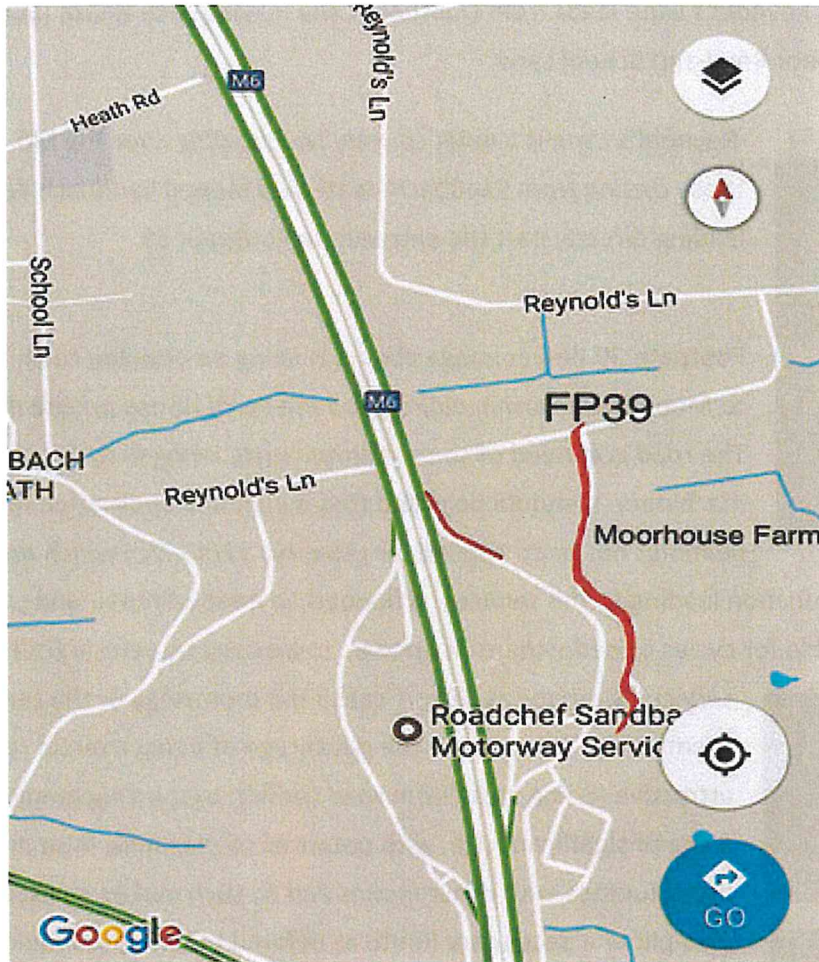


**APPENDIX 4 – UPGRADE OF
FOOTPATH TO CYCLEWAY AT
SANDBACH SERVICES**

APPENDIX 4

FOOTPATH FP 39 CYCLE LINK TO M6 SERVICES



The Sandbach Neighbourhood Development Plan and Sandbach Town Cycle Plan are both expected to support and encourage people to consider cycling to and from their place of work, linking areas of development. The Roadchef Motorway Services at Junction 17 of the M6 currently employs between 200 and 250 people (depending on the time of year) of whom some 20-25% live in the Sandbach area.

A cycle route into the service area would also promote opportunities for car sharing for those commuting to and from work/meetings. M6 Junction 17 is within daily commuting distance from a number of employment locations, for example, Birmingham, Manchester, Stoke and Derby.

The site can currently only be accessed by employees via the motorway itself and the two access roads off the Newcastle Road, the latter route is often busy with fast traffic and consequently daunting for cyclists in some sections.

As a proposed alternative, Reynold's Lane leads from Dubthorn Lane in Sandbach Heath (below), near to the junction of Manor Road and School Lane.



Reynold's Lane is a quiet country lane leading over the M6, ideal for those cycling from Sandbach Heath and indeed Sandbach Town, leading directly past the entrance to Footpath 39.



Footpath 39 (lower image above) is along an unmade road, leading to Moorhouse Farm buildings and the Farm House private dwellings. The road is in need of some maintenance, being in daily use by farm machinery. It should be noted that a planning application for farm buildings has been applied for (Appl No 17/4547C) which may

increase farm traffic. The junction leading to the services, is flooded, in need of repair and cannot be currently considered suitable for cycles or pedestrians. It appears to be used by vehicle traffic to the



services, perhaps as a short cut to the motorway or the services themselves. It does have the advantage of being a direct route, attractive (being away from road traffic), supporting employment at a site of significant size, with potential to maximise interchange opportunities with other modes and as such makes an excellent example of a Secondary Route as defined by the Methodology Guide. It will require upgrading for cycle use, ideally protecting the surface from degradation by other traffic.



Provision of a practical cycling alternative for between 40 to 60 local employees, plus whatever number are employed at the winter

depot, for the cost of upgrading a relatively short section of footpath to cycling standard, has the potential to be an easy win.

It is recommended that upgrading to a satisfactory standard be costed.