

OUTLINE BUSINESS CASE – North West Crewe Cycling and Walking Route

CHESHIRE & WARRINGTON ENTERPRISE PARTNERSHIP

LOCAL GROWTH FUND BUSINESS CASE TEMPLATE



The Local Growth Fund is awarded on a competitive basis and as such the LEP has to ensure that it is presenting a compelling case to Government and that the projects it submits show a clear rationale and well defined benefits. Further guidance on the Local Growth Fund is available at: -

<https://www.gov.uk/government/publications/growth-deals-initial-guidance-for-local-enterprise-partnerships>

In order for the LEP Executive and others to appraise proposals, all Promoting Organisations are required to complete this Local Growth Fund Business Case Template. In addition to headline project details, the form comprises six sections: -

- B: Strategic Case
- C: Economic Case
- D: Financial Case
- E: Management Case – Delivery
- F: Commercial Case
- G: Evidence and Supporting Information

Please complete the form as fully as possible ensuring that all information requested is included. If there are elements that you are not yet in a position to complete please indicate clearly when this information will be available.

Where additional information is requested, such as location maps or Gantt charts, please supply these as separate documents or files, rather than attempting to embed them within this form.

Please note that questions B6 and C3 are only applicable to Transport Schemes.

Additional information may be requested for projects seeking funding from specific streams of LGF (e.g. FE Skills Capital).

Note that all project proposals must align to the priorities identified within the LEP's Strategic Economic Plan.

On completion, please return the form to Rachel Brosnahan at
Rachel.brosnahan@871candwep.co.uk

Section A: Scheme Details

This section asks you for basic information on your scheme, including a brief description, type of scheme, scheme location and contact details for further information.

A1: Scheme Name	Northwest Crewe Cycling and Walking Link
A2: Promoting Organisation	Cheshire East Council
A3. Accountable Body	Cheshire East Council
A4: Main Point of Contact	Name and position: Richard Hibbert, Head of Strategic Transport Contact telephone number: 01270 686972 Email address: Richard.hibbert@cheshireeast.gov.uk Postal address: Transport, Cheshire East Highways, 7th Floor, Delamere House, Delamere Street, Crewe, CW1 2LL
A5: Type of Scheme	<i>Please indicate the type of scheme being submitted</i>
	<input checked="" type="checkbox"/> Transport infrastructure <input type="checkbox"/> Regeneration <input type="checkbox"/> Enabler
	Other (please specify):
A6: Scheme Description	<i>Please give a brief description of your scheme (in no more than 100 words)</i> The scheme is a strategic cycling and walking link into the heart of the North West Crewe development area providing connectivity from Crewe and Nantwich to: <ul style="list-style-type: none">• 1600 new jobs;• 1750 new dwellings;• The Bentley strategic employment site (currently employs 4500 staff);• Leighton Hospital; and• Other existing residential areas. The route will also connect into the existing Connect2 cycle route.
A7: Total Project Cost	<i>Please indicate the total capital cost of your project</i> £1,850,000
A8: LGF Requested	<i>Please confirm the total amount of LGF requested</i> £700,000 Percentage [38%] of total project costs* <i>*please note that match funding is considered across this scheme and the Wilmslow scheme. Over</i>

	<p><i>the combined Crewe and Wilmslow schemes the match funding provided by Cheshire East Council is 42%.</i></p>
<p>A9: Geographical Area</p>	<p><i>Please provide a short description of area covered by the Scheme (in no more than 100 words)</i></p> <p>Delivery of a strategic cycling and walking link into the centre of North West Crewe development area will enhance connectivity between Crewe and Nantwich and support delivery of houses and expansion of the Bentley campus. The scheme entails extending the existing Connect2 pedestrian / cycle shared path northwards alongside the A530. This project capitalises on the opportunity created by Network Rail widening the Boulderstones Bridge on the A530. The scheme will provide sustainable access to the expanded Bentley Motors campus with onward links running parallel to the alignment of the Leighton Spine Road and Link Road providing access to new housing, Leighton Hospital and existing residential areas in North West Crewe.</p> <p><i>Please supply a location map and where possible a map showing the site boundary (and Mapinfo Table(s) where available). If possible please highlight existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.</i></p> <p>A map of the scheme is shown in Figure 1. The route connects from A530 Middlewich Road near Leighton Brook continuing along the A530 to the A530/A532 roundabout. The route also provides a route on the A530 between Coppenhall Lane and Wistaston Green Road which upgrades an existing cycle route. This route will be sequenced in the following sections:</p> <ol style="list-style-type: none"> 1. From the northern extent to the entrance to the Scottish Power site; 2. From the entrance to the Scottish Power substation to the A530/A532 roundabout; and 3. A530 between Coppenhall Lane and Wistaston Green Road (to be delivered separately to this business case). <p>Section one will be funded by the LGF funding. Section two will be funded by Cheshire East Council as it requires Compulsory Purchase Order (CPO) powers to secure the land. For the purpose of this business case, delivery of sections 1 and 2 is included. There is therefore scalability to this scheme and should the LEP's investment programme be underspent this third phase could be brought into the scheme to be delivered by March 2021.</p>

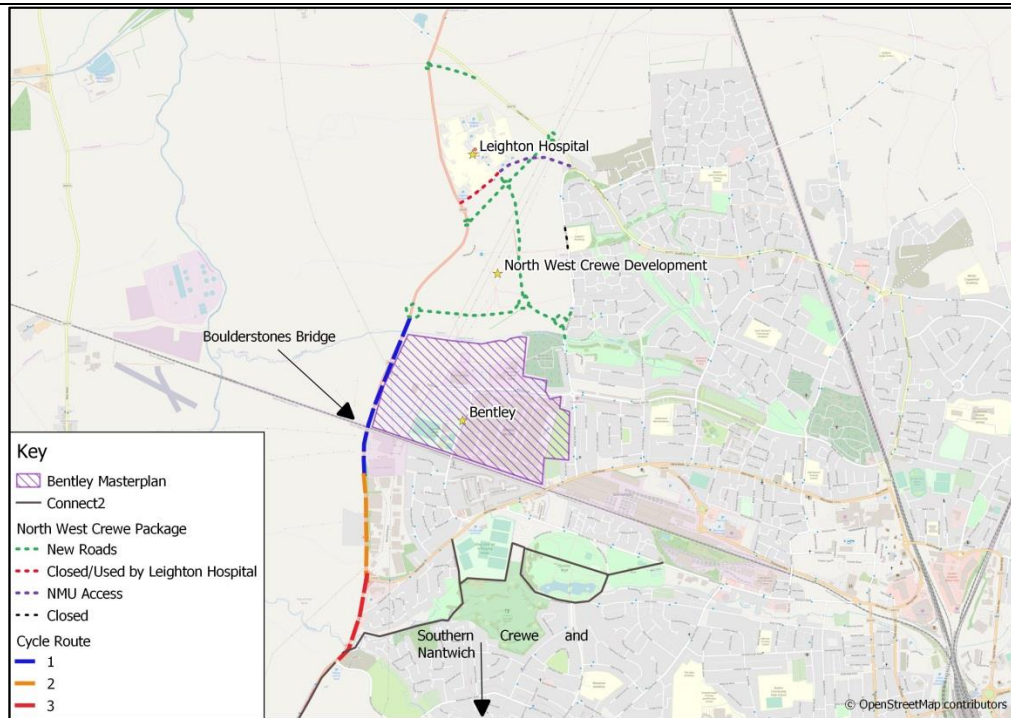


Figure 1 Map of Scheme

A larger version of the scheme map is included as Annex A.

As shown in Figure 1 above, the route also has synergy with the wider North West Crewe package (NWCP) which includes the realignment of Smithy Lane, Flowers Lane and improvements to other road junctions associated with the scheme. A section of Minshall New Road located outside of Leighton Academy will also be closed to traffic. The wider NWCP scheme has an approved planning application and work on site will commence in Spring 2020, with an estimated 22-month construction period.

The walking and cycling route also connects into the existing Connect2 Crewe to Nantwich Greenway, a high quality route between the two towns. The Greenway offers a traffic-free route between Crewe and Nantwich along the A530 corridor, offering views to the countryside and providing an attractive path for both leisure and for commuting. The proposed route will further extend the Connect2 route into North West Crewe, including the proposed housing sites, improved road infrastructure and Bentleys.

Improved connectivity within North West Crewe will help to unlock development within this area for a housing site at Leighton as outlined in the Local Plan (1,750 homes). This improved connectivity will also support Bentley in developing their masterplan which will help to generate additional high-skilled jobs into the region, supporting both the local and regional economy.

Figure 2 Connect2



An image of the existing Connect2 route between Crewe and Nantwich is shown in Figure 2 above. The new route will be a similar high-quality shared path 3 meters wide, with controlled crossing points and separation from the carriageway.

Please select which strategic priorities the scheme aims to support. Please select all categories that apply.

- Constellation Partnership
- Cheshire Science Corridor
- Crewe High Growth City
- Warrington New City
- Mersey Dee Economic Alliance
- Other(s), Please specify –

TfN Strategic Development Corridor West and Wales

**A10:
Alignment to
Strategic
Economic
Plan and
National and
Local Policies**

Please provide evidence of how your proposal also aligns with and supports relevant National policies or initiatives.

This section outlines alignment to national, regional and local policies:

- How the scheme aligns with the SEP priorities;
- How the scheme will contribute to the delivery of the Government's Cycling and Walking Investment Strategy;
- How the scheme will contribute to achieving the CEC target to double the number of people cycling once per week for any journey purpose in Cheshire East by 2027;
- Encouraging people to be active on a daily basis, contributing to the Public Health England Strategy;
- Contributing towards Improving Air Quality in the UK (Defra, May 2017) by investing in walking and cycling infrastructure;
- Contributing towards carbon reduction;
- Contributing towards reducing social inequalities.

Investment in sustainable travel such as this walking and cycling scheme in Crewe will directly contribute to the strategic vision of the LEP's Strategic and Economic Plan. In summary, the scheme will support the visions and ambitions of the SEP as follows:

- Maximising growth assets (SEP priority SI4) through modal shift, unlocking capacity on the road network to accommodate growth and supporting development sites for employment and housing, for example the North West

Crewe development site and connecting to Bentley Motors;

- Attracting and retaining talent (SEP priority SI2) through making existing businesses within Crewe more sustainable and able to grow through improved sustainable connectivity;
- Improving local and regional connectivity, enabling businesses to forge better connections with each other, suppliers and markets at the international scale (SEP priority SI6). These connections will in turn ensure that businesses in Crewe are equipped to operate in and with increasingly complex markets and technologies (SEP priority SI3); and
- Driving productivity gains (SEP priority SI5) through encouraging residents to enter the labour market by removing transport as a barrier to employment.

The scheme will also contribute to the delivery of the Government's Cycling and Walking Investment Strategy, which was published in April 2017. Opportunities for cycling and walking are recognised at national level and there is significant potential for changes to travel behaviour. Two in every three personal trips are less than 5 miles, an achievable distance to walk or cycle for most people.

The Government's ambition is to double national cycling activity from 0.8 billion stages made in 2013 to 1.6 billion stages by 2025, through enabling cycling and walking to become the 'natural choice' for shorter journeys and as part of longer journeys. This target is also within the Cheshire East Cycling Strategy to "double the number of people cycling once per week for any journey purpose in Cheshire East by 2027". This scheme will further contribute to Government objectives including reducing the rate of cyclists killed or seriously injured on England's roads, and increasing the percentage of children aged 5 to 10 that can walk or cycle to school.

The implementation of new and upgraded cycle and walking routes will contribute to Public Health England's strategy and targets to make it easier to be active on a daily basis. The Everybody Active, Every Day report from October 2014 emphasises that well designed and safe walking and cycling transport systems will create active, healthier and more liveable communities. At present, physical inactivity directly contributes to one in six deaths in the UK and costs £7.4bn a year to business and wider society. 33% of men and 45% of women are not active enough for good health however cycling and walking play a significant role in improving health levels across the population. Moreover, a core land-use planning principle of the National Planning Policy Framework notes that planning should actively manage patterns of growth to make the fullest possible use of walking and cycling as well as public transport.

Defra's May 2017 ***Improving Air Quality in the UK*** paper also emphasises that in order to tackle national air pollution, the Government will be investing in walking and cycling infrastructure in order to reduce numbers of car trips and ease congestion, leading to reductions in NO_x emissions. On a local scale, investment in this scheme will encourage a modal shift to sustainable modes of travel, and therefore reduce congestion and improve air quality.

There is currently a national, regional and local focus on Carbon reduction to help tackle climate change. The UK Industrial Strategy encourages net-zero carbon industry in order to help reduce greenhouse gas emissions. This "grand challenge" to achieve net-zero emissions requires investment in low-carbon infrastructure and to support businesses and attract investment. In the local context, provision of this walking and cycling scheme will encourage people to travel in a sustainable way to work, such as to Bentley Motors, reducing reliance on car travel and travelling in a low-carbon way. This will encourage businesses and residents to reduce their carbon footprint, in line with the Council's Environmental Strategy.

There is also a focus on reducing social inequality across the Borough. The Council's draft Economic Strategy outlines that Cheshire East is well-positioned for growth, which should

be balanced and focus on improved productivity. By aiming to address social inequality, this will help to achieve growth across the Borough. North West Crewe is an area with high deprivation, according to the Index of Deprivation (2019), implementation of this walking and cycling scheme can help improve accessibility to high-skilled jobs for local residents at Bentley and also the town centre, helping to address accessibility to jobs.

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The project objectives are listed in the table below which align with Cheshire East Council’s Local Transport Plan objectives.

Objective / Outcomes	Supporting growth and economic strength through connectivity	Ensuring accessibility to services	Protecting and improving our environment	Promoting health, wellbeing and physical activity
1. To support existing businesses such as Bentley and unlock additional jobs.	X			
2. To encourage active travel and an increase in physical activity.		X	X	X
3. To improve access to schools and education.		X		X
4. To create safe routes for non-motorised users.		X		X
5. To improve air quality and the environment within Crewe.			X	

B: Strategic Case

This section should set out in more detail the rationale for making the investment and evidence on the strategic fit of the Scheme.

B1: Current LEP Challenges / Market Failures / Opportunities Addressed by Scheme

What are the current problems or market failures to be addressed by your Scheme? (Describe any economic, transport, skills, environmental, social problems or opportunities which will be addressed by the scheme). Please provide quantitative examples of how the problems will be addressed by your Scheme.

Summary of this section:

- The scheme will improve accessibility to employment opportunities and housing development sites;
- The scheme will encourage physical activity and modal shift to release capacity on the highway network and also improve air quality;
- The scheme will support expansion of Bentley Motors to provide high value jobs;
- The scheme will help to unlock development, alongside a wider infrastructure package, contributing towards unlocking 1750 new homes and 1600 new jobs.

The Cheshire and Warrington SEP is targeting a £35bn economy with GVA per head at 115% of the UK average by 2030. However, a number of challenges remain with respect to increasing sustainable travel behaviour as part of everyday life, improving access to employment opportunities and housing sites and realising the true economic potential of strategic areas and sites.

On a local level, 13 Lower Super Output Areas (LSOA) within Crewe are classified in the top 20% most deprived nationally according to Defra's Index of Deprivation data (2019) and approximately 22% of adults in Cheshire East are physically active for less than 30 minutes per week. In addition, there are three Air Quality Management Areas (AQMAs) in Crewe in part due to nitrogen dioxide caused by congestion and queuing traffic.

Sustainable transport improvements and a shift from car travel to walking and cycling will release capacity in the highway network and enable the network to accommodate increased travel demand that arises from new developments, improve local air quality and increase GVA through enabling job seekers to access employment.

The proposed scheme will contribute towards encouraging an increase in physical activity - these links will provide the infrastructure in North West Crewe for people to travel activity for everyday journeys. The route will also enable sustainable journeys to key employment sites such as Bentley, contributing to reducing congestion and local air quality issues.

The route will support the expansion of the Bentley Motors to provide high value manufacturing jobs, with the site already employing approximately 4,500 staff. These links will enable people to access Bentley Motors and Leighton Hospital for employment, particularly for young people living in deprived areas of North Crewe for whom low cost travel is important.

This proposed cycling and walking route is a key part of a wider infrastructure package for North West Crewe to unlock development which also includes

	<p>improved highway links. The cycling and walking route will provide sustainable access to new homes, existing and new employment, Leighton Academy and Leighton Hospital.</p> <p>In addition, the route contributes towards unlocking 1750 new homes and 1600 new jobs. Delivering this walking and cycling route in parallel with highway links will ensure people have alternative travel choices which will help to reduce congestion to enable trips associated with new development.</p>
<p>B2: Future LEP Challenges / Opportunities Addressed by Scheme</p>	<p><i>Are there any problems you have identified that will occur in the future that your Scheme is intended to address? (e.g. congestion, road safety, access to services and opportunities etc.).</i></p> <p><u>Regional Scale – SEP</u> The aspirations of the Cheshire and Warrington Strategic Economic Plan will inevitably lead to increased pressure on all transport networks and current trends suggest that much of this demand will be car-borne unless interventions and investment is achieved for other modes, most notably walking and cycling.</p> <p>Even if large scale capital investment is delivered on the highway network, the network is unlikely to cope with additional demand. The resulting congestion could therefore act as a throttle to growth and prevent access to jobs and labour, stifling inward investment. In addition, this may lead to a negative impact on local air quality and further Air Quality Management Areas being declared. Alternatives to the car have a valuable role to play in strengthening the economic resilience of the region and therefore must be viewed as a priority for investment.</p> <p><u>Regional Scale – Decarbonisation and LEP’s Industrial Strategy</u> One major challenge facing the region is climate change. On a national level, the UK Industrial Strategy focuses on the “grand challenge” of decarbonisation, targeting net-zero carbon industries. The forthcoming Cheshire and Warrington Local Industrial Strategy (LIS) acknowledges that the region has a traditional carbon economy. One key priority of the LIS is for clean growth, outlining that the region is in a strong position to lead the UK in the Clean Growth Grand Challenge mission: to establish the world’s first net-zero carbon industrial cluster by 2040. In Crewe, investment in this walking and cycling link will encourage sustainable, low-carbon travel to employment in North West Crewe, helping to tackle decarbonisation of transport. Decarbonisation of transport is key if the region is to meet its targets for carbon reduction and strengthen the local response to the threat of climate change.</p> <p><u>Local Scale – Access to Jobs and Housing</u> Congestion in key development areas ultimately affects access to a suitably qualified pool of labour, suppliers and markets, and both congestion and labour are two crucial factors when investors, developers and businesses consider locations.</p> <p>Implementing this high quality walking and cycling route in Crewe, connecting the development site at Leighton to local services will encourage travel by sustainable modes when people first move into the new residential area. Likewise, it will encourage those who live locally or travel by train to Crewe to walk or cycle to employment areas. The route will also open up sustainable mode access to high quality jobs such as those at Bentley Motors.</p> <p><u>Local Scale – Congestion and Parking</u> There is a challenge of car dominance and parking demand and supply within the centre of Crewe. Introducing this walking and cycling link will connect</p>

	<p>employment areas at Bentley Motors, the new housing development site at North West Crewe and also improve strategic links to Nantwich. This new walking and cycling link will encourage people to use sustainable modes as an alternative to driving for short trips within Crewe and to/from other locations such as Nantwich.</p> <p><u>Local Scale – Sustainable Travel</u></p> <p>Through enabling sustainable access to housing and employment by improving walking and cycling infrastructure, the scheme will deliver congestion benefits and encourage walking and cycling as a ‘natural’ choice for short distance journeys within the area. Congestion in key development areas ultimately affects access to a suitably qualified pool of labour, suppliers and markets, and both congestion and labour are two crucial factors when investors, developers and businesses consider locations. Implementing a quality walking and cycling route connecting the development site to local services will encourage use when people first move into the area.</p>
<p>B3: Wider Geographic Impact</p>	<p><i>Please provide information on any potential impacts the project may have outside of Cheshire and Warrington, for instance does it involve partnership working with another LEP or organisation. You should indicate those areas that will directly benefit, areas that will indirectly benefit and those areas that will be impacted adversely.</i></p> <p>The scheme supports delivery of new housing, which supports the creation of new jobs at this location and across the Constellation Partnership area; this will help to deliver substantial growth. The route will also support the delivery of the Masterplan at Bentley Motors, expanding its campus for investment and high skilled jobs in the region, further supporting the ambitions of the Constellation Partnership for the delivery of skilled jobs. Supporting development sites with high-quality sustainable walking and cycling links will help to deliver ‘good’ growth, encouraging people to walk and cycle to these areas.</p> <p>The walking and cycling scheme in Crewe is a Cheshire East Council led scheme that provides an extension to the Connect2 Crewe to Nantwich Greenway, connecting into the North West Crewe development along the A530.</p> <p>The proposed route is also strategically located on the network to support other transport interventions within Cheshire East.</p>

B4: Alternative Options

Please describe what alternative options and funding sources have been considered and why these have been rejected. Include information on the likely implications of the intervention not happening. How have you prioritised the options considered in order to reach an optimal solution?

Alternative Options

A number of options have been analysed and several alternatives to the project were considered and prioritised based on the ability of each alternative to meet the project objectives; these are outlined in the table below with Annex E giving more detail.

Scenario	Scheme
Do nothing	No investment within walking and cycling routes within Crewe. The current scenario will worsen due to the closure of Sunnybank Road which currently provides a quieter route to the Bentley Motors campus.
Do Minimum	This option is for an on-road option along the A530. This would not give an attractive route and result in safety concerns due to the constrained road width, significant levels of traffic and high speeds.
Do something (alternatives)	<p>Quieter On-road Route The route extends along Middlewich Road from the junction with Wistaston Green Road, before continuing along Coppenhall Lane and Sunnybank Road. The route would then cross over the railway and continue parallel to the railway line, ending at the A530 at Boulderstones Bridge. This route was discounted due to the closure of Sunnybank Road as part of the Bentley Masterplan and significant engineering challenges on the off-road section including high voltage cables and drainage areas.</p> <p>Western Route This option would start at the A530/A532 roundabout, creating a route offline that passes behind the small number of properties on the A530 Middlewich Road. This route was discounted due to not being visible and overlooked, and pedestrians / cyclists having to take an indirect route which involves two additional to crossing points on the A530.</p>
Do something (preferred)	The project entails extending the existing Connect2 pedestrian / cycle shared path. The route extends along Middlewich Road between Wistaston Green Road and Coppenhall Lane and then from the A530/A532 roundabout northwards along the A530. This project capitalises on the opportunity created by Network Rail widening the Boulderstones Bridge (on the A530) and links into the Bentley employment site and runs parallel to the alignment of the Leighton Spine Road and Link Road.

	<p>Implications of the scheme not progressing</p> <p>The value of the Scheme (£1.850m) is far higher than local transport capital resources are able to provide. The Cheshire East Local Transport Plan, for example, allocates around £300,000 per year to cover a range of small scale sustainable travel projects. As a result, the Council do not have the funds available to deliver the scheme to this specification, within these timescales. The scheme would need to be de-scoped and delivered over a longer period of time.</p>
<p>B5: Contingency Planning</p>	<p><i>If Local Growth Fund monies are not available for your Scheme, do you have a contingency plan for this Scheme? If your answer is 'no' please comment on the potential impacts of this scheme not being implemented.</i></p> <p><i>Include both qualitative and quantitative information on the potential negative impacts likely to occur.</i></p> <p>If LGF funding was not available for this project, then the scheme would be unaffordable and therefore undeliverable for the Council to this specification and timescale. The alternative funding scenario would be for the Council to take on the full cost of the scheme through additional borrowing, or deliver the scheme at a reduced specification, over a longer period of time.</p> <ul style="list-style-type: none"> • The impacts of this are: of a rise in car kilometres for people within this area; • Spending on health and social services would likely increase as a result of a failure to tackle obesity and low physical activity levels as well as health inequalities arising from traffic emissions and noise levels; • Fewer people would choose to walk and cycle within this area due to quality walking and cycling routes not being in place; • Inward investment within Crewe and Nantwich could reduce as businesses and developers will not perceive the area to have adequate transport links to enable them to operate a financially viable business.

**B6: Policy Fit with LTB
Policy Objectives
(Transport Schemes
Only)**

For transport schemes please provide a description for how your Scheme will meet the LTB objectives (in no more than 100 words against each objective):

Reduce congestion and improve the efficiency of the network to support economic growth and regeneration:

- Development of new routes for walking and cycling improves connectivity by sustainable travel to employment sites, such as Bentley Motors, and 1,750 homes within North West Crewe that will be brought forward, supporting further growth within Crewe.
- The route will encourage modal shift towards sustainable travel for regular short-distance journeys between Crewe and Nantwich, removing vehicles from the surrounding highway network and improving the attractiveness of the area to new investors and developers.

Reduce the impact of traffic on the environment, reduce carbon emissions and adapting the transport network to the effects of climate change:

- This new and upgraded walking and cycling route within Crewe will support modal shift towards methods of travel that support carbon reduction and contribute towards improved air quality.
- The proposed scheme provides improved walking and cycling connections to Bentley which currently employs 4,500 staff, thereby reducing the frequency at which private vehicles are used. This will facilitate a noticeable improvement to local air quality and daily congestion levels.

Maintain large transport structures:

- The Boulderstones Bridge replacement by Network Rail will maintain the key A530 route between South Cheshire and northwards to key mid-Cheshire towns such as Middlewich and Northwich and Winsford.

Contribute to safe and secure transport and promote types of transport that are beneficial to health:

- The 1.25km route within Crewe will connect to employment which will directly contribute to the Government's ambitions within the Cycling and Walking Investment Strategy.
- Delivery of this new route between Crewe and Nantwich will encourage active travel as the natural mode of choice for shorter journeys. Walking and cycling for just 10 minutes can contribute towards the recommended 150 minutes of moderate intensity physical activity for adults per week.
- The Active Mode Appraisal Tool for the scheme estimates that the scheme delivers £3.87m health benefits.

Improve accessibility to jobs and key services, particularly for disadvantaged communities or groups

- There is relatively high levels of deprivation in Leighton and north Crewe with this scheme giving access and opportunity to new jobs at Bentley and Leighton Hospital.
- The walking and cycling scheme in North West Crewe will provide access to 1,600 jobs and 1,750 homes within North West Crewe. Providing a quality route in this location will mean that access to the jobs is not dependent on access to a private car and sustainable modes encouraged.
- The new walking and cycling connection will also connect communities to key services including Leighton Hospital.
- The new route will be constructed to meet Equality Act standards to allow safe, direct and accessible routes for people with mobility impairment.

C: Economic Case

This section should set out the case for the Scheme in supporting and accelerating the economic growth of Cheshire & Warrington. It is important that the benefits provided by the proposed project take account of issues including deadweight and displacement and as such benefits and outputs should be shown as net.

C1: Job and Wealth Creation and Impact on Skills Across Cheshire & Warrington

Please indicate (where possible) the scale of direct and indirect employment opportunities being created as a result of implementing this Scheme.

The scheme will provide a link to the employment site of Bentley and Leighton Hospital. 4,500 people are currently employed by Bentley Motors and it is expected that a further 1,600 new jobs will be delivered within the North West Crewe development area. It is also expected that high value manufacturing jobs at the expansion of the Bentley Motors site and employment at Leighton Hospital would be created.

The route also improves the walking and cycling provision links towards Nantwich which will support jobs in this location and provide sustainable access between Crewe and Nantwich for local residents. The improved sustainable transport links would encourage modal shift and therefore reduce congestion on the network, which would encourage business investment into the area.

C2: Growth in GVA

Please provide an estimate of the impact of your Scheme in growth of Gross Value Added. Indicate how this estimate has been arrived at including details of any impact assessment model that you have used.

The project will support an increase of GVA per annum of £115,853,375 in combination with the wider North West Crewe infrastructure package.

This is based on applying the average GVA per Crewe and Nantwich worker to the number of new employees expected to take up work at the employment areas of Bentley and North West Crewe (1600 jobs) and expected to walk or cycle when using the new path.

There are also further qualitative benefits that the project will deliver but for which it has not been possible to monetise within this business case. This includes positive impacts on productivity levels, absenteeism and wellbeing.

Please describe how the Scheme will improve travel times, accessibility changes to business, unlocking land for development etc.

This scheme links with the wider North West Crewe package which collectively will unlock significant housing and new employment provision. The wider infrastructure package entails new highway links and junctions which will provide access to development land identified in the Council's Local Plan Strategy. These improvements will reduce congestion and improve access to Leighton Hospital, as well as allowing local businesses to expand. The scheme known as the North West Crewe Package (NWCP) will include the construction of a new road which will link Smithy Lane, Minshull New Road and Middlewich Road (A530). It will also include the realignment of Smithy Lane, Flowers Lane and improvements to other road junctions associated with the scheme. This scheme will link into the NWCP, and this high-quality facility will encourage a modal shift to walking and cycling, and as a result reduce the number of cars on the road and create capacity on the network.

Figure 3 below shows traffic within the area on a 'typical' Thursday in the evening peak at 5:15pm.

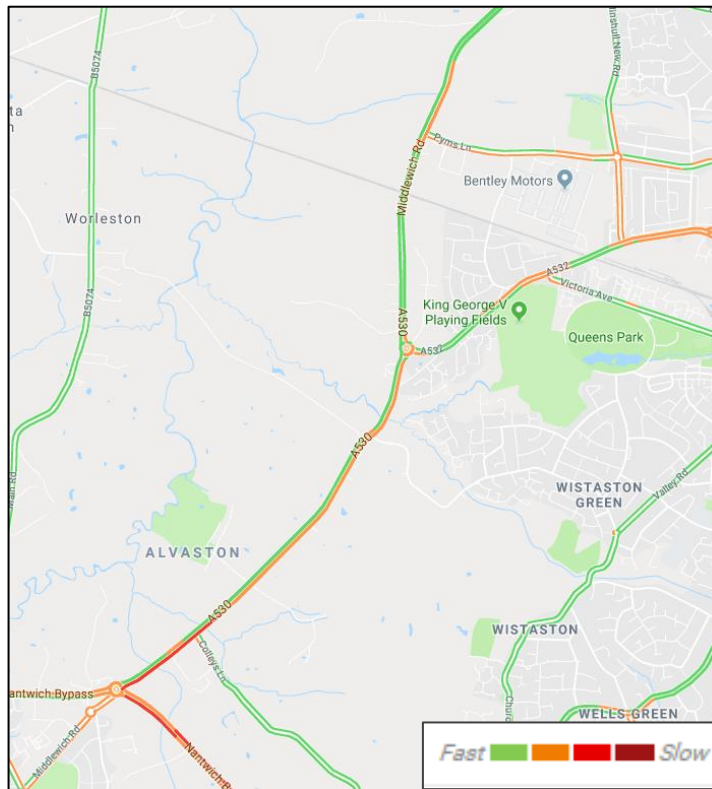


Figure 3 Google traffic, typical Thursday, 5:15pm

As shown in Figure 33, there is congestion along the A530 corridor in the PM peak on a 'typical' Thursday. Investment into a walking and cycling route improves connectivity along this corridor between Nantwich and Crewe and will encourage modal shift and therefore a reduction in cars travelling on this corridor, reducing congestion.

**C3:
Productivity
Benefits to
Business**

Please provide evidence of how your proposal offers value for money. For a transport scheme this can be a BCR figure. Please state numerically. If no BCR available please provide explanation of when it may be available or other justification (including for non-transport schemes an indication of return on investment or unit costs).

The scheme has been appraised using the DfT's Active Mode Appraisal Tool (AMAT). This tool estimates economic benefits as a result of investing in walking and cycling schemes in line with DfT WebTAG appraisal guidance compared against cost estimates for improvements.

The benefits reported within the tool include:

- Health through reduced mortality;
- Modal shift through reduced congestion and reduced environmental impacts;
- Journey ambience.

Inputs include current and future journey levels by cyclists (per day), along with the quality of the infrastructure provided pre- and post-scheme construction. Results are produced as present value of benefits and costs and a benefit cost ratio is calculated.

Use of PCT to estimate current cycling demand

The estimation of the current cycling demand has been done based on the Propensity to Cycle Tool (PCT), an open source tool for sustainable transport planning which takes into consideration the work-based commuter trips at a Lower Super Output Area (LSOA) level collected in the Census 2011. The PCT only accounts for journeys to employment included in the 2011 Census, with trips associated with development which has come forward (or will come forward in coming years) not included in the analysis. The tool does not account for other everyday or leisure cycling trips which form an important element of cycling and does not account for specific land use types, demographics or behavioural responses.

The number of trips estimated with the PCT have then been adjusted using the National Travel Survey Data (Table NTS0409-Average number of trips by purpose and main mode). The variation between 2011 and 2019 for the number of trips for all type of purposes (not only the work-based commuter trips) is 1.67% for cycling. The figure has then been divided by 34% since this proportion of journeys are undertaken by cycling for commuting purposes (NTS, 2017). To account for the number of working days during a year an annualisation factor of 220 days has been applied as per guidance within the AMAT and WebTAG.

In consideration of planned housing development sites and the additional demand which this will generate on the cycling network, a further calculation was undertaken. Firstly, new housing developments and the number of associated new dwellings were identified, then the number of additional inhabitants was estimated based on the average household size in Cheshire East. Following this, the calculation was adjusted to include the population above 16 years old. This created a figure which was consistent with the calculation of the benefits calculated using the AMAT. The estimated number of new inhabitants has then been multiplied by the percentage of people cycling to work in the Crewe area (2011 census).

The percentage uplift has been taken from an average of numerous post schemes monitoring statistics on similar shared path cycle schemes. This average uplift was calculated for low, medium and high scenarios as part of the DfT's Local Cycling and Walking Infrastructure Plan programme for Local Authorities. For the purpose of this assessment the 'medium' scenario has been utilised for our base assessment of high for

C4: Value for Money

money (+73%). We have also conducted a sensitivity test using the 'low' scenario (+55%) which is reported in the cycling demand table below.

AMAT Inputs

The table below summarises the inputs used for the estimation of the current and future number of trips the 'base' and 'low' scenario.

	Cycling	
	Base scenario	Low scenario sensitivity text
Number of commuters (census)	81	81
Including return trips	162	162
Including NTS uplift	165	165
Uplift to include all trip purposes (taken from NTS)	490	490
Additional trips from new housing	211	211
All trips purpose – without scheme	702	702
% Uplift	+73%	+55%
All trips purpose – with scheme	1212	1085

The AMAT has been used to estimate the benefits resulting from the increase in cycling and walking trips. The project cost estimate has been input within the AMAT, alongside the 'with' and 'without' scheme demand estimates, in order to obtain a Benefit to Cost Ratio (BCR) to be used to appraise value for money for the scheme. For input into the AMAT, a 15% optimism bias has been included within this assessment on top of the risk allowance of 20% included within construction costs.

Base Scenario

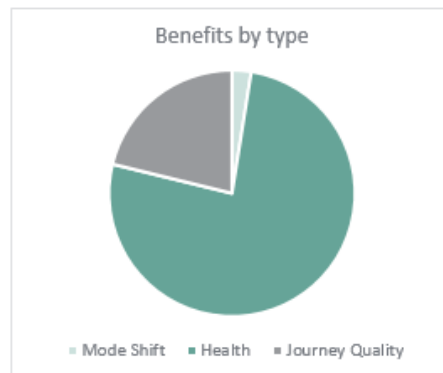
The Crewe walking and cycling scheme has a BCR of **3.37** which, according to DfT criteria, represents **high Value for Money**.

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	109
Infrastructure	1.02
Accident	31
Local Air Quality	0.13
Noise	2.05
Greenhouse Gases	5.45
Reduced risk of premature death	3156
Absenteeism	721
Journey Ambience	1076
Indirect Taxation	-20.77
Government costs	1508
Private contribution	0.00
PVB	5079
PVC	1506
BCR	3.37

Benefits by type:

Mode Shift	127.23	2.5%
Health	3876.52	76.3%
Journey Quality	1076.04	21.2%



Low Scenario

The Crewe walking and cycling scheme has a BCR of **2.66** which, according to DfT criteria, represents **high Value for Money**.

	Analysis of Monetised Costs and Benefits (in £'000s)		Benefits by type:	
	Congestion benefit	82	Mode Shift	95.55 2.4%
	Infrastructure	0.77	Health	2911.19 72.6%
	Accident	23	Journey Quality	1004.64 25.0%
	Local Air Quality	0.10		
	Noise	1.54		
	Greenhouse Gases	4.09		
	Reduced risk of premature death	2370		
	Absenteeism	541		
	Journey Ambience	1005		
	Indirect Taxation	-15.60		
	Government costs	1508		
	Private contribution	0.00		
	PVB	4011		
	PVC	1507		
	BCR	2.66		
	<p>The above assessment is considered to be a conservative estimate given that benefits for walking have not been included. This is on the basis that there is a lack of appropriate evidence regarding current and future walking trips. There will however be scope for the scheme to support pedestrian trips between existing / new housing and trip attractors such as Leighton Hospital and Bentley Motors within 2km walking distance of some residential areas.</p>			
C5: Other Outputs	<p><i>Please quantify any other benefits or outputs arising from the project, stating whether these are direct or indirect. You will need to provide evidence of how you have arrived at your benefit and output figures.</i></p> <ul style="list-style-type: none"> • The scheme will provide amenity value to those that use it regularly and form part of the local network of route ways and pathways used by local people. • There are also further qualitative benefits that the project will deliver but for which it has not been possible to monetise within this business case. This includes positive impacts on productivity levels and wellbeing. • Saving on possible future requirement for major strategic transport investment. • Future savings to the Exchequer stemming from the higher likelihood of gaining and retaining employment by residents of the area. • Future savings to the exchequer as a result of reduced crime or improvements in health resulting in less health spending from greater levels of walking and cycling to work. 			

If an Appraisal Summary Table (AST) or other Assessment Summary is available for this Scheme, please append to this Information Form.

No AST was considered necessary for a project of this value.

D: Financial Case

This section is asking you to set out the financial case for your Scheme.

Before putting forward a Scheme proposal for potential funding, Scheme promoters should ensure they understand the financial implications of developing the Scheme (including any implications for future resource spend and ongoing costs relating to maintaining and operating the asset), and the need to secure and underwrite any necessary funding outside the Local Growth Fund contribution.

Please provide details of a funding profile (by year) for the Scheme in terms of:

- **Total annual cost**
- **Local Growth Fund funding sought;**
- **Promoting Organisation contributions;**
- **Third Party contributions (public and private).**

£	2018/19	2019/20	2020/21	2021/22	Totals	%
LGF grant		140,548	559,452		700,000	38
LTP Active Travel	40,676	75,000	284,324		400,000	22
S106				300,000	300,000	16
CEC Capital			214,258	235,742	450,000	24
Total project £m	40,676	215,548	1,058,034	535,742	1,850,000	

A breakdown of scheme costs are summarised in the table below. A 20% risk allocation has been included within scheme construction costs.

D1: Scheme Costs

Stage	Cost (£)
A. Development	123,673
B. Pre-construction	439,000
C. Construction	1,237,436
D. Project Management	49,891
Total expenditure	1,850,000

The scheme costs shown in the two tables above are based upon costs developed by the scheme designer, Ringway Jacobs, who are Cheshire East Council's Highways service provider. The costs developed have been produced on an itemised basis for the year of scheme delivery including aspects such as earthworks, construction of shared path, lighting columns, Toucan crossing provision etc. The costs provided are based upon Ringway Jacobs' experience and delivery of similar schemes locally.

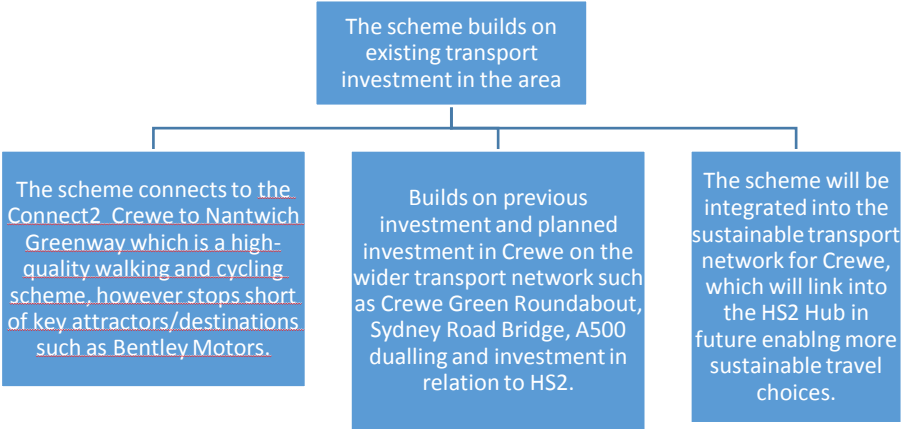
If applicable please show capital and revenue costs as separate lines. You may attach the funding profile as a separate annex if required.

Not applicable

As described previously in section A9, the route will be sequenced, funded, and delivered in three separate sections:

1. From the northern extent to the entrance to the Scottish Power site.
2. From the entrance to the Scottish Power site to the A530/A532 roundabout.
3. A530 between Coppenhall Lane and Wistaston Green Road (to be

	<p>delivered separately to this LGF business case)</p> <p>Section one will be funded by the LGF funding. Land negotiations for this section are at an advanced stage with heads of terms being agreed (please see Annex D). Section two will be funded by Cheshire East Council and local contributions as this section requires a CPO to secure a section of this land.</p> <p>As noted above phase three is to be delivered separately to this business case. There is therefore scalability to this scheme and should the LEP's investment programme be underspent this phase three could be brought into the scheme to be delivered by March 2021.</p>																								
<p>D2: Promoting Organisation Contributions</p>	<p><i>Please provide a commentary on your commitment to spend. Scheme promoters must demonstrate that they can commit a minimum contribution fund of at least one third of the total scheme cost and any cost increases incurred after Final Approval will be borne in full by the promoting authority.</i></p> <p>Cheshire East Council commits to over and above the minimum contribution of one third of scheme costs, contributing 62% (£1.150m) towards the scheme costs. This funding will be sourced from the Council's capital programmes and Section 106 contributions deemed relevant to this project.</p> <p>The LGF funding applied for by the Council is considered across both this scheme and the Wilmslow scheme as a package. The Council are contributing 42% (£1.200m) towards the projects across both schemes.</p> <p>The table below outlines finances across both schemes and levels of match funding.</p> <p>The Cheshire East capital match funding has been approved by an internal business case and the funding is included within the Council's approved Medium Term Financial Strategy. In addition, a letter from the Council's S151 is appended to this document in Annex G.</p> <table border="1" data-bbox="467 1373 1422 1653"> <thead> <tr> <th>Funding Source</th> <th>Wilmslow (£)</th> <th>Crewe (£)</th> <th>Totals (£)</th> </tr> </thead> <tbody> <tr> <td>LGF grant</td> <td>900,000</td> <td>700,000</td> <td>1,600,000</td> </tr> <tr> <td>LTP Active Travel</td> <td></td> <td>400,000</td> <td>400,000</td> </tr> <tr> <td>S106</td> <td></td> <td>300,000</td> <td>300,000</td> </tr> <tr> <td>CEC Capital Match Funding</td> <td>50,000</td> <td>450,000</td> <td>500,000</td> </tr> <tr> <td>Total project £m</td> <td>950,000</td> <td>1,850,000</td> <td>2,800,000</td> </tr> </tbody> </table> <p>Project Costs Wilmslow and Crewe</p>	Funding Source	Wilmslow (£)	Crewe (£)	Totals (£)	LGF grant	900,000	700,000	1,600,000	LTP Active Travel		400,000	400,000	S106		300,000	300,000	CEC Capital Match Funding	50,000	450,000	500,000	Total project £m	950,000	1,850,000	2,800,000
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Total project £m	950,000	1,850,000	2,800,000																						
<p>D3: Third Party Contributions and Leverage</p>	<p><i>Please provide further details on any third party contributions for your Scheme. This should include evidence to show how any third party contributions are being secured, the level of commitment and when they will become available. Please include contributions of cash and in-kind (e.g. land and buildings). Also provide information on any additional resources that your project will leverage in as a result of the initial investment.</i></p> <p>The project budget includes £300,000 funding from Section 106 agreements.</p>																								

	<p>This funding will come from housing planning applications in Leighton which have been submitted and are currently being considered by the Council. Dependent on the timescales for planning permission and subsequently build out CEC may need to forward fund this section of the funding until the Section 106 funding is paid by the developer.</p>
<p>D4: Affordability and Financial</p>	<p><i>How resilient is your proposal to changes in financial circumstances? What risk allowance has been applied to the project cost (e.g. QRA / Optimism Bias, Contingency)?</i></p> <p>An assumed risk of 20% has been applied to the project construction cost. This is considered high and is likely to reduce as scheme costs are revised and finalised through engagement with the contractor. An allowance has also been made for contingency on development fees. If the scheme risk and contingency which is allocated from the Council’s match funding is not required for phases one and two this funding will be reinvested in the walking and cycling network through phase three.</p> <p><i>How will cost overruns be dealt with? How will these costs be shared with any third party funding partners?</i></p> <p>The investment proposals and enabling works will be delivered by stage and by exception in accordance with Cheshire East Council project delivery framework and public sector procurement regulations. Cheshire East Council has a proven track record in the delivery of capital and revenue programmes on time and to budget, and delivering sustainable access to employment projects. This project therefore provides a low risk investment. Should there be any cost overruns these will be underwritten by Cheshire East Council.</p>
<p>D5: Legacy Benefits</p>	<p><i>Please provide information on any legacy benefits of your Scheme.</i></p> <p>The scheme complements previous investment into the transport network within Crewe and the wider area. The legacy benefits of the scheme are outlined in the graphic below.</p>  <pre> graph TD A["The scheme builds on existing transport investment in the area"] --> B["The scheme connects to the Connect2 Crewe to Nantwich Greenway which is a high-quality walking and cycling scheme, however stops short of key attractors/destinations such as Bentley Motors."] A --> C["Builds on previous investment and planned investment in Crewe on the wider transport network such as Crewe Green Roundabout, Sydney Road Bridge, A500 dualling and investment in relation to HS2."] A --> D["The scheme will be integrated into the sustainable transport network for Crewe, which will link into the HS2 Hub in future enabling more sustainable travel choices."] </pre>

E: Management Case - Delivery

This section is asking you to demonstrate how you intend to assess whether your Scheme is deliverable in the next spending round or at some future date as well as providing assurance that you have the capacity and capability to deliver the project as proposed.

E1: Current Scheme Status	<p><i>Please state scheme status e.g. Is the scheme at the conceptual stage? Has a business case been developed? What if any internal and external approvals does it require? Is the project reliant on external funding? If so, has a bid for funding been submitted/ was it successful?</i></p> <p>Internal</p> <p>The scheme is currently at the outline design stage. The following work has taken place to date:</p> <ul style="list-style-type: none">• Feasibility and scheme options completed;• Costings for the scheme developed;• Preferred options identified;• Briefing to portfolio holder and local members;• Council SMT / CLT;• Pre-application discussions to scope out timescales for environmental requirements;• Environmental surveys undertaken;• Land agent appointed and in advanced discussions with land owners;• Designs are being progressed;• Ongoing discussions with Network Rail and their contractor Murphy's for design tie in at Boulderstones Bridge;• Progressing through the Cabinet process for permission to construct and deliver. <p>Internal processes for the scheme are currently being progressed. A report will go to Cabinet in November 2019 to give authority for Ringway Jacobs to deliver and construct the scheme.</p> <p>External</p> <p>A planning application is currently being prepared and will be submitted in November 2019. It is expected that this will be determined in early 2020.</p> <p>As noted in section A9, phasing of the scheme has been structured so that LGF funding is being used to deliver the section that does not need a CPO to secure the land; CEC will fund and deliver phase 2 that requires a CPO that is expected in 2021. The Council are currently preparing to progress the CPO for the land in phase 2. A statement of reasons is currently being prepared.</p> <p>Land required for section 1 is currently at an advanced stage with heads of terms being agreed. Please see Annex D for summary of land acquisition.</p>
E2: Project Plan	<p><i>Please provide a scheme programme and phasing showing key activities and milestones.</i></p> <p>A scheme programme is provided in Annex B.</p>
E3: Other Partners Involved in Scheme	<p><i>Please provide details of the partnership bodies (if any) you plan to work with in the design and delivery of the proposed scheme. This</i></p>

Delivery

should include a short description of the role and responsibilities of the partnership bodies.

Scheme design will be undertaken by Ringway Jacobs and construction and delivery of the scheme will be undertaken by Eurovia. Eurovia are procured via Ringway Jacobs who are Cheshire East Council's Highways service provider. This is detailed further in the Commercial Case.

Network Rail are delivering a replacement of Boulderstones Bridge which will incorporate a pedestrian and cycle shared path across the new structure. The Council are in regular contact with Network Rail to coordinate both design and delivery of this scheme and their Boulderstones Bridge replacement.

Please provide specific information on any private sector partners.

Ringway Jacobs has been the Council's Highways service provider since 2011. Following a competitive tendering process in 2018, the council approved the award of a new contract to deliver highways services for up to a further 15 years. For this scheme Ringway Jacobs are the designer and Eurovia are Ringway Jacobs' contractor to deliver the scheme. This is detailed further in the Commercial Case.

Evidence of scheme delivery: Crewe Green Roundabout, Cheshire East

In November 2018, the £7m Crewe Green Roundabout improvement scheme was opened, having been completed on schedule and to budget. As well as improving the roundabout, the roundabout features shared cycleways and footways, in addition to crossing points for cyclists and pedestrians. The improvement works removed a pinch point in the town, helping to ensure that the roundabout has the right infrastructure in place as Crewe prepares for HS2 and further growth. From inception to delivery, the process included options assessments, designs and a business case was submitted to gain LEP funding for the scheme. Monthly project boards also enabled the programme to be tracked against progress, risk management and delivery of the scheme.

Stakeholder engagement

Engagement with Network Rail has been ongoing in relation to the design tie in at Boulderstones Bridge. Engagement with landowners has been progressed via land agents in relation to land negotiation and acquisition.

A stakeholder engagement plan has been prepared for the scheme to engage stakeholders in the vicinity of the scheme to inform the final design and planning application.

The Councils' cycling and walking champion has also been engaged throughout the process and supports the project. The project team have also met with representatives from local cycling groups in development of this scheme who are supportive of the scheme (please see Annex H).

A summary of the stakeholder plan is included in Annex F.

Please provide the proposed project management structure:

The Sustainable Travel Enhancement Programme (STEPS) project Board is accountable for this project. The key responsibilities of the Project Board include:

- Overseeing the development and implementation of the project programme;
- Ensuring the required resources are identified and deployed;
- Ensuring the relevant funding and risk, procurement and engagement strategies are developed in a timely basis and implemented across the scheme;
- Ensuring the programme is developed and reviewed regularly and updated against activity;
- Ensuring risks are identified, captured and mitigated against;
- Ensuring costs are identified and managed within agreed budgets.

Monthly meetings take place for the project board that discuss scheme progression. The project board has a 'hands on' role for this project and will scrutinise the various aspects for the delivery of the scheme. Within the Project Board, the ultimate responsibility for the scheme lies with the STEPS Senior Responsible Owner, Richard Hibbert, Head of Strategic Transport.

An organogram of the project management structure is shown in Figure 44 below.

E4: Operational Issues

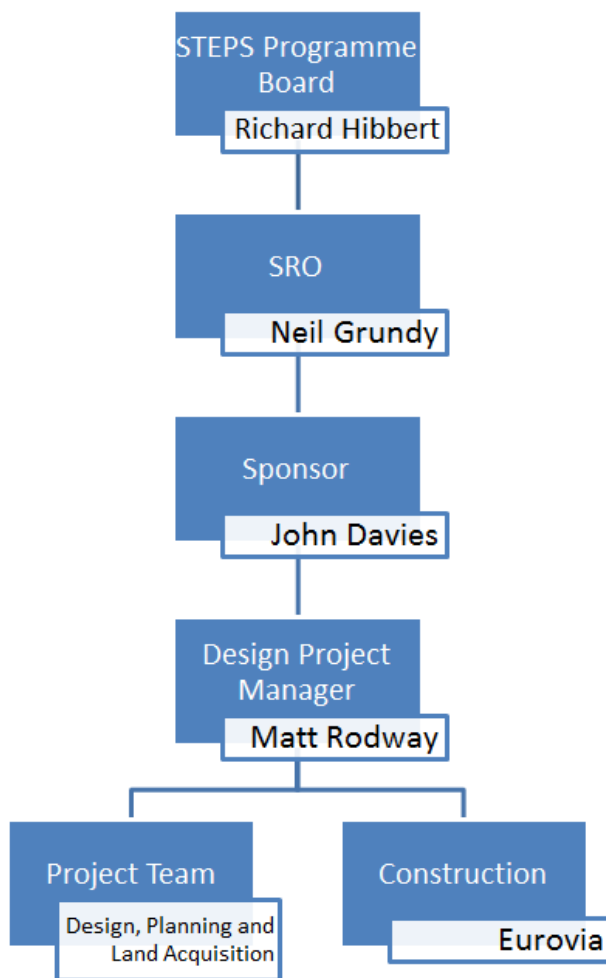


Figure 4 Project Organogram

	<p>Once this scheme is completed it will form part of the Council's assets and as such will be maintained in accordance with their individual maintenance regimes.</p> <p>Project Management will be undertaken by Cheshire East Council and the project sponsor and SRO will feed back to the STEPS Programme Board. The meetings will consist of highlights, any new or additional risks, the project programme and financial position.</p>
<p>E5: Scheme Acceptability</p>	<p><i>Please comment on any community support for this Scheme.</i></p> <p>During October / November 2019 residents and stakeholders fronting onto the route are being engaged to inform the planning application and detailed design work.</p> <p>A period of consultation for the Local Transport Plan (LTP) took place in Summer 2018. Feedback for Crewe specifically showed support for both walking and cycling infrastructure to create continuous cycle routes, with routes and crossing that connect into key residential areas, schools and employment areas. During this process, local cycling groups were engaged who also support the scheme.</p> <p>Ongoing consultation and engagement with Crewe Town Council has been conducted throughout 2017 to shape the Council's emerging Local Transport Plan and proposals for Crewe specifically.</p> <p><i>Has public consultation on the Scheme demonstrated its public acceptability?</i></p> <p>Recent consultations such as those for the Council's draft LTP showed strong support for active travel and walking and cycling as a mode of transport. The core issues of improving connectivity to enable access to areas of employment and housing growth is strongly supported by both the residential and business communities. A stakeholder engagement exercise specifically for this scheme is taking place in October / November 2019.</p> <p><i>Is the scheme likely to invoke objections or involves damage to the local environment? For example use of greenbelt land, destruction of heritage of cultural landscape including listed buildings, or development in an area with special landscape designations e.g. SSSI, AONB</i></p> <p>There will not be any significant damage to the local environment. There will be some removal of vegetation, however, the design team are producing plans to minimise the impacts on the area and will produce a mitigation plan to replace vegetation lost in other locations.</p> <p>In addition, walking and cycling will have a positive impact on the environment through a reduction in CO2 and nitrogen oxide as a result of encouraging modal shift from car use to walking and cycling.</p>

E6: General Risk to Scheme Delivery

Please describe the principal risks (and risk mitigation) associated with your Scheme, including:

- **Planning e.g. likelihood of a public inquiry; Political; Commercial; Land acquisition; Legislative – if additional legislative powers are required to deliver the Scheme, please state. Have legislative powers being awarded (yes/no); Procurement; Policy; Management**

Cheshire East Council has a proven track record in the delivery of capital and revenue programmes on time and to budget to support sustainable access to employment.

An assessment of the key risks for the project is provided in Annex C. This demonstrates that the project is low risk and that a number of mitigation controls are in place. The risks that have been highlighted will be monitored as part of this project. The table below highlights the project risks and mitigation.

The owner of the risk management strategy sits with the STEPS Board chair. Key risks are discussed at each STEPS Board and any additional or removed project risks are discussed, including any appropriate mitigation.

Risk	Mitigation
Land assembly unable to be achieved	Negotiations with land owners are at an advanced stage with heads of terms being agreed. One land owner has not been responsive to numerous attempts to make contact and as a result Council is preparing to use CPO powers. The scheme has been split into phases to ensure the LGF funded element (phase one) is delivered by March 2021 with phase two following on as the CPO is completed.
Environmental constraints causing delay	Ecology surveys have taken place and technical work is ongoing to mitigate any impacts that will inform the planning application submitted in November 2019.
Network Rail replacement of Boulderstones Bridge delayed	Close and regular communication with Network Rail to coordinate design and delivery. Potential to construct LGF funded elements prior to delivery of Boulderstones Bridge replace if necessary.
Planning application timescales	Pre-application discussions have been conducted and engagement with stakeholders is occurring to inform the application to be submitted in November 2019.
Project doesn't meet brief/scope	Utilise effective governance process including regular reporting via STEPS Programme Board. Effective programme management using tools recommended by CEC PMO.
Poor communication	PM to maintain regular contact between RJ and CEC. Regular (fortnightly) progress meeting to be held.
Staff availability	RJ have mobilised staff with reachback to Jacobs for specialist support. Monitor progress against schedule.
Negative press and/or stakeholder feedback	Targeted engagement has been conducted with stakeholders and further engagement is planned in November 2019 with stakeholders fronting on to the scheme to shape final designs. Engage with stakeholders and members / PF through structured comms process.
Inadequate scope/cost escalation	Eurovia are being engaged during scheme design to ensure buildability. 15% risk contingency has been build into the cost plan.
Accidents during travel (staff)	Meetings will be scheduled with an appropriate length of time to allow for adequate travel. Staff to produce Travel Safe Plans of Action and use public transport where possible.

How will any identified risks be managed between Scheme delivery partners? Not applicable.

E7: Monitoring and Evaluation

Please indicate proposed arrangements for monitoring progress of the project and post project evaluation. The LEP would expect such evaluations to be made publicly available as part of its transparency and accountability agenda.

A robust monitoring regime is essential to ensure all the benefits of the implemented programmes are captured.

Cheshire East Council has established a mechanism for monitoring and evaluating the outputs and outcomes resulting from investment in sustainable travel projects across the borough. Monitoring and evaluation is undertaken annually by TRACSIS which is funded from the LTP budget, which is planned to continue over the coming years.

As part of the annual LTP monitoring programme the following will be funded and undertaken for this scheme:

- Before scheme counts will be conducted at this location during Summer 2020;
- Installation of an automatic traffic counter (ATC) on the new route for further analysis and understanding of walking and cycling levels post scheme opening on a yearly basis during each Summer period;
- Feedback from residents and users of the route; and
- Feedback from employers within the vicinity of the scheme.

F: Commercial Case This section outlines the proposed deal in relation to the preferred option outlined in the economic case.

F1: Products and Services

What goods and or services are being procured? E.g. are you going to procure a building contractor and project management support?

Ringway Jacobs are the Council's Highways service provider. Ringway Jacobs has been responsible for the Council's highways services since 2011 and was procured for a further 15 year term in 2018.

- Project Management will be carried out by CEC officers.
- The scheme will be designed by Ringway Jacobs.
- The scheme will be constructed by Eurovia (procurement via Ringway Jacobs).
- External commissions will be sought for specialist work such as ecology surveys, which will be undertaken by Jacobs (procured via Ringway Jacobs reachback ability).

F2: Procurement

Please state how the project will be procured

Economies of scale and reduced procurement time can be achieved through supplier framework contracts already in place. Cheshire East Council is able to procure consultancy support as required through the Highways Service provider which is currently Ringway Jacobs. Through this contract, Ringway are able to design schemes of this value and can also provide construction services through Eurovia for schemes up to the value of £5 million. Procuring services via this route helps to save time with the procurement process and it ensures that the work is being undertaken by a contractor with local experience and that has been through a robust procurement process that is value for money.

A link to the Cabinet report for the procurement of the Highway Services Contract can be found at the following location.

<https://moderngov.cheshireeast.gov.uk/ecminutes/documents/s64188/Highway%20Services%20Contract%20-%20report%20final.pdf>

Ringway Jacobs are providing detailed costs plans at key gateways in the project as set out below:

Stage 1: Feasibility and stage 1 design – March 2019

Stage 2: Detailed design – November 2019

Stage 3: Construction Phase 1 – July 2020

Stage 3: Construction Phase 2 – July 2021

These cost plans are reviewed by the Council to ensure costs are in line with the rates agreed as part of the highways contract and represent value for money.

F3: Value for Money

How will you ensure value for money?

The highways service contract was procured following a robust procurement exercise; both the strategy for procurement and the preferred bidder was approved by cabinet in April 2017 and June 2018 respectively. This procurement exercise considered both quality and price as part of the process. Ongoing monitoring and management of the Contract is undertaken throughout the duration of the contract to ensure best value for money for the Council. Cheshire East have the opportunity to challenge costs and programme within each of the three stages as outlined in section F2 above.

G: Evidence and Supporting Information**G1: Evidence**

Please list here and provide copies of all technical reports documenting the evidence base for the Scheme and the Scheme's performance

- Crewe Cycling Delivery Plan (2017)
- LTP Consultation Summary of Results (2019)
- Cheshire East Council Draft Local Transport Plan (LTP4) (2019)
- Cheshire East Council Cycling Strategy (2017)

Documents available on request.

G2: Supporting Information

Please include any additional facts which may assist the Local Enterprise Partnership to assess this Scheme against strategic fit and deliverability.

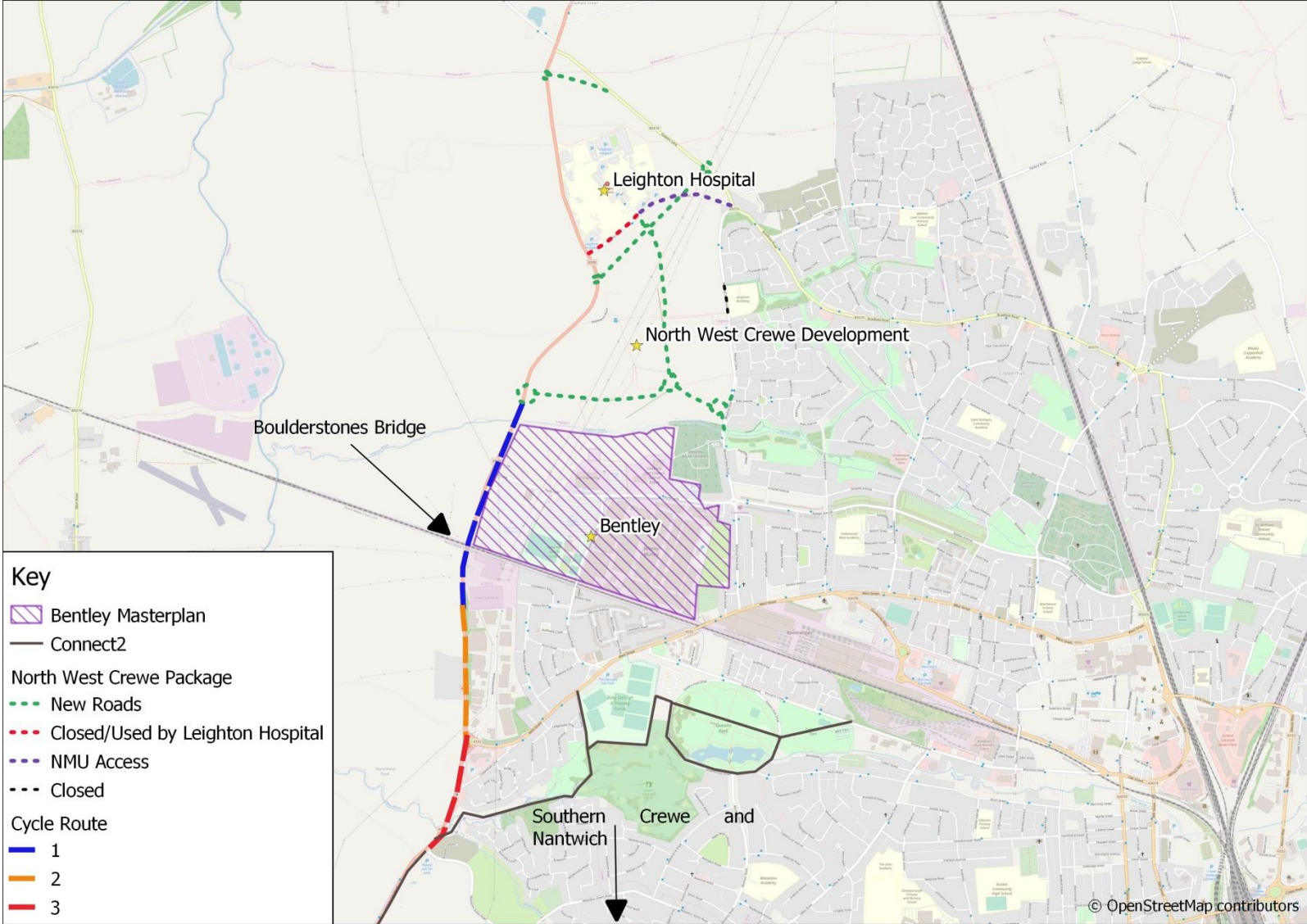
This project fits with local and national transport strategy.

National Transport Objectives

- National Planning Policy Framework (NPPF) (2018)
- Cycling and Walking Investment Strategy (CWIS) 2017
- DEFRA Clean Air Strategy 2019
- Government Cycling and Walking Investment Strategy (2017)
- Everybody Active, Every Day (2014)

Local Strategies

- Cheshire East Council Local Plan Strategy (2017)
- Cheshire East Council Draft Local Transport Plan (LTP4)
- Cheshire East Council Cycling Strategy (2017)
- Air Quality Action Plan (2018)
- Sustainable Modes of Travel to School Strategy (SMOTS)
- Constellation Partnership HS2 Growth Strategy (2018)



Annex C
Project Risk Register

Key

Likelihood (1 = remote, 2 = unlikely, 3 = possible, 4 = probable)

Impact (1 = minor, 2 = low, 3 = moderate, 4 = high)

Risk Rating (1-6 = low, 7-11 = medium, 12-16 = high)

Risk	Description	Level of risk	Mitigation controls
Project Management	Risk that land assembly can not be achieved resulting in scheme being undeliverable.	Likelihood – 3 Impact – 4 Risk Rating = 12 (high)	Negotiations with land owners are at an advanced stage with heads of terms being agreed. One land owner has not been responsive to numerous attempts to make contact and as a result to Council is preparing to use CPO powers. The scheme has been split into phases to ensure the LGF funded element (phase one) is delivered by March 2021 with phase two following on as the CPO is completed.
Project Management	Protected species present or environmental impacts requiring additional / extended surveys / mitigation plan, with additional programme constraints and planning conditions. Potential delay to construction.	Likelihood - 2 Impact - 4 Risk Rating = 8 (medium)	Ecology surveys to take place and will inform the planning application submitted in November 2019.
Project Management	Network Rail replacement of Boulderstones Bridge delayed leading to gap in route.	Likelihood - 2 Impact - 4 Risk Rating = 8 (medium)	Close and regular communication with Network Rail to coordinate design and delivery. Potential to construct LGF funded elements prior to delivery of Boulderstones Bridge replace if necessary.
Project Management	Planning application required for scheme with any delay impacting on time available to construct	Likelihood - 2 Impact - 3 Risk Rating = 6 (low)	Preapplication discussions have been conducted and engagement with stakeholders is occurring to inform the application to be submitted in November 2019.
Travel	Risk of accident and injury during travel to and from meetings/workshops/engagement	Likelihood - 1 Impact - 4 Risk Rating = 4 (low)	Meetings will be scheduled with an appropriate length of time to allow for adequate travel. Staff to produce Travel Safe Plans of Action and use public transport where possible.
Project Management	Project does not meet brief / scope	Likelihood - 1 Impact - 4 Risk Rating = 4 (low)	Utilise effective governance process including regular reporting via STEPS Programme Board. Effective programme management using tools recommended by CEC PMO.
Project Management	Poor communication resulting in failure to deliver as planned	Likelihood - 1 Impact - 3 Risk Rating =	PM to maintain regular contact between RJ and CEC. Regular (fortnightly) progress meeting to

		3(low)	be held.
Project Management	Availability of staff resources	Likelihood - 1 Impact - 4 Risk Rating = 4(low)	RJ have been identified and mobilised staff with reachback to Jacobs for specialist support. Monitor progress against schedule and escalate as necessary.
Comms	Negative press coverage and stakeholder/councillor complaints regarding LGF funding/proposed routes	Likelihood - 1 Impact - 2 Risk Rating = 2 (low)	Targeted engagement has been conducted with stakeholders and further engagement is planned in November 2019 with stakeholders fronting on to the scheme to shape final designs and the planning application. Engage with stakeholders and members / PF through structured comms process.
Project Management	Project is ill defined resulting in inadequate identification of works scope and estimation of outturn cost, such that the outturn project cost above funding provision, leading to a delay to project timescales and construction delivery.	Likelihood - 1 Impact - 2 Risk Rating = 2(low)	Eurovia are being engaged during scheme design to ensure buildability. 15% risk contingency has been build into the cost plan.

Annex D
Land Acquisition



Sanderson Weatherall

The Chancery
58 Spring Gardens
Manchester
M2 1EW

Phone: 0161 259 7000

05 November 2019

Highways Service
Cheshire East Council
Delamere House
Crewe
CW1 2JZ

For the attention of: John Davies

By Email Only

Dear Sirs

Land Assembly
North West Crewe Connect 2 Scheme (“the scheme”)
Cheshire East Borough Council (“the council”)

Sanderson Weatherall have been asked to act on behalf of Cheshire East Borough Council in connection to the land acquisition part of the Connect 2 Cycle Scheme. The proposed Scheme involves a widening of the Middlewich Road (A530) between Marshfield Bank and the Bentley Motors Factory to create a new combined cycleway / footpath. This is a second phase of the Crewe to Nantwich Connect 2 cycleway project which was officially opened in March 2013 and is anticipated to extend to Leighton Hospital as part of a future phase.

The purpose of this note is to provide a brief overview of the land required from each land owner and advise what stage current negotiations are currently at. We understand this letter will support a business case for the funding of the Scheme which will be publicly available, therefore, we have not included any budget figures for the compensation / acquisition of the land. The land acquisition strategy is on a voluntary basis with the land owners and that Compulsory Purchase powers will only be considered as a last resort. On the basis the Council has indicated they are prepared to utilise Compulsory Purchase powers there is a reasonable certainty that all land for the scheme can be secured.

Our involvement relates to land acquisitions to the northern section of the Scheme which involves 6 separate land owners. There are two residential properties and four commercial land owners. As a general background for the whole Scheme, we have made contact with all the land owners for the scheme and meetings have been held either on site or in the relevant parties offices. We have arranged access for topographical surveys to be undertaken on each land parcel and we are currently awaiting the overlaid scheme plans which we can provide to the land owners to show the extent of the land we are looking to acquire.

On the whole, engagement with the land owners has been positive and they are willing to begin entering into negotiations with us once we have received the detailed design plans. We have been in continued contact with the land owners.

The following provides a brief overview of each land take outlined in order from north to south of the Scheme. Due to this document being publicly available, we are not disclosing the names of property owners who are private individuals.

Plot 1 – Bentley Motors

This section comprises circa 0.14 acres (565 sq m) of commercial development land and hedgerow. At present the land is grass covered but it is our understanding Bentley Motors have future plans to extend their car parking on to these areas. It is delineated red on the following Scheme Plan.



We have held a positive meeting with Bentley and they are happy to take negotiations further subject to confirming the extent of the land take. The land take will have an impact on the amount of car parking spaces that can be created on and Bentley will need to assess their loss. Once detailed design plans are provided we will arrange for a meeting to be held to progress matters. This meeting will also be held in conjunction with Network Rail to confirm the extent of their boundary to Bentley's land.

Plot 2 – Oakleigh House

This section comprises 0.06 acres (260 sq m) of residential garden land with a hedgerow, various sheds and a chicken coop situated on the land. It is situated between the two Bentley plots. It is delineated red on the following Scheme Plan.

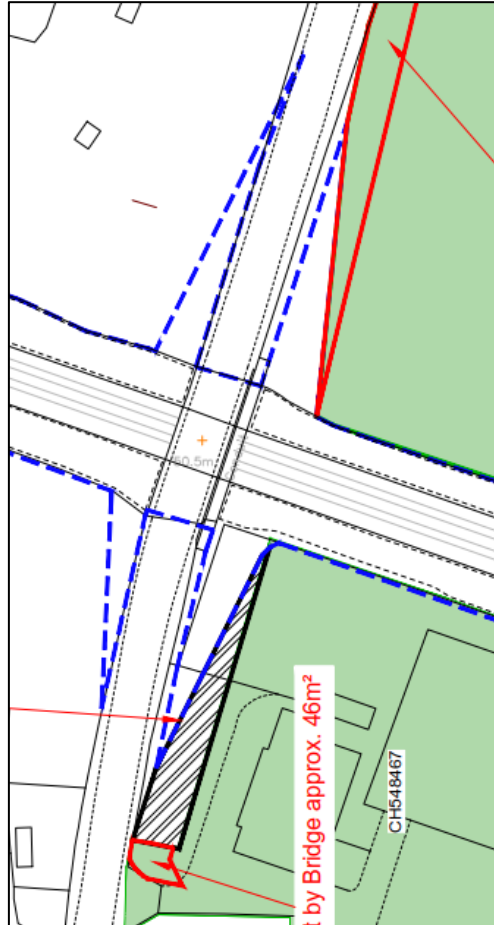


We have met with the land owner at the property and he has engaged positively with us as to the prospects of acquiring this land take. Once detailed design plans are provided we will arrange a meeting with the land owner to allow him to visualise the land take. We would look to agree to 'stake out' the land take to assist with the visualisation.

Plot 3 – Network Rail

Network Rail are currently preparing to undertake works to the Boulderstone Bridge and the Scheme will be taken into account.

Due to the Scheme crossing over the railway, we expect we will not be able to agree an acquisition of the land but rather an agreement to extend the easement / overbridge agreement. The extent of the Network Rail land, as we understand it to be, is delineated dashed blue on the below scheme plan.

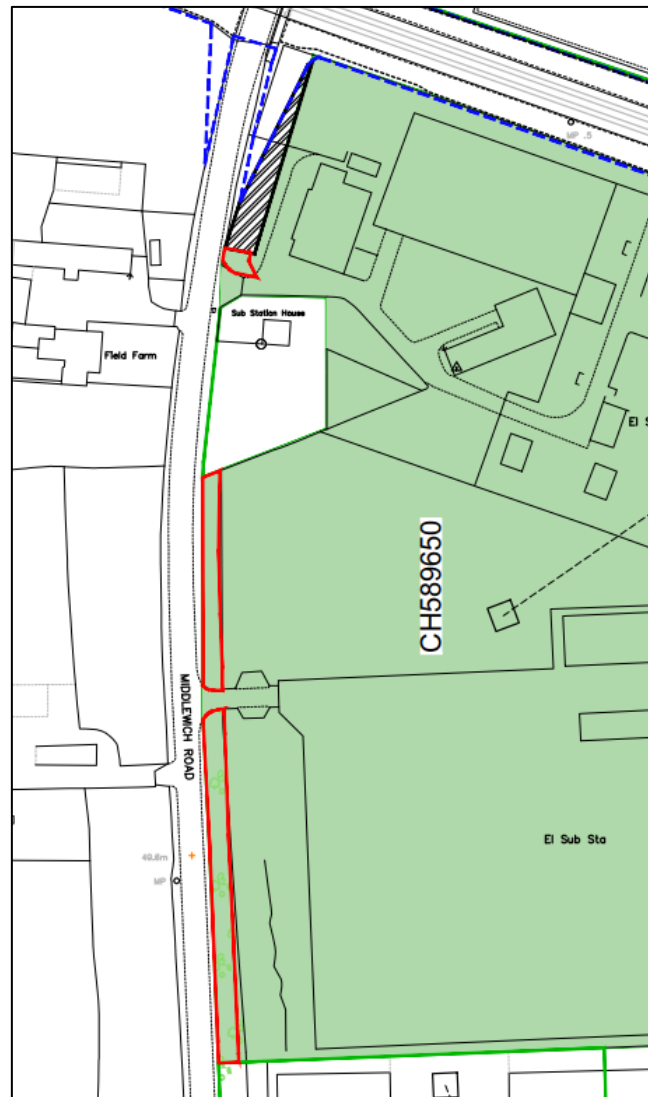


We have held positive discussions with Network Rail and their Agents and we have recently met on site with SPEN to discuss the extent of their site. Network Rail required detailed design plans so they can assess how the Scheme is to effect their works to the Boulderstone Bridge.

Plot 4 – Scottish Power Energy Networks (SPEN)

This section comprises of circa 0.21 acres (843 sq m) in two separate parcels. The parcel to the north extends to 46 sq m and it is separated by Substation House. There is also unregistered land to the north which extends to 0.07 acre (285 sq m) which is currently subject to a boundary dispute between SPEN and Network Rail. The northern section is occupied by part grass covered highway verge with the remainder forming part of their site compound which is gravel covered. The majority of the unregistered land appears to be within the SPEN fenceline and is gravel covered.

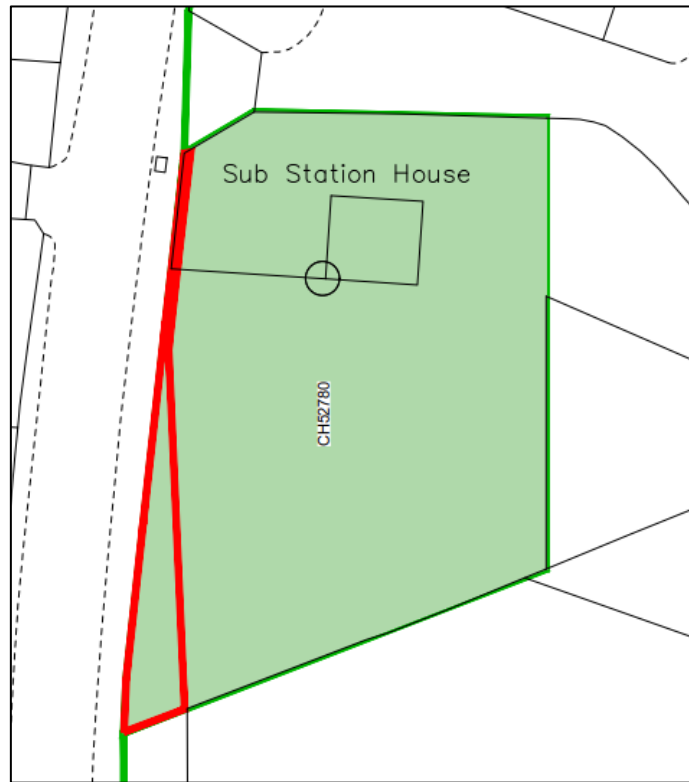
We understand the southern section of the land is outside of SPEN's operational boundary and is currently occupied by a row of trees, hedges and shrubs. The extent of SPEN's ownership is delineated red and the unregistered land is delineated and hatched black on the following Scheme Plan.



Discussions with SPEN have been positive and they have been cooperative when organising Bat / Tree surveys on their land. The land required to the south of their ownership is outside of their operational boundary. As mentioned above, we have met with SPEN and Network Rail and discussed the extent of their respective site boundaries where the land is unregistered. Once detailed design plans are provided we can progress matters with SPEN.

Plot 5 – Sub Station House

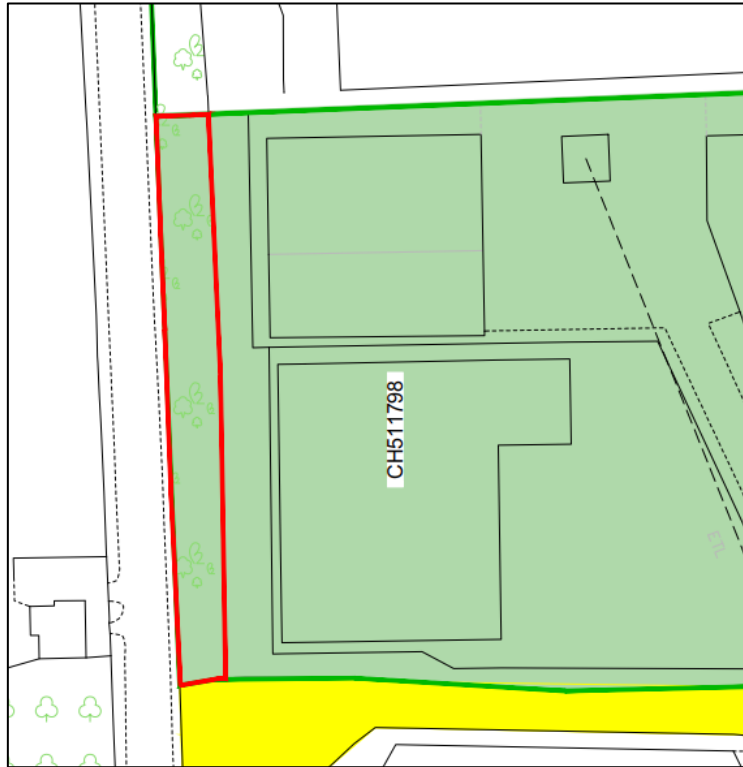
This section comprises of circa 0.02 acres (91 sq m) of residential garden land with a hedgerow and various sheds situated on the section of land. It is situated between the two SPEN plots. It is delineated red on the following Scheme Plan.



During an onsite meeting with the land owner it was requested that we minimise the proposed land take at the northern point of this plot. This has been fed back to the Council and an amendment to the design of the Scheme has been made which minimises the loss to the land owner as per their request. We have received the detailed design plan for this land parcel and we are arranging a meeting onsite where we are optimistic that an agreement can be reached on the proposed land take.

Plot 6 – Commercial Land

This section comprises circa 0.15 acres (603 sq m) of woodland which falls outside the operational boundary of the industrial units to the east on Marshfield Bank. It is delineated red on the following Scheme Plan.



At the date of writing we have been unable to contact the land owner who is a private individual. We have made further enquiries via a private investigator to assist with making contact with the land owner as it would be most beneficial to agree a land take on a voluntary basis, however, we understand should contact not be made with the land owner steps have been taken to begin the process of securing the land via a Compulsory Purchase Order (CPO). A CPO will be a 'last resort' and we will continue to attempt to make contact with the land owner. We do not propose to provide detail on the potential CPO at this stage as it is too early to have enough information regarding securing this land.

Summary and Next Steps

Negotiations have been positive at this stage. All of the land owners, with the exception of plot 6 who has not yet been contactable, have provided an indicative agreement to proceed with any land acquisition subject to confirmation of the detailed design and a formal valuation.

Once we have received the detailed design plans following the topographical survey we are to arrange to meet each land owner on site so we can conclude negotiations on the extent of the potential land takes and provide an indication of compensation we will pay for their land. On the basis the land takes are acceptable, we would arrange for the land to be 'staked out' so the land owners can visualise the land take.

We propose to utilise template heads of terms which we are confident to agree this year, subject to the land take areas being acceptable to each land owner.

All acquisitions are subject to confirmation of good and marketable title documents and for the Land Referencers to be instructed to undertake a comprehensive assessment of the legal titles of the land required.

We trust the above is sufficient for your needs. However, should you have any queries or require clarification on any points then please do not hesitate to contact the writer.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Stuart Avery', with a long horizontal flourish underneath.

Stuart Avery BSc (Hons) MRICS
Senior Surveyor
For and on behalf of Sanderson Weatherall LLP

Tel: 0161 259 7046

Email: stuart.avery@sw.co.uk

Annex E Scheme Options

No.	Name	Description	Funding viability		Stage One : LTP4 Objectives						Stage Two			Conclusion	
			Can the intervention be delivered within secured funding	Can the intervention be delivered within the funding timeframe	Supporting growth and economic strength through connectivity	Improve access to services	Protect and improve the natural and built environment	Promote health, wellbeing and physical activity	Improve the maintenance and management of the transport network	Improve organisational efficiency and effectiveness	Technical Feasibility	Value for money	Affordability		Acceptability
1	Do Nothing	Users will continue to utilise existing provision which mainly involves cyclists travelling on-road. Sunnybank Road will be closed, so length of journey would worsen for cyclists and pedestrians.	YES	YES	N	N	N	N	N	N	Y	Y	Y	Y	No interventions will see the route worsen due to the closure of Sunnybank road.
2	Do Minimum	This option is for an on road option along the A530. This option is not desirable due to the road width being constrained. This would be a safety concern, in particular when HGVs use this route.	YES	YES	Y	Y	Y	Y Limited due to safety concerns	N	N	N Constraints on A530 due to width of carriageway / Safety with traffic on	N	YY	N	Option is a safety concern due to road widths on the A530
3	Do Something 1	Crewe route one : The route extends along Middlewich Road between Wistaston Green Road and Coppenhall Lane and then from the A530/A532 roundabout northwards along the A530. This project capitalises on the opportunity created by Network Rail widening the Boulderstones Bridge (on the A530).	YES	YES	YY	YY	YY	YY	YY	Y	Y Liaison with NR over Boulderstones Bridge required	YY	YY	Y However, requires land acquisition/liaison with landowners	Option has minimal constraints and is the selected route.
4	Do Something 2	Crewe route two : The route extends along Middlewich Road from the junction with Wistaston Green Road, before continuing along Coppenhall Lane and Sunnybank Road. The route would then cross over the railway and continue parallel to the railway line, ending at the A530 at Boulderstones Bridge.	YES	YES	YY	YY	YY	YY	YY	Y	N Constraints on on Sunnybank Road and Road will close as part of the Bentley Masterplan	N Sunnybank Rd closure will not allow access to Bentley/NW Crewe	Y	Y	Discounted due to the closure of Sunnybank Road as part of the Bentley Masterplan.
5	Do Something 3	Crewe route three : This option would start at the A530/A532 roundabout, creating a route offline that passes behind the small number of properties on the A530	YES	YES	Y	Y	Y	YY	YY	Y	Y Liaison with NR over Boulderstones Bridge required	Y	Y	Y However, requires land acquisition/liaison with landowners	Discounted as a result of the route not having an active frontage which impacts the perception of safety, and indirect route.

**Annex F
Stakeholder Plan Summary**

Communication Timeline										
	Week 1	Week 2	Week 3	Week 4	Week 5	Week 6	Week 7	Week 8	Week 9	Week 10
Workstream	14/10/2019	21/10/2019	28/10/2019	04/11/2019	11/11/2019	18/11/2019	25/11/2019	02/12/2019	09/12/2019	16/12/2019
Website	Prepare website page information	Create webpage incl images of route alignment				Close feedback on webpage	Review feedback	publish feedback findings on webpage		
Press Release			advise webpage is available and info on background (same information on webpage)							
Social Media			Start of engagement, route alignment information		Reminder of closure date for feedback			Reminder of publication of feedback on line		
Letter/Enquiries			Letters and scheme leaflets hand delivered to properties fronting the routes							
			Responding to enquiries as appropriate							

Other future key engagement activities include: engagement with stakeholders on detailed designs (Summer 2019); pre-construction engagement with properties fronting on to scheme (Summer / Autumn 2020).

External Stakeholder by Tier				
Group/Tier	Organisations	Key Requirements	Communication and engagement channels	Frequency/Times
1: Strong buy-in (high interest/high influence)	<ul style="list-style-type: none"> Political – MP's, members of council wards located close to scheme. 	<ul style="list-style-type: none"> Need to understand the scheme, key stage dates during design and construction, 	<ul style="list-style-type: none"> Written communication 	<ul style="list-style-type: none"> Initial meeting,
	<ul style="list-style-type: none"> CEC internal stakeholders. 	<ul style="list-style-type: none"> Residents and businesses affected by land requirements need to understand impacts of land requirement and any access restrictions that may need to be introduced 	<ul style="list-style-type: none"> Individual meetings where required 	<ul style="list-style-type: none"> written or face to face updates as necessary
	<ul style="list-style-type: none"> Local Cycling Champions 			
	<ul style="list-style-type: none"> Businesses directly affected by the scheme works. 			
	<ul style="list-style-type: none"> Residents located close to the scheme 			
	<ul style="list-style-type: none"> Residents affected by land take (permanent and / or temporary) Businesses affected by land take (permanent and / or temporary) 			
2: Need to engage (high interest/low influence)	<ul style="list-style-type: none"> Community – schools, charities, societies, associations and voluntary groups, churches 	<ul style="list-style-type: none"> To be knowledgeable at key stages of the scheme development and able to provide timely and relevant information to the project as necessary. 	<ul style="list-style-type: none"> Written communication 	<ul style="list-style-type: none"> Ad-hoc as and when required to meet overall scheme timeline and objectives
	<ul style="list-style-type: none"> Transport – buses, taxis, NMU 		<ul style="list-style-type: none"> Press release 	
	<ul style="list-style-type: none"> Businesses located in vicinity of construction but not directly affected 			
	<ul style="list-style-type: none"> Residents located near scheme alignment or within stakeholder engagement area 			
	<ul style="list-style-type: none"> Contractors undertaking works on adjacent carriageways Local employers whose staff may be affected by disruption to their journeys during construction 			
3: Maintain interest (low interest/low influence)	<ul style="list-style-type: none"> Political – members of council wards not directly affected but bordering the scheme 	<ul style="list-style-type: none"> To be informed about the scheme at key stages of design and construction 	<ul style="list-style-type: none"> Written communication 	<ul style="list-style-type: none"> Ad hoc - as and when required to meet overall scheme timeline and objectives
4: Keep informed (low interest/low influence)	<ul style="list-style-type: none"> Large businesses outside of main engagement area but in vicinity of scheme 	<ul style="list-style-type: none"> To be informed about the scheme at key stages 	<ul style="list-style-type: none"> Written communication 	<ul style="list-style-type: none"> At key stages Timed to coincide with regular existing comms channels
	<ul style="list-style-type: none"> Media 		<ul style="list-style-type: none"> Press notices 	
	<ul style="list-style-type: none"> Stakeholders who would normally be travelling adjacent to the proposed cycle routes or who may be affected by associated works on carriageway 		<ul style="list-style-type: none"> Social media 	

Annex G
Section 151 Sign Off

Management Suite
Westfields
Middlewich Road
Sandbach
Cheshire
CW11 1HZ

Email: alex.thompson@cheshireeast.gov.uk

For the attention of Philip Cox
5th November 2019

Dear Philip

Wilmslow and North West Crewe LGF Cycling Schemes

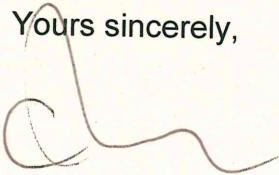
As Section 151 Officer for Cheshire East Council, I confirm that the scheme cost estimates quoted in this business case have been prepared by appropriately qualified and experienced staff. To the best of my knowledge, they are an accurate and reliable statement of the scope of works.

In proposing this bid for Local Growth Funding to the LEP, I can confirm that Cheshire East Council has;

- allocated sufficient budget to deliver the Crewe and Wilmslow schemes detailed in this business case on the basis of the proposed funding contributions;
- accepted the responsibility for any potential scheme costs over and above the funding contributions defined in this business case submission.

Therefore, I recommend this bid to the LEP and hope that you are able to consider it favourably.

Yours sincerely,



Alex Thompson
Director of Finance & Customer Services
Cheshire East Council

Annex H
Letter of Support

3rd November 2019



Dear John,

We are writing to support the proposal to extend the Connect 2 scheme from the Rising Sun up northwards alongside the A530 and link into the wider NW Crewe Infrastructure Package. The existing connect2 route is very well used, especially by workers to Bentley. Many say that they would cycle to work if the route was more complete (we estimate about 100 regularly use it, and [Bentley](#) report that 444 employees regularly cycle to work overall).

We represent a large local community of utility cyclists and walkers, rather than sport or leisure. We believe that the extension will significantly reduce traffic congestion, improve air quality and health that are an increasing obstacle to local economic growth. (South Cheshire Chamber magazine Spring 2018). Traffic congestion is already impacting on local businesses and will deteriorate with increased housing near this route. Parking is a key issue, especially at Leighton Hospital, and enabling visitors and staff to cycle there would reduce parking problems, improve health and air quality which is a major factor in the high incidence of respiratory emergency [admissions](#).

[Sustrans](#)' recent research explores five key areas where walking and cycling contribute towards economic performance that are applicable to this project:

- Keeping people and business moving (reducing congestion).
- Supporting local businesses and high streets (quality of life and retail vitality).
- Improving business efficiency (reduced absenteeism as a result of a healthier and happier workforce).
- Direct job creation.
- Leisure and tourism and support for cycling industry.

Evidence indicates that this kind of project can boost the local economy. A similar NW project already provides a 2.6km traffic free alternative for cyclists travelling between Knowsley Business Park and the existing networks and increased cycle trips 126% leading to a benefit cost ratio of 5.2 to 1. The new bridge in Weymouth, also named connect2, lead to an unparalleled benefit of 6.8 to 1. We expect these returns to be replicable in Cheshire.

Our support is made on the understanding that we will be able to work closely with the planners to ensure that it meets the highest engineering standards and signage, especially safe and convenient direct crossings at the roundabout. We also expect that a maintenance schedule will be agreed at the outset. This will enable, as well as encourage, the meeting of climate change and other key targets across Cheshire and the LEP. See below for references.

Yours sincerely

Ben Wye

Economic benefits	Indicators	Setting	Types of Project	
			Infrastructure	Revenue
Reduced congestion	Reduced car use	Primarily Urban	New routes (on and off road) Links Improved access	Personalised Travel Planning Workplace Travel Planning
Support to local businesses and high streets	Quality of Life	Urban	Links	Community Street Design
	Retail vitality	Rural	Improved access	Personalised Travel Planning
Improved business efficiency (reduced absenteeism, presenteeism and costs of recruitment)	Increased physical activity, as a result of increased active travel	Urban	New routes (on and off road) Links Improved access	Personalised Travel Planning Workplace Travel Planning
Direct job creation	Jobs created per £ investment and/or jobs created per km of new route	Urban and rural	New routes	
Leisure and tourism	Increased usage on routes Retail vitality surveys	Long-routes (urban and rural)	New routes	Promotion of new and existing routes

South Cheshire Chamber magazine issue 48 Spring 2018

Investing in Cycling and Walking The Economic Case for Action, Department for Transport 2014

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/416826/cycling-and-walking-business-case-summary.pdf

Active Travel Toolkit - Making the economic case for active travel, April 2019

<https://www.sustrans.org.uk/our-blog/research/all-themes/all/active-travel-toolkit-making-the-economic-case-for-active-travel/>

To: John Davies

Strategic Infrastructure, Cheshire East Highways

6th Floor, Delamere House,
Delamere Street, Crewe, CW1 2LL