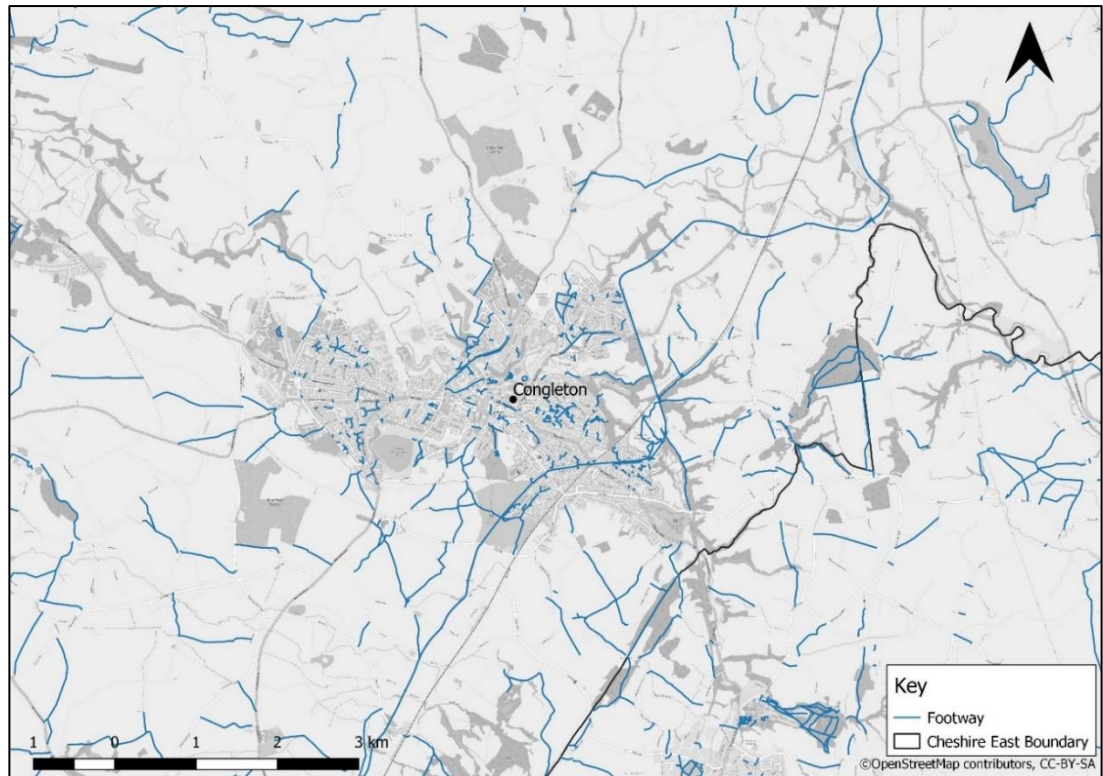


Figure 2.3 Public Right of Way (PRow) within the Study Area

2.3.2 Cycling

The cycling network in Congleton is formed of routes which pass directly through Congleton and National Cycle Network routes which pass around the town. At present many cycle routes are on-road or shared paths and do not provide high quality facilities. The LCWIP for Congleton sets out a core network that has informed this Development Plan.

In Congleton, 9% of residents travel under 2km to work which is an ideal distance for walking and cycling trips. Similarly, 6% 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 focus Council policies on putting 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.

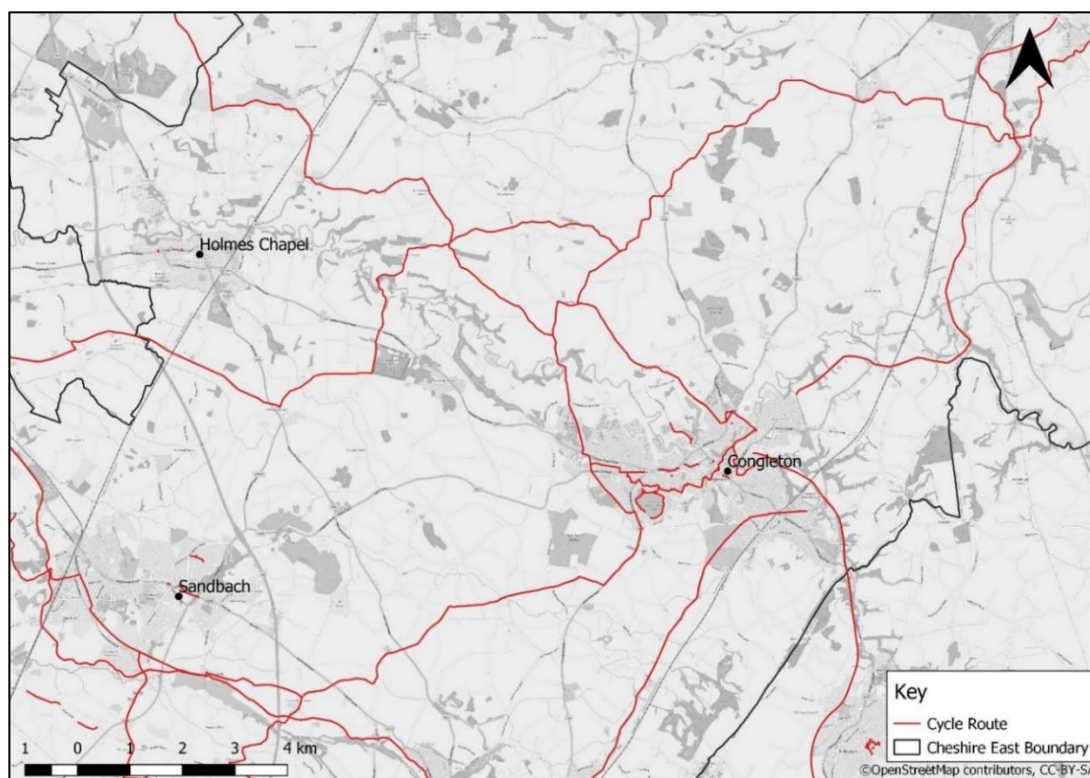


Figure 2.4 Cycle Network within the Development Plan Area

2.3.3 Public Transport (Bus and Rail)

Congleton is currently served by several bus services to destinations including Macclesfield, Crewe, Alsager and Newcastle Under Lyme.

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

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 service patronage within Cheshire East has now recovered to 80-85% compared to pre-pandemic levels across all services (October 2022). Broken down by ticket type, full fare paying patronage is at 85-90% of pre-pandemic levels, whereas concessionary travel demonstrates a slower rate of recovery at 60-65%. As part of the Council's BSIP, plans are to be put in place to try and reverse this decline.

Congleton railway station is located approximately 1.5km east of the town centre. Congleton railway station has two services per hour that links Congleton to Stoke-on-Trent, Macclesfield, Poynton, Stockport, and Manchester Piccadilly. The nearest bus stop to Congleton railway station is 150m away and buses are infrequent and departure / arrival times are not well coordinated.

The public consultation highlighted more frequent rail services would be of benefit for residents; as would investing in the facilities at the station such as the quality of the

buildings, parking and cycling facilities. The addition of services to Crewe, Manchester, Winsford and London was also highlighted by the public consultation.

2.3.4 Parking

Congleton has 13 car parks operated by CEC. The car parks provide 824 standard parking spaces, which includes 17 Blue Badge holder spaces.

- Rood Hill: 8 spaces

- Royle Street: 28 spaces

- Rope Walk: 29 spaces

- Princess Street: 90 spaces, 2 Blue Badge spaces

- Thomas Street: 46 spaces

- Blake Street and Edgerton Street: 35 spaces

- Antrobus Street: 84 spaces, 2 Blue Badge spaces

- West Street: 216 spaces, 4 Blue Badge spaces

- Fairground: 96 spaces, 6 Blue Badge spaces

- Chapel Street: 52 spaces

- Back Park Street: 98 spaces, 3 Blue Badge spaces

- Park Street: 37 spaces

- Roe Street: 24 spaces

Parking charges are similar across the town, ranging between £0.40 for 0-1 hour (i.e., Antrobus Street) tariff and £1.80 for 4-8 hours (i.e., Park Street). Six car parks offer both long and short stay free of charge – Blake Street and Edgerton Street, Rood Hill,

Rope Walk, Royle Street, Thomas Street and Roe Street, constituting almost a half of public car parks in Congleton.

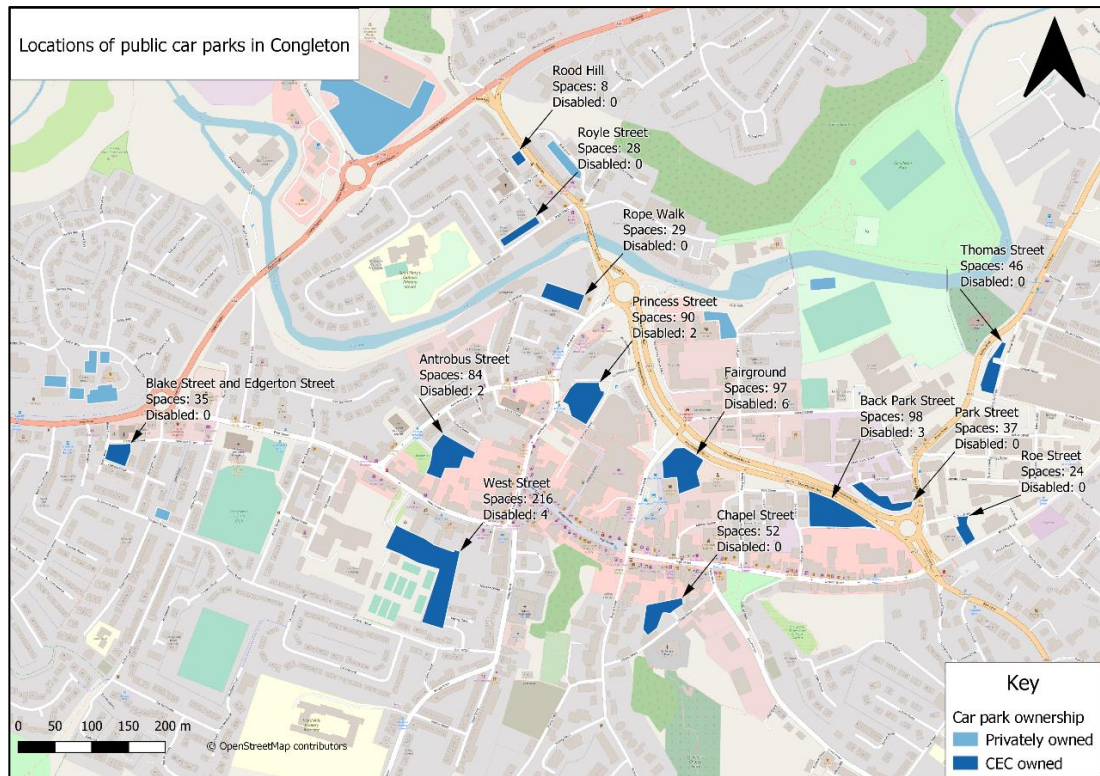


Figure 2.5 - Locations of public car parks in Congleton

2.3.5 Highway Network

Located within proximity to the M6, Congleton is well connected to the north and south of the country by the Strategic Road Network. The A34 and the A54 are the two major A-roads that run through Congleton. Additionally, the A534 links east-west movements between Congleton and Sandbach. The A34 is a key north-south link between Congleton and Stoke-on-Trent; the A527 is also another option for travel into Stoke-on-Trent via Biddulph.

The A34 also connects Congleton with Alderley Edge, Wilmslow, Handforth and into Greater Manchester. Northbound, the A536 provides a direct link between Congleton and Macclesfield via Eaton.

The A536 Congleton Link Road opened in April 2021 and has presented the opportunity to improve the existing routes into and around the town centre for buses, pedestrians, and cyclists. This will also reduce through traffic and congestion, consequently improving air quality.

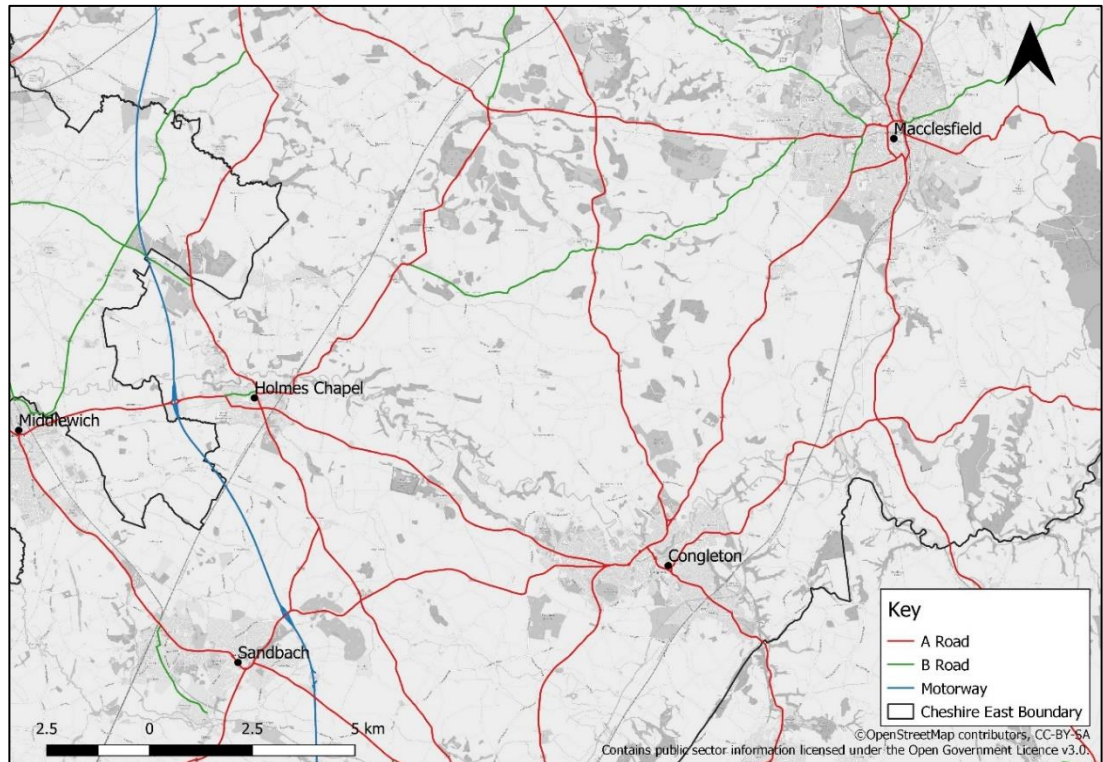


Figure 2.6 – Local Road Network

2.3.6 Summary

The evidence collected and analysis undertaken of the travel within the Congleton area supported the development of the local transport objectives for Congleton (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 Congleton area, with improvements to current off-road routes and the development of new ones. There are several opportunities to improve the public transport offer to passengers as set out in the Council’s BSIP.

There are opportunities to improve the local highway network by giving greater priority to pedestrians, cyclists, and buses to complement the Congleton Link Road that has recently been delivered.

3. Objectives Overview

3.1 Overview

To develop the initial 'long list' of schemes and support the scheme assessment (detailed in Chapter 4), a set of locally focused transport objectives have been developed for Congleton. 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. It should be noted that this consultation took place prior to the Congleton Link Road opening in April 2021.

3.2 Congleton Local Transport Objectives

The local transport objectives for Congleton 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 Congleton. The local Congleton specific objectives have been developed based on the issues and opportunities identified through the evidence base work undertaken for this Development Plan. These objectives have then been used to develop scheme options for Congleton.

The town specific transport objectives for Congleton are:

1. **Strengthening the transport network to accommodate development sites such as Congleton Business Park extension and residential developments in north Congleton included within the Local Plan;**
2. **Improving access on key routes to wider Cheshire, the Potteries, and Greater Manchester;**
3. **Improving access to Congleton town centre for residents and visitors to support the town centre economy;**
4. **Supporting access to education and employment sites including Radnor Park Industrial Estate; and**
5. **Supporting access from rural communities to key services and employment.**

3.3 Public consultation Feedback on Local Transport Objectives

Within the public consultation, 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 | 50 | 38 (76%) |
| 2 | 53 | 45 (85%) |

| | | |
|---|----|----------|
| 3 | 52 | 45 (86%) |
| 4 | 54 | 45 (83%) |
| 5 | 54 | 47 (87%) |

Table 3.1 Public consultation Responses on Local Transport Objectives for Congleton

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. There is a wider context within these LTDPs have been developed within. This includes the need to support vibrant and attractive urban centres, safe and pleasant neighbourhoods, and rural areas with connections to services and urban centres. There are a wide range of inputs related to improving the transport network which will then lead to outputs such as improving connectivity. These in turn lead to outcomes such as more trips by sustainable modes, and impacts such as improving the environment, economy, and the quality of life of stakeholders.

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.

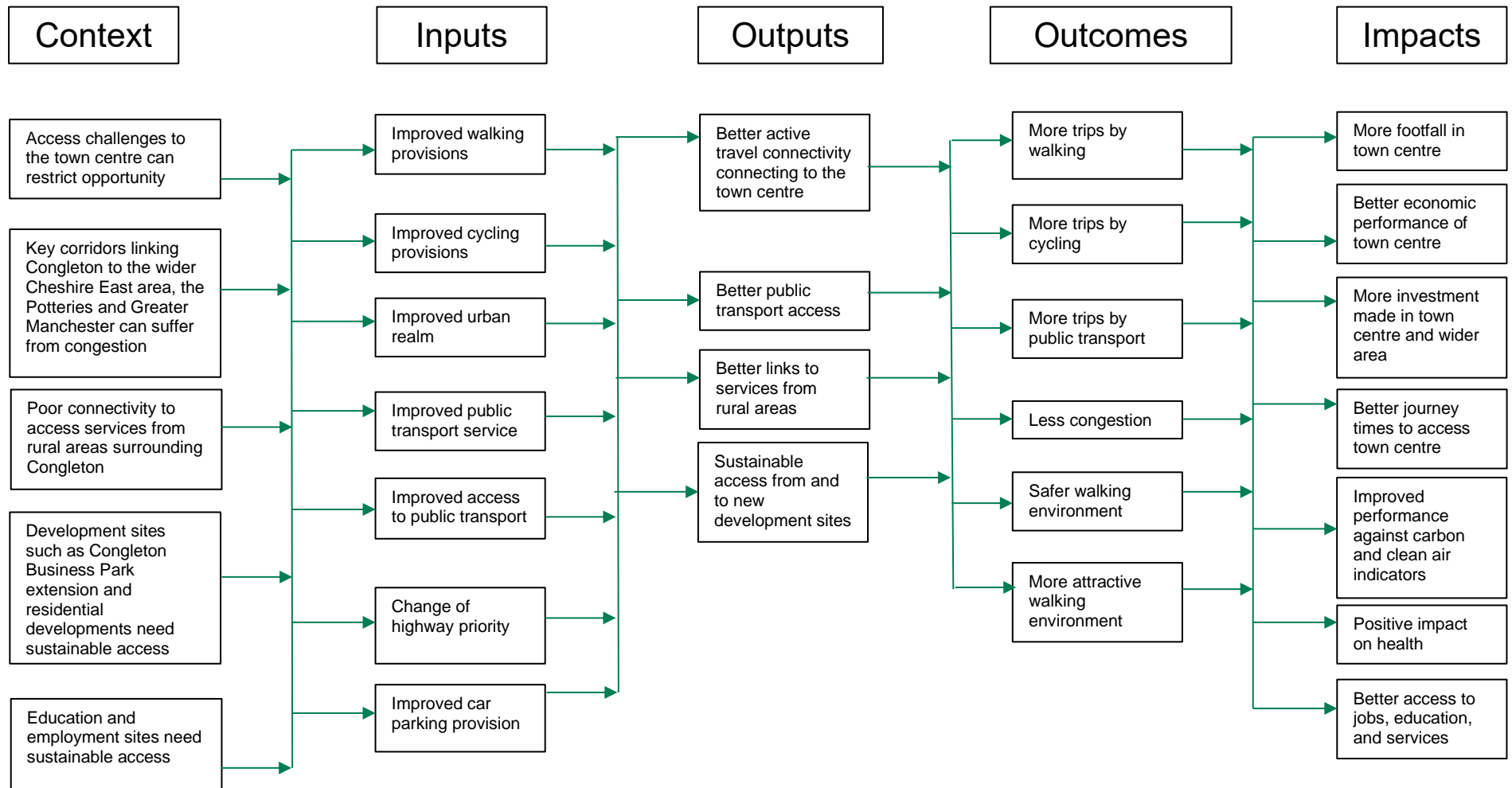


Figure 3.1 Congleton Local Transport Development Plan Logic Map

4. Options Overview & Assessment

4.1 Overview

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

Following the development of the local transport objectives and 'long list' an online interactive public consultation was held between 23rd November 2020 and 31st March 2021. In total 74 responses were received, including online responses and email correspondence. Respondents were able to provide their agreement or disagreement to the local transport objectives developed and 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:
 - o Supporting Growth;
 - o Access to Services;
 - o Protects and Improves the Environment;
 - o Health, Wellbeing and Physical Activity;
 - o Maintaining and managing our network assets'; and
 - o Improve organisational efficiency and effectiveness.

- The five Congleton Specific Transport Objectives:
 - o Strengthening the transport network to accommodate development sites such as Congleton Business Park extension and residential developments in north Congleton included within the Local Plan;
 - o Improving access on key routes to wider Cheshire, the Potteries, and Greater Manchester;
 - o Improving access to Congleton town centre for residents and visitors to support the town centre economy;
 - o Supporting access to education and employment sites including Radnor Park Industrial Estate; and
 - o Supporting access from rural communities to key services and employment.

- Four agreed additional practical delivery criteria:
 - o Technically Feasible;
 - o Value for Money;
 - o Affordability; and
 - o Acceptability.

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

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

| Technical Feasibility | Value for money | Affordability | Acceptability |
|---|--|---|---|
| How feasible is it to deliver the scheme on the ground based on experience of similar schemes? | Does the option provide benefits to the user that will exceed the likely cost of implementation? | Does the option have funding allocated already? What proportion of external funding would be required? | What public and political support will the option likely have? Is the option already supported by CEC's transport policy and local strategies? |
| 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? | 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 the 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 Congleton. 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 LTP4 objectives, the local transport objectives for Congleton (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 79 schemes have been identified for Congleton 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 also be 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 49 transport schemes identified for Congleton 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 |
|-----------------------------------|--|
| 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 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.

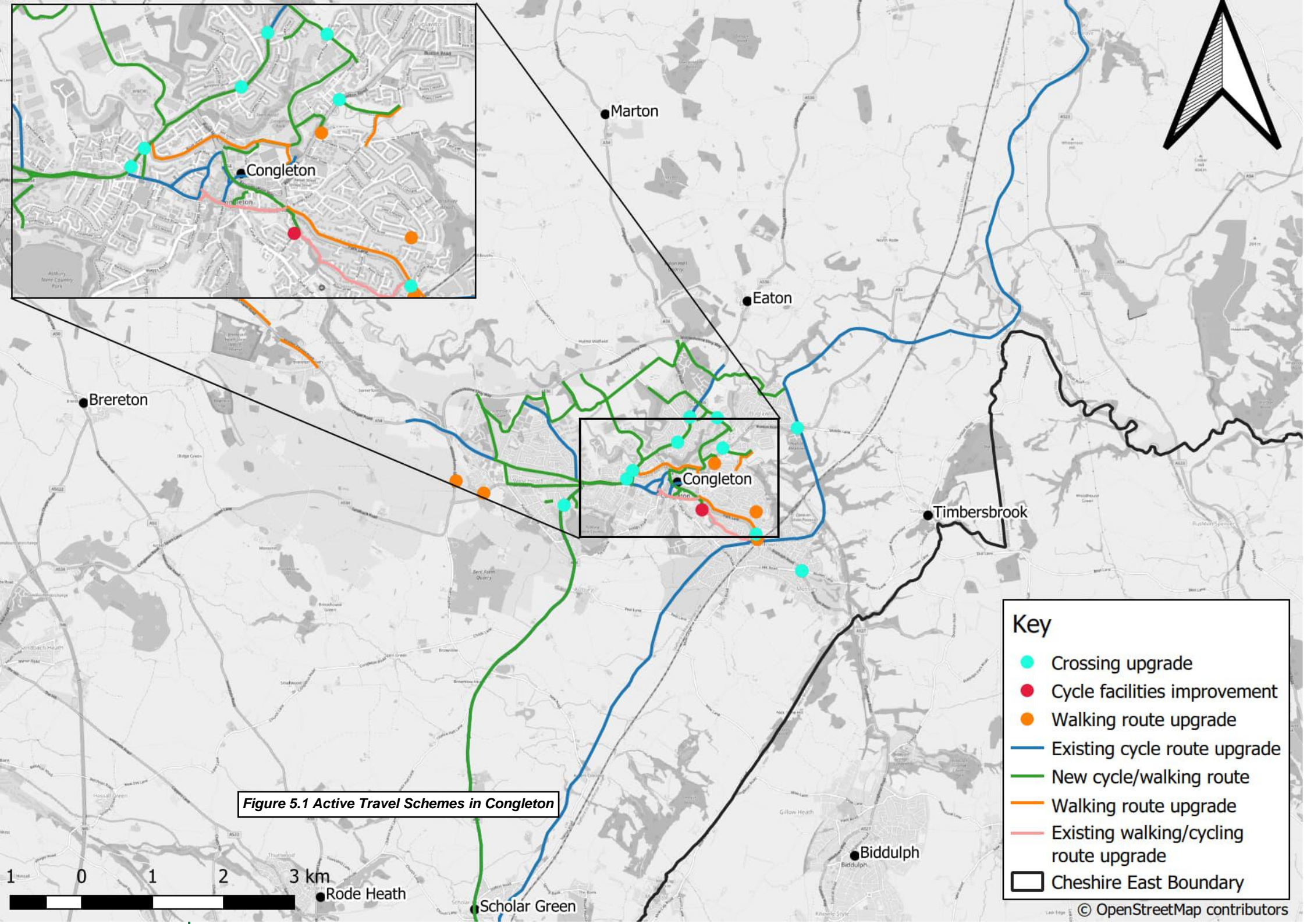
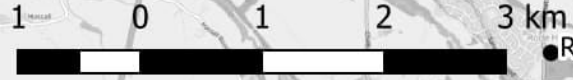


Figure 5.1 Active Travel Schemes in Congleton

Key

- Crossing upgrade
- Cycle facilities improvement
- Walking route upgrade
- 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 to deliver on the local transport objectives for Congleton. How the active travel schemes package will deliver on this is set out in Table 5.2.

| Local Transport Objective | How the Active Travel Package Supports Objective |
|--|--|
| <p>1 Strengthening the transport network to accommodate development sites such as Congleton Business Park extension and residential developments in north Congleton included within the Local Plan.</p> | <ul style="list-style-type: none"> - An East-West Greenway providing high quality walking and cycling links through the area of new development to the north of Congleton is planned. This is planned to incorporate a new pedestrian and cycling bridge across the River Dane. - A scheme is also being developed to link areas of new development in Congleton into the town centre and wider active travel network. This route follows Barn Road, Clayton Bypass and West Road. - Several other improvements are also planned to ensure new developments properly integrate walking and cycling connections. |
| <p>2 Improving access on key routes to wider Cheshire, the Potteries, and Greater Manchester.</p> | <ul style="list-style-type: none"> - Improving the canal tow path so this provides a high-quality walking and cycling link between Congleton and Macclesfield. - Providing a high-quality walking and cycling link southwards alongside the A34 linking to Kidsgrove. - Improvements to the Biddulph Valley Way. |
| <p>3 Improving access to Congleton town centre for residents and visitors to support the town centre economy.</p> | <ul style="list-style-type: none"> - Complementing the Congleton Link Road by improving walking and cycling links on various routes in and around the town centre. - Improving the walking and cycling link between the town centre and Congleton railway station. |
| <p>4 Supporting access to education and employment sites including Radnor Park Industrial Estate.</p> | <ul style="list-style-type: none"> - Improving the cycling route along Back Lane to Radnor Park Industrial Estate. - Improving the walking and cycling route between western Congleton / Congleton High School and Lower Heath. - Reduction of speed limits around schools to 20mph in accordance with the adopted Speed Management Strategy. Also considering the introduction of school streets that close roads to motorised traffic in the vicinity of schools (where feasible). |
| <p>5 Supporting access from rural communities to key services and employment.</p> | <ul style="list-style-type: none"> - Providing a high-quality walking and cycling link southwards alongside the A34 linking to Astbury, Brownlow, Brownlow Heath, Scholar Green and Kidsgrove. |

| | |
|--|---|
| | <ul style="list-style-type: none"> - Improvements to the Biddulph Valley Way. - Various improvements to pedestrian crossing points and footways in rural areas. |
|--|---|

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 41 schemes could potentially be developed and in the Long-Term three schemes are identified for potential development.

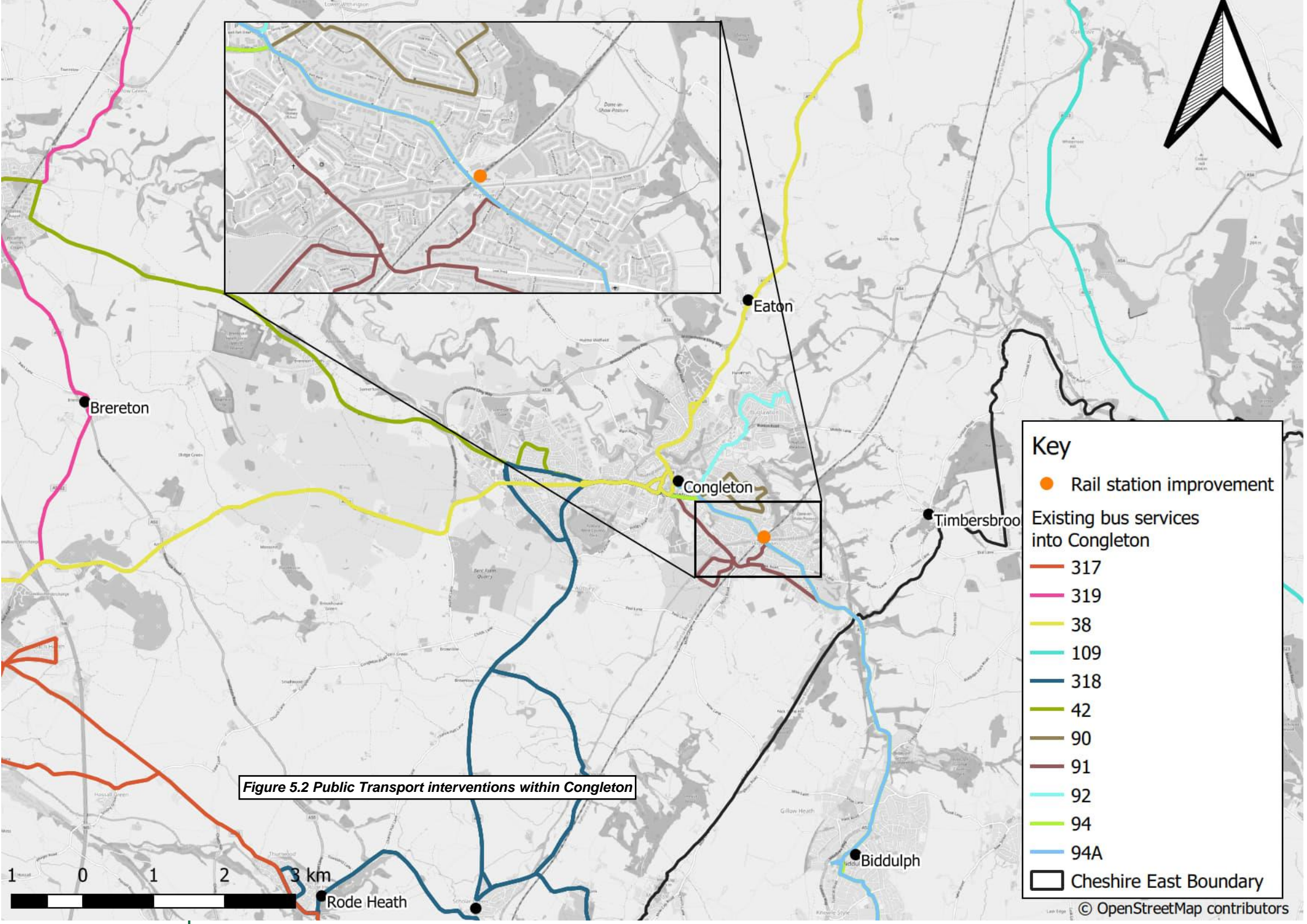
5.3 Public Transport Schemes Package

A total of nine transport schemes identified for Congleton 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 produced in line 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 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

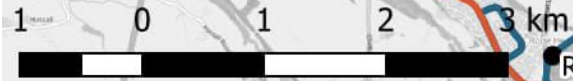
Figure 5.2 plots out the current bus network within Congleton and the identified infrastructure schemes for bus and rail. A significant proportion of the bus schemes are around enhancing current service provision and ticketing options. The Council is also working with operators through the Enhanced Partnership 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.



Key

- Rail station improvement
- Existing bus services into Congleton
- 317
- 319
- 38
- 109
- 318
- 42
- 90
- 91
- 92
- 94
- 94A
- Cheshire East Boundary

Figure 5.2 Public Transport interventions within Congleton



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

| Local Transport Objective | How the Public Transport Package Supports Objective |
|---|---|
| 1 Strengthening the transport network to accommodate development sites such as Congleton Business Park extension and residential developments in north Congleton included within the Local Plan. | <ul style="list-style-type: none"> - Providing public transport options for new residential developments to the north of Congleton. |
| 2 Improving access on key routes to wider Cheshire, the Potteries, and Greater Manchester. | <ul style="list-style-type: none"> - Improvements to rail services, including re-establishing services affected by the Coronavirus pandemic such as Cross-Country services stopping at Congleton (working with rail partners). - Improving railway station facilities including car parking, cycle parking and waiting areas (working with partners). |
| 3 Improving access to Congleton town centre for residents and visitors to support the town centre economy. | <ul style="list-style-type: none"> - Improved bus services around Congleton to key locations including the railway station and areas such West Heath, Buglawton and Mossley. |
| 4 Supporting access to education and employment sites including Radnor Park Industrial Estate. | <ul style="list-style-type: none"> - Improvements to bus connectivity to key employment sites such as Radnor Park Industrial Estate. |
| 5 Supporting access from rural communities to key services and employment. | <ul style="list-style-type: none"> - Improving links to rural areas such as Marton, Eaton, Moreton, Astbury, Somerford and North Rode. |

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. Regarding 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.

Eight of the public transport schemes could be developed within the medium term of the development plan. An additional ninth scheme forms part of the Covid Recovery Plan for the rail sector so has not been given a timeframe in this document.

5.4 Parking Schemes Package

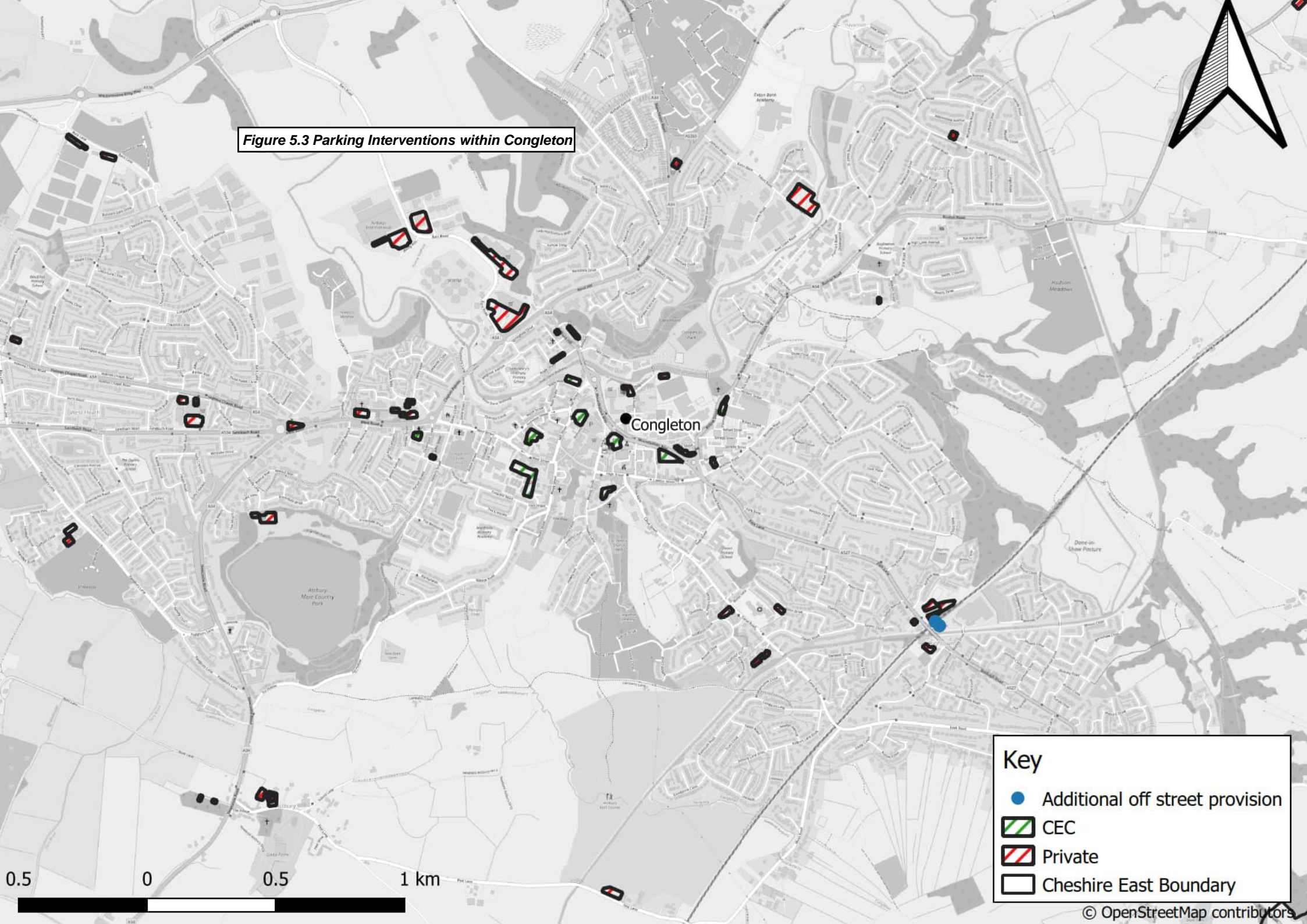
Congleton currently benefits from several car parks and parking facilities. A total of four transport schemes identified for Congleton relate to Parking Schemes and initiatives. These vary in scale and size with three being at Concept stage and one at feasibility. The Parking schemes fall into three 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 reviewed 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. The location of EV charging facilities has also not been finalised so cannot yet be 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 Congleton



Key

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

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

| Objective | How the Parking Package Supports |
|---|--|
| 1 Strengthening the transport network to accommodate development sites such as Congleton Business Park extension and residential developments in north Congleton included within the Local Plan. | <ul style="list-style-type: none"> - New developments to be delivered in line with CEC parking standards and complementary measures are considered where appropriate to manage inappropriate parking. |
| 2 Improving access on key routes to wider Cheshire, the Potteries, and Greater Manchester. | <ul style="list-style-type: none"> - Implementing a park and ride facility at Congleton railway station to increase the number of parking spaces (work with partners). |
| 3 Improving access to Congleton town centre for residents and visitors to support the town centre economy. | <ul style="list-style-type: none"> - Providing EV charging at town centre car parks / key locations. - Reviewing on-street parking within the town centre. |
| 4 Supporting access to education and employment sites including Radnor Park Industrial Estate. | <ul style="list-style-type: none"> - Supporting schools to reduce demand for drop off parking and managing the highway effectively. |
| 5 Supporting access from rural communities to key services and employment. | <ul style="list-style-type: none"> - Given car access to services is important from rural areas, improvements to town centre car parking as noted above will benefit residents in these areas. |

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

5.5 Highway Schemes Package

A total of 17 of the transport schemes identified for Congleton 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 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 of each scheme. Schemes such as developing appropriate 20mph areas and traffic management in residential areas are currently at Concept stage and the fixed areas and locations 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.

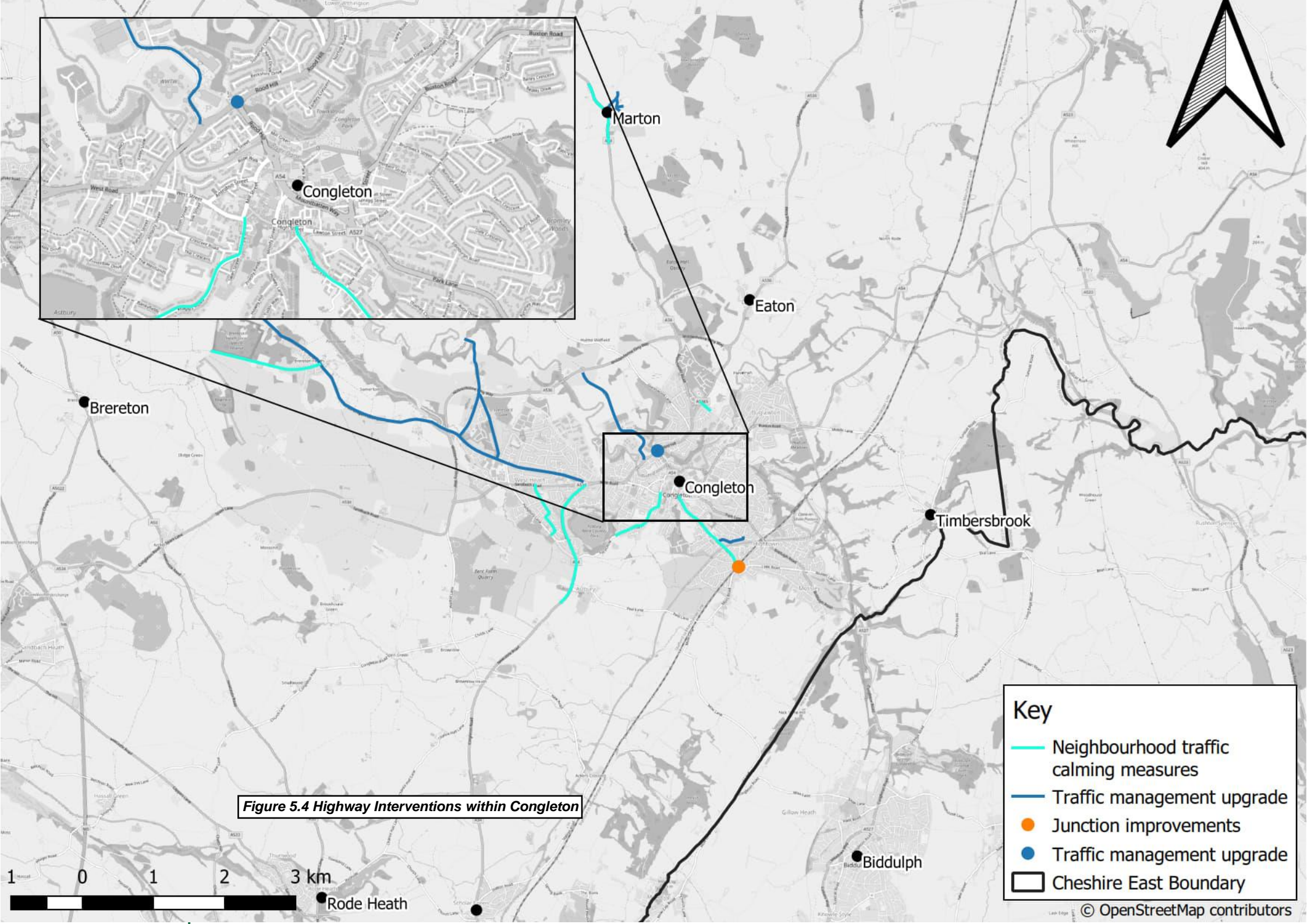


Figure 5.4 Highway Interventions within Congleton

Key

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



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

| Objective | How the Highway Package Supports |
|---|--|
| 1 Strengthening the transport network to accommodate development sites such as Congleton Business Park extension and residential developments in north Congleton included within the Local Plan. | <ul style="list-style-type: none"> - Delivery of the Congleton Link Road is anticipated to play a key role in facilitating new development, particularly to the north of Congleton. There is now an opportunity to complement the Link Road with local improvements in and around the town centre. - Considering lower speed limits, 20mph zones and traffic calming in numerous locations in line with the adopted Speed Management Strategy. |
| 2 Improving access on key routes to wider Cheshire, the Potteries, and Greater Manchester. | <ul style="list-style-type: none"> - Post scheme monitoring of the impact of Congleton Link Road on traffic flows along the A34 and A54 routes through Congleton. |
| 3 Improving access to Congleton town centre for residents and visitors to support the town centre economy. | <ul style="list-style-type: none"> - Consideration of signal re-optimisation for the A54 Rood Hill/A34 Clayton Bypass junction. - Considering lower speed limits, 20mph zones and traffic calming in numerous locations in line with the adopted Speed Management Strategy. |
| 4 Supporting access to education and employment sites including Radnor Park Industrial Estate. | <ul style="list-style-type: none"> - Reduction of speed limits around schools to 20mph in accordance with the adopted Speed Management Strategy. Also considering the introduction of school streets that close roads to motorised traffic in the vicinity of schools (where feasible). |
| 5 Supporting access from rural communities to key services and employment. | <ul style="list-style-type: none"> - Considering lower speed limits, 20mph zones and traffic calming in numerous locations in line with the adopted Speed Management Strategy. |

Table 5.8 Highway Scheme Package and its Local Transport Objective Support

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

Within the Medium Term of the Development Plan 15 schemes could potentially be developed and, in the Long-Term, one scheme is identified for potential development, one further scheme proposes post-scheme monitoring of a highways scheme so has not been assigned a timeframe.

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 Congleton. Table 5.9 below summarises the support given by each package of schemes for each objective. The

green cells show significant support for the objective, the yellow cells show some support, and the grey cells show that it is not applicable in supporting that objective.

| Objective | Active Travel Package | Public Transport Package | Parking Package | Highways Package |
|--|-----------------------|--------------------------|-----------------|------------------|
| 1 Strengthening the transport network to accommodate development sites such as Congleton Business Park extension and residential developments in north Congleton included within the Local Plan. | Green | Green | Green | Green |
| 2 Improving access on key routes to wider Cheshire, the Potteries, and Greater Manchester. | Green | Green | Yellow | Green |
| 3 Improving access to Congleton town centre for residents and visitors to support the town centre economy. | Green | Green | Green | Green |
| 4 Supporting access to education and employment sites including Radnor Park Industrial Estate. | Green | Green | Yellow | Green |
| 5 Supporting access from rural communities to key services and employment. | 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 Congleton Local Transport Development Plan is the result of an evidence led process. This included developing a set of five local transport objectives with 79 identified and assessed schemes that will support the development and vitality of Congleton over the life of the current Local Transport Plan.

A robust public consultation was undertaken to inform 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 79 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 Congleton Local Transport Development Plan will provide a framework to inform the annual capital programme for transport and highways. In total eleven Local 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.

6.3.1 Concept

The concept stage of development consists of the following four sections:

- Scheme identification,
- An initial desktop review,
- An initial scope of the work, and
- A public consultation.

6.3.2 Feasibility

The feasibility stage of development consists of the following four sections:

- Defining the scope of the work,

- Examining the scheme,
- The identification of potential funding, and
- Public Consultation.

6.3.3 Preliminary Design

The preliminary design stage of development consists of the following four sections:

- Designing the scheme,
- Confirmation of scheme benefits,
- Programme entry, and
- Public consultation.

6.3.4 Detailed Design

The detailed design stage of development consists of the following five sections:

- Technical design,
- Confirmation of constructability,
- Confirmation of cost and programme,
- Granting of statutory consent, and
- Public consultation.

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 schemes assessment will be reviewed, given that more information will become available.

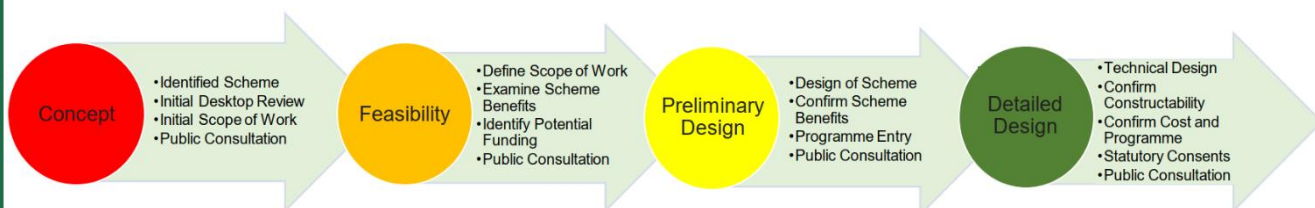


Figure 6.1 Scheme Development Stages

As noted earlier in the report currently the majority of schemes are unfunded and will need to be developed in line with the Council's Budget Cycle. Figure 6.2 below shows the Council's Annual Business Planning Process. As many schemes within the

Development Plan are at Concept stage funding to take them forward to Feasibility stage and beyond will be required. Schemes therefore may need to go through the funding cycle process at the respective stages of their development to receive funding to develop to the next stage.

The cycle of Cheshire East Councils Business Planning Process requires ongoing budget monitoring of ongoing and new schemes, this leads into submissions of business case proposals. Following from this, budget engagement and consultation with residents and businesses leads into council approval and consideration of the medium-term financial strategy, returning to the annual ongoing budget monitoring and identification process of the first stage.

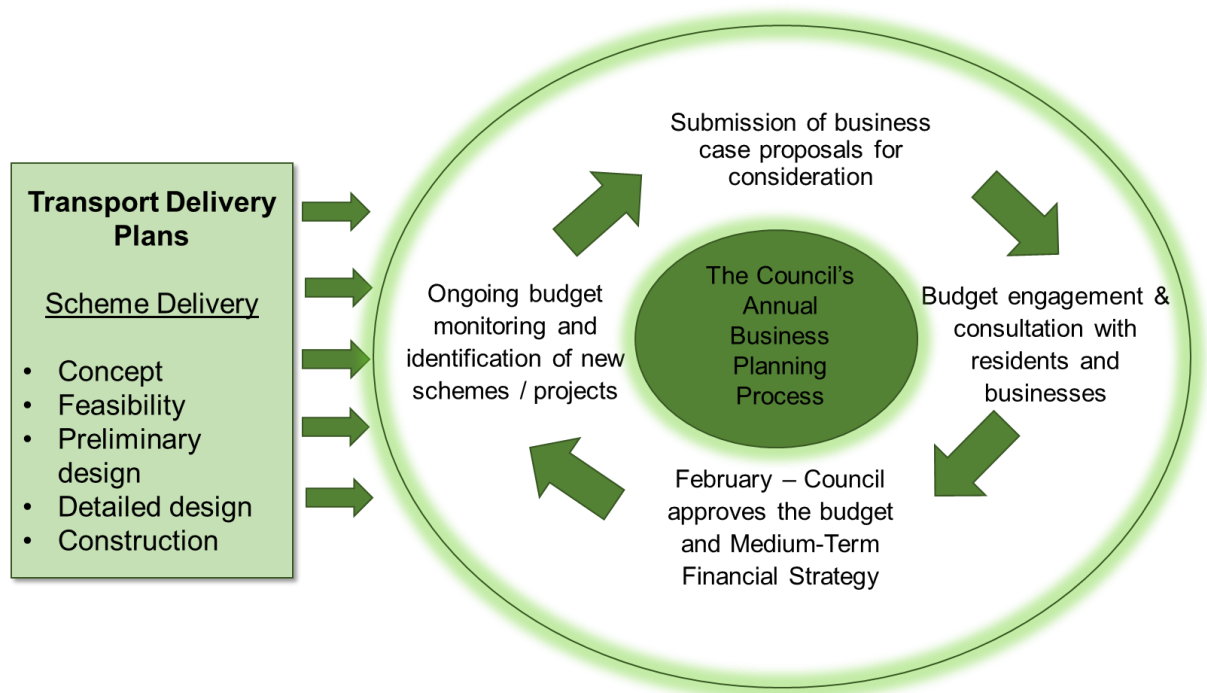


Figure 6-2 LTDP Budget Cycle

Appendix A – Options Long List & Assessment

| ID | Category | Scheme Description | LTP Objectives | | | | | Congleton Local Transport Objectives | | | | | Additional Criteria | | | | Development Stage | | |
|-------|------------------|---|-------------------|--------------------|---------------------------------------|---|--|---|---|---|---|---|---|----------------------|-----------------|---------------|-------------------|---------------|--|
| | | | Supporting Growth | Access to Services | Protects and Improves the Environment | Health, Wellbeing and Physical Activity | Maintaining and managing our network assets' | Improve organisational efficiency and effectiveness | Strengthening the transport network to accommodate development sites such as Congleton Business Park extension and residential developments in north Congleton included within the Local Plan | Improving access along key routes to wider Cheshire, the Potteries and Greater Manchester | Improving access to Congleton town centre for residents and visitors to support the town centre economy | Supporting access to education and employment sites including Radnor Park Industrial Estate | Supporting access from rural communities to key services and employment | Technically Feasible | Value for Money | Affordability | | Acceptability | |
| CO101 | Public Transport | Improved bus services around Congleton to key locations including the Congleton rail station and areas such as West Heath, Buglawton, Mossley in line with BSIP delivery. | | | | | | | | | | | | | | | | | Concept |
| CO102 | Public Transport | Coordinate bus service timetables with train times in line with BSIP delivery. | | | | | | | | | | | | | | | | | Concept |
| CO103 | Public Transport | Improvements to rail services, including re-establishing services affected by the Coronavirus pandemic such as Cross Country services stopping at Congleton (work with rail partners). | | | | | | | | | | | | | | | | | N/A - Part of Covid Recover Plan for the Rail Sector |
| CO98 | Public Transport | Improve rail station facilities including car parking, cycle parking and waiting areas (work with partners). | | | | | | | | | | | | | | | | | Concept |
| CO104 | Public Transport | Linking rural areas such as Marton, Eaton, Moreton, Astbury, Somerford and North Rode to key services via bus services or passenger transport in line with BSIP delivery. | | | | | | | | | | | | | | | | | Concept |
| CO7 | Highways | Post scheme monitoring of the impact of Congleton Link Road on traffic flows along Wallhill Lane, Padgbury Lane, A34 and A54 routes through Congleton including signal timing for A34 and A54 Road Hill/A34 Clayton Bypass. | | | | | | | | | | | | | | | | | N/A - Monitoring of scheme impact |
| CO99 | Highways | Junction improvement to increase capacity at Moss Road/Canal Road | | | | | | | | | | | | | | | | | Concept |
| CO13 | Highways | Traffic calming on School Lane, 20mph limits and review of school signage on A34 Congleton Road in accordance with the adopted Speed Management Strategy. | | | | | | | | | | | | | | | | | Concept |
| CO15 | Highways | A34 Newcastle Road - 30mph zone and traffic calming extension to Astbury in accordance with the adopted Speed Management Strategy. | | | | | | | | | | | | | | | | | Concept |
| CO55 | Highways | Make Ullswater Road 20mph to discourage through traffic on this route in accordance with the adopted Speed Management Strategy. | | | | | | | | | | | | | | | | | Concept |
| CO65 | Highways | 20mph and supporting measures near Eaton Bank Academy on Jackson Road in accordance with the adopted Speed Management Strategy. | | | | | | | | | | | | | | | | | Concept |
| CO74 | Highways | Canal Street and Canal Road traffic calming to reduce through traffic in accordance with the adopted Speed Management Strategy. | | | | | | | | | | | | | | | | | Concept |
| CO76 | Highways | Traffic calming or traffic management measures on Waggs Road to reduce through traffic in accordance with the adopted Speed Management Strategy. | | | | | | | | | | | | | | | | | Concept |
| CO69 | Highways | Traffic calming on the A34 Congleton Road through Marton in accordance with the adopted Speed Management Strategy. | | | | | | | | | | | | | | | | | Concept |
| CO105 | Highways | Implement measures to manage traffic flows on Back Lane, Black Firs Lane and Chelford Road in accordance with the adopted Speed Management Strategy. | | | | | | | | | | | | | | | | | Concept |
| CO72 | Highways | Interventions on Holmes Chapel Road to improve visibility and slow the speed of traffic in accordance with the adopted Speed Management Strategy. | | | | | | | | | | | | | | | | | Concept |
| CO16 | Active Travel | Further walking and cycling improvements on Padgbury Lane (access to Congleton High School). | | | | | | | | | | | | | | | | | Concept |
| CO19 | Active Travel | Improve walking and cycling access to Congleton Railway Station via Park Lane, links to Sefton Avenue and improve cycling facilities at the station itself. | | | | | | | | | | | | | | | | | Preliminary Design |
| CO106 | Active Travel | Improving pedestrian and cycle facilities along Mountbatten Way and consideration given to improving public realm. | | | | | | | | | | | | | | | | | Concept |
| CO107 | Active Travel | Walking and cycling route between western Congleton / Congleton High School and Lower Heath. | | | | | | | | | | | | | | | | | Feasibility |
| CO108 | Active Travel | Improving the Congleton - Macclesfield and Congleton - Alsager canal routes (Walking and cycling). | | | | | | | | | | | | | | | | | Feasibility |
| CO25 | Active Travel | Congleton to Astbury and Kids Grove - A34 shared path. | | | | | | | | | | | | | | | | | Concept |
| CO26 | Active Travel | Lower Heath from Buglawton to Lower Heath cycle route A536 Macclesfield Road and an improved crossing point across the A34. | | | | | | | | | | | | | | | | | Feasibility |
| CO27 | Active Travel | Cycle route - linking new residential developments north of Congleton via Barn Road (near Tesco) to the town centre. | | | | | | | | | | | | | | | | | Feasibility |
| CO38 | Active Travel | Delivery of a walking and cycling Greenway through the Local Plan development sites including bridge across River Dane and Dane Street. | | | | | | | | | | | | | | | | | Preliminary Design |
| CO30 | Active Travel | Town Centre - Review scheme to allow cycling on Market Street. | | | | | | | | | | | | | | | | | Concept |
| CO31 | Active Travel | Town Centre - West Street - pedestrian and cycle friendly route. | | | | | | | | | | | | | | | | | Concept |
| CO32 | Active Travel | Town Centre - Antrobus Street pedestrian/cycle improvements. | | | | | | | | | | | | | | | | | Feasibility |
| CO34 | Highways | Town Centre - Albert Place 20mph in accordance with the adopted Speed Management Strategy. | | | | | | | | | | | | | | | | | Concept |
| CO35 | Active Travel | Town Centre - Lawton Street improvements for pedestrians. | | | | | | | | | | | | | | | | | Concept |
| CO36 | Active Travel | Town Centre - Mill Street/Swan Bank improvements for pedestrians/cyclists | | | | | | | | | | | | | | | | | Feasibility |
| CO37 | Active Travel | Stonehouse Green, parallel to Mountbatten Way - cycle facilities | | | | | | | | | | | | | | | | | Concept |
| CO109 | Active Travel | Bridge Street and Little Street cycling access. | | | | | | | | | | | | | | | | | Detailed Design |
| CO45 | Active Travel | Increase footpaths widths - Eaton Bank, Jackson Road and Surrey Drive. | | | | | | | | | | | | | | | | | Concept |
| CO110 | Active Travel | Improved links to Astbury Mere Country Park - Sandy Lane and A34 Newcastle Road. | | | | | | | | | | | | | | | | | Concept |
| CO111 | Active Travel | Secure, safe, cycle parking within the town centre. | | | | | | | | | | | | | | | | | Concept |
| CO49 | Active Travel | Improve the connection between the end of Biddulph Valley Way to the A54 Brook Street. | | | | | | | | | | | | | | | | | Concept |
| CO51 | Active Travel | Cycling and Walking improvements between the Loachbrook Farm Estate, Somerford and Holmes Chapel Road | | | | | | | | | | | | | | | | | Concept |

| ID | Category | Scheme Description | LTP Objectives | | | | | Congleton Local Transport Objectives | | | | | Additional Criteria | | | | Development Stage | |
|-------|------------------|---|-------------------|--------------------|---------------------------------------|---|--|---|---|---|---|---|---|----------------------|-----------------|---------------|-------------------|----------------|
| | | | Supporting Growth | Access to Services | Protects and Improves the Environment | Health, Wellbeing and Physical Activity | Maintaining and managing our network assets' | Improve organisational efficiency and effectiveness | Strengthening the transport network to accommodate development sites such as Congleton Business Park extension and residential developments in north Congleton included within the Local Plan | Improving access along key routes to wider Cheshire, the Potteries and Greater Manchester | Improving access to Congleton town centre for residents and visitors to support the town centre economy | Supporting access to education and employment sites including Radnor Park Industrial Estate | Supporting access from rural communities to key services and employment | Technically Feasible | Value for Money | Affordability | | Acceptability |
| CO52 | Active Travel | Gateways to be installed Sandbach Road to Sandy Lane adjacent to the existing public footpath. | | | | | | | | | | | | | | | | Concept |
| CO54 | Active Travel | Replace steps with a ramp on Edinburgh Road to enable all to use the route between the Bromley estate and Hightown. | | | | | | | | | | | | | | | | Concept |
| CO57 | Active Travel | Footway / cycleway in Hankinsons Field. | | | | | | | | | | | | | | | | Concept |
| CO58 | Active Travel | Park Lane - replace steps with ramp to the canal. | | | | | | | | | | | | | | | | Concept |
| CO112 | Active Travel | Make Market Square two way for cycles. | | | | | | | | | | | | | | | | Concept Design |
| CO61 | Active Travel | Improvements to bollard section between New Street and Townsend Road for cyclist and pedestrians. | | | | | | | | | | | | | | | | Concept |
| CO62 | Active Travel | River Dane leisure path. | | | | | | | | | | | | | | | | Concept |
| CO63 | Highways | Traffic management measures on Daven Road to reduce traffic volumes in accordance with the adopted Speed Management Strategy. | | | | | | | | | | | | | | | | Concept |
| CO64 | Active Travel | Upgrade existing path between Loachbrook Avenue and Blythe Avenue. | | | | | | | | | | | | | | | | Concept |
| CO113 | Active Travel | Upgrade cycle / pedestrian connection between Congleton Park and Davenshaw Drive. | | | | | | | | | | | | | | | | Concept |
| CO114 | Active Travel | Implement more footpaths and cycle routes through the Somerford area. | | | | | | | | | | | | | | | | Concept |
| CO115 | Active Travel | Improve cycling route along Back Lane to Radnor Park Industrial Estate. | | | | | | | | | | | | | | | | Concept |
| CO66 | Active Travel | Introduce pedestrian crossings at the A34 Clayton Bypass near the fire station roundabout and near Dane Street. | | | | | | | | | | | | | | | | Feasibility |
| CO39 | Parking | Implement a park and ride facility at Congleton Station to increase the number of parking spaces (work with partners). | | | | | | | | | | | | | | | | Concept |
| CO116 | Parking | Review on-street parking within the town centre. | | | | | | | | | | | | | | | | Feasibility |
| CO201 | Active Travel | Create a link from Worrall Street to the footway / cycleway alongside St Stephens Church to improve access for pedestrians and cyclists from Bromley Farm Estate. | | | | | | | | | | | | | | | | Concept |
| CO117 | Public Transport | Extend Flexlink service across weekends and evenings in line with BSIP delivery. | | | | | | | | | | | | | | | | Concept |
| CO118 | Parking | Provide EV charging at town centre car parks / key locations. | | | | | | | | | | | | | | | | Concept |
| CO119 | Active Travel | Cycleway from Riverdane Road to the top of "Bulls Bank". | | | | | | | | | | | | | | | | Concept |
| CO120 | Active Travel | A cycle/walk way from Box Lane to link up the existing cycle path by New Life Church. | | | | | | | | | | | | | | | | Concept |
| CO121 | Active Travel | Continuous pavement on both sides of the A54 between Somerford Park Farm and Lyndale Grove. | | | | | | | | | | | | | | | | Concept |
| CO122 | Active Travel | Paved footpath along the A54 between Davenport Methodist Church and Davenport Lane. | | | | | | | | | | | | | | | | Concept |
| CO123 | Public Transport | Public transport links between West/Lower Heath and Congleton station. | | | | | | | | | | | | | | | | Concept |
| CO124 | Active Travel | Installation of a pedestrian crossing on Rood Hill close to the junction with Daisybank Drive. | | | | | | | | | | | | | | | | Concept |
| CO125 | Active Travel | Improvements to Tommy's Lane and the access from Bromley Road. | | | | | | | | | | | | | | | | Concept |
| CO126 | Active Travel | Improve cycle links between town centre and NE of town (Mounbatten Way). | | | | | | | | | | | | | | | | Concept |
| CO127 | Active Travel | Pedestrian Crossing at Mossley Traffic Lights. | | | | | | | | | | | | | | | | Concept |
| CO128 | Public Transport | Direct bus service from Congleton to Monks Heath. | | | | | | | | | | | | | | | | Concept |
| CO129 | Active Travel | Cycle lane linking the Congleton bypass with the Alderley bypass. | | | | | | | | | | | | | | | | Concept |
| CO130 | Active Travel | Controlled crossing at Eaton Bank. | | | | | | | | | | | | | | | | Concept |
| CO131 | Active Travel | Provision of pavements for walking/cycling along Black Firs Lane. | | | | | | | | | | | | | | | | Concept |
| CO132 | Active Travel | Pedestrian crossing at "The Mount" on A34 Newcastle Road. | | | | | | | | | | | | | | | | Concept |
| CO133 | Active Travel | Improved surface and lighting on Tommy's Lane / pedestrian crossing on Brook Street. | | | | | | | | | | | | | | | | Concept |
| CO134 | Highways | Reduction of speed limits around schools to 20mph in accordance with the adopted Speed Management Strategy. | | | | | | | | | | | | | | | | Concept |
| CO135 | Highways | Closing school streets to traffic during school hours. | | | | | | | | | | | | | | | | Concept |
| CO136 | Highways | 20mph speed limit on Brereton Heath Lane from Bagmere Cottage to Woodside Cottage in accordance with the adopted Speed Management Strategy. | | | | | | | | | | | | | | | | Concept |
| CO137 | Highways | 30mph limit on Brereton Heath Lane from Woodside Cottage east to the 40mph limit sign in accordance with the adopted Speed Management Strategy. | | | | | | | | | | | | | | | | Concept |
| CO138 | Parking | Review of parking bays on Brereton Heath Lane. | | | | | | | | | | | | | | | | Concept |
| CO138 | Active Travel | Improve pedestrian and cycling signage in Congleton. | | | | | | | | | | | | | | | | Concept |
| CO139 | Public Transport | Improving facilities at the bus station in Congleton. | | | | | | | | | | | | | | | | Concept |
| CO140 | Active Travel | Improving public realm on Mill Street, High Street and Lawton Street. | | | | | | | | | | | | | | | | Concept |

Appendix B – Sequencing & Packaging of options

| ID | Category | Scheme Description | Short Term (0 -2 years) | Medium Term (2 - 5 years) | Long Term (5+ years) | Funding Status |
|-------|------------------|---|----------------------------|---------------------------------|-------------------------|---|
| | | | | | | Funded (F) / Part Funded (P) / Not Funded (N) / * Subject to Statutory Planning Process |
| CO101 | Public Transport | Improved bus services around Congleton to key locations including the Congleton rail station and areas such West Heath, Buglawton, Mossley in line with BSIP delivery. | | X | | N |
| CO102 | Public Transport | Coordinate bus service timetables with train times in line with BSIP delivery. | | X | | N |
| CO103 | Public Transport | Improvements to rail services, including re-establishing services affected by the Coronavirus pandemic such as Cross Country services stopping at Congleton (work with rail partners). | | | | N/A |
| CO98 | Public Transport | Improve rail station facilities including car parking, cycle parking and waiting areas (work with partners). | | X | | N |
| CO104 | Public Transport | Linking rural areas such as Marton, Eaton, Moreton, Astbury, Somerford and North Rode to key services via bus services or passenger transport in line with BSIP delivery. | | X | | N |
| CO7 | Highways | Post scheme monitoring of the impact of Congleton Link Road on traffic flows along Wallhill Lane, Padgbury Lane, A34 and A54 routes through Congleton including signal timing for A34 and A54 Rood Hill/A34 Clayton Bypass. | | | | F |
| CO99 | Highways | Junction improvement to increase capacity at Moss Road/Canal Road | | | X | N |
| CO13 | Highways | Traffic calming on School Lane, 20mph limits and review of school signage on A34 Congleton Road in accordance with the adopted Speed Management Strategy. | | X | | N |
| CO15 | Highways | A34 Newcastle Road - 30mph zone and traffic calming extension to Astbury in accordance with the adopted Speed Management Strategy. | | X | | N |
| CO55 | Highways | Make Ullswater Road 20mph to discourage through traffic on this route in accordance with the adopted Speed Management Strategy. | | X | | N |
| CO65 | Highways | 20mph and supporting measures near Eaton Bank Academy on Jackson Road in accordance with the adopted Speed Management Strategy. | | X | | N |
| CO74 | Highways | Canal Street and Canal Road traffic calming to reduce through traffic in accordance with the adopted Speed Management Strategy. | | X | | N |
| CO76 | Highways | Traffic calming or traffic management measures on Waggs Road to reduce through traffic in accordance with the adopted Speed Management Strategy. | | X | | N |
| CO69 | Highways | Traffic calming on the A34 Congleton Road through Marton in accordance with the adopted Speed Management Strategy. | | X | | N |
| CO105 | Highways | Implement measures to manage traffic flows on Back Lane, Black Firs Lane and Chelford Road in accordance with the adopted Speed Management Strategy. | | X | | N |
| CO72 | Highways | Interventions on Holmes Chapel Road to improve visibility and slow the speed of traffic in accordance with the adopted Speed Management Strategy. | | X | | N |
| CO16 | Active Travel | Further walking and cycling improvements on Padgbury Lane (access to Congleton High School). | | X | | N |
| CO19 | Active Travel | Improve walking and cycling access to Congleton Railway Station via Park Lane, links to Sefton Avenue and improve cycling facilities at the station itself. | X | | | P |
| CO106 | Active Travel | Improving pedestrian and cycle facilities along Mountbatten Way and consideration given to improving public realm. | | X | | N |
| CO107 | Active Travel | Walking and cycling route between western Congleton / Congleton High School and Lower Heath. | | X | | N |
| CO108 | Active Travel | Improving the Congleton - Macclesfield and Congleton - Alsager canal routes (Walking and cycling). | | X | | N |
| CO25 | Active Travel | Congleton to Astbury and Kidsgrove - A34 shared path. | | X | | N |
| CO26 | Active Travel | Lower Heath from Buglawton to Lower Heath cycle route A536 Macclesfield Road and an improved crossing point across the A34. | X | | | P |
| CO27 | Active Travel | Cycle route - linking new residential developments north of Congleton via Barn Road (near Tesco) to the town centre. | | X | | N |
| CO38 | Active Travel | Delivery of a walking and cycling Greenway through the Local Plan development sites including bridge across River Dane and Dane Street. | | X | | P |
| CO30 | Active Travel | Town Centre - Review scheme to allow cycling on Market Street. | | X | | N |
| CO31 | Active Travel | Town Centre - West Street - pedestrian and cycle friendly route. | | X | | N |
| CO32 | Active Travel | Town Centre - Antrobus Street pedestrian/cycle improvements. | X | | | N |
| CO34 | Highways | Town Centre - Albert Place 20mph in accordance with the adopted Speed Management Strategy. | | X | | N |
| CO35 | Active Travel | Town Centre - Lawton Street improvements for pedestrians. | | X | | N |

| ID | Category | Scheme Description | Short Term (0 -2 years) | Medium Term (2 - 5 years) | Long Term (5+ years) | Funding Status |
|-------|------------------|---|----------------------------|---------------------------------|-------------------------|---|
| | | | | | | Funded (F) / Part Funded (P) / Not Funded (N) / * Subject to Statutory Planning Process |
| CO36 | Active Travel | Town Centre - Mill Street/Swan Bank improvements for pedestrians/cyclists | | X | | N |
| CO37 | Active Travel | Stonehouse Green, parallel to Mountbatten Way - cycle facilities | | X | | N |
| CO109 | Active Travel | Bridge Street and Little Street cycling access. | X | | | F |
| CO45 | Active Travel | Increase footpaths widths - Eaton Bank, Jackson Road and Surrey Drive. | | X | | N |
| CO110 | Active Travel | Improved links to Astbury Mere Country Park - Sandy Lane and A34 Newcastle Road. | | X | | N |
| CO111 | Active Travel | Secure, safe, cycle parking within the town centre. | X | | | N |
| CO49 | Active Travel | Improve the connection between the end of Biddulph Valley Way to the A54 Brook Street. | | X | | N |
| CO51 | Active Travel | Cycling and Walking improvements between the Loachbrook Farm Estate, Somerford and Holmes Chapel Road | | X | | N |
| CO52 | Active Travel | Gateways to be installed Sandbach Road to Sandy Lane adjacent to the existing public footpath. | | X | | N |
| CO54 | Active Travel | Replace steps with a ramp on Edinburgh Road to enable all to use the route between the Bromley estate and Hightown. | | X | | N |
| CO57 | Active Travel | Footway / cycleway in Hankinsons Field. | | X | | N |
| CO58 | Active Travel | Park Lane - replace steps with ramp to the canal. | | X | | N |
| CO112 | Active Travel | Make Market Square two way for cycles. | | X | | N |
| CO61 | Active Travel | Improvements to bollard section between New Street and Townsend Road for cyclist and pedestrians. | | X | | N |
| CO62 | Active Travel | River Dane leisure path. | | X | | N |
| CO63 | Highways | Traffic management measures on Daven Road to reduce traffic volumes in accordance with the adopted Speed Management Strategy. | | X | | N |
| CO64 | Active Travel | Upgrade existing path between Loachbrook Avenue and Blythe Avenue. | | X | | N |
| CO113 | Active Travel | Upgrade cycle / pedestrian connection between Congleton Park and Davenshaw Drive. | | X | | F |
| CO114 | Active Travel | Implement more footpaths and cycle routes through the Somerford area. | | X | | N |
| CO115 | Active Travel | Improve cycling route along Back Lane to Radnor Park Industrial Estate. | | X | | N |
| CO66 | Active Travel | Introduce pedestrian crossings at the A34 Clayton Bypass near the fire station roundabout and near Dane Street. | | X | | N |
| CO39 | Parking | Implement a park and ride facility at Congleton Station to increase the number of parking spaces (work with partners). | | X | | N |
| CO116 | Parking | Review on-street parking within the town centre. | X | | | N |
| CO201 | Active Travel | Create a link from Worrall Street to the footway / cycleway alongside St Stephens Church to improve access for pedestrians and cyclists from Bromley Farm Estate. | | | X | N |
| CO117 | Public Transport | Extend Flexilink service across weekends and evenings in line with BSIP delivery. | | X | | N |
| CO118 | Parking | Provide EV charging at town centre car parks / key locations. | X | | | P |
| CO119 | Active Travel | Cycleway from Riverdane Road to the top of "Bulls Bank". | | X | | N |
| CO120 | Active Travel | A cycle/walk way from Box Lane to link up the existing cycle path by New Life Church. | | X | | N |
| CO121 | Active Travel | Continuous pavement on both sides of the A54 between Somerford Park Farm and Lyndale Grove. | | | X | N |
| CO122 | Active Travel | Paved footpath along the A54 between Davenport Methodist Church and Davenport Lane. | | X | | N |
| CO123 | Public Transport | Public transport links between West/Lower Heath and Congleton station. | | X | | N |
| CO124 | Active Travel | Installation of a pedestrian crossing on Rood Hill close to the junction with Daisybank Drive. | | X | | N |

| ID | Category | Scheme Description | Short Term (0 -2 years) | Medium Term (2 - 5 years) | Long Term (5+ years) | Funding Status |
|-------|---------------------|---|----------------------------|---------------------------------|-------------------------|---|
| | | | | | | Funded (F) / Part Funded (P) / Not Funded (N) / * Subject to Statutory Planning Process |
| CO125 | Active Travel | Improvements to Tommy's Lane and the access from Bromley Road. | | X | | N |
| CO126 | Active Travel | Improve cycle links between town centre and NE of town (Mountbatten Way). | | X | | N |
| CO127 | Active Travel | Pedestrian Crossing at Mossley Traffic Lights. | | X | | N |
| CO128 | Public Transport | Direct bus service from Congleton to Monks Heath. | | X | | N |
| CO129 | Active Travel | Cycle lane linking the Congleton bypass with the Alderley bypass. | | | X | N |
| CO130 | Active Travel | Controlled crossing at Eaton Bank. | | X | | N |
| CO131 | Active Travel | Provision of pavements for walking/cycling along Black Firs Lane. | | X | | N |
| CO132 | Active Travel | Pedestrian crossing at "The Mount" on A34 Newcastle Road. | | X | | N |
| CO133 | Active Travel | Improved surface and lighting on Tommy's Lane / pedestrian crossing on Brook Street. | | X | | N |
| CO134 | Highways | Reduction of speed limits around schools to 20mph in accordance with the adopted Speed Management Strategy. | | X | | N |
| CO135 | Highways | Closing school streets to traffic during school hours. | | X | | N |
| CO136 | Highways | 20mph speed limit on Brereton Heath Lane from Bagmere Cottage to Woodside Cottage in accordance with the adopted Speed Management Strategy. | | X | | N |
| CO137 | Highways | 30mph limit on Brereton Heath Lane from Woodside Cottage east to the 40mph limit sign in accordance with the adopted Speed Management Strategy. | | X | | N |
| CO138 | Parking | Review of parking bays on Brereton Heath Lane. | | X | | N |
| CO138 | Active Travel | Improve pedestrian and cycling signage in Congleton. | | X | | N |
| CO139 | Public Transport | Improving facilities at the bus station in Congleton. | | X | | N |
| CO140 | Active Travel | Improving public realm on Mill Street, High Street and Lawton Street. | | X | | N |

Appendix C – Objectives & scoring criteria

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