



Cheshire and Warrington Local Transport Body Agenda

Date: Friday, 4th October, 2019
Time: 10.00 am
Venue: Chester Town Hall-Northgate Street, Chester, CH1 2HJ

The agenda is divided into 2 parts. Part 1 is taken in the presence of the public and press. Part 2 items will be considered in the absence of the public and press for the reasons indicated on the agenda and in the report.

PART 1 – MATTERS TO BE CONSIDERED WITH THE PUBLIC AND PRESS PRESENT

1. Appointment of Temporary Chairman for the Meeting

To appoint a temporary Chairman for the meeting.

2. Welcome, Introductions and Apologies for Absence

The Chairman will open the meeting and welcome attendees to the meeting of the Local Transport Body.

3. Declarations of Interest

To provide an opportunity for Members and Officers to declare any disclosable pecuniary and non-pecuniary interests in any item on the agenda.

4. Minutes of Previous meeting (Pages 1 - 8)

To approve the minutes of the meeting held on 25 July 2019.

5. Public Speaking Time/Open Session

For requests for further information

Contact: Sarah Baxter

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A period of 15 minutes is allocated for members of the public to address the meeting on any matter relevant to the work of the body in question. Individual members of the public may speak for up to 5 minutes but the Chairman or person presiding will decide how the period of time allocated for public speaking will be apportioned where there are a number of speakers.

6. **Prioritising Business Case Development** (Pages 9 - 44)

To consider a report on prioritising business case development.

7. **HS2 and Crewe Hub Update** (Pages 45 - 46)

To receive an update in respect of HS2 and the Crewe Hub.

8. **Northern Powerhouse Rail Update** (Pages 47 - 50)

To receive an update on the Northern Powerhouse Rail.

9. **Transport for the North Update** (Pages 51 - 52)

To receive an update on Transport for the North.

10. **Department for Transport Update**

To receive a verbal update from the Department of Transport.

11. **Highways England Update**

To receive a verbal update from Highways England.

12. **Update on Local Authority Major Scheme Progress** (Pages 53 - 74)

To receive verbal/written updates from each of the Local Authorities.

13. **Date of Next Meeting**

To confirm the date of the next meeting as Friday 10 January 2020.



**Cheshire and Warrington Local Enterprise Partnership
Cheshire and Warrington Local Transport Body**

Thursday, 25th July, 2019 at The Capesthorne Room - Town Hall,
Macclesfield SK10 1EA

PRESENT

Members

Councillor H Mundry (Chairman)

Councillor C Browne.

OFFICERS IN ATTENDANCE

Lisa Harris, Cheshire West & Chester Council

Chris Hindle, Cheshire East Council

Steve Hunter, Warrington Borough Council

Roy Newton, C&WLEP

Richard Perry, Department of Transport

Mike Sinnott, Highways England

Andrew Ross, Cheshire East Council

1 APPOINTMENT OF TEMPORARY CHAIRMAN FOR THE MEETING

It was moved and seconded that Councillor H Mundry be appointed as Chairman for the meeting.

RESOLVED

That Councillor H Mundry be appointed as Chairman for the meeting.

2 WELCOME, INTRODUCTIONS AND APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor K Shore.

3 DECLARATIONS OF INTEREST

There were no declarations of interest.

4 MINUTES OF PREVIOUS MEETING

The minutes of the meeting held on 21 December 2019 were received.

5 PUBLIC SPEAKING TIME/OPEN SESSION

There were no members of public present who wanted to speak.

6 DRAFT WORKPLAN FOR LTB FOR 2019/2020

Roy Newton, Cheshire & Warrington Local Enterprise Partnership (C&WLEP) presented a report to Members which set out the recommended priority areas of work for 2019/20 in order to further develop and deliver the transport strategy aligned with the development of the Local Industrial Strategy.

Councillor C Browne welcomed the fact that the delivery of the Crewe hub was a key priority. In addition he appreciated the comments made in respect of the bus strategy and that a different emphasis would be placed on each local authority. He considered that the strategy would fit in with the Council's objective to use more sustainable methods of transport.

Further comments were made in respect of the rail connectivity to Scotland and how this should not be lost but improved, necessity for the plan to include connections to North Wales and cleaner air, congestion and improvements to cycle ways should also be referred to within the priority of areas of work.

The LEP and LTB were commended for taking forward the work programme given the Government's strong emphasis on working collaboratively.

RESOLVED

That the work programme be agreed.

7 PRIORITISING BUSINESS CASE DEVELOPMENT

Roy Newton, C&WLEP presented a report on prioritising the business case development.

Councillor C Browne welcomed the decision to allocate £400,000. One further comment was made in respect of a study for the A50 corridor, however this had not made it onto the existing list of transport projects. It was confirmed that the list was not exhaustive and that the study would be added to the list.

RESOLVED

That the process for prioritising studies and/or business case development for potential LEP funding contribution be noted.

8 HS2 AND CREWE HUB UPDATE

Chris Hindle, the Head of Infrastructure at Cheshire East Council gave an update to Members on HS2 and the Crewe hub.

It was reported that Cheshire East Council alongside the LEP was working closely with the Government in relation to enhancements to Crewe station. Existing platforms will be extended to accommodate HS2 trains and new depot facilities would be provided to the south of Winsford/Middlewich. It was further reported that work was being undertaken to develop proposals for a new transfer deck and roof within the station. The outcome of this work would be presented to Members in due course.

Work was also being undertaken in respect of the Area Action Plan to ensure that the right form of development around the station was achieved. A wider transport strategy is being developed in parallel. The road network around the station was of particular concern and this needed resolving. One option being considered was the possibility of a new bridge on the South side of the station which would take some pressure off Nantwich Road. Further progress on this would be reported to a future meeting.

It was emphasised that the Crewe hub was not just part of HS2 but an important component of the Northern Powerhouse Rail.

RESOLVED

That the update be noted.

9 NORTHERN POWERHOUSE RAIL UPDATE

Roy Newton, C&WLEP gave an update on progress made by Transport for the North (TfN) and the Department for Transport (DfT) who had jointly commissioned the business case work for the Northern Powerhouse Rail (NPR).

It was commented that the Crewe connection for HS2 was necessary and the funding whilst wasn't there was required.

It was emphasised that connections from the NPR to the wider area were fundamental in order to ensure wider North connections could be made.

RESOLVED

1. That the progress made to date by the Department for Transport and Transport for the North in the preparation of a Draft Strategic Outline Business Case for Northern Powerhouse Rail be noted.
2. That the key issues for Cheshire and Warrington with regard to the Northern Powerhouse Rail proposals be noted.

3. That updates on both of these matters would be provided at a future meeting of the Cheshire and Warrington Local Transport Body.

10 **TRANSPORT FOR THE NORTH UPDATE**

Roy Newton, the Transport & Investment Director from Cheshire & Warrington Local Enterprise Partnership attended the meeting and updated Members with progress made in respect of Transport for the North.

One comment was made reminding Members of the importance of acknowledging the link from the report provided and priorities for the LEP schemes highlighted in the investment plan.

RESOLVED

1. That the Transport for the North developments and continuing activities be noted:

2. That the Cheshire and Warrington LEP also be a co-opted member of TfN.

3. That the Local Enterprise Partnership and all three Local Transport Authorities across Cheshire and Warrington are fully represented on the TfN Partnership Board, TfN Board (Members and LEPs) and Executive Board (Local Transport Authority Officers) by Christine Gaskell (LEP) Cllr Hans Mundry (Warrington Borough Council), Cllr Louise Gittens Shore (Cheshire West and Chester Council) and Cllr Craig Browne (Cheshire East Council). Further to this an officer from each of the three authorities should sit on the TfN Executive Board.

4. That the progress made on all of the TfN work streams as listed and Briefly summarised in Section 3 of the report be noted.

11 **MID-CHESHIRE LINE STUDY UPDATE**

Roy Newton, C&WLEP gave a verbal update. He reported that the LEP alongside Cheshire East Council and Cheshire West & Chester Council had funded a feasibility study and that the work had now concluded and it was anticipated that information on this would be uploaded onto the LEP website shortly. Furthermore he stated that the LEP was in the process of preparing a two sided summary which would also be uploaded to the LEP's website and distributed to Members as soon as possible. The next stage would then be to look at developing a strategic outline business case.

RESOLVED

That the update be noted.

12 DEPARTMENT FOR TRANSPORT UPDATE

Richard Perry from Highways England attended the meeting and gave an update on behalf of the Department for Transport (DfT).

He reported that the new Secretary of State for Transport was Grant Shapps. In respect of the spending review a decision on this would be taken early December. It was anticipated that there would be additional funding for transport and hopefully there would be an opportunity to bid for further funding. It was noted that £198 million was being made available and that £150 million was the pinch point.

RESOLVED

That the update be noted.

13 HIGHWAYS ENGLAND UPDATE

Mike Sinnott from Highways England attended the meeting and gave the following updates:-

RIS1 schemes in Cheshire & Warrington

- M6 J19 remained on track and work was due to start on site before the end of RIS1.
- Members were updated on the status of some Highways England schemes via the Delivery Plan 2019/20 Update.
- Earlier in the year it was announced the rescheduling of the North West smart motorway programme to ensure disruption was kept to a minimum for customers. This meant work would start on the M6 J21a-26 in 2022.
- There was a need to improve the M6 junction 22 and further work was required in order to make sure the solution was the right one. As such, work was being undertaken with some additional investigation to improve proposals. Further details would be provided in due course.
- A further review of the M56 J11a scheme. Recent improvements to the roundabout at junction 12 for the Mersey Gateway Bridge alongside safety improvements at junction 11 have helped improve congestion and traffic flow.
- Investigations were taking place in respect of replacing the existing A533 Expressway bridge which would help improve safety, journey experience and ensure it was future proofed. Works were currently anticipated in 2020 or 2021.

RIS2

- Remained unclear how the funding would be allocated.
- RIS2 Investment Plan (major schemes) expected in the Autumn.

- Anticipating continued inclusion of Designated Funds, for Users & Communities, Safety & Congestion, Modernisation & Innovation, and Environment – but criteria and levels of funding associated with each were not yet clear. Funding could be constrained, but Highways England was working with Cheshire & Warrington stakeholders to understand needs and aspirations to inform Highways England thinking about schemes which could be progressed under these funds in RIS2.

RESOLVED

That the update be noted.

14 UPDATE ON LOCAL AUTHORITY MAJOR SCHEME PROGRESS

Updates were provided for each local authority area.

Cheshire East

- Sydney Road Bridge Improvement
- Poynton Relief Road
- Middlewich Eastern Bypass
- North West Crewe Package
- A500 Dualling

Cheshire West & Chester

- A51-Funding had been agreed and the Council was due to start the CPO process. Ecological works had already commenced and it was anticipated that physical activity taking place on site in Spring.
- Gladbrook Pinch Point Programme-The tender process would be anticipated to end by the Summer with physical activity taking place on site in November.

Warrington

- Waterfront Western Link-DfT Large Local Majors Fund
- M62 Junction 8-Local Growth Fund-COMplete
- Warrington East Ph1-Local Growth Fund-COMplete
- Centre Park Link-Local Growth Fund-ON SITE
- Warrington West Station-Local Growth Fund-ON SITE
- Warrington East Phases 2&3-Local Growth Fund-ON SITE
- Sustainable Transport Project-Access Fund-Local Growth Fund
- Omega Local Highways-Local Growth Fund

RESOLVED

That the updates be noted.

15 DATE OF NEXT MEETING

RESOLVED

That the date of the next meeting take place on 4 October 2019.

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Cheshire & Warrington Local Transport Body

Date of Meeting: Friday 4th October 2019
Report of: Roy Newton
Subject/Title: Prioritising Business Case Development

1. Report Summary

- 1.1. At the meeting on Thursday 25 July 2019 the LTB noted that the LEP Strategy Committee had allocated £200,000 to support the development of business cases for Crewe Hub Access Package, Winnington Hill/Bridge Corridor Study and Warrington Last Mile - Town Centre Masterplan.
- 1.2. A further £200,000 is available for studies/business case development for this financial year and this report sets out recommended priorities for the funding. Successful projects need to be able to demonstrate their fit with criteria agreed by the LEP's Strategy Committee which include Strategic fit of the proposal against sub-regional strategies and priorities; the potential to secure government/3rd party funding for delivery; the amount of funding the scheme promoters are contributing and the degree to which the project is likely to deliver a scheme which offers good value for money. Additionally, government sources are indicating that there is likely to be funding available from April 2020 for schemes which are ready to be delivered or have elements which could be delivered in 2020.
- 1.3. The three local authorities submitted projects which have been assessed against the criteria. As a result, the projects below are recommended for LEP funding contributions:
 - a. Transport Masterplan for the Warrington Last Mile Project (£25,000 LEP contribution)
 - b. Local Cycling and Walking Infrastructure Plan – corridor studies in Warrington Borough (£60,000 LEP contribution)
 - c. Chester City Gateway Masterplan Incorporating Hoole Bridge Feasibility Study (£65,000 LEP contribution)
 - d. Crewe Hub Access Strategy (£50,000 LEP contribution)
- 1.4. Subject to endorsement or amendments by the LTB the next step will be to submit the projects to the LEP Strategy Committee for approval for funding.
- 1.5. It is intended that additional funding from the LEP will be made available in 2020/21 and 2021/22. This will provide the opportunity to progress other projects, including those with a longer time horizon for delivery. Two projects are not being recommended for funding this financial year simply because they would not be able to commence elements on site in 2020. The projects (Northern Powerhouse Rail Station in Central Warrington and A51/a500 Corridor Study) are nevertheless important for developing effective solutions to support economic growth in the sub-region albeit for longer-term delivery.

Hence it is recommended that these schemes be prioritised for the next tranche of funding which should be available from April 2020 onwards.

2. Recommendation

- 2.1. The LTB is asked to endorse the schemes identified and recommend them to the LEP Strategy Committee for approval.

3. Prioritising Business Case Development

LEP Funding

- 3.1. At its meeting on 20 March the LEP Board agreed to allocate £400,000 per year for three years towards studies/business case development so that the sub-region can develop interventions which support the Local Industrial Strategy and drive improvements in economic productivity.
- 3.2. MHCLG and BEIS have indicated that HM Treasury is considering funding for April 2021 and is likely to be looking for schemes which are “shovel ready”. At its meeting on 12 July 2019 the LEP Strategy Committee agreed three priorities to be taken forward on the basis of their ability to have elements that could potentially be delivered in the financial year 2020/2021. That left £200,000 still to be allocated for projects in the financial year 2019/2020.

Determining Priorities

- 3.3. To secure the maximum outcomes for the financial contribution the LEP Strategy Committee agreed that projects should contribute to and be assessed against the following criteria:
 - Strategic fit of the proposal against sub-regional strategies and priorities;
 - The degree to which the study/business case has routes which have a good chance of securing government/3rd party funding for delivery;
 - The amount of funding towards the study/business case development by scheme promoters;
 - The degree to which the study/business case is likely to deliver a scheme which offers good value for money
- 3.4. In terms of strategic fit the LEP Strategy Committee agreed that proposals will be considered in terms of their contribution to the following:
 - spatial priorities (Science Corridor, MDA, Constellation, Warrington New City)
 - thematic priorities (transport, skills/education, energy, quality of place, digital, housing, science/innovation)
 - emerging Local Industrial Strategy priorities:
 - *raising productivity and focusing on competitive advantage* (build the super strengths, address sector underperformance, develop supply chain innovation and foster cross-sector collaboration)
 - *building resilience in the economy* (create a more dynamic business base, use digital to innovate, diversify investment in research and development, expand international links)
 - *increasing earnings power of every resident* (improve progression in work, develop an education system which meets labour demand, encourage entry level positions, including apprenticeships)
 - *leading the clean growth grand challenge*
 - *enabled by strategic investments in infrastructure and place*

4. Proposed Projects

- 4.1. Following discussions with the three local authorities a number of potential priority projects were identified and are attached at Appendix 1. These comprised:

Cheshire East Council

- Crewe Hub Access Strategy – request for an additional £100,000 to the £75,000 previously allocated (with CE total contribution of £545k)

Joint Cheshire East/Cheshire West and Chester Councils Submission

A51/A500 Corridor Study – request for £26,000 (with £26,000 contribution each from CWaC and CE)

Cheshire West and Chester Council

- Chester City Gateway Masterplan – request for £75,000 (with £75,000 from CWaC)

Warrington Council

- Last Mile Town Centre Masterplan – request for an additional £25,000 to the £50,000 previously allocated (with a further £25,000 contribution from WBC ie 50% matched funding)
- Local Cycling and Walking Improvement Plan Corridor study and design – request for £60,000 (with £60,000 from WBC)
- Northern Powerhouse Rail – Warrington Town Centre study – request for £30,000 (with £30,000 from WBC)

- 4.2. The request for contributions totals £316,000 and hence exceeds the £200,000 available. Given that government sources are indicating that there is likely to be funding available from April 2020 for schemes which are ready to be delivered or have elements which could be delivered in 2020 it is recommended that this tranche of funding be prioritised on schemes which could be in a position to bid for government funding for delivery in 2020.

- 4.3. Neither A51/A500 Corridor Study nor Northern Powerhouse Rail – Warrington Town Centre study could deliver schemes in 2020 hence it is recommended that they are not prioritised for LEP funding at this stage. That still leaves a request of £260,00 hence discussions were undertaken with the local authorities to see which of the schemes could still go ahead with a reduced LEP contribution. As a result of the discussions the following contributions are recommended:

- Warrington Last Mile Town Centre Masterplan – £25,000
- Warrington Local Cycling and Walking Improvement Plan Corridor study and design – £60,000
- Chester City Gateway Masterplan – £65,000
- Crewe Hub Access Strategy – £50,000

- 4.4. All of these schemes should be able to have elements which could start on site in 2020 and have a good spread of benefits their benefits which are set out in the scheme proformas attached at Appendix 1.
- 4.5. Whilst the Northern Powerhouse Rail Station in Central Warrington and A51/A500 Corridor Study are not being recommended for funding this financial the projects are nevertheless important for developing effective solutions to support economic growth in the sub-region albeit for longer-term delivery. Hence it is recommended that these schemes be prioritised for the next tranche of funding which should be available from April 2020 onwards.

5. Next Steps

- 5.1. Once the priorities have been endorsed by the LTB a report will be taken to the LEP Strategy Committee recommending that the projects receive the financial contributions. Briefs for the studies/business cases would then be prepared by the relevant local authority.

Appendix 1 – Scheme Proformas

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| Project Name: | Crewe Hub Access Strategy | |
| Brief Description: | <p>Development of detailed business case(s) to support a programme of key transport interventions and improvements to facilitate multi-modal access to the Crewe Hub station and support the draft Crewe Hub Area Action Plan (CHAAP).</p> <p>Effective and efficient access to an enhanced HS2 hub station at Crewe by all modes of transport is critical to enable the town and the Cheshire & Warrington region to fully capitalise on the opportunities of HS2 to the area.</p> <p>An initial transport assessment has identified a series of transport interventions that will support the regions ambitious plans for economic growth and regeneration. These include a new railway bridge crossing (the Southern Link Road Bridge) and a series of key junction improvements that will address a number of the existing highway constraints and provide improved links between the Crewe hub station and the strategic road network. These schemes will need to be taken through detailed design and necessary business cases will need to be developed.</p> <p>The Crewe Hub Access Strategy will also identify key interventions to support public transport, walking and cycling to the station and across the CHAAP area; supporting the active travel and sustainability ambitions of the area.</p> <p>This project will progress these initiatives into detailed schemes with supporting businesses cases that can leverage appropriate funding to deliver.</p> | |
| Strategic Fit | Impact | Notes |
| a. SEP | Significant | The Crewe Hub and Constellation Partnership is one of the overarching priorities of the SEP and a significant contributor to its economic ambitions. |
| b. LIS | Significant | The regions HS2 ambitions are a key contributor the regions emerging LIS and predicated on getting the right solution for the Crewe Hub |
| c. Constellation | Significant | The Crewe Hub is the key transport hub of the Constellation Partnership and, along with HS2 connectivity to Stoke-on-Trent and Stafford, underpin the regions ambitious Growth Strategy |
| d. EZ | Minimal | Minimal impact on existing EZ |
| e. Supporting strategies e.g. | | |

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| Transport strategy, digital, skills etc | | |
| f. Other | | |
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| To what degree would the business case/study address the following: | Impact | Notes |
| a. Increasing productivity | Significant | Effective transport network around, and access to the new Crewe hub station, is critical to unlocking the full productivity of the CHAAP and spreading productivity benefits across the region |
| b. Unlocking development | Significant | The CHAAP development ambitions would be negatively impacted if these interventions were not progressed |
| c. Providing homes | Significant | A fully accessible Crewe Hub is critical to unlocking the housing potential of the Constellation Partnership |
| d. Reducing pollution | Modest | Whilst, there is expected to be an overall increase in traffic as a result of HS2, the Access Strategy aims to better manage the network whilst promoting sustainable travel modes |
| e. Improving sustainable transport | Modest | The Access Strategy will improve sustainable access to the station and around the CHAAP |
| f. Tackling congestion | Significant | The area around Crewe Railway Station is severely congested. Increased passenger numbers as a result of HS2 will only heighten these problems. The Access Strategy will aim to address these constraints whilst supporting the CHAAP |
| g. Reducing accidents | Modest | The Access Strategy will seek to reduce conflicts between vehicular and non-vehicular traffic, including Nantwich Road Bridge reducing the risk of accidents. The Southern Link Road Bridge will aim to keep as much strategic traffic as possible to the south of the station and not conflicting this with local traffic. |
| h. Improving journey reliability | Modest | The Access Strategy will provide increased capacity on the network which in turn will improve reliability |
| i. Increasing network capacity | Modest | Key interventions, including the Southern Link Road Bridge, will increase capacity on the network |
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| Total cost of business case/study | £720,000 | |
| Contribution of promoting authority | £545,000 | |
| Level of contribution sought from LEP | £100,000 (additional to the £75,000 previously allocated) | |
| Other contributions | | |
| | | |
| Timescale for developing business | 2019/20 | |



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| case/study | |
| What is the funding mechanism for delivering the solution identified by the business case/study? | A combination of central and local government funding, including Local Majors Funding |
| What is the anticipated timescale for delivering the solution identified by the business case/study? | End of 2025 for all components. Some elements, e.g. junction improvements could commence in 2020. |
| Any other information | |

Business Case/Study Pro Forma

Impact: Score as either Negative, Minor, Modest or Significant and set out briefly the reasons for the score in the Notes section

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| Project Name: | A51/a500 Corridor Study | |
| Brief Description: | <p>A study to consider options to tackle capacity constraints and network resilience along the A51 corridor between the M6 in Crewe and A55 in Chester. The scheme will also help to address severance amongst communities along the route while unlocking growth along the route. The work will provide an evidence base for future business case development.</p> <p>The proposal is to commission an A51 Corridor Study in order to gather robust evidence and make the case for internal and external investment in transport enhancements along the strategic road corridor that crosses both boroughs of Cheshire West and Cheshire East.</p> <p>The work supports partners such as the Department for Transport, Transport for the North, the Constellation Partnership, Mersey Dee Alliance, Welsh Government, Transport for Wales and the Cheshire and Warrington Local Enterprise Partnership. It will continue to deliver the shared objectives and corporate policies of both Cheshire West & Chester and Cheshire East Council's by delivering growth in housing, employment and retail.</p> <p>Potential opportunities include -</p> <ul style="list-style-type: none"> ▪ Improving connectivity on both sides of the border with Cheshire West & Chester and Cheshire East, enabling improved access to new and emerging development sites, including: Deeside and Ellesmere Port Enterprise Zones, HS2 Railway Hub, Crewe High Growth City and central Chester. ▪ Addressing access requirements for current (and potentially longer term) Local Plan allocations. ▪ Addressing key congestion pinch point along the corridor. ▪ Resolving congestion and air quality issues along the corridor, while improving journey time reliability. ▪ Improving access and connectivity to key urban centres and railway stations. ▪ Improving opportunities for using sustainable transport. <p>Work will be undertaken as part of a joint partnership bringing together Cheshire West and Chester Council, Cheshire East Council, Cheshire and Warrington LEP along with the support from; Transport for the North, Department for Transport and Highways England.</p> | |
| Strategic Fit | Impact | Notes |
| a. SEP | Significant | Transport and connectivity are key to realising |

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| | | the Strategic Economic Plan's aspirations to support growth and economic development in the sub region. |
| b. LIS | Modest | Access to key economic centres such as Chester and Crewe is a core theme within the Local Industrial Strategy. The A51 study will also have an impact on the neighbouring Liverpool City region's LIS. |
| c. Constellation | Significant | Supports access to Crewe Hub. Demand on this route is likely to intensify significantly with the arrival of HS2 at Crewe in 2027. |
| d. EZ | Modest | The A51 is already one of the most important external links for the Mersey Dee, connecting to Cheshire East and Staffordshire. For some key employment sectors the A51 is a key commuter corridor for the skilled workforce. |
| e. Supporting strategies e.g. Transport strategy, digital, skills etc | Significant | The study is referenced in the CWLEP Transport Strategy and it is recognised that good transport connections have an impact on economy and growth. Similarly, the Cheshire and Warrington Local Enterprise Partnership has set out its key priorities within the Skills & Education Plan. It emphasises the need to maximise the workforce and retain highly skilled people. Demand for skills is expected to increase as a result of economic growth and planned development. The study will support the unlocking of economic growth identified within the adopted Cheshire West and Chester Local Plan, adopted Cheshire East Local Plan Strategy, HS2 Growth Strategy, CWLEP Strategic Economic Plan (SEP), Transport Strategy and both Northern Power House and North Wales growth ambitions/objectives. |
| f. Other | | <p>Mersey Dee Economic Axis: Having a reliable, resilient transport network for journey to, from and within the north is an integral part of the vision and wider objectives.</p> <p>The A51 is already one of the most important external links for the Mersey Dee, connecting to Cheshire East and Staffordshire. Demand on this route is likely to intensify significantly with the arrival of HS2 at Crewe in 2027. Improvements along this route would not only support the economy of the Mersey Dee, but also help ensure that Crewe takes full advantage of its strategic position.</p> |

| To what degree would the business case/study address the following: | Impact | Notes |
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| a. Increasing productivity | Significant | Better connectivity helps to retain the work force required to facilitate growth to power the Cheshire and Warrington area. Poor transport connectivity can be seen as a barrier to growth. |
| b. Unlocking development | Modest | The corridor links key economic centres of Chester and Crewe, where further development is planned. E.g. Northgate. Development along the route is constrained in places by greenbelt |
| c. Providing homes | Modest | <p>The corridor links key economic centres of Chester and Crewe, where further development is planned. Transformational investment through the proposed Northgate Development will also re-enforce the attractiveness of living in the City Centre. Development along the route is constrained in places by greenbelt, although further developments and homes in economic centres will benefit from improved connectivity.</p> <p>The CWLEP Housing delivery Strategy also looks at productivity and economic gains and suggests a strong focus on the four highly connected urban centres of Warrington, Chester, Macclesfield and Crewe where there is the greatest potential to create the type of places that will be attractive to younger people. The A51 corridor study will facilitate this. Employees need to be able to move easily to where jobs are without being forced into long commutes.</p> <p>Chester is a key economic driver for the borough acting as a sub-regional centre for employment, shopping, leisure, culture and tourism facilities. Local Plan (Part One) policy STRAT 3 sets out the main proposals for Chester to deliver new housing and drive economic growth.</p> <p>Those settlements that border the Green Belt are more restricted as the overall extent of the Green Belt in the borough is protected through strategic policies. However, opportunities do exist to plan for some more limited forms of development such as rural</p> |

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| | | affordable housing and through Community Right to Build Orders. Neighbourhood plans that promote land allocations should be in line with Local Plan (Part One) policy STRAT 9 and the NPPF in relation to development appropriate in the Green Belt. |
| d. Reducing pollution | minor | Impact on air quality would depend on the option taken forward. Schemes that deter certain vehicles using the current A51/A500 corridor would have a positive impact on AQ and particulates. As minimum traffic congestion and standing traffic will be reduced, both of which contribute to poor air quality. |
| e. Improving sustainable transport | Minor/modest | Better journey time reliability will be of benefit to bus operators and passengers using the corridor. Any proposals taken forward will facilitate active modes. This is also bolstered as the Council has recently declared a Climate Emergency, for which Active modes will form an integral part of any design. The Council is also producing a cycling and Walking infrastructure plan. |
| f. Tackling congestion | Significant | It is a busy route carrying commuter, freight and residential traffic. The road suffers from frequent congestion throughout the day. As a key strategic link between North Wales, Chester, Crewe, Northwich and Winsford, the A51/ A500 serves as an important network for freight services. The A51 is a critical route for both high and heavy loads, unable to use the M56. The route suffers from congestion and constraints. Chester Transport Strategy phase 2 recognises a number of congestion hot spots on the corridor. |
| g. Reducing accidents | Modest | Large numbers of slight and serious accidents have occurred on the A51 corridor in the last 5 years. The A51 suffers a number of rear end shunts in particular around some junctions; these are partially being met by the LGF Tarvin to Chester improvement scheme, though this new study will take a corridor approach and understanding of the issues and seek to provide potential solutions. |
| h. Improving journey reliability | Modest | Working in partnership an Option Assessment Report will be completed as part of the feasibility corridor appreciation study, in order to consider all potential traffic mitigation options, screened against core strategic objectives. Sifting will reduce the |

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| | | potential options down and will be subject to further, more detailed appraisal with cost benefit ratios (BCR). The outcome of this work will provide the necessary evidence to produce future; SOBC, OBC and FBC. |
| i. Increasing network capacity | Modest | The study will look at the means to improve capacity and network resilience of the corridor to ensure economic growth is not constrained by poor network resilience. |
| Total cost of business case/study | | |
| Contribution of promoting authority | £26,000 | |
| Level of contribution sought from LEP | £26,000 (assumes CEC prioritise the scheme) | |
| Other contributions | £26,000 Cheshire East Council | |
| Timescale for developing business case/study | | |
| | Scheme objectives are to be agreed with the partners involved but it is envisaged a start would be made in late 2019 | |
| What is the funding mechanism for delivering the solution identified by the business case/study? | | |
| | <p>As Transport for the North are a new statutory body, it is likely that any schemes or corridors identified as priorities in their investment plan (such as the A51/A500 corridor) and as part of the wider MRN could receive funding through that, although future arrangements are not certain at this point. However, at this point the council's investment in these studies is at risk as there can be no guarantee that the studies will lead to any investment in infrastructure.</p> <p>The A51 lies on both Department for Transport (DfT) and Transport for the North (TfN) and Major Road Network due to its strategic nature, as such it is envisaged that a bid for scheme funding would be made through future Large Local Major infrastructure funding pots with match from developer contributions.</p> | |
| What is the anticipated timescale for delivering the solution identified by the business case/study? | | |
| | 2025-2030 | |
| Any other information | | |

Business Case/Study Pro Forma

Impact: Score as either Negative, Minor, Modest or Significant and set out briefly the reasons for the score in the Notes section

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| Project Name: | Chester City Gateway Masterplan Incorporating Hoole Bridge Feasibility Study | |
| Brief Description: | Cheshire West and Chester has prepared a Strategic Outline Business Case (SOBC) for Chester City Gateway, which is a multi-faceted regeneration project centred on Chester Station. The project covers both on-track and off-track interventions to unlock the full economic potential of Cheshire West and Chester, and the wider West and Wales area. | |
| Strategic Fit | Impact | Notes |
| a. SEP | Significant | <p>Transport and connectivity are key to realising the Strategic Economic Plan's aspirations to support growth and economic development in the sub region. The proposal has close synergy in support of <u>all</u> of the stated key objectives for transport and connectivity:</p> <ul style="list-style-type: none"> • <i>Improve connections to support development of priority employment sites</i> • <i>Improve connections to neighbouring sub-regions, including international gateways to ensure that business has connectivity to global markets and to facilitate the economic benefits of both out and in commuting that takes place daily</i> • <i>Resolve pinch points and congestion in the transport network, both road and rail, which act as barriers to growth if left unaddressed. Delays and unpredictable journey times affect business activity directly (e.g. the supply of components to the automotive sector) and indirectly, and influences commuting flows</i> • <i>Address network resilience issues to deliver predictable and efficient journey times to support business productivity</i> • <i>Make best use of the existing road and rail network to capitalise on existing infrastructure, offering efficient mechanisms for improvement and helping deliver best value for money from investment</i> • <i>Ensure that the maximum benefit is gained in economic and connectivity terms from the development of the HS2 Hub Station at Crewe.</i> |
| b. LIS | Significant | <ul style="list-style-type: none"> • Access to key economic centres such as Chester is a core theme within the Local Industrial Strategy. • The LIS evidence base also advises that |

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| | | 23% of businesses stated that they view transport infrastructure as a barrier to business turnover growth in the next three years |
| c. Constellation | Significant | <ul style="list-style-type: none"> The proposed study relates directly to the integrated transport network ambitions of Constellation. As set out in its HS2 Growth Strategy, Constellations growth ambitions (and its enhanced contribution to the national economy) cannot be realised without a modal shift to public transport. In accord; the proposal would seek to make better use of the existing asset of Chester Rail Station, provide better access to this key rail hub and secure more efficient movement in and around city centres. |
| d. EZ | Modest | <ul style="list-style-type: none"> The proposed study relates to onward access improvements to the EZ areas of Ellesmere Port and Thornton Science Park |
| e. Supporting strategies e.g. Transport strategy, digital, skills etc | Significant | <ul style="list-style-type: none"> CW&C Local Transport Plan 2017-2030 – the proposed study aligns with <u>all</u> of the goals and supporting objectives LEP Draft Transport Strategy - establishment of Chester Station as a hub station and gateway to the city (through a wider package of on and off track improvements as part of the Chester City Gateway project) is specifically referenced. Skills and education – these are key components of the SEP their priorities for business growth and employment influence transport priorities. In particular, concerns have been expressed around the need to ensure that the transport delivery plans for facilities such as Chester Rail Station address the importance of being able to travel to learn or to take up new job opportunities within Cheshire and wider areas |
| f. Other | Significant | <ul style="list-style-type: none"> Growth Track 360 - the proposed initiative is a priority project of the Growth Track 360 prospectus for Chester and its immediate surroundings. The vision of Growth Track 360 is for rail enhancement to unlock the economy and support the redressing of the imbalance between the north and south of the UK. Secondly, it is to improve connectivity between the West and Wales area in order to encourage growth and investment in the key sectors of energy, advanced manufacturing, finance and professional services. To achieve this, barriers at Chester Station and its |

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| | | <p>environs need to be removed, both physical and technological.</p> <ul style="list-style-type: none"> • Mersey Dee Alliance - the proposed study can support the achievement of the Mersey Dee Alliance to enhance the profile and identity of the Mersey Dee area (covering Cheshire, Wirral and North-East Wales) and develop the region's competitiveness. Given that Chester straddles the border of England and Wales, it is a pivotal point in the Mersey Dee Area and consequently Chester City Gateway can help to raise the profile of this region and improve connectivity within it to support the movement of people. • West and Wales Strategic Rail Prospectus - In order to achieve these outcomes, a series of outputs are required in terms of facilities and features centred around Chester City Gateway to which this proposed study relates. • Cheshire Transport Strategy – priorities include the delivery of enhancements and accessibility improvements by non-car modes at Chester Rail Station. |
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| To what degree would the business case/study address the following: | Impact | Notes |
| a. Increasing productivity | Significant | <ul style="list-style-type: none"> • Resultant additional jobs identified within 2km Catchment of Chester up until 2024 is estimated at circa 2,658. |
| b. Unlocking development | Significant | <ul style="list-style-type: none"> • One of the Chester City Gateway objectives is to facilitate long term economic growth across the West and Wales region through the redevelopment of Chester City Gateway by creating commercial, housing, retail, leisure and employment opportunities. |
| c. Providing homes | Significant | <ul style="list-style-type: none"> • Resultant additional population identified within 2km Catchment of Chester up until 2024 is estimated at circa 500 units. |
| d. Reducing pollution | Significant | <ul style="list-style-type: none"> • Chester City Centre is a designated AQMA and the proposed initiative would seek to achieve reduced pollution |
| e. Improving sustainable transport | Significant | <ul style="list-style-type: none"> • By direct improvements to Chester Rail Station and accessibility thereof • Chester Transport Strategy also identifies provision of enhanced cycling and pedestrian connections from Hoole to the City Centre, |

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| | | including the development of a Masterplan for the wider area |
| f. Tackling congestion | Significant | <ul style="list-style-type: none"> Chester Transport Strategy Phase 2 identifies Hoole Road corridor as a congestion relief location, to which the proposed study directly relates |
| g. Reducing accidents | Significant | <ul style="list-style-type: none"> Safety issues along the Hoole Road corridor are referenced in the Chester Transport Strategy, particularly in relation to pedestrian/cycle safety at Hoole Railway Bridge, to which the proposed study directly relates |
| h. Improving journey reliability | Significant | <ul style="list-style-type: none"> Chester Transport Strategy Phase 2 identifies issues along the Hoole Road corridor in terms of journey reliability, to which the proposed study directly relates |
| i. Increasing network capacity | Significant | <ul style="list-style-type: none"> Chester Transport Strategy Phase 2 (and evidence base) identifies issues along the Hoole Road corridor in terms of network capacity, to which the proposed study directly relates |
| Total cost of business case/study | | |
| Contribution of promoting authority | >£75k | |
| Level of contribution sought from LEP | £75k | |
| Other contributions | Network Rail together with London and Continental Railways | |
| Timescale for developing business case/study | | |
| | | Commencement in Q4 of 2019/20 with completion envisaged by Q2 OF 2020/21. |
| What is the funding mechanism for delivering the solution identified by the business case/study? | | |
| | | <p>The potential funding mechanisms will be informed by the specific outcomes/recommendations of the proposed study but are likely to include the following (or a combination thereof):</p> <ul style="list-style-type: none"> Highways Maintenance Challenge Fund Local Pinch Point Fund Community Infrastructure Levy Transforming Cities Fund Developer Contributions Future Mobility Zones Large Local Major Transport Scheme TfN TfW Network Rail TOC's |



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| <p>What is the anticipated timescale for delivering the solution identified by the business case/study?</p> | <p>Similarly, the anticipated timescales for delivery will be informed by the specific outcomes/recommendations of the proposed study and could be sooner but in accordance with Table 3 of TfN's Investment Programme the interventions would be before 2027. Initial outputs could be achieved from April 2020.</p> |
| <p>Any other information</p> | |
| <p>Business Case/Study Pro Forma</p> | |

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| Project Name: | Transport Masterplan for the Warrington Last Mile Project | |
| Brief Description: | <p>A Transport Masterplan will be developed for the Warrington Last Mile Project with the aim of providing high quality and fit for purpose transport infrastructure to make walking, cycling and public transport the obvious way to get to, from and through Warrington town centre.</p> <p>Consultants will be commissioned to:</p> <ul style="list-style-type: none"> • Review existing opportunities and constraints of the way people travel to, from and within the town centre • Develop a Transport Masterplan which would inform and influence development strategies for the town centre as well as identifying the types of projects required to meet the objectives • Develop a cordon transport model as a subset of the council's Multi-modal Transport Model • Identify, prioritise and develop specific projects for delivery including SOBC for early stage delivery in 20/21 | |
| Strategic Fit | Impact | Notes |
| a. SEP | Significant | Warrington Town Centre has over 20,000 people working in it and a growing resident population. It is at the heart of Warrington New City one of the fastest growing urban economies in the UK and one of the main engines of growth in the Northern Powerhouse. The Last Mile project would underpin the programme of transport and community infrastructure that is set out in the "Warrington Means Business". |
| b. LIS | Significant | The Last Mile project would support the Local Industrial Strategy as it would serve to help businesses reach their markets and people travel to work. There would be full engagement with the Warrington BID and close working with Warrington & Co, the Council's economic development arm. |
| c. Constellation | Minor | Whilst the local impact of this scheme will be significant, with the potential to transform travel around Warrington town centre, the impact on the Constellation area will be minimal. |
| d. EZ | Minor | Whilst the local impact of this scheme will be significant, with the potential to transform travel around Warrington town centre, the impact on the areas covered by the Enterprise Zone will be minimal. |
| e. Supporting strategies e.g. | Significant | This Masterplan will seek to address at least four |

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| Transport strategy, digital, skills etc | | <p>of the challenges identified in the LEP's Transport Strategy:</p> <ul style="list-style-type: none"> • Congestion on strategic routes (including the A49 which forms part of DfT's Major Road Network) • Dominance of car for mode share • Low bus use • Increasing levels of walking and cycling <p>The Last Mile forms a key part of our vision in the draft fourth Local transport Plan. Our aspiration is to provide high quality and fit for purpose transport infrastructure that will make walking, cycling and public transport the obvious way to get to, from, and through Warrington town centre.</p> |
| f. Other | | |
| To what degree would the business case/study address the following: | Impact | Notes |
| a. Increasing productivity | Significant | <p>This study is necessary to provide a detailed understanding of the options available for improving access into and out of the town centre and to demonstrate the value it would bring to the town centre economy.</p> <p>The economic justification for promoting more walking and cycling and improving public transport access in Warrington include:</p> <ul style="list-style-type: none"> • Direct economic benefits from increased use of the town centre as a result of increased attractiveness and ease of the inwards journey. • Direct economic benefits from reduced levels of traffic congestion and improved journey reliability as a result of modal shift from car to other modes. • Wider economic benefits of improved sustainable access to the town centre and also key destinations along the corridors. • Wider economic benefits from an improvement in public health due to more people being able to travel more actively. |
| b. Unlocking development | Significant | The Last Mile project will support our ambition |

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| | | to grow the town centre and make it more accessible to residents, visitors and workers. A more pleasant environment around the town centre will help with inward investment and business confidence as well as attracting new visitors. As the town centre is the focal point for many cross-Warrington journeys then removing the transport barriers around the town centre will help with the ambitions of the Council to support bus and cycle journeys. |
| c. Providing homes | Significant | Ambitious plans for housing growth are set out in the Council's Draft Local Plan. This has recently been consulted upon, and proposes over 11,000 new homes and a substantial expansion of employment within the town centre and Warrington Waterfront area – both of which lie within close proximity of Warrington town centre |
| d. Reducing pollution | Significant | The Masterplan will result in a reduction in traffic emissions along the corridors around the town centre which all lie within an Air Quality Management Area. |
| e. Improving sustainable transport | Significant | The Masterplan will set out proposals for the town centre that improve access for all sustainable modes. This will make walking and cycling into central Warrington quicker, safer, and more attractive; and make public transport journeys quicker and more reliable. |
| f. Tackling congestion | Significant | The Masterplan will set out proposals for a Warrington town centre where reliance on the private car for safe and convenient access is reduced. Provision of infrastructure that facilitates high quality and convenient alternatives will reduce the number of people travelling by private car and reduce congestion. |
| g. Reducing accidents | Modest | A town centre transport masterplan would reduce the need to travel by private car into Warrington, both reducing the likelihood of accidents, and freeing up highway capacity for improved cycling and pedestrian facilities. |
| h. Improving journey reliability | Significant | Higher than average levels of car use currently causes congestion in Warrington, leading to longer and less reliable journey times. A central Warrington NPR station will reduce the need to travel by car, thus improving journey time reliability on the highway network. |
| i. Increasing network capacity | Modest | The masterplan will reduce the need to travel by private car into Warrington, freeing up capacity on the highway network |
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| Total cost of business case/study | £150,000 |
| Contribution of promoting authority | £75,000 |
| Level of contribution sought from LEP | We are seeking to increase LEP contribution from the previously agreed £50,000, by £25,000, to a total of £75,000 |
| Other contributions | |
| Timescale for developing business case/study | Study will complete in 2020. |
| What is the funding mechanism for delivering the solution identified by the business case/study? | <p>The masterplan will identify a series of schemes for improving travel in central Warrington. Funding for each of these will be identified individually or as packages from sources such as:</p> <ul style="list-style-type: none"> • Developer funding • Funding bids from Government • Bids to future LEP funding streams • LTP Integrated Transport Block • Council borrowing <p>Warrington Borough Council has a strong track record of both securing funding for transport schemes and successful delivery.</p> |
| What is the anticipated timescale for delivering the solution identified by the business case/study? | <p>Once the core principles of the masterplan work are agreed a parallel work stream for the identification of early delivery in 20/21 will be taken forward as part of this study.</p> <p>The full delivery of the town centre masterplan will be phased over a number of years, with timescales influenced by factors such as further town centre regeneration, rate of housing and employment growth, and funding availability.</p> |
| Any other information | |

Business Case/Study Pro Forma

Impact: Score as either Negative, Minor, Modest or Significant and set out briefly the reasons for the score in the Notes section

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| Project Name: | Local Cycling and Walking Infrastructure Plan – corridor studies | |
| Brief Description: | Warrington’s Local Transport Plan (LTP4) includes an ambitious target to more than treble cycling and walking over the next 20 years with a modal shift away from the car. The main delivery vehicle to enable this is the Warrington Local Cycling and Walking infrastructure Plan (LCWIP) which has identified several key corridors for improvement. A significant piece of work is required to develop the key corridors concepts into deliverable transformational schemes. | |
| Strategic Fit | Impact | Notes |
| a. SEP | S | Warrington New City one of the fastest growing urban economies in the UK and one of the main engines of growth in the Northern Powerhouse. A key part of the strategy is to deliver an improved Sustainable Transportation and Connectivity – a step change in smart urban transportation. Over 50% of travel to work journeys in Warrington are locally generated, meaning that the trip lengths are relatively short. This offers an opportunity for some work trips to switch to non cars means thus freeing up the network and helping to make it more resilient, improving the environment and people’s health. |
| b. LIS | Mo | The LCWIP project would support the Local Industrial Strategy as it would help local people travel to work and increase business utilisation of their site. There would be full engagement with the Warrington BID and close working with Warrington & Co, the Council’s economic development arm. |
| c. Constellation | N/A | N/A |
| d. EZ | N/A | N/A |
| e. Supporting strategies e.g. Transport strategy, digital, skills etc | S | The proposed LCWIP corridors would underpin the programme of transport and community infrastructure that is set out in the following council strategies: <ul style="list-style-type: none"> • Local Plan • Local Transport Plan • Air Quality Action Plan • Warrington Means Business • Health and Well Being Strategy |
| f. Other | | |
| To what degree would the business | Impact | Notes |

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| case/study address the following: | | |
| a. Increasing productivity | Mo | Businesses would be able to utilise their sites more efficiently in terms of reduced space for car parking. Businesses would also benefit from happier, fitter staff who would be more productive as a result. |
| b. Unlocking development | Mi | The LCWIP corridors would provide an alternative means of getting to development areas such as links to the south-east, to the Warrington Waterfront, to the Birchwood business parks, and to the town centre. |
| c. Providing homes | Mi | Neutral impact |
| d. Reducing pollution | S | An increase in active travel and a corresponding reduction in car traffic during the peak would help reduce traffic emissions and therefore improve air quality along the sensitive corridors. Many of the proposed LCWIP corridors fall within some of the Council's defined Air Quality Management Area. |
| e. Improving sustainable transport | S | The LCWIP project would increase the numbers of people cycling and walking. |
| f. Tackling congestion | S | Modal shift from cars to cycling and walking would assist in reducing congestion along the LCWIP corridors as the numbers of vehicles is reduced. The council's Multi Modal Transport Model has assessed a Go Dutch transformational option as part of its Scenario 3 testing of the draft Local Plan. This found significant benefits in the network as a result of the switch from cars to bike for shorter journeys for work, education, leisure and social trips. |
| g. Reducing accidents | Mo | As above. A reduction in vehicular traffic would improve overall road safety along the corridors. |
| h. Improving journey reliability | Mo | As above. A reduction in vehicular traffic would improve overall journey time performance of the network not only along the LCWIP corridor but also elsewhere on Warrington's roads. |
| i. Increasing network capacity | Mo | As above. A reduction in vehicular traffic would increase overall network capacity along the LCWIP corridor. |
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| Total cost of business case/study | £120,000 | |
| Contribution of promoting authority | £60,000 | |
| Level of contribution sought from LEP | £60,000 | |
| Other contributions | | |
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| Timescale for developing business case/study | SOBCs for each strategic corridor will be developed in 2019/20 and 2020/21. It is intended to commission consultants through the Council's Transport Planning procurement framework in November 2019. | |
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| <p>What is the funding mechanism for delivering the solution identified by the business case/study?</p> | <p>Corridor treatment to achieve the high standards aspired to in the LCWIP with full segregation will require significant investment, i.e. over £5m per corridor. It is expected that funding sources would include:</p> <ul style="list-style-type: none"> • Shared Prosperity Fund • Local Pinchpoint funding or equivalent • Any ad hoc cycle fund programme announced by the DfT • Council borrowing |
| <p>What is the anticipated timescale for delivering the solution identified by the business case/study?</p> | <p>A start of construction of the first corridor could be made in 2020/21 pending availability of funding.</p> |
| <p>Any other information</p> | |

Business Case/Study Pro Forma

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| Project Name: | Northern Powerhouse Rail Station in Central Warrington | |
| Brief Description: | <p>Northern Powerhouse Rail (NPR) will bring transformational benefits to rail services and connectivity across the north of England. Warrington has been designated as an Other Strategic Economic Centre (OSEC) and it has been confirmed in the Strategic Outline Business Case produced by the Department for Transport and Transport for the North that a Warrington station will be an integral part of the network – and indeed the inclusion of a Warrington Station with all NPR and HS2 services from London to Liverpool stopping at it actually strengthens the business case.</p> <p>This study is aimed at making the strategic economic case for this station to be located in the centre of Warrington rather than in a rural parkway location.</p> | |
| Strategic Fit | Impact | Notes |
| a. SEP | Significant | <p>Growth and regeneration of central Warrington is included in the SEP under the Warrington New City theme. The Council believes the choice of a central station location at Warrington Bank Quay would bring major regeneration benefits. The choice of Warrington Bank Quay as a station location would also provide a huge boost to the Council's ambitious regeneration plans for the town centre.</p> <p>Warrington Borough Council has over £750m of capital projects currently under development or being delivered and, over the last two years, the Borough's economy has grown by an extra 5,000 jobs. A key part of these ambitious plans is to revitalise Warrington's town centre by emphasising town centre living and working. To support this, the Council is investing a sum in excess of £100m in the delivery of the Time Square development, a major improvement in the town centre leisure and retail offer.</p> <p>Warrington has developed steadily, and continued to grow throughout the last recession. Indeed, Warrington is ranked as number one in the country for highest percentage of population employed. On top of this, it ranks as the 3rd best performing area in the country for business growth, bettered only by Aberdeen and London. The choice of Warrington Bank Quay as the location for an NPR station will be hugely influential in helping</p> |

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| | | the town to continue with this success story. |
| b. LIS | Significant | This study links to the priorities for infrastructure, which include ensuring that the right supporting infrastructure and regional connectivity is in place to maximise the wider positive impacts on jobs and investment of HS2 and work with bodies such as Transport for the North to secure investment for Northern Powerhouse Rail. |
| c. Constellation | Modest | The choice of a NPR station that serves central Warrington, this would also bring significant benefits to wider transport connections across the northwest of England including Cheshire and Warrington and into North Wales. The choice of Warrington Bank Quay as an NPR station would facilitate easy/direct rail-to-rail connectivity with the West Coast Main Line and Chester/North Wales Coast. Of particular relevance will be the connectivity between NPR and Chester/North Wales services. An alternative choice of NPR at a Warrington Parkway offers no connectivity with other rail services. |
| d. EZ | Modest | The choice of Warrington Bank Quay as an NPR station would facilitate easy/direct rail-to-rail connectivity with the West Coast Main Line and Chester/North Wales Coast. Of particular relevance will be the connectivity between NPR and Chester/North Wales services which serve Enterprise Zone sites in Ellesmere Port and Thornton Science Park |
| e. Supporting strategies e.g. Transport strategy, digital, skills etc | Significant | <p>The study will support the LEP's Transport Strategy that includes an HS2/NPR interchange in Warrington as a proposed intervention.</p> <p>It is fundamental to Warrington's Draft fourth Local Transport Plan, which includes the following commitment: Northern Powerhouse Rail represents a significant aspiration for northern city regions and other significant economic centres including Warrington to enhance intra-regional connectivity and to create a so-called 'Crossrail of the North'. The ultimate prize of this endeavour is for the North of England to operate as a single economic region with a population and economy to compete with the South East and London.</p> <p>One of the key priorities of Transport for the</p> |

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| | | <p>North's ongoing work is to develop the specification for the Liverpool to Manchester component of Northern Powerhouse Rail. One option being considered would create a new high speed line between Liverpool and Manchester passing through Warrington before joining the proposed HS2 infrastructure to the west of Manchester Airport, and continuing into Manchester and onwards to Leeds and Sheffield. It is likely that such a line would be served by between 4 and 6 Northern Powerhouse Rail trains per hour in each direction. A key advantage of this choice is that it could also allow the two HS2 trains per hour proposed between Liverpool and London to use this route and call at Warrington, reducing the journey time and freeing up the West Coast Mainline for freight and other additional conventional passenger services.</p> <p>Work is still at an early stage on Northern Powerhouse Rail with a range of alignment options under consideration with work ongoing to assess these options. This will result in a final Strategic Outline Business Case being submitted to Government in 2020. Warrington Borough Council fully supports this work and is taking a keen interest in it, and as part of this is making the case for Northern Powerhouse Rail to serve an enhanced Warrington Bank Quay.</p> |
| f. Other | Modest | The proposed central Warrington Northern Powerhouse Rail station supports Growth Track 360 which includes Warrington as a potential strategic location at the future intersection of HS2 and Northern Powerhouse Rail services |
| To what degree would the business case/study address the following: | | |
| a. Increasing productivity | Significnat | <p>The NPR programme is currently seeking to identify a preferred 'concept' for NPR between Liverpool and Manchester by the end of 2020, to be presented in the updated SOBC (an initial SOBC has recently been submitted to the Secretary of State for Transport). The intention is that this will therefore recommend whether Warrington is served by an NPR station at Bank Quay or a Southern Parkway.</p> <p>The case for NPR, being developed by DfT/TfN</p> |

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| | | <p>with Partners, extends beyond the conventional transport benefits, identifying transformational impacts in line with the vision for a Northern Powerhouse. To that end, TfN/DfT are encouraging Partners to contribute to the development of the case for NPR through their own technical analysis as appropriate and where it can add value. WBC is therefore keen to develop a piece of analysis that:</p> <ul style="list-style-type: none"> • demonstrates the wider economic case for NPR serving Warrington; • demonstrates that an NPR station serving central Warrington generates a greater level of benefits than a rural Parkway station would; and • can provide valuable additional content to be used in the NPR SOBC. |
| b. Unlocking development | Significant | <p>The choice of Warrington Bank Quay as a station location would also provide a huge boost to the Council's ambitious regeneration plans for the town centre. Further to the above, Warrington Borough Council has over £750m of capital projects currently under development or being delivered and, over the last two years, the Borough's economy has grown by an extra 5,000 jobs. A key part of these ambitious plans is to revitalise Warrington's town centre by emphasising town centre living and working. To support this, the Council is investing a sum in excess of £100m in the delivery of the Time Square development, a major improvement in the town centre leisure and retail offer.</p> |
| c. Providing homes | Significant | <p>Ambitious plans for housing growth are set out in the Council's Draft Local Plan. This has recently been consulted upon, and proposes over 11,000 new homes and a substantial expansion of employment within the town centre and Warrington Waterfront area – both of which lie within close proximity of Warrington Bank Quay station – to be delivered in the next 20 years. Indeed if Warrington Bank Quay is confirmed as the NPR station location that this could well lead to the accelerated delivery of even more homes and jobs for the town centre beyond these figures</p> |
| d. Reducing pollution | Significant | <p>The choice of a route which would connect to a Warrington Parkway station site would we believe have a much greater environmental</p> |

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| | | <p>impact in particular on rural parts of Warrington. A station in central Warrington would make the town centre more accessible by passenger transport, reducing the need to travel by private car to an area that is currently part of an Air Quality Management Area.</p> |
| e. Improving sustainable transport | Significant | <p>This study work is to maximise the local benefits of scheme that will improve the sustainable transport offer across the North of England. A station located in central Warrington would be easily accessible by bus and active travel modes.</p> |
| f. Tackling congestion | Significant | <p>The choice of a Parkway station would encourage huge numbers of private car trips to access the station via the motorway network – the whole extent of which is under considerable congestion pressure around Warrington and more widely across the rest of Cheshire and Warrington. Further to the above point it is acknowledged that car trips would also be attracted to a station at Warrington Bank Quay but we would argue that these would be significantly lower in number due to the ability to catch rail services to interchange with NPR from places such as Chester, Ellesmere Port, stations in North Wales and those on the Chester to Warrington line amongst others. Further to this the Centre Park Link LGF3 funded scheme is due for completion in 2020, which will enhance access to Warrington Bank Quay and the Council is hopeful that the Warrington Western Link scheme would also be in place prior to NPR to further enhance Warrington Bank Quay's accessibility.</p> |
| g. Reducing accidents | Minor | <p>A Northern Powerhouse Rail station in central Warrington would reduce the need to travel by private car into Warrington, both reducing the likelihood of accidents, and freeing up highway capacity for improved cycling and pedestrian facilities.</p> |
| h. Improving journey reliability | Significant | <p>NPR will provide reliable, quick journey times into and out of Warrington with improved connections to Liverpool, Manchester and beyond. Higher than average levels of car use currently causes congestion in Warrington, leading to longer and less reliable journey times. A central Warrington NPR station will reduce the need to travel by car, thus improving journey time reliability on the highway network.</p> |
| i. Increasing network capacity | Modest | <p>A Northern Powerhouse Rail station in central Warrington would reduce the need to travel by</p> |

| | |
|-------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | private car into Warrington, freeing up capacity on the highway network |
| Total cost of business case/study | £60,000 |
| Contribution of promoting authority | £30,000 of Council borrowing |
| Level of contribution sought from LEP | £30,000 |
| Other contributions | n/a |
| Timescale for developing business case/study | Study will complete in 2020. |
| What is the funding mechanism for delivering the solution identified by the business case/study? | This study work will inform and influence the business case that Transport for the North are developing for the wider Northern Powerhouse Rail project. It is anticipated that Northern Powerhouse Rail will be funded by Government or through any future funding powers devolved to Transport for the North. |
| What is the anticipated timescale for delivering the solution identified by the business case/study? | Work is still at an early stage on Northern Powerhouse Rail with a range of alignment options under consideration with work ongoing to assess these options. This will result in a final Strategic Outline Business Case being submitted to Government in 2020. Timescales for future development of NPR and the station in Warrington will be determined by the outcome of that SOBC. |
| Any other information | <p>WBC has an extensive track record of delivering studies of a similar nature via the Public Realm Consultancy Services Framework. Several of these initial studies have progressed to full business cases and delivery of infrastructure including:</p> <ul style="list-style-type: none"> • Centre Park Link – Construction underway • Western Link – Development of detailed design and full business case underway <p>The procurement and study development would be overseen by the Transport for Warrington Service Manager who will act as project manager, with input requested from a wider project team as required.</p> |

Business Case/Study Pro Forma

Impact: Score as either Negative, Minor, Modest or Significant and set out briefly the reasons for the score in the Notes section



Cheshire & Warrington Local Transport Body

Date of Meeting: Thursday 25 July 2019
Report of: Chris Hindle – Head of Infrastructure, Cheshire East Council
Subject/Title: HS2 / Crewe Hub update

1. Phase 2a Line of Route/Hybrid Bill

- 1.1 On 09 September 2019 the HS2 Phase 2a hybrid bill received its second reading in the House of Lords and remains scheduled to receive Royal Assent by end of 2019.

2. Phase 2b Line of Route/Hybrid Bill

- 2.1 On 06 September 2019 the HS2 Phase 2b Design Refinement Consultation closed. We await Government's response to this consultation.

3. Crewe North Connection

- 3.1 A new north connection between the West Coast Main Line, HS2 and NPR is needed north of Crewe to enable HS2 service traveling north from Crewe station to return to the HS2 network to allow 5/7 HS2 trains per hour to call at Crewe. The Crewe North Connection is also a requirement for NPR and is therefore included in TfN's Strategic Outline Business Case for NPR. The business case is currently with Government awaiting funding approvals as part of the 2019 Spending Review. However, passive provision for the Crewe North Connection was not included in the HS2 Phase 2b Design Refinement Consultation. The region continues to work with TfN and Government to ensure that powers to deliver the Crewe North Connection are achieved via the HS2 Phase 2b hybrid bill.

4. Crewe Hub Station

- 4.1 Following June Cabinet approvals the Council continues to work collaboratively with Government, HS2, Network Rail, TfN and C&W LEP to develop proposals for an enhanced Crewe Hub station. The enhanced hub station is compatible with the emerging track layout for Crewe station to support 5/7 trains per hour and supports local and regional economic growth and regeneration.

5. Crewe Hub Local Contribution

- 5.1 The Council is preparing an HMT compliant business case for the enhanced hub station, underpinned by a funding and financing strategy setting out how the scheme could be financed and funded. Government has been clear that to deliver an enhanced station at Crewe, a local contribution is required. The funding and financing strategy identifies the future financial and policy freedoms and flexibilities that would be needed to enable a local contribution. These include proposals for a new business rates retention designation around the station and local control of station car parking.

6. Crewe Hub Area Action Plan

- 6.1 The Council is preparing an Area Action Plan (AAP) for the area around the station. The AAP is a development plan document for a defined area that sits alongside the current Local Plan and provides a discrete planning policy for a defined boundary. The Cheshire East Local Plan does not currently take into account HS2 related development and therefore an AAP is needed to:

- a) support HS2 related regeneration and development; and
- b) control unwanted development capitalising on HS2.

- 6.2 A third consultation round for the AAP closed on 3rd September 2019 and Cheshire East Council are currently reviewing the feedback.

- 6.3 A further consultation on Masterplan options will be held later in the year and a final consultation will be launched in early 2020 with the AAP anticipated to be adopted later in 2020.

7. Southern Link Road Bridge

- 7.1 A consultation on route options for a possible new road crossing over the railway between Weston Road and Gresty Road - the Southern Link Road Bridge (SLRB) also closed on 3rd September 2019. Two public consultation events were held during the consultation period.

- 7.2 Cabinet Approval for a preferred route will be sought later this year to be taken forward to a detailed design stage.



Cheshire & Warrington Local Transport Body

Date of Meeting: Friday 4 October 2019
Report of: Steve Hunter – Transport for Warrington Service Manager
Subject/Title: Northern Powerhouse Rail Update

1. Report Summary

- 1.1 This report provides an update on progress made by Transport for the North (TfN) and the Department for Transport (DfT) who have jointly commissioned business case work for Northern Powerhouse Rail (NPR). A brief summary is provided below of the main aims and objectives of NPR below and recent progress and current issues are described in Section 2. The key issues impacting on Cheshire and Warrington are summarised in Section 3 which follows. The recommendations are then summarised in Section 4 of this report. Finally, Appendix A shows the emerging vision for the NPR network, which is taken from the TfN Strategic Transport Plan.
- 1.2 Northern Powerhouse Rail is a programme to deliver a transformed rail network in the North of England and bring new opportunities to millions of people and businesses. Featuring a mix of new and significantly upgraded railway lines, it will increase the capacity, speed and resilience of the North's rail network. In doing so, passengers will experience faster and far more reliable journeys between the North's economies and its largest international airport at Manchester.
- 1.3 Northern Powerhouse Rail is the centrepiece of Transport for the North's Strategic Transport Plan and Investment Programme. A Strategic Outline Business Case for the network has now been backed by civic and business leaders from across the North.

2 Recent Progress / Current Issues

- 2.1 A Draft Strategic Outline Business Case (SOBC) was submitted to Government following approval at the TfN Board meeting held in February 2019. Further work is underway on a final version of this SOBC which is planned to be submitted in 2020. Transport for the North are working very closely with the Department for Transport and HS2 Limited to ensure that provision is made in the HS2 Phase 2B Hybrid Bill for Northern Powerhouse Rail.
- 2.2 An important step in this was the inclusion of the two potential HS2 / NPR touchpoints at High Legh, which were consulted upon as part of the HS2 Phase 2B Design Refinement Consultation, which closed on 6th September 2019. All

authorities within Cheshire and Warrington and the LEP responded to this consultation expressing support for the inclusion of these touchpoints – but with the caveat that the highest standard of mitigation is provided for the impact of what will be a complex junction between the HS2 and NPR networks in the High Legh area.

- 2.3 Further to this, there are two other major issues where the design of HS2 Phase 2B has a key influence on NPR – that is the proposed surface ‘turn back’ station at Manchester Piccadilly (rather than the ‘through’ underground station proposed by TfN) and the provision of a 6th platform at Leeds HS2 station rather than the Stourton touchpoint. An independent review has been commissioned on both of these issues by TfN.
- 2.4 The other significant recent development following the speech given by the Prime Minister at the Museum of Science and Industry in Manchester on 27th July is the potential prospect of an Autumn ‘Deal’ on NPR, with the Prime Minister referring specifically to the Manchester to Leeds section of NPR. What is critical is that TfN have very clearly expressed a view that NPR and HS2 Phase 2B are delivered in full and it will be very important for Cheshire and Warrington to ensure that delivery of parts of NPR which are of direct benefit to us: i.e. NPR from the HS2 touchpoints at High Legh to Warrington and Liverpool and the Crewe Northern Connection are not delayed as a result of any announcement on Manchester to Leeds and that they are delivered in parallel with the western leg of HS2 Phase 2B from Crewe to Manchester.
- 2.5 Finally, work is ongoing on the further development of the SOBC for NPR and the route options being examined for NPR from Manchester Piccadilly and Manchester Airport to Liverpool via a centrally located Warrington Station. Officers are monitoring this work closely and ensuring that Cheshire and Warrington’s interests are taken fully into account. Some of the key issues for Cheshire and Warrington are summarised in Section 3 which follows.

3. Northern Powerhouse Rail – Key Issues for Cheshire and Warrington

3.1 These can be summarised as follows:

- The need to ensure that Cheshire and Warrington derives the maximum possible benefit from the NPR proposals;
- That the Crewe North Connection is now being considered as part of NPR, this has important implications for both HS2 Phases 2A and 2B. The timing of the delivery of works to enable this connection and the delivery of this connection itself are key issues;
- Related to this that the NPR and HS2 service pattern maximises the connectivity from the Crewe Hub to other locations served by NPR and HS2;
- That a station for Warrington should be included in NPR in a central location with all NPR services calling at that station and the opportunity is taken to increase the number of HS2 services calling at Warrington, with all London to Liverpool services calling there;
- That connectivity into the NPR network for Cheshire West and Chester and North Wales via a Warrington station is maximised;

- That officers continue to monitor progress closely on NPR, in particular the Liverpool to Manchester Airport and Piccadilly via Warrington section and ensure that Cheshire and Warrington's interests are fully taken into account.

4. Recommendations

- 4.1 That the CWLTB notes both the progress made to date by the Department for Transport and Transport for the North in the preparation of a Draft Strategic Outline Business Case for Northern Powerhouse Rail.
- 4.2 That the CWLTB notes the key issues for Cheshire and Warrington with regard to the Northern Powerhouse Rail proposals.
- 4.3 That updates on both of these matters will be provided at future meetings of the CWLTB.

Appendix A

Emerging Vision for the Northern Powerhouse Rail Network





Cheshire & Warrington Local Transport Body

Date of Meeting: Friday 4 October 2019
Report of: Steve Hunter – Transport for Warrington Service Manager
Subject/Title: Transport for the North Update

1. Report Summary

- 1.1 This report provides an update on progress made with Transport for the North (TfN). It follows on from a series of written reports considered by LTB meetings held over the last 4 years since the formation of TfN. A brief summary is provided of progress on a number of the work streams in this report and further updates will be reported verbally at the meeting.
- 1.2 The recommendations follow in Section 2 of this report.
- 1.3 Section 3 briefly lists other TfN work streams on which a verbal update will be provided on progress at the meeting. A link is provided within this section to the papers of the two most recent TfN Board meetings which have taken place on Thursday 12th September 2019 and Wednesday 31st July 2019.

2. Recommendations

- 2.1 That the CWLTB note the Transport for the North developments and continuing activities:
 1. On the 1st April 2018 TfN became the first **Sub-National Transport Body with statutory powers** (which were awarded under the powers set out in the 2016 Cities and Local Devolution Act);
 2. That membership of TfN consists of the 20 Local Transport / Combined Authorities across the North of England and that therefore Warrington Borough, Cheshire West and Chester and Cheshire East Councils are all members, following the consent given by all of them during 2017.
 3. That the Cheshire and Warrington LEP is also a co-opted member of TfN.
 4. That the Local Enterprise Partnership and all three Local Transport Authorities across Cheshire and Warrington are fully represented on the TfN Partnership Board, TfN Board (Members and LEPs) and Executive Board (Local Transport Authority Officers) by Christine Gaskell (LEP) Cllr Hans Mundry (Warrington Borough Council), Cllr Louise Gittens Shore (Cheshire West and Chester Council) and Cllr Craig Browne (Cheshire East Council). Further to this an officer from each of the three authorities sits on the TfN Executive Board.

5. That the LTB notes progress made on all of the TfN work streams as listed and briefly summarised in Section 3 of this report.

3. Work Streams

3.1 Work continues on a considerable number of work streams. TfN is progressing all of these in partnership with the Department for Transport, Highways England, High Speed 2 Limited and Network Rail with considerable support provided by local authority officers from across the North including from across Cheshire and Warrington. A verbal update on progress made on these other work streams is to be provided at the meeting:

- a) Governance
- b) Strategic Transport Plan and Investment Plan / Funding
- c) Phase 2 of Strategic Development Corridor work and work to sequence the schemes
- d) Strategic Rail – (Northern Powerhouse Rail is covered in a separate report)
- e) Rail Performance in the North
- f) Strategic Roads – including submission of Major Road Network and Large Local Major Schemes
- g) Integrated and Smart Travel
- h) Stakeholder Engagement and Communications

3.2 Further detailed information on the TfN Board and a number of these work streams can be found in the papers for the two most recent TfN Board meetings which took place on Thursday 12th September and Wednesday 31st July 2019 and also a link to details of the TfN Board:

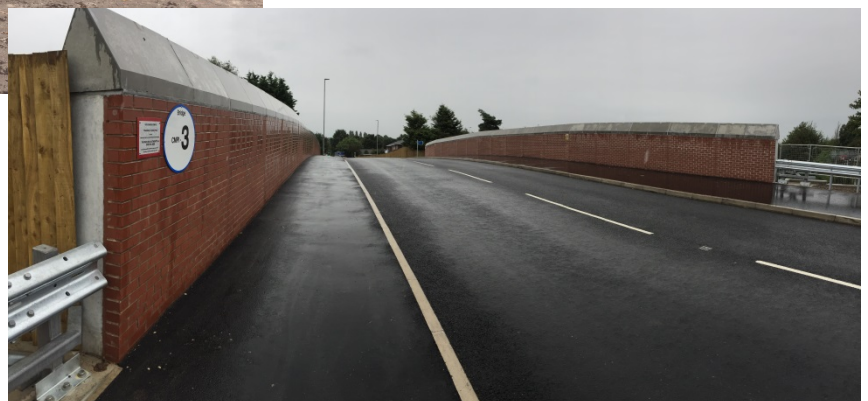
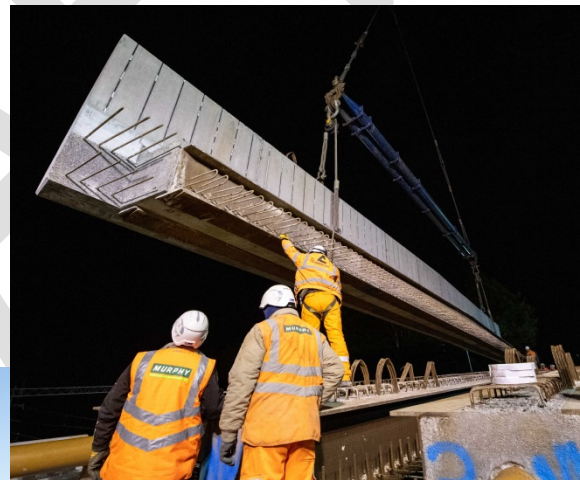
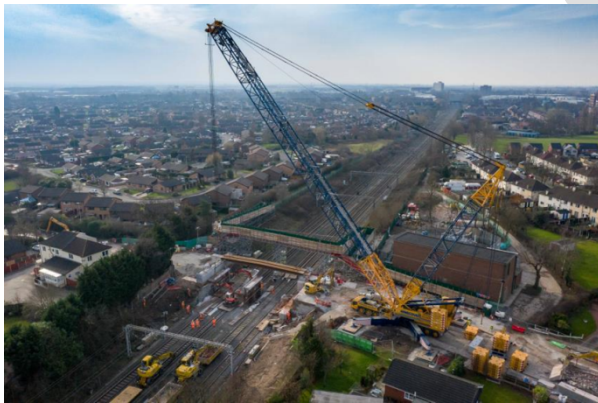
- Details of the TfN Board can be found at:
<https://transportforthenorth.com/about-transport-for-the-north/our-board/>
- Papers from the most recent meeting of the TfN Board held on 12th September 2019:
<https://transportforthenorth.com/calendar/transport-north-board-12-september-2019/>
- Papers from the meeting prior to this of the TfN Board held on 31st July 2019: <https://transportforthenorth.com/calendar/transport-north-board-31-July-2019/>



Cheshire & Warrington Local Transport Body

Date of Meeting: Friday 4 October 2019
Report of: Chris Hindle – Head of Infrastructure, Cheshire East Council
Subject/Title: Progress with Major Schemes in Cheshire East

1. Sydney Road Bridge Improvement



- This (now completed) scheme replaced the existing single-lane structure with a new, wider structure capable of carrying two-way traffic, which will:
 - Provide two-way traffic flow on the bridge and improve capacity
 - Support the planned housing growth in northern Crewe and promote economic growth
 - Reduce traffic congestion and air pollution
 - Reduce delays to emergency vehicles travelling to and from Leighton Hospital and other key destinations served by the route
 - Improve the resilience of the wider Crewe traffic management systems
 - Provide a lower long term maintenance risk, resulting in a reduced impact on traffic flow during the life of the structure
- Advanced preparation work for the scheme started in April 2018, with the main works commencing immediately after the completion of Crewe Green Roundabout.
- The bridge was closed from October 2018 until June 2019. A series of main line rail closures over weekends in February allowed the new bridge beams to be installed.
- The road was fully opened to traffic on time in June 2019 and was on budget. (£10.5m)
- The official opening ceremony was held on 4 September 2019

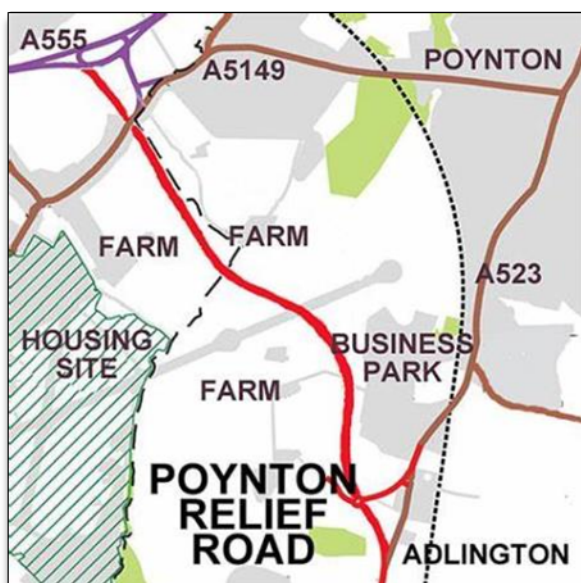
2 Congleton Link Road



- A new 5.5 kilometre bypass to the west of Congleton to address the existing congestion in the town centre and to open up housing and employment land. The congestion problem has hampered town centre growth, reduced inward investment and also made it difficult to retain existing business.

- Construction commenced in November 2018 and is being delivered by Graham Construction.
- Since the last LTB, major earthworks have continued and construction of several major structures including a crossing of the River Dane has commenced.
- The scheme is programmed to be open to traffic late in 2020
- The estimated scheme cost is £91m, funded by Local Growth Fund, Cheshire East Council and developer contributions.

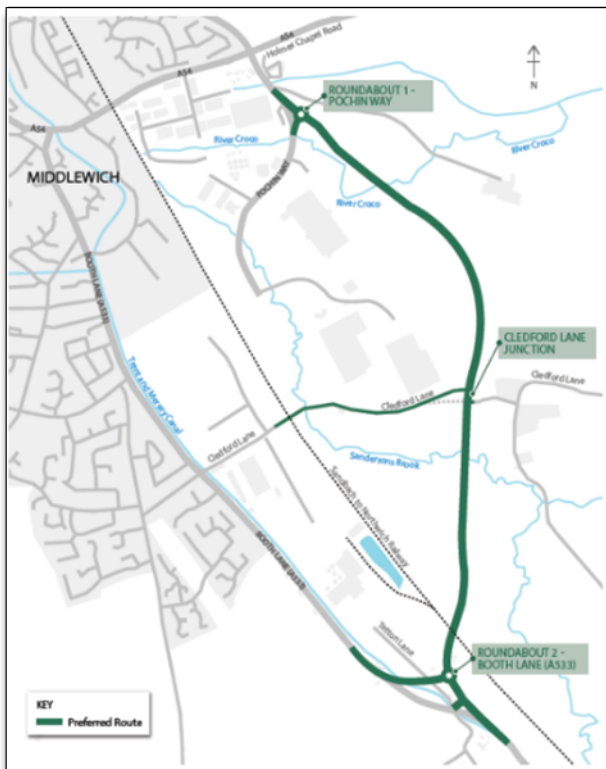
3 Poynton Relief Road



- Poynton Relief Road has been developed by Cheshire East Council, working in partnership with Stockport Council. The estimated scheme cost is £51m
- The new road will be a standard single carriageway, approximately 3 kilometres in length. It will also include two overbridge crossings for use by walkers, cyclists and farm vehicles, a 3.5 meter wide combined cycle and footway which will run beside the length of the route in the western verge.
- The scheme is aimed at reducing congestion in Poynton as well as supporting the economic, physical and social regeneration of Poynton and the north of the borough, in particular Macclesfield.
- It is also needed to unlock development at the Handforth Garden Village site as it will take divert traffic away from the A34 immediately adjacent to the site, meaning that traffic mitigation for the development will be much reduced.
- A planning application for the scheme was approved by both Cheshire East and Stockport Councils in 2017.
- Following a Public Inquiry, the Secretary of State for Transport confirmed the Compulsory Purchase Orders for acquisition of the land in April 2019. There is a current high court challenge to this outcome from an affected landowner.

- Since the last meeting, the procurement process has concluded and at their September meeting, the Cabinet have agreed a preferred design and build contractor and to the Final Scheme Business Case to the DfT.
- Subject to DfT's approval of the final business case and the expected satisfactory resolution of the high court challenge, the contract is expected to be awarded in October or November 2019, with work commencing on site in spring/summer 2020 and the road opening in 2021.

4 Middlewich Eastern Bypass



- The Council has been working since 2015 to develop a new 2.6km long bypass for Middlewich to relieve town centre congestion and support planned employment and housing growth in the area.
- The bypass will link the A533 Booth Lane with the A54 at the Salt Cellar roundabout and provide access to an extension of the Midpoint 18 employment site via a junction with Cledford Lane.
- The scheme has received DfT approval for entry into their Large Local Major Schemes programme following submission of an Outline Business Case by the council in 2018
- The scheme achieved planning approval in December 2018.
- The approved budget for the scheme is £58.48m.
- A final business case is scheduled to be submitted to DfT in September 2020. Subject to DfT acceptance of this business case, the council will receive Large Local Majors grant funding to the value of £46.78m. The remainder of the

scheme costs will be funded from local contributions, from developer contributions or directly from the Council.

- A contractor has been identified to deliver the scheme via a construction framework arrangement and the current programme (subject to completion of statutory processes and final funding approvals) is for the main works to start in 2021, with an estimated 30-month construction period.
- Since the last meeting, notices have been served to commence detailed ground investigation and this will be starting very shortly. (early October)

5 North West Crewe Package



- The scheme consists of a series of highways and junction improvements around Leighton to support the planned housing development in the area and to improve access to Leighton Hospital.
- The scheme estimate is £41m, which is funded by a combination of central government grants, developer contributions and direct council funding.
- A planning application for the road scheme was approved by the Strategic Planning Board in March 2019. Two separate applications for the housing developments facilitated by the road improvements have been submitted by the developers recently and are currently under consideration.

- A contractor has been identified to deliver the scheme via a construction framework arrangement and the current programme (subject to completion of statutory processes and final funding approvals) is for the main works to start in early 2020, with an estimated opening date of March 2022 (subject to completion of statutory processes).

1.6 A500 Dualling



- A scheme to upgrade the section of the A500 between Meremoor Moss roundabout and M6 junction 16 to dual carriageway standard. The scheme would address existing congestion issues at peak times, increasing resilience and improving safety as well as facilitating economic growth in and around Crewe. It would also support the construction and operation of HS2.
- The proposal is to widen the A500 immediately to the south of the existing carriageway to create a dual carriageway. Meremoor Moss roundabout, the first junction west of M6 Junction 16 will be enlarged to create additional capacity. Where local roads cross the A500, at Barthomley Road and Radway Green Road, the bridges will be lengthened to accommodate the wider road beneath.
- The scheme has received some grant funding from the Department for Transport (DfT) to support the preparation of a business case for its inclusion in the DfT Large Local Majors programme
- An outline business case was submitted in 2018 to DfT for them to consider including their scheme in the programme.
- A contractor has been identified to deliver the scheme via a construction framework arrangement and the current estimate is £68m with an estimated opening date of early 2023 (subject to completion of statutory processes)
- Work currently progressing includes land acquisition negotiations and early discussions with the newly appointed design consultant.



Cheshire & Warrington Local Transport Body

Date of Meeting: Friday 4 October 2019
Report of: Kristy Littler
Subject/Title: Cheshire West and Chester Council Scheme Updates

1. Report Summary

- 1.1 This report provides an update on progress made by Cheshire West and Chester Council (CW&CC) on transport schemes contained within the Local Growth Fund and National Productivity Investment Fund pots.

2. Recommendations

- 2.1 That the Cheshire & Warrington Local Transport Body note the progress made by CW&CC on the programme of schemes described in this report.

3. Funding Stream: Local Growth Fund 3 (LGF3) – A51 Tarvin to Chester Improvement Scheme

Background

- 3.1 The A51 is a part of both the Department for Transport (DfT) and Transport for the North's (TfN) Major Road Network. It is a busy route carrying commuter, freight and residential traffic, with the road suffering from frequent and severe congestion throughout the day. As a key strategic link between North Wales, Chester, Crewe, Northwich and Winsford, the A51 also serves as an important network for freight services and is a critical route for both high and heavy abnormal loads. The A51 is central to the TfN West and Wales Strategic Development corridor where significant economic and population growth is forecast; increasing demand and pressures on transport infrastructure.
- 3.2 Accordingly, CW&CC made a submission to LGF3 in 2016 on the basis that sections of the A51 corridor between Tarvin roundabout and its junction with the A55 suffer from severe congestion and is prone to long travel delays. [The Chester Transport Strategy Phase 2](#) report determined intervention was necessary at locations along the A51 corridor around Chester. The business case further recognises this and identifies the most cost effective improvements within the funding envelope, which are necessary to reduce traffic congestion, improve journey time reliability, network resilience, safety and encourage economic growth.

3.3 The scheme futureproofs the section of the A51 at Stamford Bridge, whilst increasing capacity and resilience of the highway network, improving safety, and reducing congestion and journey time delay. To do this, the scheme proposals include:

- Additional signage and carriageway markings on the A51 (northbound) approach to Tarvin roundabout to encourage use of both lanes to turn left, together with widening of the circulatory carriageway;
- Junction upgrade with signal and lane marking changes at Stamford Bridge to provide 2 lanes straight ahead for eastbound traffic;
- Provision of an additional westbound lane at the Stamford Bridge junction through carriageway and bridge widening to the south, with a long merge for westbound traffic exiting the junction;
- Improvements to pedestrian and cycle facilities; and
- Safety improvements at the Hare Lane/Littleton Lane junction

Funding

3.4 The scheme received full approval in August 2019 from CWLEP Performance and Investment Board. The cost of the scheme is circa £7.029m, consisting of £3.663m from Local Growth Fund and £3.366m match funding from CW&CC.

Land Acquisition

3.5 Three relatively small and low value pieces of land are required to facilitate the scheme. The Council is in positive negotiations to acquire the land and conclude matters in a timely fashion, with all land owners having appointed land agents and negotiating terms. However, the Council is preparing for the possibility that this may not be resolved by agreement and therefore will call upon Compulsory Purchase Order powers to run in parallel with those negotiations.

Planning and Ecological Considerations

3.6 The scheme does not require planning permission or an environmental scoping statement. Baseline environmental scoping surveys have been undertaken and all necessary ecological mitigations are accommodated within the programme. A badger sett has already been relocated and the Council has applied to Natural England for a District Level Licencing (DLL) agreement in respect of Great Crested Newt mitigation - this will be the first time the DLL has been used in CW&C.

Engagement Sessions

3.7 A series of well attended engagement sessions were held in early September. Colleagues across many disciplines attended together with officers from Highways England (HE). The feedback from these events has been useful and, where possible, the Council is accommodating appropriate changes within the detailed designs. A dedicated website has been set up, which will be updated as the scheme progresses, and it currently houses information and plans presented at the engagement events.

Construction and Programme

- 3.8 The Council is using the SCAPE framework to deliver the scheme. Balfour Beatty is the SCAPE framework's principal construction contractor and principal designer. As Mott MacDonald undertook the Business case process for the Council, Balfour Beatty have directly procured Mott MacDonald as "Principal Designer" through the SCAPE framework, which is helping to expedite the detailed design works.
- 3.9 An order has been placed with Scottish Power Energy Networks for diversion of a 33kv electric cable diversion at Stamford Bridge and the statutory diversion is planned to commence in spring 2020. Construction on the main scheme components is then planned to commence in summer 2020 with a spring 2021 completion as indicated in the outline programme below.

| Proposed Programme | 2019 | | | | | | 2020 | | | | | | | | | | | | 2021 | | | | | |
|---------------------------------------------------|------|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|--|
| | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | |
| Design development | █ | | | | | | | | | | | | | | | | | | | | | | | |
| Consultation period for Traffic Regulation Orders | | | | | █ | | | | | | | | | | | | | | | | | | | |
| Final cost agreed | | | | | | | | | | | | | | | | | | | | | | | | |
| Contractor receives notice to commence main work | | | | | | | | | | | | | | | | | | | | | | | | |
| Advance Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Vegetation clearance for main works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scottish Power diversions at Stamford Bridge | | | | | | | | | | | | | | | | | | | | | | | | |
| Main construction dates | | | | | | | | | | | | | | | | | | | | | | | | |
| Install site establishment | | | | | | | | | | | | | | | | | | | | | | | | |
| Section 1 - Littleton Lane/Hare Lane | | | | | | | | | | | | | | | | | | | | | | | | |
| Section 2 – Stamford Bridge | | | | | | | | | | | | | | | | | | | | | | | | |
| Section 3 – Tarvin Roundabout | | | | | | | | | | | | | | | | | | | | | | | | |
| Demobilise site | | | | | | | | | | | | | | | | | | | | | | | | |
| Project complete | | | | | | | | | | | | | | | | | | | | | | | | |

Complimentary Initiative

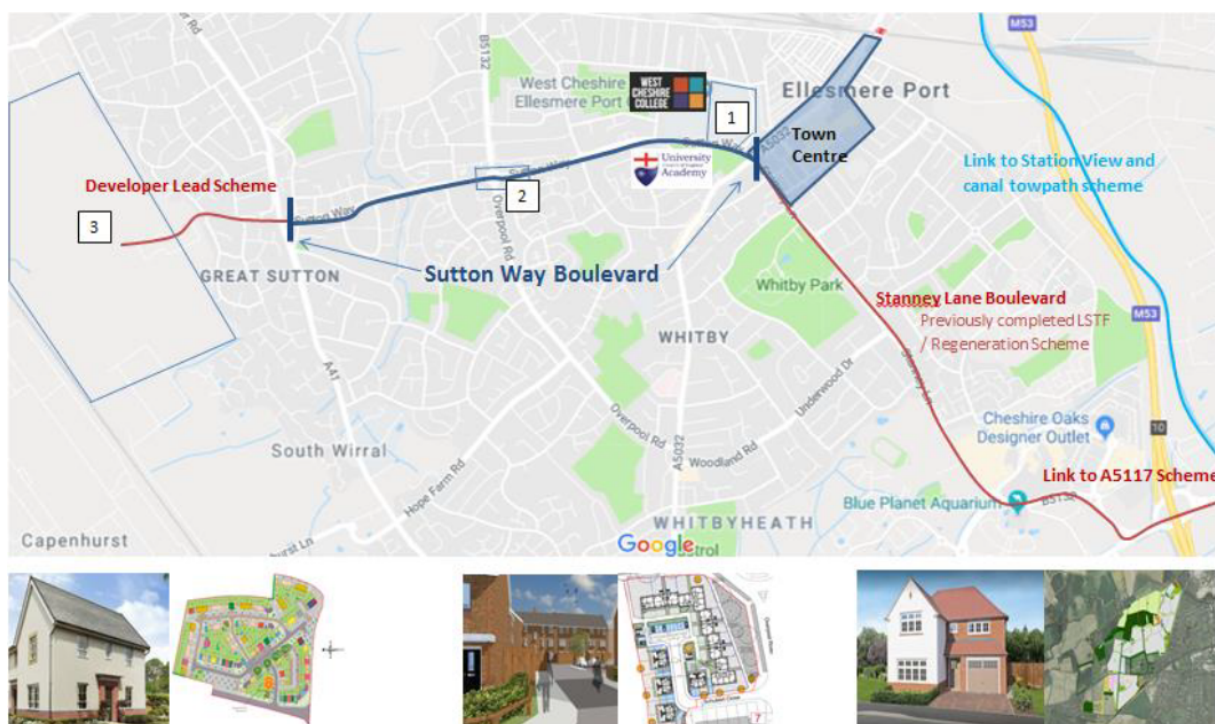
- 3.10 CW&CC have engaged with HE colleagues throughout the A51 business case development. Although, not predicated on this LGF investment, HE have allocated £0.216m for detailed design at the A51/A55 Vicar's Cross roundabout junction, recognising the synergy between the two schemes. A legal agreement has been signed between the Council and HE for CW&CC to complete the detailed design work. By completing such expeditiously, the Council hope that there may be opportunity to construct the scheme through future Highway England funding pots. Whilst this is not guaranteed, it would significantly add to the LGF scheme benefits, and is therefore considered to be vitally important from a CW&CC perspective.

4. Funding Stream: Local Growth Fund 3 (LGF3) Access Schemes – Sutton Way Boulevard Pedestrian and Cycling improvements

- 4.1 The Sutton Way Boulevard scheme will see the installation of a new 3 metre wide shared use pathway on each side of the carriageway on Sutton Way in Ellesmere Port. The scheme will provide an important link between the town

centre and new residential development in Ledsham, as well as the wards of Sutton and Grange whilst also connecting into the wider existing cycling and walking network. It also links into Cheshire Oaks and the Coliseum Leisure Park, providing a viable alternative to car use to access employment and leisure opportunities in the area.

- 4.2 The One Public Estate, due to be completed by summer 2021, and new bus interchange at Ellesmere Port will also be connected by the route. The scheme aims to minimise the risk of cyclist collisions with motor vehicles on the road, by providing predominantly off-road shared use facility for cyclists with upgraded toucan crossing facilities, where appropriate. An illustrative overview is provided below.



- 4.3 A business case was submitted and approved to the CWLEP P&I Board, in August 2019. The scheme cost is circa £0.822m, funded with £0.541m (66%) LGF investment and matched with £0.281m from developer contributions that have been secured by CW&CC. Detailed design is complete and construction is due to commence in November 2019, with completion scheduled for March 2020. There are no third party land implications and use of CW&CC's established highways service provider will facilitate timely delivery.

5. Funding Stream: Development Funding – Business Case Development: Winnington Swing Bridge/A533 Corridor Improvements

- 5.1 CW&CC are currently procuring professional consultancy support for this development funding allocation and key deliverables that are required no later than 31 March 2020 include:-

- Design option development and production of preferred design options for the swing bridge improvements and any mitigation measures along the A533 corridor;
- Supporting microsimulation model report of solutions and assessment of the impact of interventions;
- Outline delivery programme for the scheme and associated mitigation proposals;
- Outline costing of scheme proposals; and
- The preparation of a Strategic Outline Business Case leading to the preparation of a full Outline Business Case, in accordance with the DfT Five Case Business Case and webTAG guidance.

5.2 Further updates will be provided at the next meeting of the LTB.

6. Hooton – Helsby Strategic Outline Business Case (SOBC)

6.1 CW&CC has commissioned the preparation of an SOBC for public transport improvements between Hooton and Helsby. The purpose of the SOBC is to identify options to provide better connectivity, both locally to businesses in the study area, and to/from the economic centres of Chester, Liverpool, Manchester, Runcorn and Warrington. An aim of the SOBC is to provide the necessary evidence to go through the ‘Decision to Develop’ gate on the Department for Transport’s (DfT) Rail Network Enhancement Delivery Pipeline (RNEP), should the outcome of the SOBC be to recommend a rail scheme as the preferred solution.

6.2 A study inception meeting was held on the 22 August 2019 and SOBC reporting is currently scheduled for delivery before December 2022. Further updates will be provided at the next meeting of the LTB.

7. Middlewich Rail Study Strategic Outline Business Case (SOBC)

7.1 CW&CC are a key stakeholder in relation to the development of an SOBC into the re-opening of the Middlewich branch to passenger services, along with enhancements to rail services and facilities across the wider Mid-Cheshire area. CW&CC has recently contributed to the Appraisal Specification Report, which details the proposed approach to appraising the impacts of reopening the Middlewich railway line, and will continue to assist in advancement of this initiative.

8. Middlewich Southern Link Feasibility Study

8.1 CW&CC are a key stakeholder in relation to this initiative, which has been commissioned by Cheshire East Council. An inception meeting has been held with the appointed consultant and further information will be made available at the next meeting of the LTB.

9. Funding Stream: Provisional Local Growth Fund 3 (LGF3) Allocations – Additional Pedestrian and Cycling improvements

- 9.1 Two further pedestrian and walking schemes with provisional LGF fund allocations are being developed by CW&CC, which will be taken to future CWLEP P&I Board meetings for full approval. These are the A5117 and Chester and Ellesmere Port tow path improvements. As demonstrated in the above illustrative overview, once implemented, these routes will form a contiguous sustainable travel route in the wider Ellesmere Port area connecting housing with, jobs, education and leisure opportunities.
- 9.2 The A5117 cycle route (National Cycle Route 5) is a 4.5 km cycleway that links Ellesmere Port and Chester (via the existing canal towpath at Cheshire Oaks) with Thornton Science Park, Essar Stanlow Oil Refinery, Encirc and new strategic Portus cluster employment site encompassing energy intensive industries. The cycle route significantly increases access from employment catchment areas, and by way of complimentary schemes, Highways England (through their designated funds programme) have made cycle and pedestrian improvements at Junction 14 of the M56. On completion of the proposed A5117 scheme this could provide the foundations for a continuous route from Frodsham and Helsby to Ellesmere Port and Chester.
- 9.3 The Ellesmere Port and Chester canal towpath is a well-used mutli-user path used by a high number of commuters on a daily basis. Refurbishment to upgrade sections of the infrastructure to a shared use pedestrian and cycle way is now necessary to return this route to an acceptable standard and help boost usage. The route provides direct access to a number of key employment and new development sites. These include; Chester Business Quarter, Railway Station, University of Chester (Parkgate Road campus), the Countess of Chester Hospital, New Bridge Road and central Ellesmere Port and Cromwell Road. CW&CC is currently working with the Canal and River Trust to progress development of this scheme.

10. Future Funding Stream Opportunity: Local Pinch Point Programme

- 10.1 The Budget 2018 announced a competitive fund for local authorities to bid for high-impact schemes to help address congestion pinch points and to reduce congestion on local roads. The fund is £150 million in total, with £75 million in each financial year 2021/2022 and 2022/2023, and DfT advise that eligible types of project include:
- Projects could include road widening, additional traffic lanes to reduce congestion, additional footway or cycleway provision. The project might involve replacing a junction with a roundabout or traffic signalled arrangement to improve traffic flow. Projects might aim to address severance caused by highways, to provide new pedestrian facilities including footbridges or signalled crossing places
 - Proposals could include bus priority measures to improve journey times, bus lanes or signalling to give priority at junctions, bus gates or measures

to ensure compliance. Cycle priority at junctions and other measures to improve cycle safety might be proposed.

- A scheme may be on a specific site, at one junction, or it may be a point to point improvement along a length of existing highway. The proposal might provide access to sites earmarked for development, including a new or modified junction or a spur road.
- Proposals should demonstrate the benefit to local businesses, and improvements to productivity on completing the project.
- The proposal should indicate the range of funding sought from the Department for Transport, eg £5 million to £10 million, £10 million to £15 million, or over £15 million.

10.2 The fund will operate via a full competition over 2 phases, with the first acting as a light-touch process to reduce the burden on authorities. Guidance released by DfT on 24 July 2019 acts as the launch of phase 1 of the process and invites authorities to come forward with expressions of interest. CW&CC are currently developing an Expression of Interest in preparation for submission by the prescribed deadline of 31 January 2020, for which further information will be made available at the next meeting of the LTB.

11. Future Funding Stream Opportunity: Challenge Fund Programme

11.1 The local highways maintenance challenge fund was first announced in the 2014 Autumn Statement. On 24 July 2019 the DfT announced that a further tranche of the challenge fund will be available for 2019 to 2020 and 2020 to 2021, with a total of £198 million on offer. Local authorities are able to bid for projects that will carry out improvements to the quality of roads and surrounding infrastructure, including bridges and viaducts, to benefit the local economy and make driving safer.

11.2 The funding is profiled over the two financial years; with £98 million available in 2019/2020 and each local highway authority is eligible to submit one bid for up to £5 million. The DfT are also seeking expressions of interest – but not bids – for larger projects in 2020 to 2021 with a minimum DfT contribution of £5 million each, for which a total of £100 million is available in that year.

11.3 CW&CC are currently developing bidding submissions by the prescribed deadline of 31 October 2019, for which further information will be made available at the next meeting of the LTB.

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Cheshire & Warrington Local Transport Body

Date of Meeting: 4th October 2019
Report of: Alan Dickin – Transport Planning & Development Control
 Manager, Warrington BC
Subject/Title: Warrington Major Schemes Update

1. Report Summary

- 1.1 This report provides an update on progress made by Warrington Borough Council on major transport schemes contained within the Local Growth Fund and DfT's Large Local Majors programme.

2. Recommendations

- 2.1 That the CWLTB note the progress made by Warrington BC on the programme of schemes described in this report

3. Major Scheme Programme

3.1 Waterfront Western Link – DfT Large Local Majors Fund

Waterfront Western Link comprises a new highway link between A57 Sankey Way and A56 Chester Road, providing traffic relief to Warrington town centre and supporting new development in the Arpley Meadows area, immediately to the south west of the town centre. The scheme includes a number of new structures including a high level bridge over the Manchester Ship Canal. Progress on the Waterfront Western Link is as follows:

- The Department for Transport (DfT) announced on Wednesday 10th April that they were making a provisional funding award of £142.5m towards the scheme cost of £212.7m.
- Scheme funding and progression remains subject to the approval of a full major scheme business case, which will be scrutinised by the DfT.
- The next stage will involve the acquisition of all statutory approvals required to deliver the scheme including planning permission and Highways CPO powers for land assembly. This will be together with the detailed design of the scheme. All of these approvals have to be in place to secure full approval for the scheme from the DfT.
- A Project Manager has been recruited to manage the project and the process of creating a new internal officer team is ongoing.

- A report to Cabinet on 8th July secured the provisional grant award and agreed a series of funding, property acquisition and contract award approvals.
- Briefings for Ward Members and community groups are ongoing
- Indicative timescales, all of which are subject to change are a submission back to government of the business case in late 2022, with any construction stage subject to DfT approval starting in mid-2023 for a period of circa 3 years.
- Further details can be found at www.warrington.gov.uk/westernlink

3.2 **M62 Junction 8 – Local Growth Fund - COMPLETE**

This project provides improvements to the signalised roundabout at Junction 8 of the M62 including the re-alignment of Charon Way (westbound) onto Burtonwood Road. The scheme deals with existing congestion and increases the junction's capacity to support future growth with the scheme expected to support over 1500 new homes in the area as well as up to 9000 new jobs on Omega.

- The construction contract award was approved at Executive Board in December 2016 and works commenced on site in January 2017.
- The scheme was completed in May 2018 with final costs within the agreed budget of £11.690m.
- Further details can be found at www.warrington.gov.uk/info/201379/junction_8_m62

3.3 **Warrington East Ph1 – Local Growth Fund – COMPLETE**

This project, originally known as Birchwood Pinchpoint is the first phase of improvements to the transport network in Birchwood. The project comprised three parts:

1. The **Oakwood Gate** scheme consisted of new traffic signals at the northern end of the “Dog bone” roundabout on the A574 Birchwood Way and a widening of the Birchwood Way eastern approach to the junction.
2. The **Moss Gate** scheme was the conversion of a 4 way roundabout on Birchwood Way to a fully signalised traffic signal controlled junction designed to cater for present day and future traffic conditions.
3. The **Faraday Street** bus gate is a new bus only link between Birchwood Way and Ordnance Avenue.

- Works started in July 2015 and were completed in March 2016
- The total scheme cost was £5.0m
- This project was completed on time and within budget.
- Further details can be found at: www.warrington.gov.uk/info/201251/other_projects/2138/birchwood_pinch_point_project

3.4 **Centre Park Link – Local Growth Fund – ON SITE**

The Centre Park Link comprises a new highway route into the Town Centre, improving traffic flow to the south of the town centre and opening up access to developable land to the south of the existing Centre Park development. This involves the construction of a new bridge structure and associated highway link. Progress on the scheme is as follows:

- In 2018 the Compulsory Purchase Order (CPO) was made and confirmed by the Secretary of State on 30th November 2018. Vacant possession of all outstanding land interests via the Highways CPO were achieved end of June 2019.
- The process to grant rights of construction over the River Mersey has been confirmed by the Secretary of State.
- Project budget £19,891,000.
- Department for Communities and Local Government - Housing Infrastructure Funding received February 2019 secured circa £3m funding needed to ensure project delivery.
- £5.3m LGF1 funding
- Report taken to Executive Board in March 2018 obtained all necessary approvals for the scheme including contract award.
- Sod cutting ceremony held in May 2019
- Advanced works to demolish Mersey Bank Service Station on Chester Road and remediate the contamination from the old underground fuel tanks are complete.
- Contractor is now fully mobilised to site
- Sheet piling activities commenced 19th August with a programmed duration of 2 weeks
- Tree clearance works to land between Wilson Patten Street and Slutchers Lane commenced in September to enable statutory undertakers to complete the necessary diversion works in that area.
- It is anticipated that the new Mersey bridge will be open in summer 2020, with the full scheme completed and open to traffic by late 2020.
- For more information visit www.warrington.gov.uk/centreparklink

3.5 **Warrington West Station – Local Growth Fund – ON SITE**

Warrington West Station will provide a modern rail station with 250 space car park for the large residential and business developments in west Warrington such as the Omega and Lingley Mere sites, attracting both in-bound and out-bound journeys. Progress on the scheme is as follows:

- Scheme budget £20.5m
- LEP growth deal funding £6.53m
- New Stations Funding from Network Rail £4.23m
- Construction of main works complete – subject to final snagging
- Drainage works and car park construction are complete.

- Train Operator, Northern, are visiting site fortnightly to check the fit out and co-ordinate their installations and undertake their operational/ health and safety checks
- Discussions are ongoing regarding opening ceremony and advanced communications
- Network Change has been agreed and station will open on 15th December 2019
- Traffic Regulation Orders in progress to discourage parking on nearby residential streets
- For more information visit www.warrington.gov.uk/warringtonwest

3.6 **Warrington East Phases 2&3 – Local Growth Fund – ON SITE**

The projects are funded through a combination of Local Growth Fund (£6.9m) and National Productivity Investment Fund (£4m NPIF) funding and the council's own capital borrowing. The project consists of the following four scheme elements:

Phase 2

1. **College Place:** Introduction of traffic signals at the College Place roundabout on Birchwood Way (A574) to address traffic congestion and non-vehicular accessibility issues
2. **Oakwood Gate:** Provision of a dedicated west bound slip road at the southern end of the “dog bone” roundabout and new traffic signals on Birchwood Way to reduce traffic congestion in the Oakwood area of Birchwood.
3. **Blackbrook Avenue:** Provision of a dedicated left turn lane on Birchwood Way westbound to improve flows through this junction.

Phase 3

4. **Birchwood Way:** The dualling of Birchwood Way between Moss Gate and J11 of the M62 and light touch changes to the J11 roundabout to improve flows and aid pedestrian and cycle movements.

Progress of the schemes is as follows:

- The project started on site in mid July 2018
- The scheme is on track and there are no significant construction related issues to report.
- The completion dates for the individual elements is as follows:
 - Blackbrook Avenue – Completed December 2018
 - College Place – October 2019
 - Oakwood Gate – September 2019
 - Birchwood Way widening (WE phase 3) – December 2019
- For more information visit www.warrington.gov.uk/WE2

3.7 **Sustainable Transport Project - Access Fund – Local Growth Fund**

The Cheshire and Warrington Growth Deal included a joint Sustainable Travel (Access Fund) project with schemes across all three authorities. The Warrington element of funding is around £1.7m of LGF grant contributing to schemes valued at around £2.65m. The LGF grant is subject to approval of individual scheme business cases by the C&W LEP.

The Warrington project proposes the addition or upgrade of three important links on the Warrington strategic cycling and walking network:

1. **Burtonwood to Omega shared use path.** This project provides a new path alongside Burtonwood Road/Clay lane and requires land to be acquired from landowners. CPO powers were approved in October 2018 though most land is expected to be acquired through negotiation. However, a Public Inquiry is planned for 5th November 2019, following which all final land parcels will be acquired. A start of works is programmed for early 2020 subject to the land being acquired.

Further information online at

https://www.warrington.gov.uk/info/201362/warrington_west/2396/omega_to_burtonwood_accessibility_improvements

2. **Chester Road promenade.** A feasibility study identified several design options to provide a high quality cycle and walking route along Chester Road linking the Transpennine Trail to the town centre. These are being investigated including a new crossing of Wilson Parker Street at the Bridgfoot junction. Vegetation clearance has taken place to allow a topographic survey to inform detailed design which is currently ongoing A start of works in early 2020 is programmed. No third party land is required.
3. **Trans Pennine Trail upgrade.** The upgrade of the path between Chester Road and Knutsford Road is being investigated. The design is currently ongoing and will inform discussions with the landowner Peel, to finalise the scheme. This scheme could is expected to start in Spring/Summer 2020.

3.8 **Omega Local Highways - Local Growth Fund**

The schemes are intended to support the wider development at Omega and Lingley Mere with additional highway capacity to deal with increased traffic from the developments and at the same time ensure high levels of pedestrian and cycle accessibility between the new housing, development sites and local amenities and schools. LGF is providing funding support totalling £4.3m for two schemes:

Omega Local Highways Phase 1.

This £4.1m scheme includes the provision of an enlarged roundabout at the junction of Omega Boulevard and Lingley Green Avenue, with additional lanes on approaches to the three main arms. The scheme also includes the provision of a left turn lane at the adjacent signal junction into Great Sankey Neighbourhood Hub and extensive improvements to cycle and pedestrian

facilities in the immediate area. All third party land required has been secured by planning condition or is in public ownership. Progress to date and key milestones are as follows:

- Consultation in April and May 2019 to identify preferred scheme
- Detailed design work is ongoing.
- Outline Business case approved at July 2019 P&I committee
- Construction is programmed to start in March 2020

Further information online at

https://www.warrington.gov.uk/info/201362/warrington_west/2397/omega_local_highways_phase_1

Omega Local Highways Phase 2b

This £2.35m scheme provides improvements to the junction of A57 Liverpool Road and Lingley Green Avenue, a key gateway to Omega and Lingley Mere and to the town centre. The improvements include additional lanes on the A57 eastbound and Lingley Green Avenue southbound approaches to the existing traffic signal junction. The scheme, which will provide additional highway capacity to support traffic growth in the area has already been assessed and supported by DfT and has been awarded £1.27m from the National Productivity Investment Fund (NPIF). Progress to date and key milestones are as follows

- Public Consultation February/March 2018.
- Detailed design is currently underway.
- Some land/rights required for the scheme are in third party ownership and required a CPO process to be followed. All objections were subsequently removed and the land required has been obtained by negotiation, however, the CPO process is required to continue to obtain all necessary rights and will be concluded in Autumn 2019
- Construction is expected to commence in early 2020.

Further information online at

https://www.warrington.gov.uk/info/201362/warrington_west/2398/omega_local_highways_phase_2

In addition to Phases 1 and 2b described above, the council has delivered or is currently developing other phases of improvements to support the delivery of growth around Omega in West Warrington. These schemes are summarised below:

Omega Local Highways 2a/3a – Complete

- Improved junction at Kingswood Road/Burtonwood Road and widening of Burtonwood road southbound to two lanes. Provision of improved cycle crossing facilities and length of shared footway/cycleway
- Joint funded from developer contributions, council borrowing and National Productivity Investment Fund (NPIF)

Omega Local Highways 3b – on site late 2019

- Improvements to roundabout junction of Whittle Avenue and Lingley green Avenue to provide additional highway capacity and improved pedestrian and cycle crossing facilities
- Funded from developer contributions

Omega Local Highways 3c – in development

- Improvements to roundabout junction of Whittle Avenue, Burtonwood Road and Westbrook Way
- Funded from developer contributions

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