

OUTLINE BUSINESS CASE - Wilmslow Strategic Cycle and Walking Route

CHESHIRE & WARRINGTON ENTERPRISE PARTNERSHIP

LOCAL GROWTH FUND BUSINESS CASE TEMPLATE



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

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

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

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

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

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

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

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

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

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

Section A: Scheme Details

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

A1: Scheme Name	Wilmslow Strategic Cycle and Walking Route
A2: Promoting Organisation	Cheshire East Council
A3. Accountable Body	Cheshire East Council
A4: Main Point of Contact	<p>Name and position: Richard Hibbert, Head of Strategic Transport</p> <p>Contact telephone number: 01270 686972</p> <p>Email address: Richard.hibbert@cheshireeast.gov.uk</p> <p>Postal address: Transport, Cheshire East Highways, 7th Floor, Delamere House, Delamere Street, Crewe, CW1 2LL</p>
A5: Type of Scheme	<i>Please indicate the type of scheme being submitted</i>
	<input checked="" type="checkbox"/> Transport infrastructure <input type="checkbox"/> Regeneration <input type="checkbox"/> Enabler
	Other (please specify):
A6: Scheme Description	<p><i>Please give a brief description of your scheme (in no more than 100 words)</i></p> <p>The scheme is a strategic cycling and walking link in Wilmslow. It fills key gaps in the local network to create a coherent route connecting key economic development sites along the Cheshire East Science Corridor including Royal London and Alderley Park, Wilmslow Rail Station and Wilmslow High School.</p> <p>The project will entail:</p> <ul style="list-style-type: none">• Pedestrian / cycle links between Wilmslow station and Royal London supporting delivery of 1,500 new jobs; and• Providing an improved route from residential areas in Wilmslow to employment locations including Alderley Park and Royal London.
A7: Total Project Cost	<p><i>Please indicate the total capital cost of your project</i></p> <p>£950,000</p>

<p>A8: LGF Requested</p>	<p><i>Please confirm the total amount of LGF requested</i></p> <p>£900,000</p> <p>Percentage [95%] of total project costs*</p> <p><i>*please note that although the match funding is low for this scheme, the related scheme for the North West Crewe walking and cycling scheme has 62% of match funding from Cheshire East Council (£1.200m) due to sequencing delivery to account for some land being secured using Compulsory Purchase Order powers. Over the combined Crewe and Wilmslow schemes the match funding provided by Cheshire East Council is 42%.</i></p>
<p>A9: Geographical Area</p>	<p><i>Please provide a short description of area covered by the Scheme (in no more than 100 words)</i></p> <p>The proposed walking and cycling link in Wilmslow will enhance connectivity by filling key gaps in the network. The route will also connect the rail station and residential areas with key employment sites, such as Royal London. The project connects from Wilmslow rail station to Alderley Park via Broadway, Wilmslow High School and the Royal London Campus.</p> <p><i>Please supply a location map and where possible a map showing the site boundary (and Mapinfo Table(s) where available). If possible please highlight existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.</i></p> <p>Maps of the scheme route are shown in Figures 1 and 2. The route connects from Wilmslow Station, via the leisure centre car park and along Broadway, past Wilmslow High School and through a quiet residential route. The route then joins back onto Alderley Road for connection to the Royal London site. The route continues along the A34, where existing shared walking and cycling facilities are in place, and includes upgrades south of the A34/Congleton Road roundabout and subsequent signalised junction connecting into Alderley Park.</p>

The concept plan shown in Figure 1 outlines how the scheme integrates into the wider area of Wilmslow including existing walking and cycling routes. In addition, the map shows how the route connects on a strategic level to Manchester Airport Enterprise Zone, Alderley Park and Handforth Garden Village.

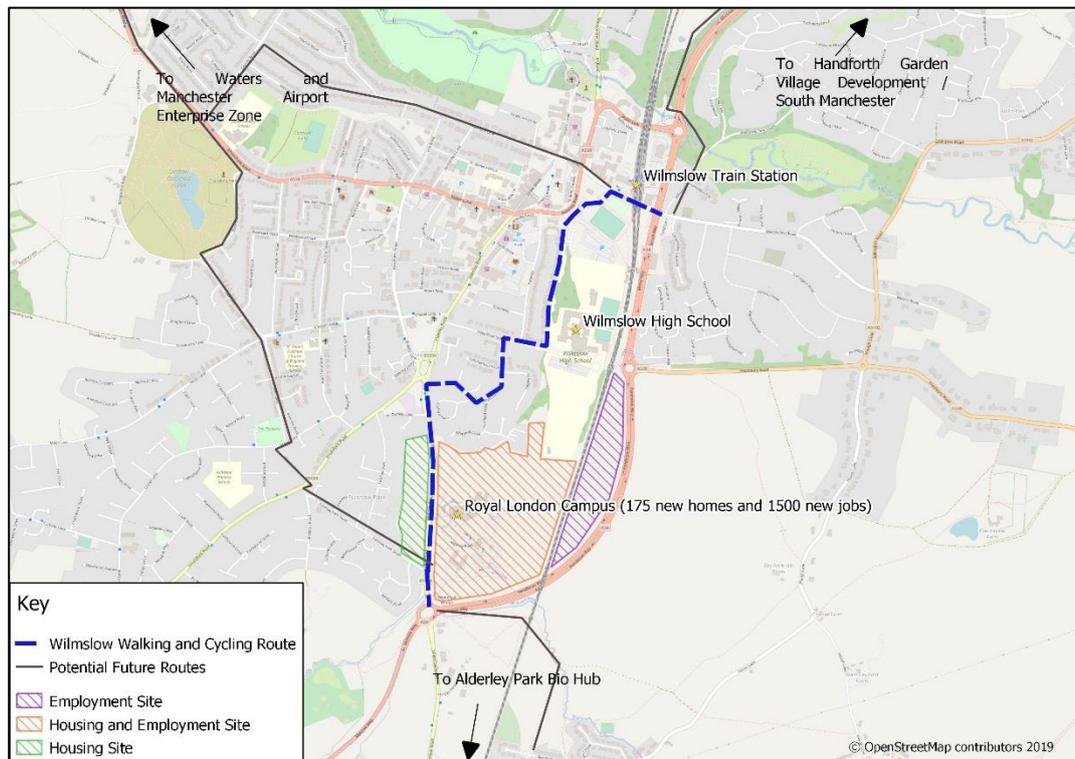


Figure 1 Concept plan showing proposed route and wider links

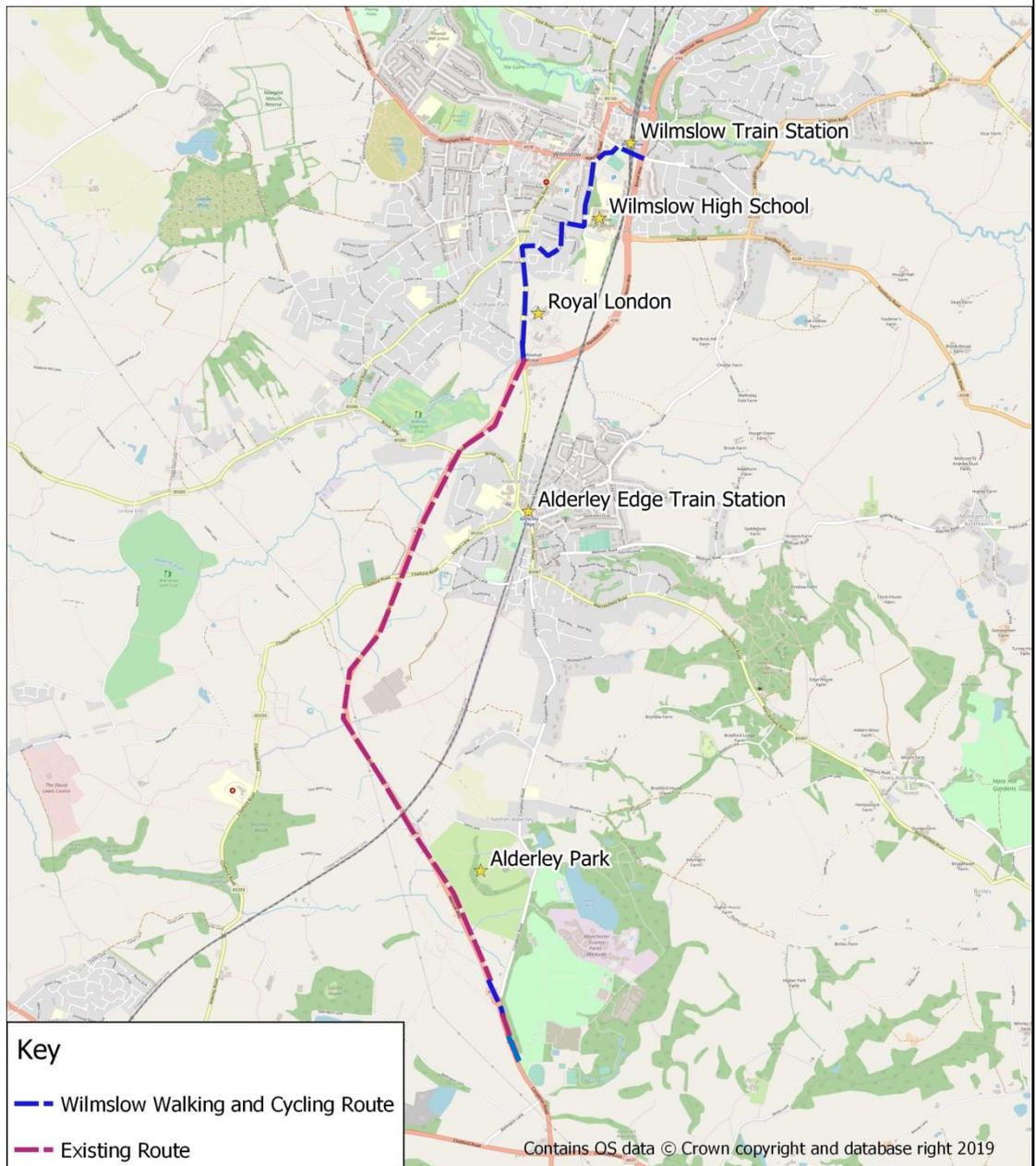


Figure 2 Full route to Alderley Park showing sections of the this scheme highlighted in blue

Figures 3 and 4 overleaf are photographs of existing locations along the proposed route.



Figure 3: Broadway verge on which high quality 3m pedestrian and cycle link to be constructed



Figure 4: Crossing point and access between Broadway and Wilmslow rail station to be improved with Toucan crossing

<p>A10: Alignment to Strategic Economic Plan and National and Local Policies</p>	<p><i>Please select which strategic priorities the scheme aims to support. Please select all categories that apply.</i></p> <p> <input type="checkbox"/> Constellation Partnership <input type="checkbox"/> Crewe High Growth City <input checked="" type="checkbox"/> Cheshire Science Corridor <input type="checkbox"/> Warrington New City <input type="checkbox"/> Mersey Dee Economic Alliance <input checked="" type="checkbox"/> Other(s), Please specify – </p> <p>TfN Strategic Development Corridor West and Wales</p>
	<p><i>Please provide evidence of how your proposal also aligns with and supports relevant National policies or initiatives.</i></p> <p>This section outlines alignment to national, regional and local policies:</p> <ul style="list-style-type: none"> • How the scheme aligns with the SEP priorities; • How the scheme will contribute to the delivery of the Government’s Cycling and Walking Investment Strategy; • How the scheme will contribute to achieving the CEC target to double the number of people cycling once per week for any journey purpose in Cheshire East by 2027; • Encouraging people to be active on a daily basis, contributing to the Public Health England Strategy; • Contributing towards Improving Air Quality in the UK (Defra, May 2017) by investing in walking and cycling infrastructure; • Contributing towards carbon reduction; and • Contributing towards reducing social equalities. <p>Investment in sustainable travel such as the walking and cycling scheme in Wilmslow will directly contribute to the strategic vision of the LEP’s Strategic and Economic Plan. In summary, the scheme will support the visions and ambitions of the SEP as follows:</p> <ul style="list-style-type: none"> • Maximising growth assets (SEP priority SI4) through encouraging a modal shift, unlocking capacity on the road network to accommodate growth and supporting development sites for employment and housing, for example at the Royal London site; • Attracting and retaining talent (SEP priority SI2) through making existing businesses within Wilmslow more sustainable and able to grow through improved sustainable connectivity; • Improving local and regional connectivity, enabling businesses to forge better connections with each other, suppliers and markets at the international scale (SEP priority SI6). These sustainable connections will in turn ensure that businesses in Wilmslow are equipped to operate in and with increasingly complex markets and technologies (SEP priority SI3); and • Driving productivity gains (SEP priority SI5) through encouraging residents to enter the labour market by removing transport as a barrier to employment. <p>The scheme will also contribute to the delivery of the Government’s Cycling and Walking Investment Strategy, which was published in April 2017. Opportunities for cycling and walking are recognised at the national level and there is significant potential for changes to travel behaviour. Two in every three personal trips are less than 5 miles, an achievable distance to walk or cycle for most people.</p> <p>The Government’s ambition is to double national cycling activity from 0.8 billion stages</p>

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

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

Defra's 2019 Clean Air Strategy paper also emphasises that in order to tackle national air pollution, the Government will be investing in walking and cycling infrastructure in order to reduce numbers of car trips and ease congestion, leading to reductions in NO_x emissions. On a local scale, investment in this scheme will encourage a modal shift to sustainable modes of travel, and therefore reduce congestion and improve air quality.

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

There is also a focus on reducing social inequality across the Borough. The Council's draft Economic Strategy outlines that Cheshire East is well-positioned for growth, which should be balanced and focus on improved productivity. By aiming to address social inequality, this will help to achieve growth across the Borough. Implementation of this walking and cycling scheme can help improve accessibility to high-skilled jobs for local residents and also the town centre, helping to address accessibility to jobs.

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

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

B: Strategic Case

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

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

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

Summary of this section:

- The scheme will improve accessibility to employment opportunities and housing development sites;
- The scheme will encourage physical activity and modal shift to release capacity on the highway network;
- The scheme will support development at Royal London;
- The scheme will help to unlock development, contributing towards unlocking 1500 new jobs.

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

On a local level, 1 Lower Super Output Area (LSOA) within Wilmslow is classified in the top 20% most deprived nationally according to Defra's Index of Deprivation data (2019) and approximately 22% of adults in Cheshire East are physically active for less than 30 minutes per week.

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

The proposed scheme will contribute towards encouraging an increase in physical activity. These links will provide the infrastructure within Wilmslow for people to travel actively for everyday journeys within Wilmslow and to employment sites such as Royal London and Alderley Park. The route will also enable sustainable journeys to key employment sites within Wilmslow, in particular from Wilmslow train station, contributing to reducing congestion and improving local air quality issues.

The route will support the Royal London Local Plan site (LPS 54) which will provide 5 ha of employment land and 175 dwellings. These links will enable people to access this location by sustainable travel for employment and residential purposes. In addition to improving access to Wilmslow rail station this section will also significantly improve access to Wilmslow High School and 6th Form, providing access to high quality education to support a future workforce with the skills required to enable the Science Corridor to prosper.

Significant investment has delivered the Manchester Airport Relief Road north of Wilmslow. Delivering a walking and cycling route in parallel with highway links will ensure people have alternative travel choices which will help to reduce congestion to

<p>B2: Future LEP Challenges / Opportunities Addressed by Scheme</p>	<p>enable trips associated with new development and employment.</p> <p><i>Are there any problems you have identified that will occur in the future that your Scheme is intended to address? (e.g. congestion, road safety, access to services and opportunities etc.).</i></p> <p><u>Regional Scale - SEP</u> The aspirations of the Cheshire and Warrington Strategic Economic Plan and associated growth will lead to increased pressure on all transport networks and current trends suggest that much of this demand will be car-borne unless interventions and investment is achieved for other modes, most notably walking and cycling.</p> <p>Even if large scale capital investment is delivered on the highway network, this network is unlikely to cope with additional demand. The resulting congestion could therefore act as a throttle to growth and prevent access to jobs and labour, stifling inward investment. In addition, this may lead to a negative impact on local air quality and Air Quality Management Areas being declared. Alternatives to the car have a valuable role to play in strengthening the economic resilience of the region and therefore should be viewed as a priority for investment.</p> <p><u>Regional Scale – Decarbonisation and LEP’s Industrial Strategy</u> One major challenge facing the region is climate change. On a national level, the UK Industrial Strategy focuses on the “grand challenge” of decarbonisation, targeting net-zero carbon industries. The forthcoming Cheshire and Warrington Local Industrial Strategy (LIS) acknowledges that the region has a traditional carbon economy. One key priority of the LIS is for clean growth, outlining that the region is in a strong position to lead the UK in the Clean Growth Grand Challenge mission: to establish the world’s first net-zero carbon industrial cluster by 2040. In Wilmslow, investment in this walking and cycling link will encourage sustainable, low-carbon travel to employment in Wilmslow, helping to tackle decarbonisation of transport. Decarbonisation of transport is key if the region is to meet its targets for carbon reduction and strengthen the local response to the threat of climate change.</p> <p><u>Local Scale – Access to jobs and housing</u> Congestion in key development areas ultimately affects access to a suitably qualified pool of labour, suppliers and markets, and both congestion and labour are two crucial factors when investors, developers and businesses consider locations.</p> <p>Implementing a high quality walking and cycling route in Wilmslow, connecting the development site at Royal London to local services will encourage travel by sustainable modes when people first move into the new residential area and employment. Likewise, it will encourage those who live locally or travel by train to Wilmslow to walk or cycle to employment areas and Wilmslow High School. The route will also open up sustainable mode access to high quality jobs such as those at the Royal London Campus and Alderley Park.</p> <p><u>Local Scale – Congestion and parking</u> Both the draft Wilmslow Parking study that was recently consulted on and the draft Wilmslow Town Delivery Plan highlight the challenge of car dominance and parking demand and supply within Wilmslow. Introducing this walking and cycling link connecting employment areas, Wilmslow High School and Wilmslow rail station will encourage people to use sustainable modes as an alternative to driving for short trips and therefore contribute towards relieving the parking issues in the town.</p>
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	<p><u>Local Scale – Sustainable Travel</u></p> <p>Through enabling sustainable access to housing and employment by improving walking and cycling infrastructure, the scheme will deliver measurable congestion benefits and encourage walking and cycling as a ‘natural’ choice for short distance journeys within the area. Included within the Wilmslow Town Delivery Plan and the Local Cycling and Walking Infrastructure Plan (LCWIP), this route will form part of a wider integrated transport plan for Wilmslow which also strategically links to neighbouring areas. The Wilmslow Town Delivery Plan considers sustainable travel as a way to meet its objectives and outlines the importance of sustainable travel as part of the transport network. This follows on from the Local Transport Plan (LTP) consultation in summer 2018, where respondents with an interest in Wilmslow highlighted the importance of sustainable travel links and overcoming barriers to cycling and integration with other modes. This scheme aims to achieve this by integrating with existing routes and providing a high quality route through the town centre.</p> <p>In addition, the Wilmslow Neighbourhood Plan was published in February 2019, and Policy TA5 specifically refers to cycling in Wilmslow. The Plan states that future cycling schemes should be designed to avoid a ‘hard’ edge of cycling provision at the edge of Wilmslow Parish boundary and ensure that they effectively integrate with other infrastructure. The Plan aims to improve the quality of routes and encouraging different groups of people to use the network for more of their everyday journeys. The scheme is developed in line with this Neighbourhood Plan policy, both to integrate into existing routes and integrating with other modes of travel. The Wilmslow Neighbourhood Plan has now been adopted after referendum.</p>
<p>B3: Wider Geographic Impact</p>	<p><i>Please provide information on any potential impacts the project may have outside of Cheshire and Warrington, for instance does it involve partnership working with another LEP or organisation. You should indicate those areas that will directly benefit, areas that will indirectly benefit and those areas that will be impacted adversely.</i></p> <p>The proposed route is also strategically located on the network to complement other transport interventions within Cheshire East, and also investments outside of the borough in Greater Manchester. This includes public transport such as the potential for tram-train from Manchester Airport which would connect to Wilmslow rail station where the proposed walking and cycling route links to; bike & go facilities are also located at Wilmslow Station. As a result, the proposed route contributes towards creating a more integrated transport network across the wider area. The scheme also supports ambitions outlined within the draft South East Manchester Multi-Modal (SEMMM) Strategy to promote and encourage more walking and cycling as part of an integrated network. CEC continue to work alongside Manchester Airport to improve the transport links between Cheshire East and Manchester Airport. This is an important link due to Manchester Airport’s importance across the borough both for businesses and employment opportunities.</p>

<p>B4: Alternative Options</p>	<p><i>Please describe what alternative options and funding sources have been considered and why these have been rejected. Include information on the likely implications of the intervention not happening. How have you prioritised the options considered in order to reach an optimal solution?</i></p> <p><u>Alternative Options</u></p> <p>A number of options have been analysed and several alternatives to the project were considered and prioritised based on the ability of each alternative to meet the project objectives; these are outlined in the table below with Annex D giving more detail.</p> <table border="1" data-bbox="368 506 1417 1406"> <thead> <tr> <th data-bbox="368 506 580 539">Scenario</th> <th data-bbox="580 506 1417 539">Scheme</th> </tr> </thead> <tbody> <tr> <td data-bbox="368 539 580 723">Do nothing</td> <td data-bbox="580 539 1417 723">No investment within walking and cycling routes within Wilmslow. Currently there are discontinuous cycle lanes along Alderley Road however there are substantial gaps in the wider route and as a result there is not a safe and high quality route which is limiting the numbers of people walking and cycling.</td> </tr> <tr> <td data-bbox="368 723 580 1261">Do something (alternatives)</td> <td data-bbox="580 723 1417 1261"> <p>Town Centre Route</p> <p>This option would entail creating an off carriageway route through the town centre along Alderley Road. This option was discounted due to engineering constraints such as substantial carriageway realignment along Alderley Road through the main shopping and retail areas which would have made the scheme unaffordable. There is also high pedestrian footfall here which could limit the attractiveness of a shared pedestrian / cycle route.</p> <p>Quiet off-road route alongside the rail line</p> <p>This option connects Wilmslow railway station to Wilmslow High School via an existing footpath accessed from Wilmslow Leisure Centre that runs parallel to the railway. This option was discounted as the route is more remote leading to perceived security concerns and environmental constraints.</p> </td> </tr> <tr> <td data-bbox="368 1261 580 1406">Do something (preferred)</td> <td data-bbox="580 1261 1417 1406">The preferred route utilises highway verge to construct a shared pedestrian and cycle facility and short sections of quiet residential streets. This option is the most cost effective, gives the most direct route and would give high quality facilities.</td> </tr> </tbody> </table> <p><u>Implications of the scheme not progressing</u></p> <p>The value of the scheme (at £0.95m) is far higher than local transport capital resources are able to provide. The Cheshire East Local Transport Plan, for example, allocates around £300,000 per year to cover a range of sustainable travel projects. As a result, the Council do not have the funds available to deliver the scheme to this specification, within these timescales. The scheme would need to be de-scoped and delivered over a longer period of time which would need realise the same level of benefits.</p>	Scenario	Scheme	Do nothing	No investment within walking and cycling routes within Wilmslow. Currently there are discontinuous cycle lanes along Alderley Road however there are substantial gaps in the wider route and as a result there is not a safe and high quality route which is limiting the numbers of people walking and cycling.	Do something (alternatives)	<p>Town Centre Route</p> <p>This option would entail creating an off carriageway route through the town centre along Alderley Road. This option was discounted due to engineering constraints such as substantial carriageway realignment along Alderley Road through the main shopping and retail areas which would have made the scheme unaffordable. There is also high pedestrian footfall here which could limit the attractiveness of a shared pedestrian / cycle route.</p> <p>Quiet off-road route alongside the rail line</p> <p>This option connects Wilmslow railway station to Wilmslow High School via an existing footpath accessed from Wilmslow Leisure Centre that runs parallel to the railway. This option was discounted as the route is more remote leading to perceived security concerns and environmental constraints.</p>	Do something (preferred)	The preferred route utilises highway verge to construct a shared pedestrian and cycle facility and short sections of quiet residential streets. This option is the most cost effective, gives the most direct route and would give high quality facilities.
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<p>B5: Contingency Planning</p>	<p><i>If Local Growth Fund monies are not available for your Scheme, do you have a contingency plan for this Scheme? If your answer is 'no' please comment on the potential impacts of this scheme not being implemented. Include both qualitative and quantitative information on the potential negative impacts likely to occur.</i></p> <p>If LGF funding was not available for this project, then the scheme would be unaffordable and therefore undeliverable for the Council to this specification and timescale. The alternative funding scenario would be for the Council to take on the full cost of the scheme through additional capital borrowing, or deliver the scheme at a</p>								

	<p>reduced specification, over a longer period of time.</p> <p>The impacts of this are:</p> <ul style="list-style-type: none"> • A rise in car kilometres for people within this area; • Spending on health and social services would be likely increase as a result of a failure to tackle obesity and low physical activity levels as well as health inequalities arising from traffic emissions and noise levels; • Fewer people would choose to walking and cycle within this area due to quality walking and cycling routes not being in place; and • Inward investment within Wilmslow could reduce as businesses and developers will not perceive the area to have adequate transport links to enable them to operate a financially viable business.
<p>B6: Policy Fit with LTB Policy Objectives (Transport Schemes Only)</p>	<p><i>For transport schemes please provide a description for how your Scheme will meet the LTB objectives (in no more than 100 words against each objective):</i></p> <ol style="list-style-type: none"> 1. Reduce congestion and improve the efficiency of the network to support economic growth and regeneration <ul style="list-style-type: none"> • Development of new routes for walking and cycling improves connectivity by sustainable travel to employment sites, such as Alderley Park and Royal London, supporting further employment growth. • The route will encourage modal shift towards sustainable travel for regular short-distance journeys within Wilmslow, removing vehicles from the surrounding highway network and improving the attractiveness of the area to new investors and developers. 2. Reduce the impact of traffic on the environment, reduce carbon emissions and adapting the transport network to the effects of climate change <ul style="list-style-type: none"> • This new walking and cycling route within Wilmslow will support modal shift towards methods of travel that support carbon reduction and contribute to improved air quality. • The scheme provides improved walking and cycling connections to destinations including Alderley Park, Royal London, and Wilmslow High School, thereby reducing the frequency at which private vehicles are used, facilitating improvement to local air quality. 3. Maintain large transport structures <ul style="list-style-type: none"> • Not applicable in this instance. 4. Contribute to safe and secure transport and promote types of transport that are beneficial to health <ul style="list-style-type: none"> • The 2.1 km route within Wilmslow will connect to employment and Wilmslow Station, which will directly contribute to the Government’s ambitions within the Cycling and Walking Investment Strategy. • Delivery of this route will encourage active travel as the natural mode of choice for shorter journeys. Walking and cycling for just 10 minutes can contribute towards the recommended 150 minutes of moderate intensity physical activity for adults per week. • The Active Mode Appraisal Tool for the scheme estimates that the scheme

delivers £1.7m health benefits.

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

- The walking and cycling scheme connecting from Wilmslow rail station, residential areas and employment sites will provide access to 5 ha of employment land at Royal London and improve accessibility to existing employment within Wilmslow. Providing a quality route in this location will mean that access to the jobs is not dependent on access to a private car or public transport services and sustainable modes encouraged.
- The new route will be constructed to meet Equality Act standards to allow safe, direct and accessible routes for people with mobility impairment.

C: Economic Case

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

C1: Job and Wealth Creation and Impact on Skills Across Cheshire & Warrington	<p><i>Please indicate (where possible) the scale of direct and indirect employment opportunities being created as a result of implementing this Scheme.</i></p> <p>The Wilmslow walking and cycling route will provide a sustainable walking and cycling link to the Royal London local plan site, supporting delivery of 1,500 new jobs in this location and supporting existing employees. It is expected that a further 5ha of employment space will be delivered at the Royal London development area which is outlined in the Local Plan.</p> <p>The route also improves the walking and cycling provision towards Alderley Park which will support jobs in these locations and provide sustainable access to these high quality jobs for local residents and those travelling via Wilmslow rail station. The improved sustainable transport links would encourage modal shift and therefore reduce congestion on the network, which would encourage business investment into the area.</p>
C2: Growth in GVA	<p><i>Please provide an estimate of the impact of your Scheme in growth of Gross Value Added. Indicate how this estimate has been arrived at including details of any impact assessment model that you have used.</i></p> <p>The project will support an increase of GVA per annum of £169,962,529 in combination with a wider infrastructure package including highway improvements to Alderley Road / A34 based on the creation of 1,500 new jobs.</p> <p>This is based on applying the average GVA per Wilmslow worker to the number of new employees expected to take up work at the employment area of Royal London (1500 jobs) and expected to walk or cycle when using the new path.</p> <p>There are also further qualitative benefits that the project will deliver but for which it has not been possible to monetise within this business case. This includes positive impacts on productivity levels and wellbeing.</p>
C3: Productivity Benefits to Business	<p><i>Please describe how the Scheme will improve travel times, accessibility changes to business, unlocking land for development etc.</i></p> <p><u>Analysis of scheme against SEP strategic imperatives</u></p> <p>As highlighted by the economic evaluation of similar programmes already undertaken in the Cheshire and Warrington LEP area, investment in walking and cycling can deliver local productivity benefits to business and a demonstrable impact for the Strategic Economic Plan (SEP) Strategic Imperatives (SIS):</p> <ul style="list-style-type: none">• Help retain and attract talent and businesses in target sectors and locations, such as Royal London and Alderley Park, by minimising the adverse impacts of road traffic congestion (SI2);• Boost productivity and GVA, by increasing access to jobs and labour at Royal London and Alderley Park, helping to create a healthier population (SI1, SI3 & SI5);• Unlock strategic development sites for employment and housing, such as Royal

London LPS 53, ensuring that road traffic congestion does not threaten future growth (SI2 & SI4); and

- Improve local, regional and international connectivity, enabling businesses to forge better connections with each other, suppliers, and markets (SI6).

Local Traffic

Figures 5 and 6 below show traffic within the area on a 'typical' Tuesday at 8:30am and 5:25pm.

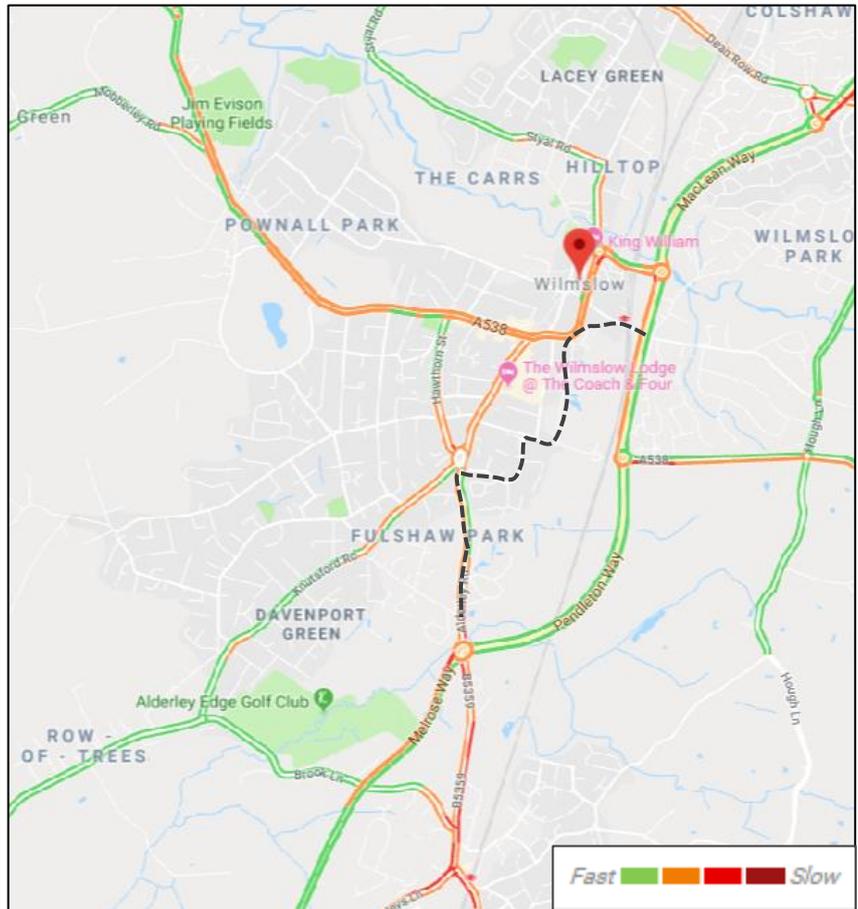


Figure 5: Google traffic, typical Tuesday, 8:30am

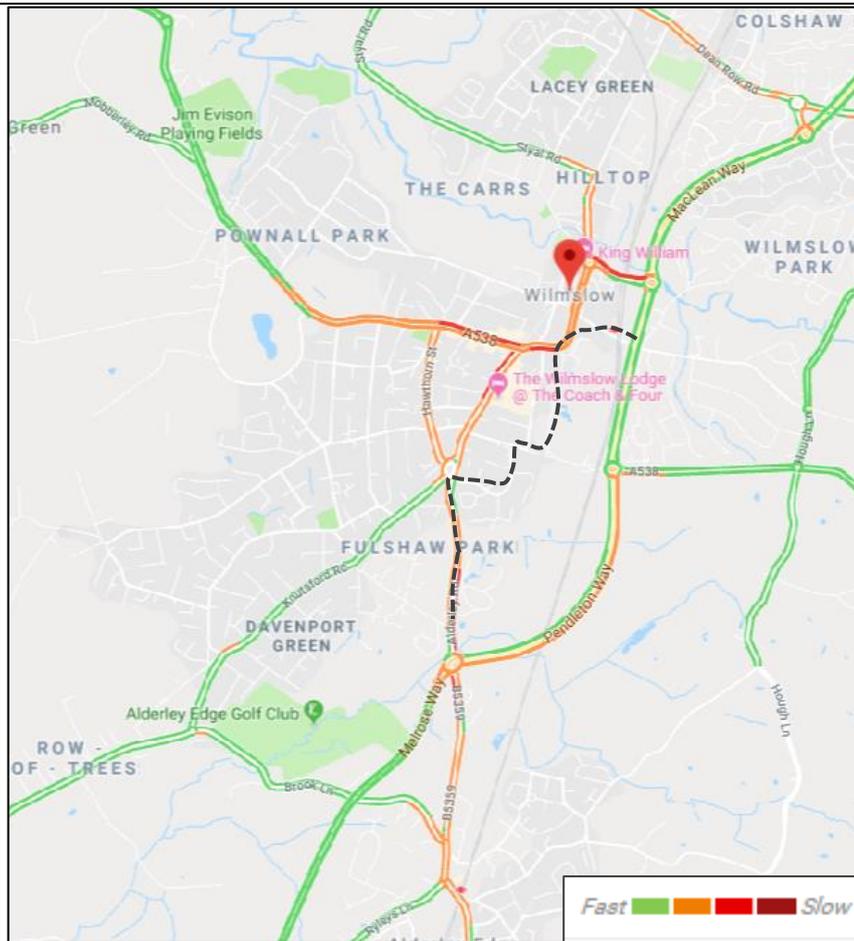


Figure 6 Google traffic, typical Tuesday, 5:25pm

There is congestion throughout the centre of Wilmslow in both the AM and PM peak times on a ‘typical’ Tuesday. These routes include the A538 Manchester Road and Water Lane, the B5086 Alderley Road and Hawthorn Street. Investment into a walking and cycling route that connects the rail station with Royal London will encourage modal shift and therefore a reduction in cars travelling within the centre of Wilmslow, reducing congestion.

Figure 7 below shows the congested route along Alderley Road. The scheme would encourage those using car to walk or cycle to their destination within Wilmslow, reducing congestion in the area.



Figure 7: Alderley Road

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

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

The benefits reported within the tool include:

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

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

Use of PCT to estimate current cycling demand

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

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

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

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

C4: Value for Money

assessment the 'medium' scenario has been utilised for our base assessment of high for money (+73%). We have also conducted a sensitivity test using the 'low' scenario (+55%) which is reported in the cycling demand table below.

AMAT Inputs

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

	Cycling	
	Base scenario	Low scenario sensitivity text
Number of commuters (census)	51	51
Including Commuter trips	102	102
Including NTS uplift	104	104
Uplift to include all trip purposes	309	309
Additional trips from new housing	12	12
All trips purpose – without scheme	320	320
% Uplift	+73%	+55%
All trips purpose – with scheme	553	495

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

Base Scenario

The Crewe walking and cycling scheme has a BCR of **3.38** which, according to DfT criteria, represents **high Value for Money**.

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

Congestion benefit	49.63
Infrastructure	0.47
Accident	14.04
Local Air Quality	0.06
Noise	0.94
Greenhouse Gases	2.49
Reduced risk of premature death	1441.79
Absenteeism	329.25
Journey Ambience	824.59

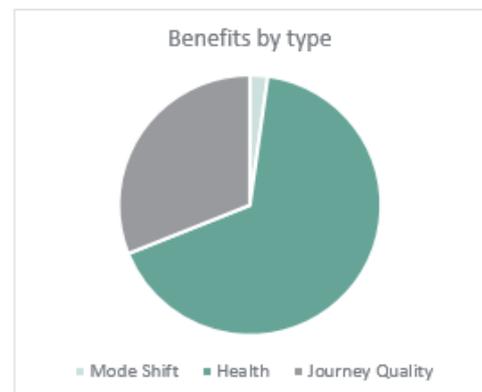
Indirect Taxation	-9.49
Government costs	785.87
Private contribution	0.00

PVB	2653.29
PVC	785.40

BCR	3.38
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Benefits by type:

Mode Shift	58.13	2.2%
Health	1771.04	66.7%
Journey Quality	824.59	31.1%



Low Scenario

The Crewe walking and cycling scheme has a BCR of **2.73** which, according to DfT criteria, represents **high Value for Money**.

Analysis of Monetised Costs and Benefits (in £'000s)		Benefits by type:		
Congestion benefit	37.27	Mode Shift	43.66	2.0%
Infrastructure	0.35	Health	1330.18	62.1%
Accident	10.54	Journey Quality	769.81	35.9%
Local Air Quality	0.04			
Noise	0.70			
Greenhouse Gases	1.87			
Reduced risk of premature death	1082.89			
Absenteeism	247.29			
Journey Ambience	769.81			
Indirect Taxation	-7.13			
Government costs	785.87			
Private contribution	0.00			
PVB	2143.29			
PVC	785.52			
BCR	2.73			

Benefits by type

Benefit Type	Value (£'000s)	Percentage
Mode Shift	43.66	2.0%
Health	1330.18	62.1%
Journey Quality	769.81	35.9%

The above assessment is considered to be a conservative estimate given that benefits for walking have not been included. This is on the basis that there is a lack of appropriate evidence regarding current and future walking trips. There will however be scope for the scheme to support pedestrian trips between existing / new housing and trip attractors such as the Royal London Campus, Wilmslow High School, rail station and town centre within 2km walking distance of some residential areas.

C5: Other Outputs

Please quantify any other benefits or outputs arising from the project, stating whether these are direct or indirect. You will need to provide evidence of how you have arrived at your benefit and output figures.

- The scheme will provide amenity value to those that use it regularly and form part of the local network of route ways and pathways used by local people. Housing development on land accessed by walking and cycling routes will also generate more demand for connectivity to employment areas service.
- There are also further qualitative benefits that the project will deliver but for which it has not been possible to monetise within this business case. This includes positive impacts on productivity levels and wellbeing.
- Saving on possible future requirement for major strategic transport investment.
- Future savings to the Exchequer stemming from the higher likelihood of gaining and retaining employment by residents of the area.
- Future savings to the exchequer as a result of improvements in health meaning less expenditure on treating certain diseases from greater levels of walking and cycling.

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

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

D: Financial Case

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

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

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

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

	£	2019/20	2020/21	Totals	%
LGF grant		158,639	741,362	900,000	95%
CEC capital			50,000	50,000	5%
Total project £m		158,639	791,362	950,000	

D1: Scheme Costs

A breakdown of scheme costs are summarised in the table below. A 15% risk allocation has been included within scheme construction costs.

Stage	Cost (£)
A. Development	92,696
B. Pre-construction	50,000
C. Construction	783,909
D. Project Management	23,395
Total expenditure	950,000

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

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

Not applicable.

D2: Promoting Organisation Contributions

Please provide a commentary on your commitment to spend. Scheme promoters must demonstrate that they can commit a minimum contribution fund of at least one third of the total scheme cost and any cost increases incurred after Final Approval will be borne in full by the

promoting authority.

Cheshire East Council commits to £50,000 of the Council's own capital budget.

Although there is limited match funding for this individual scheme, the LGF funding applied for by the Council is considered across both this scheme and the North West Crewe scheme as package. The Council are contributing 62% (£1.150m) towards the projects across both schemes.

The table below outlines finances across both schemes and levels of match funding.

The Cheshire East capital match funding has been approved by an internal business case and the funding is included within the Council's approved Medium Term Financial Strategy. In addition, a letter from the Council's S151 is appended to this document in Annex F.

Funding Source	Wilmslow (£)	Crewe (£)	Totals (£)
LGF grant	900,000	700,000	1,600,000
LTP Active Travel		400,000	400,000
S106		300,000	300,000
CEC Capital Match Funding	50,000	450,000	500,000
Total project £m	950,000	1,850,000	2,800,000

Project Costs Wilmslow and Crewe

D3: Third Party Contributions and Leverage

Please provide further details on any third party contributions for your Scheme. This should include evidence to show how any third party contributions are being secured, the level of commitment and when they will become available. Please include contributions of cash and in-kind (e.g. land and buildings). Also provide information on any additional resources that your project will leverage in as a result of the initial investment.

Not applicable

D4: Affordability and Financial

How resilient is your proposal to changes in financial circumstances? What risk allowance has been applied to the project cost (e.g. QRA / Optimism Bias, Contingency)?

An assumed risk of 20% has been applied to the project construction cost. This is considered high and is likely to be reduced as scheme costs are revised and finalised through engagement with the contractor. An allowance has also been made for contingency on development fees.

If the scheme risk and contingency is not required for the scheme this funding will be reinvested in the walking and cycling network elsewhere in Wilmslow from the Council's match funding contribution.

How will cost overruns be dealt with? How will these costs be shared

	<p><i>with any third party funding partners?</i></p> <p>The investment proposals and enabling works will be delivered by stage in accordance with Cheshire East Council project delivery framework and public sector procurement regulations. Cheshire East Council has a proven track record in the delivery of capital and revenue programmes on time and to budget. This project therefore provides a low risk investment. Should there be any cost overruns these will be underwritten by Cheshire East Council.</p>
<p>D5: Legacy Benefits</p>	<p><i>Please provide information on any legacy benefits of your Scheme.</i></p> <p>The scheme complements previous investment into the transport network within Wilmslow and the wider area. The legacy benefits of the scheme are outlined in the graphic below.</p> <pre> graph TD A["The scheme builds on existing transport investment in the area"] --> B["The scheme connects into Alderley Edge Bypass (A34). This opened in 2010 and includes shared paths for walking and cycling on either side of the carriageway."] A --> C["The scheme connects to 'bike and go' facilities at Wilmslow Station to encourage interchange between different modes of travel"] A --> D["Builds on SEMMMS Strategy and is part of a wider integrated transport solution"] </pre>

E: Management Case - Delivery

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

E1: Current Scheme Status

Please state scheme status e.g. Is the scheme at the conceptual stage? Has a business case been developed? What if any internal and external approvals does it require? Is the project reliant on external funding? If so, has a bid for funding been submitted/ was it successful?

The scheme is currently at the outline design stage. The following work has taken place to date:

- Feasibility and scheme options completed;
- Costings for the scheme developed;
- Preferred option identified;
- Briefed portfolio holder and local members;
- Council SMT / CLT;
- Designs are being progressed;
- Progressing through the Cabinet process for permission to construct and deliver.

Internal processes for the scheme are currently being progressed. A report will go to Cabinet in November to give authority for Ringway Jacobs to deliver and construct the scheme.

E2: Project Plan

Please provide a scheme programme and phasing showing key activities and milestones.

A scheme programme is provided in Annex B.

E3: Other Partners Involved in Scheme Delivery

Please provide details of the partnership bodies (if any) you plan to work with in the design and delivery of the proposed scheme. This should include a short description of the role and responsibilities of the partnership bodies.

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

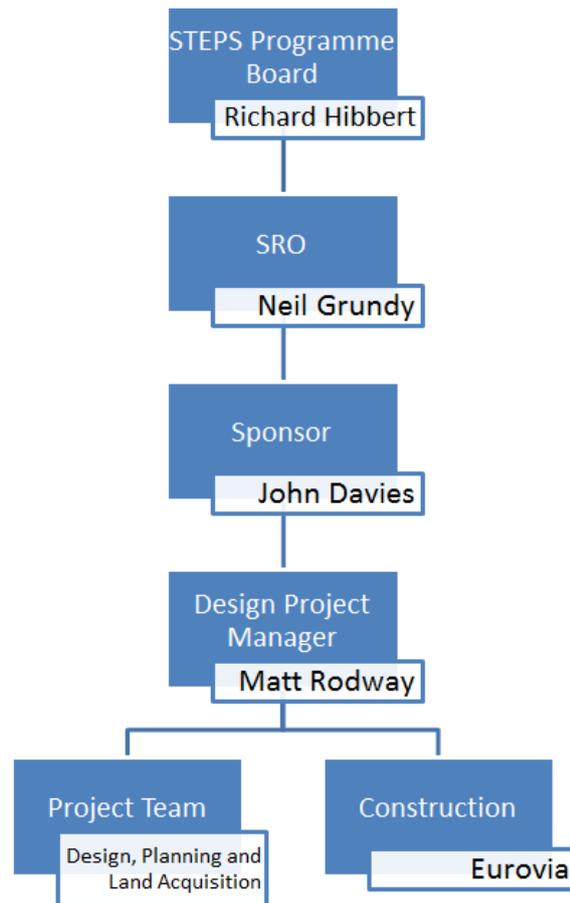
Please provide specific information on any private sector partners.

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

Evidence of scheme delivery: Crewe Green Roundabout, Cheshire East

In November 2018, the £7m Crewe Green Roundabout improvement scheme was opened, having been completed on schedule and to budget. As well as

	<p>improving the roundabout, the roundabout features shared cycleways and footways, in addition to crossing points for cyclists and pedestrians. The improvement works aimed to remove a pinch point in the town, helping to ensure that the roundabout has the right infrastructure in place as Crewe prepares for HS2 and further growth. From inception to delivery, the process included options assessments, designs and a business case was submitted to gain LEP funding for the scheme. Monthly project boards also enabled the programme to be tracked against progress, risk management and delivery of the scheme.</p> <p><i>Stakeholder engagement</i></p> <p>A stakeholder engagement plan has been prepared for the scheme to engage stakeholders in the vicinity of the scheme to inform the final design.</p> <p>The Councils' cycling and walking champion has also been engaged throughout the process and supports the project. The project team have also met with representatives from local cycling groups in development of this scheme who are supportive of the scheme (Annex G).</p> <p>A summary of the stakeholder plan is included in Annex E.</p>
<p>E4: Operational Issues</p>	<p><i>Please provide the proposed project management structure:</i></p> <p>The Sustainable Travel Enhancement Programme (STEPS) project Board is accountable for this project. The key responsibilities of the Project Board include:</p> <ul style="list-style-type: none"> • Overseeing the development and implementation of the project programme; • Ensuring the required resources are identified and deployed; • Ensuring the relevant funding and risk, procurement and engagement strategies are developed in a timely basis and implemented across the scheme; • Ensuring the programme is developed and reviewed regularly and updated against activity; • Ensuring risks are identified, captured and mitigated against; • Ensuring costs are identified and managed within agreed budgets. <p>Monthly meetings take place for the project board that discuss scheme progression. The project board has a 'hands on' role for this project and will scrutinise the various aspects for the delivery of the scheme. Within the Project Board, the ultimate responsibility for the scheme lies with the STEPs Senior Responsible Owner, Richard Hibbert, Head of Strategic Transport.</p> <p>An organogram of the project management structure is shown overleaf.</p>



Project Organogram

Project Management will be undertaken by Cheshire East Council and the project sponsor and SRO will feed back to the STEPs Programme Board. The meetings will consist of highlights, any new or additional risks, the project programme and financial position.

Once the scheme is completed it will form part of Cheshire East Council's assets and as such will be maintained in accordance with the maintenance regime.

E5: Scheme Acceptability

Please comment on any community support for this Scheme.

There is community support for the scheme. A Local Cycling and walking Infrastructure Plan (LCWIP) has been developed in collaboration with local walking and cycling groups, Wilmslow Town Council and local members for Wilmslow. This route is included within the LCWIP.

In addition, a period of consultation for the Local Transport Plan (LTP) took place in Summer 2018. Feedback for Wilmslow specifically showed support for both walking and cycling for connecting to public transport, such as rail stations, and provision for high school students.

Significant engagement has occurred with key employers in the area who are supportive of improving sustainable transport links to their sites. Engagement conducted through the Science Corridor accessibility study with Royal London and Alderley Park has shaped the route proposals.

Ongoing consultation and engagement with Wilmslow Town Council has been conducted throughout 2017/18 to shape the Council's emerging Local Transport

	<p>Plan and proposals for Wilmslow specifically. The strategic walking and cycling route has been a key part of discussions with the Town Council with the Neighbourhood Plan Working Group and Cycle Wilmslow supportive.</p> <p><i>Has public consultation on the Scheme demonstrated its public acceptability?</i></p> <p>Recent consultations such as those for the Council’s draft LTP showed strong support for active travel and walking and cycling as a mode of transport. The core issues of improving connectivity to enable access to areas of employment and housing growth is strongly supported by both the residential and business communities. A stakeholder engagement exercise specifically for this scheme will take place prior to the start of works. The aim is to inform residents fronting the scheme to allow them to shape the final design.</p> <p><i>Is the scheme likely to invoke objections or involves damage to the local environment? For example use of greenbelt land, destruction of heritage of cultural landscape including listed buildings, or development in an area with special landscape designations e.g. SSSI, AONB</i></p> <p>There will be some limited removal of vegetation, however, the design team are producing plans to minimise impacts and produce a mitigation plan to replace vegetation lost in other locations.</p> <p>In addition, walking and cycling will have a positive impact on the environment through a reduction in CO2 and nitrogen oxide as a result of encouraging modal shift from car use to walking and cycling.</p>
<p>E6: General Risk to Scheme Delivery</p>	<p><i>Please describe the principal risks (and risk mitigation) associated with your Scheme, including:</i></p> <ul style="list-style-type: none"> • <i>Planning e.g. likelihood of a public inquiry</i> • <i>Political</i> • <i>Commercial</i> • <i>Land acquisition</i> • <i>Legislative – if additional legislative powers are required to deliver the Scheme, please state. Have legislative powers being awarded (yes/no)</i> • <i>Procurement</i> • <i>Policy</i> • <i>Management</i> <p>Cheshire East Council has a proven track record in the delivery of capital and revenue programmes on time and to budget.</p> <p>An assessment of the key risks for the project is provided in Annex C. This demonstrates that the project is low risk and that a number of mitigation controls are being used to guarantee successful implantation of the schemes. The risks that have been highlighted will be monitored as part of this project. The table below highlights the project risks and mitigation.</p> <p>The owner of the risk management strategy sits with the STEPS Board chair. Key</p>

risks are discussed at each STEPS Board and any additional or removed project risks are discussed, including any appropriate mitigation.

Risk	Mitigation
Negative press and/or stakeholder feedback	Targeted engagement has been conducted with stakeholders and further engagement is planned in October / November 2019 with stakeholders fronting on to the scheme to shape final designs. Engage with stakeholders and members / PF through structured comms process.
Inadequate scope / cost escalation	Eurovia whom are constructing the scheme are being engaged during scheme design to ensure buildability. A 15% risk allocation has been included within construction costs.
Project doesn't meet brief/scope	Utilise effective governance process including regular reporting via STEPS Programme Board. Effective programme management using tools recommended by CEC PMO.
Poor communication	PM to maintain regular contact between RJ and CEC. Regular (fortnightly) progress meeting to be held.
Staff availability	RJ have been mobilised staff with reachback to Jacobs for specialist support. Monitor progress against schedule.
Accidents during travel (staff)	Meetings will be scheduled with an appropriate length of time to allow for adequate travel. Staff to produce Travel Safe Plans of Action and use public transport where possible.

How will any identified risks be managed between Scheme delivery partners?

Not applicable.

E7: Monitoring and Evaluation

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

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

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

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

	<ul style="list-style-type: none"> • Before scheme counts will be conducted at this location during Summer 2020; • Installation of an automatic traffic counter (ATC) on the new route for further analysis and understanding of walking and cycling levels post scheme opening on a yearly basis during each Summer period; • Feedback from residents and users of the route; and • Feedback from employers within the vicinity of the scheme.
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F: Commercial Case This section outlines the proposed deal in relation to the preferred option outlined in the economic case.

F1: Products and Services	<p>What goods and or services are being procured? E.g. are you going to procure a building contractor and project management support?</p> <p>Ringway Jacobs are the Council’s current Highways service provider. Ringway Jacobs has been responsible for the council’s highways services since 2011 and was procured for a further 15 year term in 2018.</p> <ul style="list-style-type: none"> • Project Management will be carried out in house by CEC officers. • The scheme will be designed by Ringway Jacobs. • The scheme will be constructed by Eurovia (procurement via Ringway Jacobs).
F2: Procurement	<p>Please state how the project will be procured</p> <p>Economies of scale and reduced procurement time can be achieved through supplier framework contracts already in place. Cheshire East Council is able to procure consultancy support as required through the Highways Service provider which is currently Ringway Jacobs. Through this contract, Ringway are able to design schemes of this value and can also provide construction services through Eurovia for schemes up to the value of £5 million. Procuring services via this route helps to save time with the procurement process and it ensures that the work is being undertaken by a contractor with local experience and that has been through a robust procurement process that is value for money.</p> <p>A link to the Cabinet report for the procurement of the Highway Services Contract can be found at the following location. https://moderngov.cheshireeast.gov.uk/ecminutes/documents/s64188/Highway%20Services%20Contract%20-%20report%20final.pdf</p> <p>Ringway Jacobs are providing detailed costs plans at key gateways in the project as set out below:</p> <p>Stage 1: Feasibility and Stage 1 design – March 2019 Stage 2: Detailed design – November 2019 Stage 3: Construction Phase 1 – June 2020</p> <p>These cost plans are reviewed by the Council to ensure costs are in line with the rates agreed as part of the highways contract and represent value for money.</p>

F3: Value for Money

How will you ensure value for money?

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

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

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

- Draft Local Cycling and Walking Infrastructure Plan (LCWIP) (2019)
- Draft Wilmslow Town Delivery Plan
- Draft Wilmslow Parking Study (Consultation version) (2019)
- LTP Consultation Summary of Results (2019)
- Cheshire East Council Draft Local Transport Plan (LTP4)
- Cheshire East Council Cycling Strategy (2017)
- Wilmslow Neighbourhood Plan

Documents available on request.

G2: Supporting Information

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

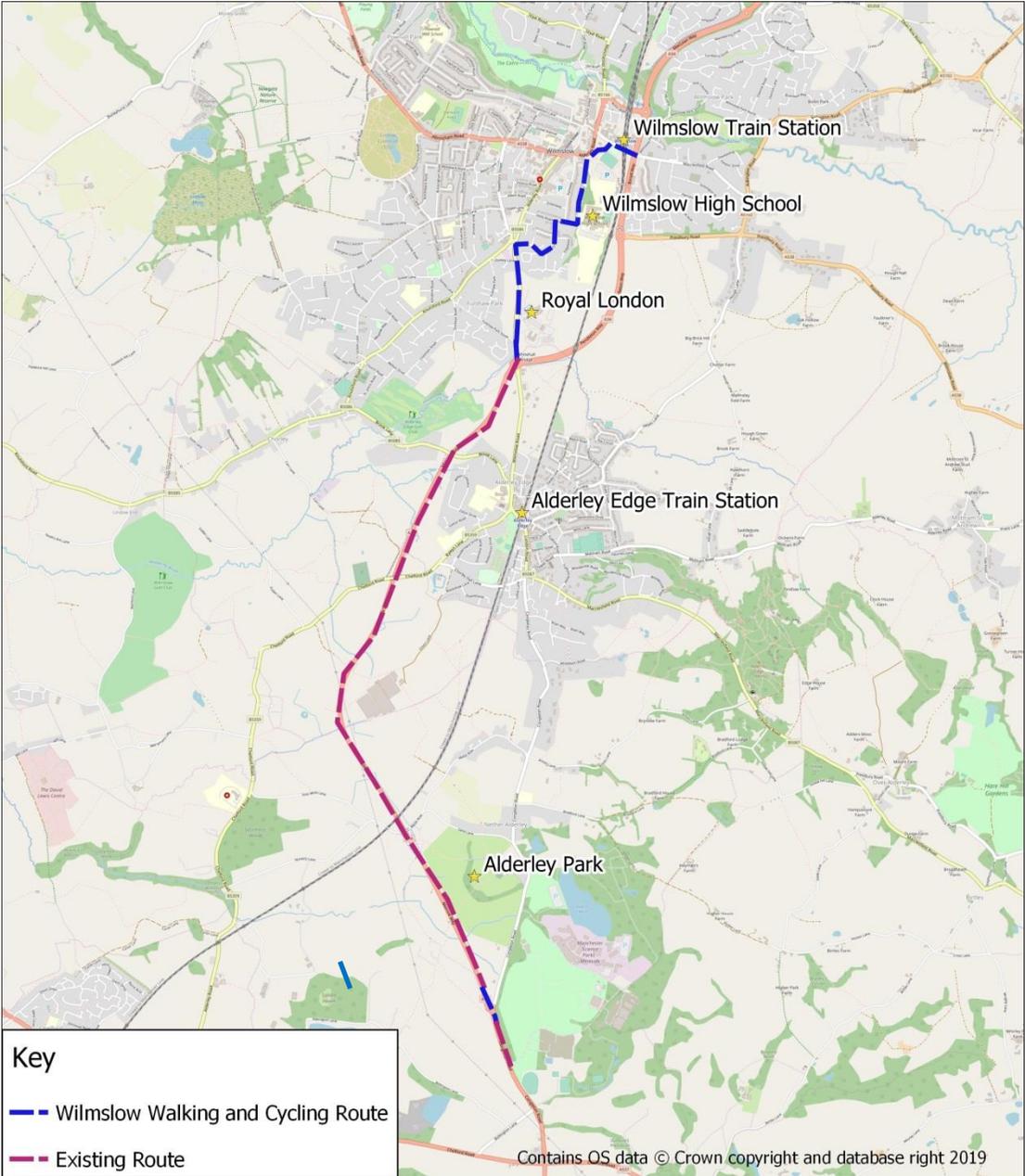
This project fits with local and national transport strategy.

National Transport Objectives

- National Planning Policy Framework (NPPF) (2018)
- Cycling and Walking Investment Strategy (CWIS) 2017
- DEFRA Clean Air Strategy 2019

Local Strategies

- Cheshire East Council Local Plan Strategy (2017)
- Cheshire East Council Draft Local Transport Plan (LTP4)
- Cheshire East Council Cycling Strategy (2017)
- Air Quality Action Plan (2018)
- Sustainable Modes of Travel to School Strategy (SMOTS)
- South East Manchester Multi Modal Study (SEMMMS)



Annex C
Project Risk Register

Key

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

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

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

Risk	Description	Level of risk	Mitigation controls
Comms	Negative press coverage and stakeholder/councillor complaints regarding LGF funding/proposed routes	Likelihood - 2 Impact - 3 Risk Rating = 6 (low)	Targeted engagement has been conducted with stakeholders and further engagement is planned in October / November 2019 with stakeholders fronting on to the scheme to shape final designs. Engage with stakeholders and members / PF through structured comms process.
Project Management	Project is ill defined resulting in inadequate identification of works scope and estimation of outturn cost, such that the outturn project cost above funding provision, leading to a delay to project timescales and construction delivery.	Likelihood - 1 Impact - 3 Risk Rating = 3(low)	Eurovia whom are constructing the scheme are being engaged during scheme design to ensure buildability. A 15% risk allocation has been included within construction costs.
Project Management	Project does not meet brief / scope	Likelihood - 1 Impact - 4 Risk Rating = 4 (low)	Utilise effective governance process including regular reporting via STEPS Programme Board. Effective programme management using tools recommended by CEC PMO.
Project Management	Poor communication resulting in failure to deliver as planned	Likelihood - 1 Impact - 3 Risk Rating = 3(low)	PM to maintain regular contact between RJ and CEC. Regular (fortnightly) progress meeting to be held.
Project Management	Availability of staff resources	Likelihood - 1 Impact - 4 Risk Rating = 4(low)	RJ have been identified and mobilised staff with reachback to Jacobs for specialist support. Monitor progress against schedule and escalate as necessary.
Travel	Risk of accident and injury during travel to and from meetings/workshops/engagement	Likelihood - 1 Impact - 4 Risk Rating = 4 (low)	Meetings will be scheduled with an appropriate length of time to allow for adequate travel. Staff to produce Travel Safe Plans of Action and use public transport where possible.

Annex D
Alternative Options Appraisal

OVERVIEW OF ROUTE OPTIONS															
No.	Name	Description	Funding viability		Stage One : LTP4 Objectives						Stage Two				Conclusion
			Can the intervention be delivered within secured funding	Can the intervention be delivered within the funding timeframe	Supporting growth and economic strength through connectivity	Improve access to services	Protect and improve the natural and built environment	Promote health, wellbeing and physical activity	Improve the maintenance and management of the transport network	Improve organisational efficiency and effectiveness	Technical Feasibility	Value for money	Affordability	Acceptability	
1	Do Nothing	No investment within walking and cycling routes within Wilmslow.	YES	YES	N	N	N	N	N	N	Y	Y	Y	Y	Currently there are discontinuous cycle lanes along Alderley Road however there are substantial gaps in the wider route and as a result there is not a safe and high quality route which is limiting the numbers of people walking and cycling.
2	Do Something 1	This option would entail creating an off carriageway route through the town centre along Alderley Road.	YES	YES	YY	YY	YY	YY	YY	YY	NN	NN	Y	N Requires land acquisition	This option was discounted due to engineering constraints such as substantial carriageway realignment along Alderley Road through the main shopping and retail areas which would have made the scheme unaffordable. There is also high pedestrian footfall here which could limit the attractiveness of a shared pedestrian / cycle route.
3	Do Something 1	The preferred route utilises highway verge to construct a shared pedestrian and cycle facility and short sections of quiet residential streets.	YES	YES	YY	YY	YY	YY	YY	YY	Y Subject to land owner agreements and environmental constraints	YY	YY	YY	This option is the most cost effective, gives the most direct route and would give high quality facilities.
4	Do Something 1	This option connects Wilmslow railway station to Wilmslow High School via an existing footpath accessed from Wilmslow Leisure Centre that runs parallel to the railway.	YES	YES	Y	Y	Y	Y	Y	Y	N Constraints on FP62, and land take required from Wilmslow High School and Wilmslow Leisure Centre	Y	Y	N Requires land acquisition	This option was discounted as the route is more remote leading to perceived security concerns and environmental constraints.

Annex E
Stakeholder Plan Summary

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

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

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

Annex F
Section 151 Sign Off

Management Suite
Westfields
Middlewich Road
Sandbach
Cheshire
CW11 1HZ

Email: alex.thompson@cheshireeast.gov.uk

For the attention of Philip Cox
5th November 2019

Dear Philip

Wilmslow and North West Crewe LGF Cycling Schemes

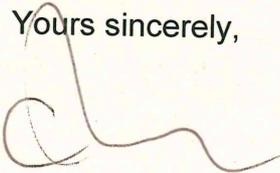
As Section 151 Officer for Cheshire East Council, I confirm that the scheme cost estimates quoted in this business case have been prepared by appropriately qualified and experienced staff. To the best of my knowledge, they are an accurate and reliable statement of the scope of works.

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

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

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

Yours sincerely,



Alex Thompson
Director of Finance & Customer Services
Cheshire East Council

Annex G
Letters of Support

Cheshire East Council – Economic Development Service

Letter of support for the business case for LGF funding for a cycle route from Wilmslow Station to Alderley Park.

Cheshire East is one of the UK's most successful places with our economic performance consistently and significantly exceeding both the regional and national average.

The economic base in the Borough is diverse; principal contributions to GVA are production activities such as advanced manufacturing including automotive (4,000 jobs) and pharmaceuticals (3,000 jobs) and software development (1,250 jobs). Our business density is high compared to the UK, North West and our neighbouring authorities with 20,230 businesses within the Borough. More businesses are being created than closing and the number of jobs created continues to rise.

The office market is buoyant across the borough with the highest number of deals taking place in the north of the Borough dominated by Alderley Park. The semi-rural location of our major employment sites means that the majority of people employed at these sites currently travel by car.

A crucial area in relation to delivering the Cheshire East Economic Strategy (2019-2024) is to ensure our key employment sites are accessible through sustainable modes of transport. This means increased use of public transport and cycling and walking. The proposal to create a new cycleway from Wilmslow Station through to the Royal London Campus and Alderley Park is therefore an important element in enabling this sustainable growth.

Philip Kerr

Philip Kerr | Cheshire East Council
Senior Investment Manager, Economic Development

To whom it may concern,

CycleWilmslow is a voluntary community body which advocates cycling for transport, leisure and as part of a healthy lifestyle.

The group supports in principal any initiative - such as this project led by Cheshire East Highways - which seeks to fill-in key gaps in the local network so as to create a safer walking and cycle route connecting the Royal London Campus, Alderley Park, Wilmslow Rail Station, Wilmslow Town Centre and Wilmslow High School.

Yours faithfully,

Rob Sawyer

Chairman - CycleWilmslow

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