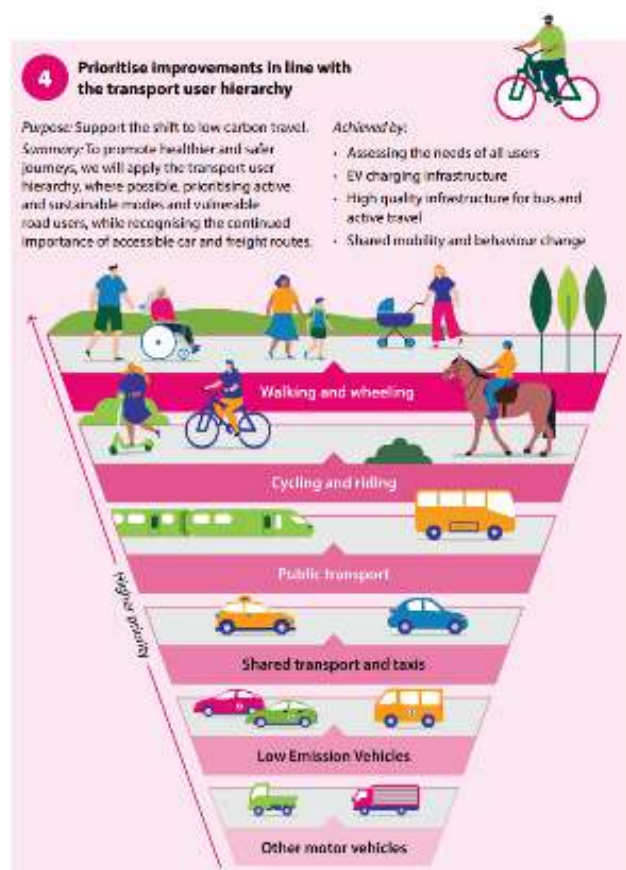


**CONGLETON TOWN COUNCIL  
COMMITTEE REPORTS AND UPDATES**

<b>COMMITTEE:</b>	<b>Community Committee</b>		
<b>MEETING DATE AND TIME</b>	<b>27<sup>th</sup> November 2025</b>	<b>LOCATION</b>	<b>Congleton Town Hall</b>
<b>REPORT FROM</b>	<b>Cathy Dean, Communities Manager and Kay Wesley, Chair</b>		
<b>AGENDA ITEM REPORT TITLE</b>	<b>13 Cheshire East Transport Plan Strategy Consultation</b>		
<b>BACKGROUND</b>	<p>Cheshire East Council is consulting on its new Local Transport Plan Strategy and associated Investment Framework.</p> <p>The Consultation closes on 7<sup>th</sup> December 2025. Congleton Town Council (CTC) provided input to the Vision earlier this year and the full strategy is now available for input.</p> <p>Councillors are encouraged to take part in the <a href="#">Consultation Individually here</a>.</p> <p>In the absence of an Integrated Transport Working Group, the Chair and Cathy Dean have read the plan to check which of the CTC feedback has now been incorporated. They have also consulted the Equal Access Advisory Group who provided helpful input into the previous CTC response.</p>		
<b>INFORMATION</b>	<p>The consultation is summarised in the <a href="#">Transport Plan Brochure</a>, and the full Local Transport Plan Strategy, the Investment Framework and associated documents can be found on the <a href="#">Transport Plan Web Page</a>.</p> <p>Attached in Appendix 1 is the Transport Plan Brochure.</p> <p>The Local Transport Plan Policies are:</p> <ul style="list-style-type: none"> <li>• <b>LTP1:</b> Support the delivery of growth within the borough through improved connections</li> <li>• <b>LTP2:</b> Ensure transport improvements are fair and inclusive, actively reduce inequalities, and promote better health and wellbeing</li> <li>• <b>LTP3:</b> Promote initiatives and infrastructure that support environmental sustainability and the drive to carbon neutrality</li> <li>• <b>LTP4:</b> Prioritise improvements in line with the transport user hierarchy</li> <li>• <b>LTP5:</b> A place-based approach that responds to the specific needs of people living and travelling across the borough</li> <li>• <b>LTP6:</b> Effective enhancement and development of the transport network, adopting a Manage-Maintain-Invest hierarchy</li> </ul> <p>As CTC indicated at the Vision stage, these are acceptable priorities overall, and some of the points that CTC raised previously have now been incorporated into them:</p>		

- Under 'growing the economy' it did not highlight transport options that do not rely on motor vehicles  
*Now Policy 1 speaks of 'public transport links' too.*
- Under 'Environmental impacts' CEC should be leading rather than supporting the transition by providing local infrastructure to encourage travellers to make more sustainable choices.  
*Policy 3 now mentions 'influencing travel choice' by providing 'low carbon infrastructure'.*
- The plan should relate to the Highway Code Hierarchy of road users  
*This is now included as Priority number 4:*



- Accessibility does not seem to be a priority  
*Now Policy number 2 has the goal 'make transport accessible for all'*

**2 Ensure transport improvements are fair and inclusive, actively reduce inequalities and promote better health and wellbeing**

**Purpose:** Make transport accessible for all.

**Summary:** Our plans, projects and proposals will deliver inclusive transport improvements, which support all groups and communities across the borough, in both urban and rural areas. We will develop accessible and sustainable travel options, as well as maintaining access by car for those that need it.

**Achieved by:**

- Inclusive design and infrastructure
- Affordable and flexible travel options
- Targeted improvements for excluded groups

	<p>However, in spite of Policy Number 2, a number of challenges CTC identified with the Vision remain with the Transport Plan Strategy.</p> <p>Notably, although ‘accessibility’ is as a priority, most of the mentions of accessibility through the document are referring to availability of transport options for able-bodied people, rather than the actual accessibility for those with disabilities.</p> <p>Further, in many sections of the plan - Challenges, Opportunities, Demographics and so on – there is no mention at all of people with disabilities or access needs. As a quarter of our population, they should not be ignored.</p> <p>Note also that many of the considerations for people who use wheelchairs or walking-aids also apply to other users such as parents with small children and pushchairs.</p> <p>The conclusion of the Equal Access Advisory Group is that the strategy largely reflects a generic sustainable travel model primarily suited to urban, non-disabled users. It places considerable emphasis on active travel, modal shift, public transport hierarchies, and reducing car dependency. While these principles are valuable, the framing does not yet adequately consider disabled or rural residents.</p> <p><b>A. Ableism in the strategy</b></p> <p>By assuming mobility based on higher levels of physical ability, the plan fails to account for residents with limited mobility, for example rural wheelchair users who have no modal choice or people with visual impairment who could not cycle. Designing without these realities in mind creates structural ableism, even if unintentionally.</p> <p><b>B. Diesel WAV necessity</b></p> <p>Most WAVs able to carry NHS-prescribed powered chairs are diesel vans. Restricting these removes mobility, so the Plan should recognise this reality whilst encouraging those who can to use lower-carbon modes of transport.</p> <p><b>C. Inaccessible pavements</b></p> <p>Walking or wheeling improvements cannot be achieved without safe, accessible pavements. Many do not exist or are unusable. The mention of ‘footpaths’ that have been surveyed by the Ramblers is a different issue – these are important but used for leisure, not for travel from A to B.</p> <p><b>D. Inaccessible consultation</b></p> <p>The documents are long, complex PDFs with lots of images and no easy-read versions, large print versions or audio formats. The website says you can request other formats, but this is not good enough. There should be outreach to ensure disabled people are included and can participate as readily as anyone else, otherwise structural bias will lead to an inequitable plan.</p> <p><b>E. Exposure and health</b></p> <p>Outdoor waiting for transport (or even being outside for too long) is unsafe for many disabled residents and not acknowledged within the plan. Other practical barriers exist – for example, flagging down the bus is not possible for a visually-impaired person, but their needs are not mentioned.</p>
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	<p><b>F. Fairness</b></p> <p>A strategy that works for urban non-disabled people but excludes disabled rural residents is not equitable or sustainable.</p> <p>From the comments of the EAG it is clear that there is a lack of consideration of the challenges faced by disabled people, and other groups such as parents with young children, and people who live in rural areas without pavements or bus services.</p> <p>In addition, the plan and its investment framework still does not mention:</p> <ul style="list-style-type: none"> <li>• 20 mph speed limits</li> <li>• Improving links to Congleton station and train services</li> <li>• Ensuring Congleton station is fully-served 7 days a week, including late night trains back from Manchester and Stoke-on-Trent</li> <li>• Improving both public and active travel links between different parts of Congleton and within new housing estates</li> </ul> <p>Due to the ableism inherent in the Plan, the Chair has approached the CEC team and they have agreed to meet the Congleton EAG to get direct input into the thinking required for the next version of the plan.</p> <p>In addition, the Committee might like to consider the formation of an Integrated Transport Working Group again as a Task-and-Finish Group to provide input on the next step of transport planning once the LTP is finalised, which will be the next Congleton Transport Development Plan.</p> <p>The CTC Integrated Transport Working Group brought extensive input to Committee for the last <a href="#">Congleton Transport Development Plan</a> and it had considerable impact.</p> <p>Now that more public transport funding is due from government (with multi-year funding allocations for long-term thinking) it is important that Congleton lobbies for our share of the Cheshire East allocation by developing an effective TDP.</p>
<b>FINANCIAL CONSIDERATIONS</b>	None for CTC.
<b>EQUALITY CONSIDERATIONS</b>	As noted in the report, the LTP Strategy and Investment Framework is not yet working for all our residents, notably those with disabilities those with similar challenges such as parents with pushchairs.
<b>ENVIRONMENTAL CONSIDERATIONS</b>	The goal for the LTP Strategy and Investment Framework is to support environmental sustainability and the drive to carbon neutrality.
<b>PROPOSAL AND DECISION REQUESTED</b>	<ol style="list-style-type: none"> <li>1. Submit the points in this document as CTC feedback to the Local Transport Plan and Investment Framework, with any points Councillors wish to add.</li> <li>2. Ask the Congleton Equal Access Advisory Group to meet with the Local Transport Plan Strategy team at CEC and provide insight and input for the next version of the Plan and Investment Framework.</li> </ol>

	3. Set up an Integrated Transport Working Group to provide ongoing input as the Local Transport Plan Strategy and Investment Framework, and subsequently Congleton Transport Development Plan, are developed.
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# Your Transport – Your Voice

Consultation brochure

This  
consultation  
ends on  
**7 December  
2025**



Enabling prosperity  
and wellbeing for all

**Cheshire East**  
Council

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## Foreword

Cheshire East is a borough full of ambition and opportunity. We are home to a highly skilled population, a thriving business community and diverse towns and villages that make our borough a place where people want to live, work, and visit.

Transport and travel play a crucial role in our everyday lives. To ensure our continued success and prosperity, we must plan for a transport network that is fit for the future – one that connects people to jobs, education, healthcare and leisure.

Since our last Local Transport Plan (LTP) was adopted in 2019, the way people move around has changed significantly. New challenges have emerged but so have new opportunities. That's why we've developed a new LTP Strategy and Investment Framework, to ensure our transport policies remain robust, relevant, and responsive to the needs of our residents.

Following the decision to establish a Combined Authority across Cheshire and Warrington, strategic transport will be considered sub-regionally in the future. This LTP puts us on the front foot to feed in our strategic transport priorities for Cheshire East.

This updated plan has been shaped through a collaborative approach across the council, to ensure that transport is not considered in isolation, but as a key aspect of our broader ambitions for the borough.

We know that improving travel choices can help tackle health inequalities, reduce emissions, and support economic growth. Our vision sets out how we will meet these challenges head-on, by investing in better connections, supporting active travel, enhancing public transport, and making our transport system more accessible.

This brochure outlines our vision, policies, and investment approach. Your views are vital in shaping the final strategy. We invite you to take part in this consultation and help us deliver a transport system that reflects the ambitions and needs of our communities - now and for the future.

**Together, we can create a brighter, more connected tomorrow for everyone.**



**Councillor  
Mark Goldsmith**  
*Chair of Highways and  
Transport Committee*



**Councillor  
Liz Braithwaite**  
*Vice Chair of Highways  
and Transport Committee*



## Introduction

Travel is an essential part of everyday life. Whether it's getting to work, accessing education and healthcare, visiting friends and family, or moving goods to support our economy, a reliable and inclusive transport network underpins our borough's wellbeing and prosperity.

Since the consultation on the draft vision and aims earlier this year, we've taken your feedback on board to inform and influence the new LTP Strategy and Investment Framework. There has been extensive engagement across all council departments to ensure a collaborative approach, which supports the delivery of wider strategic priorities.

The Strategy and Investment Framework will guide how we plan, prioritise, and deliver transport improvements across Cheshire East. Together, they set out our way forward for a network that works for everyone: supporting growth, improving wellbeing, reducing environmental impacts and enhancing connections.

This is your chance to help shape our future transport strategy. Your ideas and experiences will guide the plans and priorities that affect us all. Whether you're a resident, business, commuter, or visitor – **your voice matters**.



### What is a Local Transport Plan (LTP)?

A LTP is a strategic plan for the improvement of transport to meet the needs of the borough and support longer term plans for economic growth. The LTP needs to be relevant to national, regional and local priorities relating to the economy, environment, health and wellbeing and social inclusion. The LTP will set the context for future investment plans and prioritising within budget. The new LTP enables Cheshire East to feed in proactively to the new Cheshire and Warrington Combined Authority.



## Vision and aims

In early 2025, we invited residents, businesses, and stakeholders to help shape the future of transport in Cheshire East. Through focus groups, surveys, and targeted engagement, we gathered views on what matters most to residents – accessibility, sustainability, safety and connectivity. These insights, alongside detailed transport evidence and data analysis, have informed the development of our updated LTP.

Our vision shows what we want to achieve for our transport network. It sets out our ambition that will support how we develop, enhance and deliver a network that seeks to meet the needs of people who live, work and visit our borough.



### Growing the economy

To support Cheshire East's economy by providing a resilient, connected and accessible network that supports education, housing, business development and employment opportunities.

### Improving the wellbeing of our community



To improve health, wellbeing and inclusion in Cheshire East by supporting people to get to where they need to safely.



### Reducing environmental impacts

To reduce the impact of transport on the environment in Cheshire East, managing the effect on climate change, air quality and biodiversity.

### Improving connections for all



To provide transport choices for all who travel in and around Cheshire East and provide attractive alternatives to private cars.

**Our vision is to provide a well-connected, safe and sustainable transport network, accessible to all, that supports a healthy, prosperous Cheshire East.**

## Policies

Our aims set out our intentions for delivery. To guide these and to ensure a coordinated approach, we have identified a set of cross-cutting policies. These policies actively support our vision and provide clear commitment and direction.

Our six policy statements are set out below and help define how we will work towards achieving the vision and aims. Please refer to the LTP Strategy for more information on the six policies.



1

### Support the delivery of growth within the borough through improved connections

*Purpose:* Strengthen connections between people, jobs and opportunities to support the economy.

*Summary:* Our financially sustainable transport schemes, plans and initiatives will focus on enabling business growth, improving access to employment, education and leisure and supporting sustainable housing growth.

*Achieved by:*

- Enhancing public transport and active travel links
- Improving interchange between different modes of transport
- Supporting well-connected development

2

### Ensure transport improvements are fair and inclusive, actively reduce inequalities and promote better health and wellbeing

*Purpose:* Make transport accessible for all.

*Summary:* Our plans, projects and proposals will deliver inclusive transport improvements, which support all groups and communities across the borough, in both urban and rural areas. We will develop accessible and sustainable travel options, as well as maintaining access by car for those that need it.

*Achieved by:*

- Inclusive design and infrastructure
- Affordable and flexible travel options
- Targeted improvements for excluded groups



3

### Promote initiatives and infrastructure that support environmental sustainability and the drive to carbon neutrality

*Purpose:* Create safer, cleaner, and more active environments.

*Summary:* Considering Cheshire East's ambition to become a carbon neutral borough by 2045 in all decision-making, we will act to promote environmental sustainability by supporting low carbon infrastructure, influencing travel choice and considering the environmental impact of our decisions.

*Achieved by:*

- Considering the impacts of transport infrastructure improvements
- Managing transport networks in ways that contribute towards environmental improvements



## 4

### Prioritise improvements in line with the transport user hierarchy

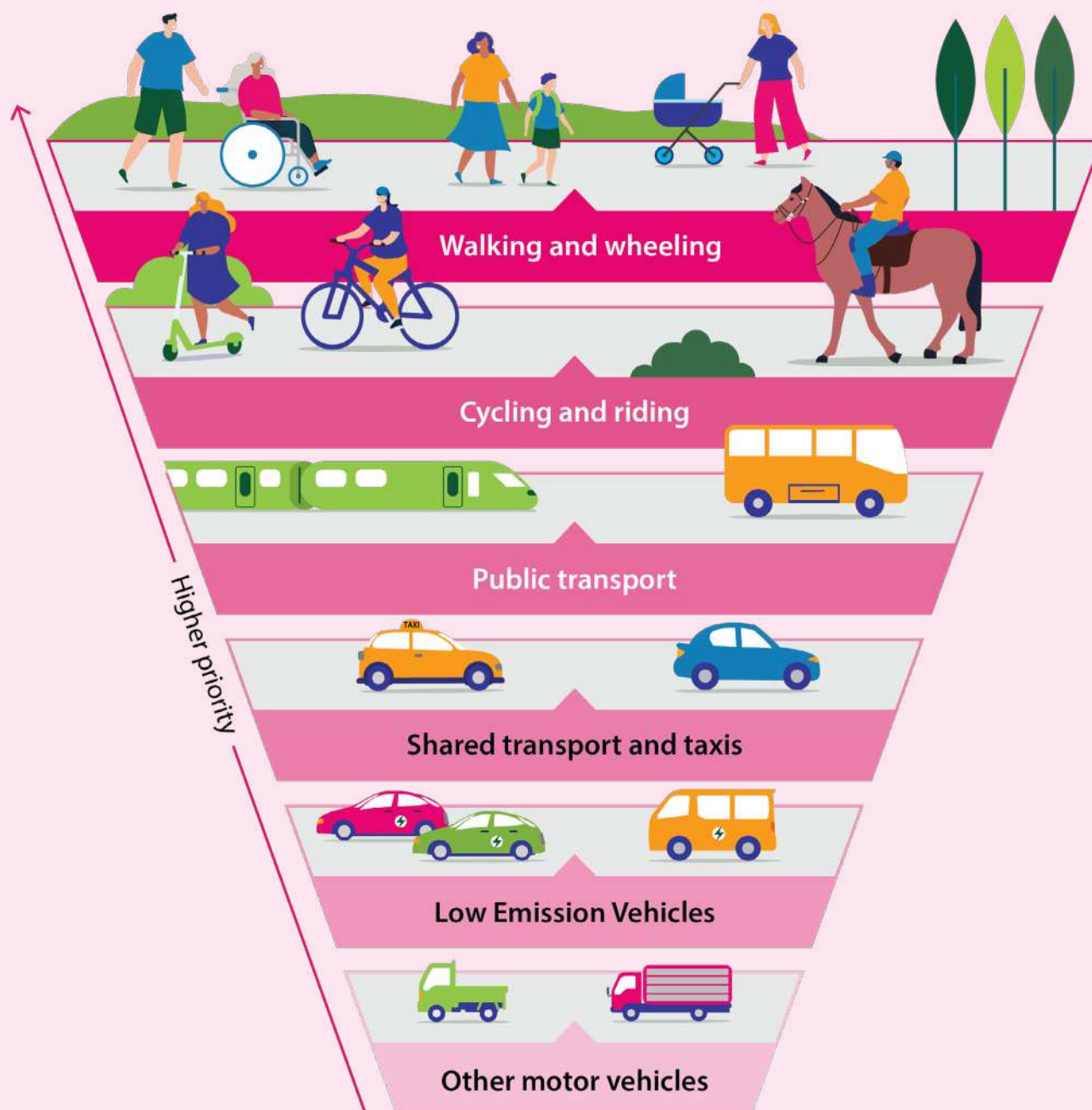


**Purpose:** Support the shift to low carbon travel.

**Summary:** To promote healthier and safer journeys, we will apply the transport user hierarchy, where possible, prioritising active and sustainable modes and vulnerable road users, while recognising the continued importance of accessible car and freight routes.

**Achieved by:**

- Assessing the needs of all users
- EV charging infrastructure
- High quality infrastructure for bus and active travel
- Shared mobility and behaviour change





5

## A place-based approach that responds to the specific needs of people living and travelling across the borough

*Purpose:* Local specific solutions based on people's needs and evidence.

*Summary:* Our transport solutions, initiatives and schemes will be tailored to the diverse needs of people living and travelling across Cheshire East. We will influence travel through developing place-specific travel options that support people to get to where they want and need to be: effectively, safely and conveniently.

*Achieved by:*

- Identifying local specific solutions, sensitive to the local environment
- Investment in strategic corridors to key locations

6

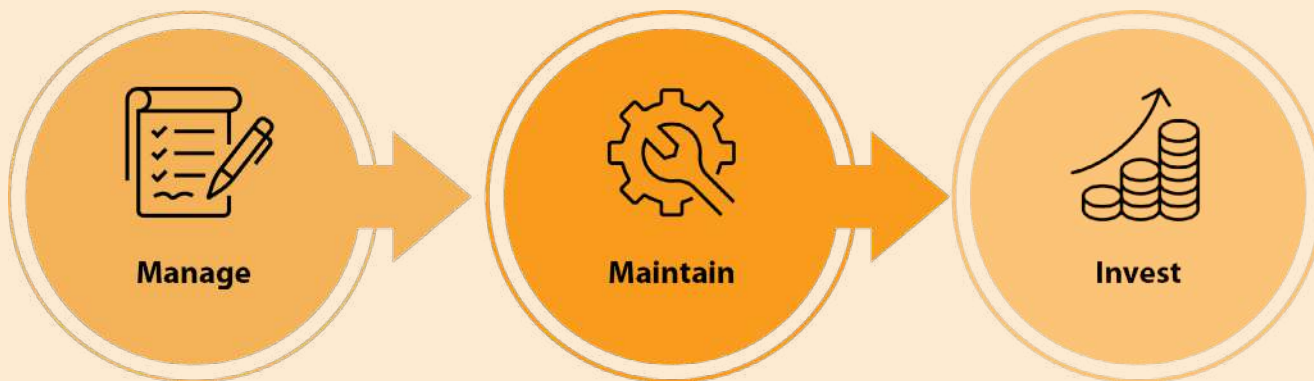
## Effective enhancement and development of the transport network, adopting a Manage-Maintain-Invest hierarchy

*Purpose:* Effective management of our transport assets.

*Summary:* Network and infrastructure improvements will follow a structured hierarchy where the priority is to Manage-Maintain-Invest.

*Achieved by:*

- Flood mitigation and climate adaptation
- Long-term infrastructure planning
- Understanding user needs across all modes of transport



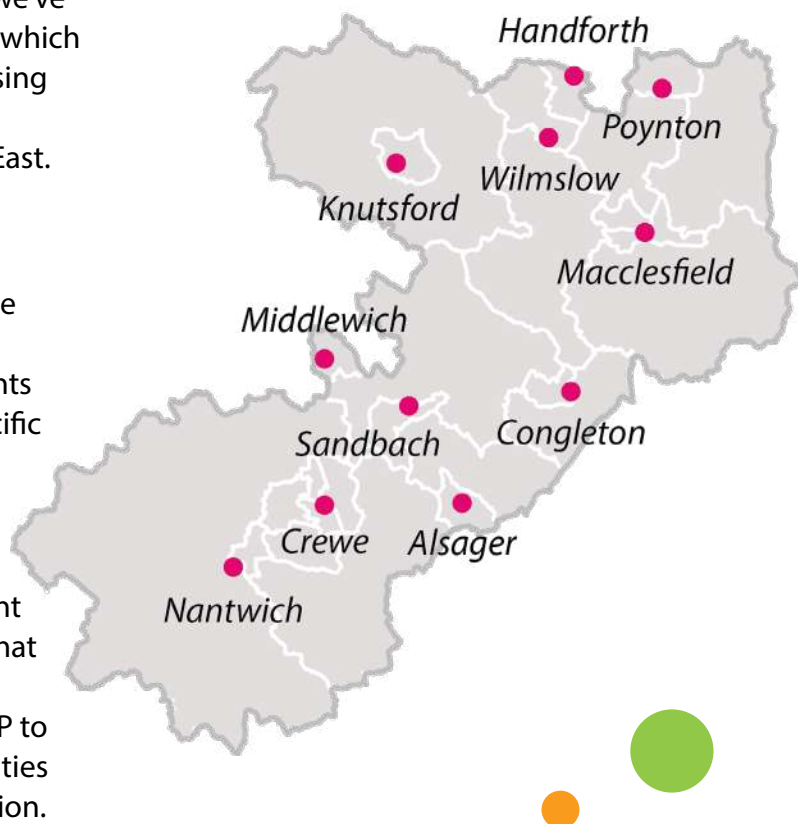
## How we plan and prioritise

Delivering our transport vision requires locally tailored, targeted investment. That's why we've developed a new Investment Framework, which provides a structured approach to prioritising projects that align with our LTP vision and deliver the greatest benefits for Cheshire East.

### Our key investment packages

To support with prioritising investment, we have identified strategic packages. These packages comprise transport improvements which are high level and either place-specific or boroughwide. This package approach enables flexibility in delivery but also a focus on the outcomes needed.

We have undertaken a bespoke assessment to identify the top performing packages that support our vision. These 'key investment packages' will be the initial focus of the LTP to set us on a course to impact our communities and make beneficial steps towards our vision.



#### Place-specific

Connecting  
Crewe

Connecting  
Macclesfield

Connecting  
with Greater  
Manchester

Connecting  
with Manchester  
Airport

#### Boroughwide

Bus network  
enhancements

Rural  
connectivity

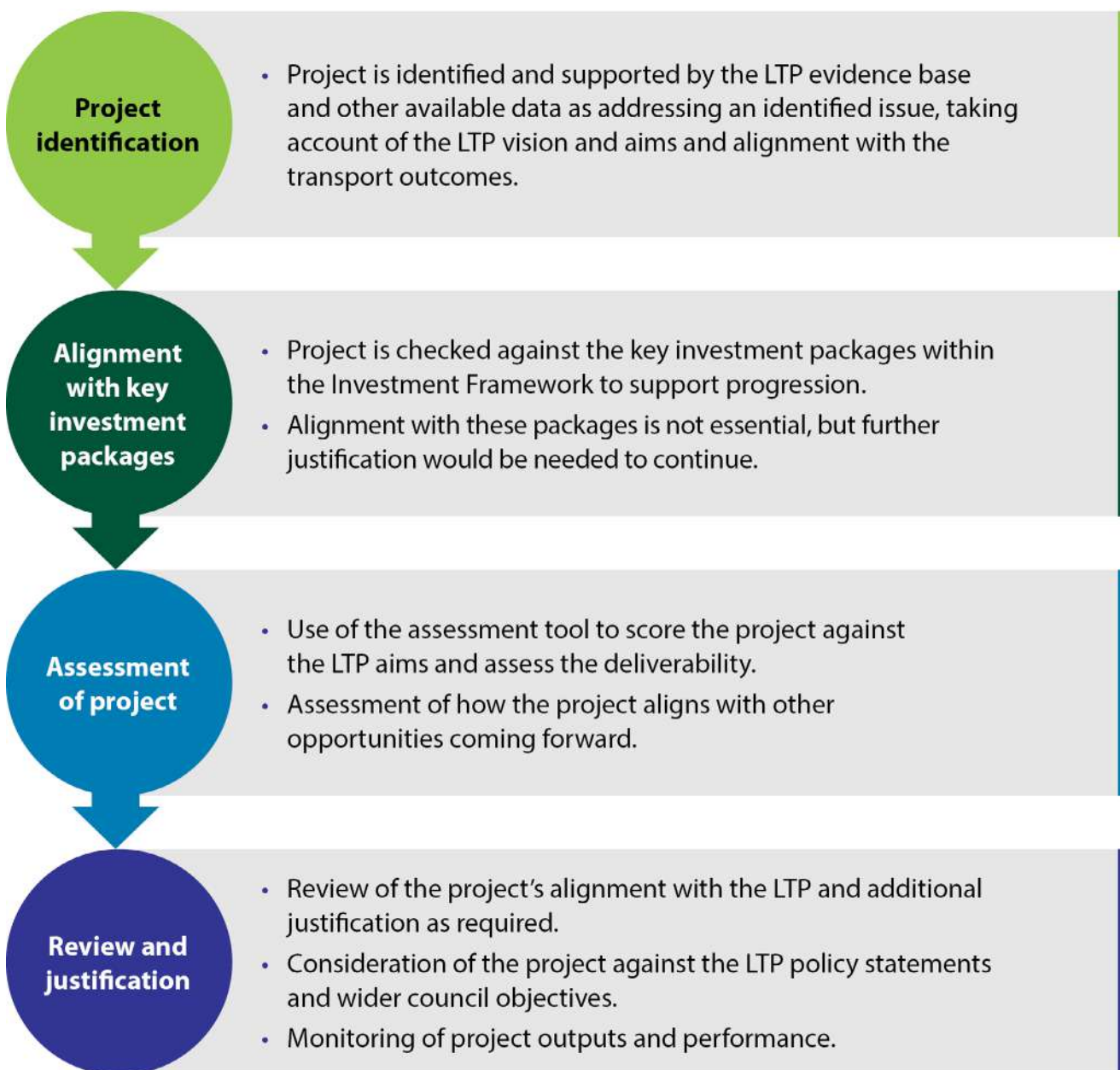
Enhancing  
the inclusivity of  
the network

Influencing  
travel  
behaviour

Extended  
maintenance and  
management

## From strategy to delivery

The Investment Framework provides a simple four-step approach which will be used for all transport projects and help us to guide investment to those projects best supporting the LTP vision.



While our framework identifies packages to guide investment, we also recognise that travel patterns and needs change. Therefore, this document may need to be reviewed and updated to allow emerging schemes or technologies to be incorporated. As such, this Investment Framework will not preclude new schemes or amendments to existing packages – it sets out a framework that can be used dynamically. The framework enables schemes to be assessed in a fair, equitable and transparent way.

As schemes are delivered, monitoring will be key to ensuring we are meeting our aims and remain focused on outcomes. Our transport network performance will be reviewed in line with the Key Performance Indicators set out in our LTP.

## Strategic Environmental Assessment and Health Impact Assessment

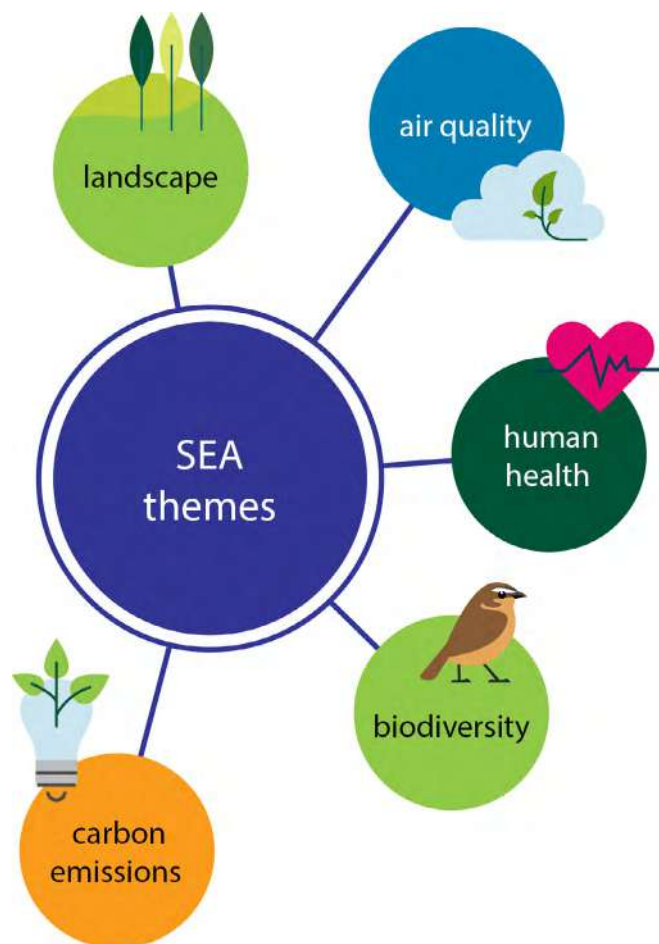
As part of developing the updated LTP, we have carried out a Strategic Environmental Assessment (SEA) and a Health Impact Assessment (HIA). It ensures that our transport strategy supports environmental protection and sustainability from the outset.

The SEA is a legal requirement, but more importantly, it's a tool for making better decisions. It ensures that our transport plan not only connects people and places but also protects the environment we all depend on.

The SEA evaluates how proposed policies and key investment packages might affect air quality, carbon emissions, biodiversity, landscape and human health. It helps us:

- identify risks,
- avoid unintended harm, and
- strengthen positive outcomes – especially around climate resilience and active travel.

Use the QR code to review the documents in more detail.



## Get involved

By taking part in this consultation, you can influence:

- how we address transport-related challenges and inequalities,
- the outcomes we focus on: economic growth, health, sustainability, or connectivity, and
- which schemes are prioritised for delivery.

This is your opportunity to help us build a transport network that works for everyone.

Please take a few minutes to share your views.

This consultation opens on  
**Monday 13 October** and closes on  
**Sunday 7 December 2025.**



Have Your Say



### To submit your views, you can:



Scan the **QR Code**



Visit: **[www.cheshireeast.gov.uk/LocalTransportPlan](http://www.cheshireeast.gov.uk/LocalTransportPlan)**



Send your views by email to: **[ceconsultation@cheshireeast.gov.uk](mailto:ceconsultation@cheshireeast.gov.uk)**

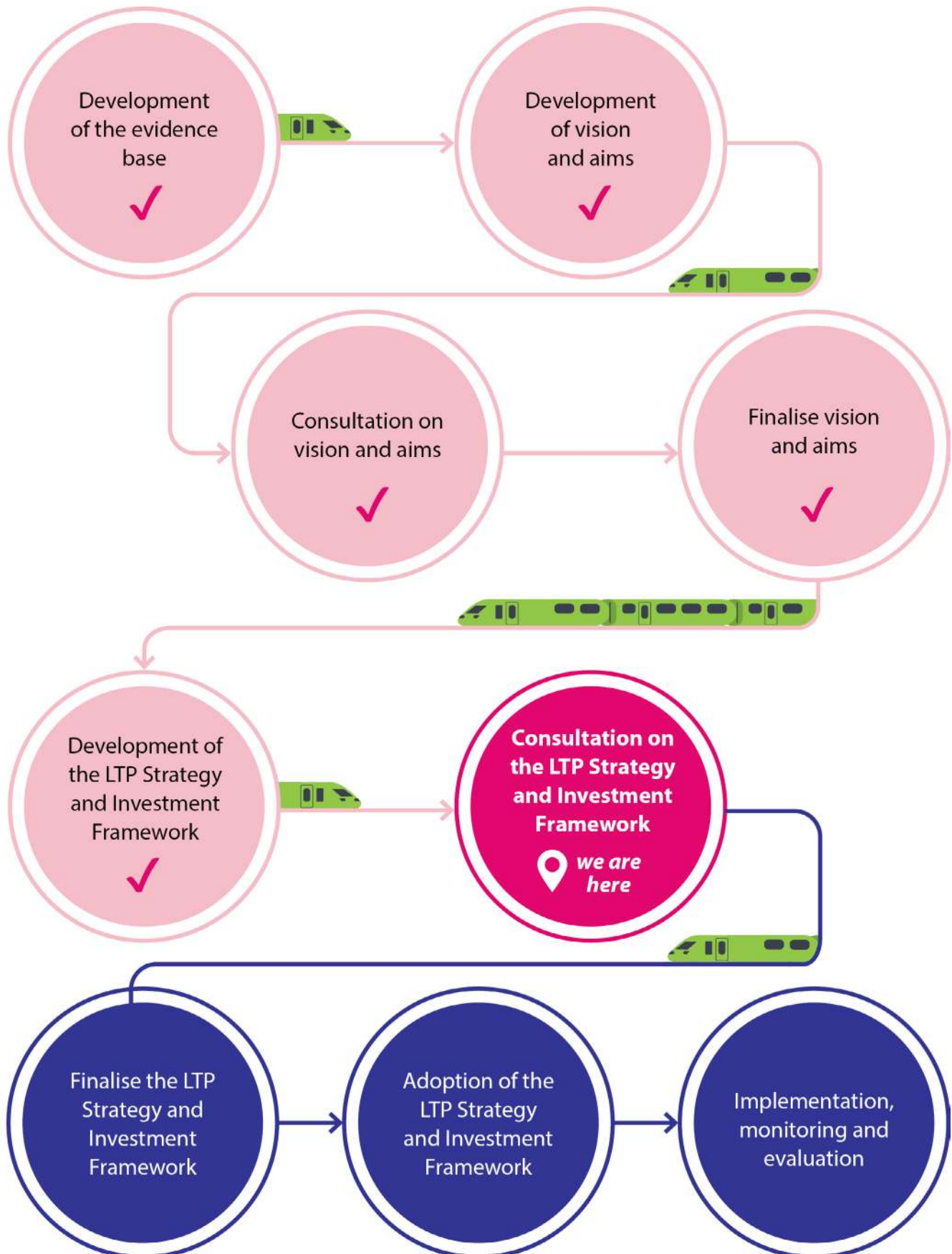


If you are not able to complete the consultation online, paper copies of the questionnaires and brochures are available at our libraries and leisure centres. You can also request these materials by calling **0300 123 5500**, or writing to us at *Research and Consultation, Cheshire East Council, 4th Floor, Delamere House, Crewe, CW1 2LL*



If you would like to receive any consultation material in an alternative format, please also send an email to: **[ceconsultation@cheshireeast.gov.uk](mailto:ceconsultation@cheshireeast.gov.uk)**

## Next steps





Further information:



[www.cheshireeast.gov.uk/LocalTransportPlan](http://www.cheshireeast.gov.uk/LocalTransportPlan)



Or call 0300 123 5500

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Cheshire East Council  
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This information is available in other formats on request

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and wellbeing for all**

