



## Strategy Committee Meeting

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**Date of Meeting:** Wednesday 26 February 2020  
**Report of:** Roy Newton  
**Subject/Title:** Allocation of Funding for Business Case Development

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### 1. Report Summary

- 1.1. At its meeting on 20 March the LEP Board agreed to allocate £400,000 per year for three years towards studies/business case development to allow the sub region to respond quickly to invitations from government departments to bid for funding. At the meetings on 12 July 2019 and 20 December 2019, Strategy Committee agreed the schemes for funding in the 2019/20 financial year.
- 1.2. The Local Transport Body has now considered potential proposals for the 2020/21 financial year for recommending to Strategy Committee. The recommendations are set out below and the details of each proposal is set out in Appendix A.
- 1.3. The growth directors of the three local authorities considered the proposals for 2020/21 and have recommended that not all the funding be allocated immediately in order to enable additional non-transport schemes to come forward for consideration. Consequently, the recommended transport projects have been prioritised into transport proposals to be recommended for funding from April and transport proposals to be considered along any non-transport proposals for funding later in the financial year.
- 1.4. Comments have not been received from all LTB Members however if any additional comments are received, they will be reported verbally to Strategy Committee at the meeting.

### 2. Recommendation

- 2.1. The LEP Strategy Committee is recommended to provide provisional approval for funding to be allocated to the following projects:
  - a. £115,000 contribution to the Crewe Hub Access Package Business Case development (additional to the £125,000 allocated in 2019);
  - b. £80,000 contribution to the Ellesmere Port Industrial Area: Development and Investment Framework;
  - c. £70,000 contribution to the development of a Warrington Bus and Mass Transit Strategy; and

d. £26,000 contribution to the A51/A500 Corridor Study.

2.2. The LEP Strategy Committee is recommended to note the following schemes for consideration along any non-transport proposals for funding later in the financial year:

e. £21,500 contribution to the Chester City Gateway Masterplan (additional to the £65,000 allocated in 2019);

f. £25,000 contribution to a study for a Northern Powerhouse Rail Station in Central Warrington; and

g. £50,000 contribution to the Warrington Last Mile – Town Centre Masterplan (additional to the £75,000 allocated in 2019).

# APPENDIX A



## Local Transport Body

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**Date of Meeting:** Friday 10 January 2020\*  
**Report of:** Roy Newton  
**Subject/Title:** Prioritising Business Case Development

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\*follow on report

### 3. Report Summary

- 3.1. At its meeting on 10 January 2020 the Local Transport Body (LTB) considered a report setting out potential priorities for transport business cases and studies for the Body to consider recommending to Strategy Committee for funding in the financial year 2020/21.
- 3.2. LTB agreed that officers would further review the potential projects and as well as assessing them against the LEP's Strategy Committee's criteria to also specifically consider whether they reflect Government priorities, their potential to attract funding for delivery, and the amount of match funding being proposed by the project promoter.
- 3.3. Furthermore, it was agreed that the list would be circulated electronically to members of the CWLTB to agree, accompanied by an explanation as to the rationale behind the choices prior to being considered at a public meeting of the Strategy Committee.
- 3.4. Subsequent to the LTB meeting in January the growth directors of the three local authorities considered the proposals for 2020/21 and have recommended that not all the funding be allocated immediately in order to enable additional non-transport schemes to come forward for consideration. Consequently, the recommended transport projects have been prioritised into transport proposals to be recommended for funding from April and transport proposals to be considered along any non-transport proposals for funding later in the financial year.
- 3.5. The recommendations are set out below and the details of each proposal is set out in Appendix A. The next steps will be to take the recommendations of the Local Transport Body to the LEP Strategy Committee for consideration alongside non-transport proposals. The LEP Strategy Committee will then determine which schemes to provisionally approve the level of contribution to allocate to projects. At its meeting on 20 December 2019 the LEP Strategy Committee agreed that £12,500 of the £400,000 available for 2020/21 financial year be allocated to a land study of the Vauxhall site in Ellesmere Port, which leaves £387,500 for allocation.

- 3.6. Other projects are likely to come forward over time and will need to be considered as and when funding becomes available, for example work is underway to develop a sub-regional bus strategy. The government has announced that it will be allocating £5 billion over 5 years to improving local bus services, hence it is possible that business cases will need to be developed to bid into that funding. We will learn more as the government releases the detail as to how the money will be allocated.

### **Proposed Priority Projects**

- 3.7. Crewe Hub Access Package Business Case development - Further work to develop detailed proposals for a new multi-modal transport interchange adjacent to the proposed new Crewe hub station entrance. It will provide efficient and good quality facilities for public transport, taxis and cycle storage and improved and safer environment for non-car station passengers to promote the use of more sustainable travel. This project aligns with the sub-regional transport priority of maximising the benefits of HS2 and aligns with government priorities and likely available funding. This will bring the total LEP contribution to the scheme to £235,000 with Cheshire East Council contributing £715,000.
- 3.8. Ellesmere Port Industrial Area: Development and Investment Framework – this is a combined transport and non-transport project which will develop a preferred blueprint for the development of the area and sequencing of delivery for the associated interventions needed to support the development. It will also be used to provide detailed information to enable engagement with potential funding providers. This project aligns with the spatial and economic priorities in the LEP's Strategic Economic Plan and the emerging Local Industrial Strategy. Cheshire West and Chester Council will provide £80,000 match funding to the project.
- 3.9. Warrington Bus and Mass Transit Strategy - This study will build on a feasibility study carried out for LTP4 and investigate the short, medium and long term options available to deliver this outcome, ranging from priority for conventional bus, through Guided Bus to Light rail. The study will align with the recent Government announcement made on 30th September 2019 which is promising to develop a national bus strategy but also to invite bids for the first 'All Electric Bus Town'. This project aligns with the sub-regional transport priority of increasing bus usage, supports the spatial and economic priorities set out in the LEP's Strategic Economic Plan and emerging Local Industrial Strategy, and aligns with government priorities and recently announced funding availability. Warrington Council will provide £70,000 match funding to the project.
- 3.10. A51/A500 Corridor Study - This study will consider options to tackle capacity constraints and network resilience along the A51 corridor between the M6 in Crewe and A55 in Chester. The study will also consider how to address severance amongst communities along the route. The work will provide an evidence base for future business case development. This project has been recognised as strategically important by both the Local Transport Body and Strategy Committee. This project aligns with the sub-regional transport priority of improving this strategic link, which is part of the Major Route Network, which means it has access to government funds for delivery of schemes with strong business cases. Cheshire West & Chester Council will provide £25,000 match funding to the project. Due to capital programme commitments, Cheshire East

Council is unable to contribute financially to the project at this stage, however, the Council will seek to provide funding contributions to any future phases of study work, eg development of the Strategic Outline Business Case.

### **Proposed Projects for Consideration Alongside Non-Transport Projects**

- 3.11. Chester City Gateway Masterplan - Chester City Gateway is a regeneration and infrastructure programme with Chester Railway Station at its heart. The objective is to deliver a combination of on and off-track interventions which will unlock the full economic potential of Cheshire West and Chester and the wider West and Wales area. The project will develop a masterplan for the area, building upon the Strategic Outline Business Case (SOBC) for on-track improvements which has been developed by Cheshire West and Chester Council, and will also identify and develop the off-track transport improvements needed in the area. The LEP is already contributing to the first phase of the work which is focussed on identifying improvements on the A56 Hoole Road Corridor. This phase will identify complementary public realm and connectivity interventions to the city. Cheshire West and Chester Council is seeking a total contribution of £65,000 but, recognising the limited funding available, would be able to proceed with elements of the project with an initial LEP contribution of £21,500. The Council is looking to provide £65,000 towards the project.
- 3.12. Northern Powerhouse Rail Station in Central Warrington - 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. The Council recognises that there is limited funding available therefore is seeking a £25,000 contribution from the LEP plus a further £5,000 should further funding become available. Warrington Council is providing £30,000 of funding allocated in the current financial year 2019/2020.
- 3.13. Warrington Last Mile – Town Centre Masterplan - The study, totalling circa £150k, is being progressed in stages, Stage 1 is primarily around developing the transport masterplan for the Last Mile, establishing broad principles and function/objectives of the various transport elements of the town centre network. The LEP Strategy Committee allocated £50,000 towards Stage 1 in July 2019 and a further £25,000 to Stage 2 to enable the shortlist of schemes/packages of interventions which will deliver this masterplan to be identified, tested and concept designs developed. This will provide a prioritised list of schemes to take forward to business case development and to feed into any funding opportunities as they arise. Warrington Council will provide match funding to the project. Additional funding of £50,000 will then be required to develop a Strategic Outline Business Case for the shortlisted schemes/packages identified in Stage 2. Warrington has committed £50,000 match funding to this next stage of scheme development.

## **4. Recommendations**

- 4.1. The Local Transport Body is recommended to propose to the LEP Strategy Committee that the following projects be considered as transport priorities:
  1. For funding from April:
    - a) £115,000 contribution to the Crewe Hub Access Package Business Case development (additional to the £125,000 allocated in 2019);

- b) £80,000 contribution to the Ellesmere Port Industrial Area: Development and Investment Framework;
  - c) £70,000 contribution to the development of a Warrington Bus and Mass Transit Strategy; and
  - d) £26,000 contribution to the A51/A500 Corridor Study.
2. To be considered along any non-transport proposals for funding later in the financial year:
- a) £21,500 contribution to the Chester City Gateway Masterplan (additional to the £65,000 allocated in 2019);
  - b) £25,000 contribution to a study for a Northern Powerhouse Rail Station in Central Warrington; and
  - c) £50,000 contribution to the Warrington Last Mile – Town Centre Masterplan (additional to the £75,000 allocated in 2019).

## 5. Prioritising Business Case Development Background Information

### *LEP Funding*

- 5.1. 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.
- 5.2. At its meetings on 12 July 2019 and 20 December 2019 the LEP Strategy Committee agreed the priorities for funding in 2019/2020 and allocated £12,500 out of the 2020/21 financial year towards a site study of Vauxhall in Ellesmere Port. This report sets out potential transport projects for funding during the 2020/21 financial year.

### *Determining Priorities*

- 5.3. 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:
  - a. Strategic fit of the proposal against sub-regional strategies and priorities;
  - b. The degree to which the study/business case has routes which have a good chance of securing government/3rd party funding for delivery;
  - c. The amount of funding towards the study/business case development by scheme promoters;
  - d. The degree to which the study/business case is likely to deliver a scheme which offers good value for money
- 5.4. In terms of strategic fit the LEP Strategy Committee agreed that proposals will be considered in terms of their contribution to the following:
  - e. spatial priorities (Science Corridor, MDA, Constellation, Warrington New City)
  - f. thematic priorities (transport, skills/education, energy, quality of place, digital, housing, science/innovation)
  - g. emerging Local Industrial Strategy priorities:
    - i. raising productivity and focusing on competitive advantage (build the super strengths, address sector underperformance, develop supply chain innovation and foster cross-sector collaboration)
    - ii. building resilience in the economy (create a more dynamic business base, use digital to innovate, diversify investment in research and development, expand international links)
    - iii. increasing earnings power of every resident (improve progression in work, develop an education system which meets labour demand, encourage entry level positions, including apprenticeships) o leading the clean growth grand challenge
    - iv. enabled by strategic investments in infrastructure and place
- 5.5. In addition, at the meeting on 10 January, the LTB agreed that the assessment of projects should specifically consider whether they reflect Government

priorities, their potential to attract funding for delivery, and the amount of match funding being proposed by the project promoter.

- 5.6. Subsequent to the LTB meeting in January the growth directors of the three local authorities considered the proposals for 2020/21 and have recommended that not all the funding be allocated immediately in order to enable additional non-transport schemes to come forward for consideration. Consequently, the recommended transport projects have been prioritised into transport proposals to be recommended for funding from April and transport proposals to be considered along any non-transport proposals for funding later in the financial year.

### ***Recommended Projects***

- 5.7. Following further analysis and discussions with the three local authorities the Local Transport Body is recommended to propose to the LEP Strategy Committee that the following projects be considered as transport priorities:

#### **Projects recommended for funding from April 2020**

##### Crewe Hub Access Strategy – an additional £115,000 LEP Contribution

- 5.8. This work would identify and develop business cases for multimodal access improvements to Crewe HS2 Hub. It is a component of the HS2 Growth Strategy work developed by the constellation Partnership which sets out the economic benefits and where these benefits will be delivered spatially. The proposals have a high degree of consistency with the emerging Local Industrial Strategy priorities and it is essential to unlock the supporting economic growth as identified in the emerging Crewe Area Action Plan.
- 5.9. A planning application for the enhanced station and infrastructure improvements (including a southern link road bridge) is currently in preparation alongside other workstreams (eg funding). Work is also underway to develop business cases for multimodal access improvements to ensure Crewe HS2 Hub and neighbouring developments are well connected, including promotion of opportunities to access the station by non-car modes and to address air quality issues. A consultation exercise is already underway on the proposed route for the southern link road bridge and landowners have been met and have indicated a willingness to negotiate.
- 5.10. There is planned to be a total closure of the station in 2025 to allow HS2 to be built. This is a one-off opportunity to deliver the access infrastructure alongside this closure to ensure the full benefits of HS2 can be realised in Cheshire.
- 5.11. The LEP Strategy Committee agreed a contribution of £75,000 in July 2019 which contributed to the initial feasibility work of the scheme, the development to a single preferred route and the identification of key junction improvements to support sub-regional station access. A further £50,000 was agreed in December 2019 to progress this through detailed design and business case completion.
- 5.12. This contribution will support further work to develop detailed proposals for a new multi-modal transport interchange adjacent to the proposed new Crewe hub station entrance. The new interchange will provide efficient and good quality facilities for public transport, taxis and cycle storage. The new interchange will provide an improved and safer environment for non-car station passengers from

across the region whilst promoting the use of more sustainable end to end travel. Initial studies will assess the size of facilities required to support the growth in passengers as a result of HS2 and also the local Area Action Plan development as well as developing appropriate access solutions that integrate with the wider Crewe hub proposals including car parking provision and the proposed Southern Link Road Bridge. This will bring the total LEP contribution to £235,000 with Cheshire East Council contributing £715,000. This project aligns with the sub-regional transport priority of maximising the benefits of HS2 and aligns with government priorities and likely available funding

#### Ellesmere Port Industrial Area: Development and Investment Framework - £80,000 LEP Contribution

- 5.13. The proposed task arises from an assessment of progress, economic impact assessment and focus review for the Ellesmere Port Regeneration Programme, which has been running since 2011 via a strategic regeneration framework and has been supported by key stakeholders.
- 5.14. In recognition of its strategic importance, the Council has taken the initiative to bring together key organisations and individuals having a direct interest and passion for Ellesmere Port Industrial Area to form an Ellesmere Port Business Forum.
- 5.15. The Forum have also recognised that the area needs a clear and up-to-date physical Development and Infrastructure Investment Framework, which both stimulate and channel future investment and development to maximise its beneficial impact. In particular, the Forum is keen to capture as much local employment and other benefits as possible from the physical and economic development of Ellesmere Port and to see the profile and perception of the Industrial Area to more closely align with its considerable assets and potential opportunities.
- 5.16. The Development and Infrastructure Investment Framework will set out partners preferred blueprint to the development and sequencing of delivery for interventions. It will also be used to provide detailed information to enable engagement with potential funding providers. Cheshire West and Chester Council will also provide £80,000 funding to the project. This project aligns with the spatial and economic priorities in the LEP's Strategic Economic Plan and the emerging Local Industrial Strategy.

#### Bus and Mass Transit Strategy for Warrington - £70,000 LEP Contribution

- 5.17. Warrington's draft LTP4, contains an ambitious target to reduce car use in the borough. To be successful, the use of public transport will need to triple over the next 20 years to enable 15% of residents to commute to work by bus or other form of mass transit. This means delivering a transformational change in the local public transport offer.
- 5.18. This study will build on a feasibility study carried out for LTP4 and investigate the short, medium and long term options available to deliver this outcome, ranging from priority for conventional bus, through Guided Bus to Light rail. Whilst the initial work indicated that a mass transit network could be supported in Warrington, a significant amount of work is required in order to make this proposal deliverable. This study will review the work done to date, identify how proposals could be taken forward and, crucially, identify the highway

infrastructure improvements that can be made in the short term to improve bus journey time and reliability. It will consider existing travel movements in Warrington and have a view to the future travel patterns based on Local Plan growth and other transformational triggers such as NPR and HS2.

- 5.19. This study will align with the recent Government announcement made on 30th September 2019 which is promising to develop a national bus strategy but also to invite bids for the first 'All Electric Bus Town'. Warrington Borough Council has committed to prepare what it believes will be a strong bid for this and it has already secured a commitment from the town's dominant bus operator, the Council owned municipal Warrington's Own Buses to work in partnership with the Council to prepare a bid. Further to this planning consent is in place for a new depot for Warrington's Own Buses, where provision can be made for full fleet conversion to zero emission / electric buses. Warrington Council will provide £70,000 funding to the project. This project aligns with the sub-regional transport priority of increasing bus usage, supports the spatial and economic priorities set out in the LEP's Strategic Economic Plan and emerging Local Industrial Strategy, and aligns with government priorities and recently announced funding availability.

#### A51/A500 Corridor Study - £26,000 LEP Contribution

- 5.20. This study will 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. The work will provide an evidence base for future business case development.
- 5.21. 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.
- 5.22. This project has been recognised as strategically important by both the Local Transport Body and Strategy Committee. It was not funded previously simply because of the focus on schemes with elements which could be delivered in the short-term. This project aligns with the sub-regional transport priority of improving this strategic link, which is part of the Major Route Network, which means it has access to government funds for delivery of schemes with strong business cases. Cheshire West & Chester Council will provide £25,000 match funding to the project. Due to capital programme commitments, Cheshire East Council is unable to contribute financially to the project at this stage, however, the Council will seek to provide funding contributions to any future phases of study work, e.g. development of the Strategic Outline Business Case.

#### **Projects recommended to be considered along any non-transport proposals for funding later in the financial year**

##### Chester City Gateway Masterplan

- 5.23. Chester City Gateway is a regeneration and infrastructure programme with Chester Railway Station at its heart. The objective is to deliver a combination of on and off-track interventions which will unlock the full economic potential of Cheshire West and Chester and the wider West and Wales area. This is one of

the key future regeneration areas for the City. The Programme consists of the following key components:

- Regeneration & Public Realm Improvements (Development opportunities, public realm improvements, link to historic city)
- Chester Station Enhancement (Renovated station, improved passenger experience, increase capacity, maximise commercial opportunities)
- Rail Service Enhancement (New platform capacity, track capacity, increase of services, more through trains)
- City Gateway Access (Hoole Bridge, pedestrian and cycle access, link to bus interchange, parking, A56 corridor)

5.24. This project will develop a masterplan for the area, building upon the Strategic Outline Business Case (SOBC) for on-track improvements which has been developed by Cheshire West and Chester Council., and will also identify and develop the off-track transport improvements needed in the area. The first phase of the work is focussing on identifying improvements on the A56 Hoole Road Corridor.

5.25. This additional contribution will identify complementary public realm and connectivity interventions to the historic city core to unlock the full economic potential of this initiative. will provide match funding to the project.

5.26. Cheshire West and Chester Council is seeking a total contribution of £65,000 but, recognising the limited funding available, would be able to proceed with elements of the project with an initial LEP contribution of £21,500. They would be looking for a further contribution of £43,500 as and when additional funding is available. The Council is looking to provide £65,000 towards the project.

#### Northern Powerhouse Rail Station in Central Warrington

5.27. 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.

5.28. 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.

5.29. The Council recognises that there is limited funding available therefore is seeking a £25,000 contribution from the LEP plus a further £5,000 should further funding become available. Warrington Council is providing £30,000 of funding allocated in the current financial year 2019/2020.

#### Warrington Last Mile Town Centre Masterplan

5.30. The proposal is to develop a transport masterplan 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. This will build on the opportunity presented by the Western Link (which recently received Programme Entry in the LLM programme) to review the road network around the town centre

and ensure that the capacity released by the western link is 'locked in' for walking, cycling and public transport. Elements of this work will feed into parallel and subsequent study work on the LCWIP and Mass Transit studies.

5.31. The potential for Phase 1 delivery following initial masterplan work in 2021 includes:

- Brian Bevan Island junction & Wilderspool Causeway bus/cycle corridor. Multi modal junction improvement and corridor treatment with bus priority measures and cycle corridor enhancement
- Junction locations which present barriers to accessibility and are in need of improvement – as identified in Last Mile Transforming cities bid. Potential early delivery at locations such as:
  - A49 Dial St/Church St
  - A57/ Froghall Lane
  - Liverpool Road/Parker St

5.32. The study, totalling circa £150k, is being progressed in stages, Stage 1 is primarily around developing the transport masterplan for the Last Mile, establishing broad principles and function/objectives of the various transport elements of the town centre network. The LEP Strategy Committee allocated £50,000 towards Stage 1 in July 2019 and a further £25,000 to Stage 2 to enable the shortlist of schemes/packages of interventions which will deliver this masterplan to be identified, tested and concept designs developed. This will provide a prioritised list of schemes to take forward to business case development and to feed into any funding opportunities as they arise. Warrington Council will provide match funding to the project.

5.33. Once the Masterplan is produced, more detailed study work will be required to take the proposals forward. It is this element that is the subject of this current bid. This will deliver a business case for specific schemes identified and the development of an Outline Business Case for one or more specific scheme(s). Warrington Council is seeking a LEP contribution of £50,000 to match their contribution of £50,000.

### **Next Steps**

5.34. The next steps will be to take the recommendations of the Local Transport Body to the LEP Strategy Committee for consideration alongside non-transport proposals. The LEP Strategy Committee will then determine which schemes to provisionally approve the level of contribution to allocate to projects.

## Appendix 1 – Recommended Proposals for Business Case Development

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<p><b>Project Name:</b></p>	<p><b>Crewe Hub Access Strategy</b></p>
<p><b>Brief Description:</b></p>	<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 &amp; 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> <p>In 2020/21 further studies are required to develop detailed proposals for a new multi-modal transport interchange adjacent to the proposed new Crewe hub station entrance. The new interchange will provide efficient and good quality facilities for public transport, taxis and cycle storage. The new interchange will provide an improved and safer environment for non-car station passengers from across the region whilst promoting the use of more sustainable end to end travel. Initial studies will assess the size of facilities required to support the growth in passengers as a result of HS2 and also the local Area Action Plan development as well as developing appropriate access solutions that integrate with the wider Crewe hub proposals including car parking provision and the proposed Southern Link Road Bridge.</p>

<b>Strategic Fit</b>	<b>Impact</b>	<b>Notes</b>
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. Transport strategy, digital, skills etc		
f. Other		
<b>To what degree would the business case/study address the following:</b>		
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
<b>Total cost of business case/study</b>		
	£950,000	
Contribution of promoting authority	£710,000	
Level of contribution sought from LEP	£235,000	
Other contributions		
<b>Timescale for developing business case/study</b>		
	2020/21	
<b>What is the funding mechanism for delivering the solution identified by the business case/study?</b>		
	A combination of central and local government funding, including Local Majors Funding	
<b>What is the anticipated timescale for delivering the solution identified by the business case/study?</b>		
	End 2025	
<b>Any other information</b>		

<b>Project Name:</b>	Ellesmere Port Industrial Area: Development and Investment Framework
<b>Brief Description:</b>	<p>Development of a clear up-to-date physical Development and Infrastructure Investment Framework to drive future continued business growth and employment at the Ellesmere Port Industrial Area, reinforcing its role as a regional and city region business and employment hub.</p> <p>The Development and Infrastructure Investment Framework will be complemented by a ‘public facing’ document, which signals leadership of place and commitment to deliver the continued business growth of Ellesmere Port Industrial Area. This document will also raise the visual profile and brand of Ellesmere Port, acting as a welcome pack and estates code for new investors and businesses.</p> <p>The proposed task arises from an assessment of progress, economic impact assessment and focus review for the Ellesmere Port Regeneration Programme, which has been running since 2011 via a strategic regeneration framework and has been supported by key stakeholders.</p> <p>In recognition of its strategic importance, the Council has taken the initiative to bring together key organisations and individuals having a direct interest and passion for Ellesmere Port Industrial Area to form an Ellesmere Port Business Forum.</p> <p>The Forum have also recognised that the area needs a clear and up-to-date physical Development and Infrastructure Investment Framework, which both stimulate and channel future investment and development to maximise its beneficial impact. In particular, the Forum is keen to capture as much local employment and other benefits as possible from the physical and economic development of Ellesmere Port and to see the profile and perception of the Industrial Area to more closely align with its considerable assets and potential opportunities.</p> <p>The Development and Infrastructure Investment Framework will set out partners preferred blueprint to the development and sequencing of delivery for interventions. It will also be used to provide detailed information to enable engagement with potential funding providers</p> <p>The core objectives of the study can be summarised as:</p> <ul style="list-style-type: none"> <li>• provide a detailed assessment of the current physical condition of Ellesmere Port Industrial Area and its infrastructure;</li> </ul>

	<ul style="list-style-type: none"> <li>• provide an accessibility and movement assessment, which includes for consideration of the adjacent Strategic Road Network (M56/M53) and rail network;</li> <li>• identify its suitability for meeting the future requirements for industrial and other business facilities and uses;</li> <li>• examine its potential for the development of a centre or a zone for renewable and low carbon energy production and storage (Green Energy Park);</li> <li>• assess the issues and opportunities for Ellesmere Port Industrial Area deriving from its proximity to major projects in the sub region;</li> <li>• develop a new vision for Ellesmere Port Industrial Area to include meeting the needs of regional growth sectors and maximising its potential as a site of regional employment significance within Cheshire and the North West;</li> <li>• propose ways in which better use of the space available can be made, maximising the potential for increased business space; and</li> <li>• outline an implementation strategy setting out how proposals can be delivered (including funding opportunities) and the Ellesmere Port Industrial Area can be managed moving forward</li> </ul>	
<b>Strategic Fit</b>	<b>Impact</b>	<b>Notes</b>
g. SEP	Significant	The Ellesmere Port Industrial Area contributes almost half of all available employment land sites available within the CW&C Council area and forms an integral part of the Cheshire Science Corridor EZ.
h. LIS	Significant	The Ellesmere Port Industrial Area has synergy with all LIS workstreams (area strengths and foundations of productivity).
i. Constellation	Minor	
j. EZ	Significant	The Ellesmere Port Industrial Area forms an integral part of the Cheshire Science Corridor EZ.
k. Supporting strategies e.g. Transport strategy, digital, skills etc	Significant	Transport Strategy - Congestion and network resilience are recognised as severe issues on sections of the M53/M56. Limited rail and sustainable transport access is also constraining the Ellesmere Port Industrial Area. Digital – the availability of digital infrastructure to businesses, academics and researchers in the Ellesmere Port Industrial Area is vital for their work and links to other centres of research and development expertise. Skills – ageing workforce and future workforce supply are significant issues for businesses in the Ellesmere Port Industrial Area.
l. Other	Significant	The Ellesmere Port Industrial Area forms an integral part of the Mersey Dee Economic Axis

To what degree would the business case/study address the following:	Impact	Notes
j. 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.
k. Unlocking development	Significant	There is significant potential for better use of the vast development space available in the Ellesmere Port Industrial Area, maximising the potential for increased business space.
l. Providing homes	Minor	Improving employment opportunities in the Ellesmere Port Industrial Area will further support the demand for and desirability of new homes in the surrounding conurbations.
m. Reducing pollution	Significant	The Ellesmere Port Industrial Area uses circa 5 per cent of the UK's total energy. The area is responsible for approximately 20% of the district's total emissions or around half of the emissions resulting from Large Industrial Installations. The proposed study will seek to examine its potential for the development of a centre or a zone for renewable and low carbon energy production and storage (Green Energy Park) to make a significant contribution in addressing the Climate Emergency.
n. Improving sustainable transport	Significant	Accessibility to the Ellesmere Port Industrial Areas by sustainable transport modes is a major barrier to employment opportunities for residents and workforce supply for businesses. The proposed study will seek to identify appropriate sustainable transport solutions and improved connectivity.
o. Tackling congestion	Significant	Congestion on the M53 and M56 has been identified by businesses as a severe constraint to productivity and economic investment in the Ellesmere Port Industrial Area. The proposed study will seek to identify appropriate mitigation measures working alongside Highways England as a key stakeholder.
p. Reducing accidents	Modest	Frequent incidents on the M53 and M56 severely impact on congestion and journey time reliability due to the constrained network and absence of suitable alternative strategic diversion routes. The proposed study will seek to identify collision reduction initiatives as an integral part of congestion relief/journey time reliability improvements, working alongside Highways England as a key stakeholder.
q. Improving journey reliability	Significant	Similar to congestion, journey time reliability on the M53 and M56 has been identified by businesses as a severe constraint to productivity and economic investment in the Ellesmere Port Industrial Area. The proposed study will seek to

		identify appropriate mitigation measures working alongside Highways England as a key stakeholder.
r. Increasing network capacity	Significant	The proposed study will seek to identify appropriate network capacity enhancements, working alongside Highways England as a key stakeholder, to ensure economic growth is not constrained by the current poor network performance.
<b>Total cost of business case/study</b>		
Contribution of promoting authority	£80,000	
Level of contribution sought from LEP	£80,000	
Other contributions		
<b>Timescale for developing business case/study</b>		
	Scheme objectives have been agreed with the partners involved and it is envisaged that the commission would go live in April 2020 with an approximate duration of 6 months.	
<b>What is the funding mechanism for delivering the solution identified by the business case/study?</b>		
	<p>The proposed study is multifaceted and therefore potential funding mechanisms are likely to be varied, ranging from potential transport investments (DfT, Highways England, TFN) through to energy, digital and skills sectors. Private sector partners and stakeholders are also seeking to utilise the study findings to inform their own future infrastructure investment decisions and contributions.</p> <p>It is of note that one of the core objectives of the study is to outline an implementation strategy setting out how proposals can be delivered (<b>including funding opportunities</b>)</p>	
<b>What is the anticipated timescale for delivering the solution identified by the business case/study?</b>		
	2022-2025	
<b>Any other information</b>		

## Bus Priority and Mass Transit Study

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<i>Report Date</i>	January 2020
<i>SRO</i>	S Hunter
<i>Project Manager</i>	A Graham
<i>Directorate</i>	Environment and Transport
<i>Team Plan</i>	Transport Planning and Development Control
<i>Service Area</i>	Transport for Warrington
<i>Portfolio Holder</i>	Cllr H. Mundry
<i>RAG rating (impact on residents)</i>	Green
<p><i>RAG rate by shading the box above: Red = potential negative impact on residents due to service changes, Amber = minor impact on residents or major impact on staff, Green = efficiency changes, ongoing impact of existing projects, revised estimates etc.</i></p>	

### Narrative (c. 50 words)

Warrington's draft LTP4, contains an ambitious target to reduce car use in the borough. To be successful, we want to triple the use of public transport over the next 20 years to see 15% of our residents commuting to work by bus or other form of mass transit. This means delivering a transformational change in the local public transport offer.

The study will build on a feasibility study carried out for LTP4 and investigate the short, medium and long term options available to deliver this outcome, ranging from priority for conventional bus, through Guided Bus to Light rail.

# 1 THE STRATEGIC CASE

In LTP4 we have set an ambitious target to increase the mode share for bus and mass transit use for the journey to work to 15% over the next 20 years. To achieve a 15% mode share we need to transform the public transport offer in Warrington.

During the development of LTP4 a Transformational Projects Study was commissioned to consider a transformative change to passenger transport in Warrington, and options for Demand Management/ new revenue sources.

This study sets out an indicative network for a future mass transit system consisting of three routes into the two centre and two radial routes. The study considers two possible modes for a mass transit solution for Warrington. These are Light Rail/Tram and Bus Rapid Transit. However, we are modally agnostic at this stage, but delivering high quality, high frequency, services with attractive journeys that operate on routes and at times to meet work and leisure travel patterns is crucial to delivering our transport vision.

Whilst this initial report has provided confidence that a mass transit network could be supported in Warrington, a significant amount of work is required in order to make this proposal deliverable.

We are looking to undertake further study work that will review the work done to date, identify how we can take the proposals forward and, crucially, identify the highway infrastructure improvements that can be made in the short term to improve bus journey time and reliability.

This study will both consider existing travel movements in Warrington and have a view to the future travel patterns based on Local Plan growth and other transformational triggers such as NPR and HS2, again so that we can begin to make improvements in the short term whilst planning for the future. The evidence base for this exists from work undertaken on our Multi Modal Transport Model. The work will involve a review of our existing bus priority corridors, an understanding of traffic hotspots that impact on bus journeys and identification of possible off-road sections of public transport corridor. Key work areas would include:

- A review of the possible mass transit network included in LTP4 with regard to origin and destination data gathered for the Multi Modal Transport Model
- Data collection including:
  - Where buses are regularly delayed
  - Cause of delays
  - Impact of cash payment on bus reliability and journey time
  - Feedback from Warrington's Own Buses
- Engagement with key stakeholders
- Identification of alignment options for bus priority corridors – these should be innovative, and not necessarily restricted by existing highway alignment
- List of potential measures for implementation, including identification of short term (five year) infrastructure improvements
- Identification of priority order for corridors
- Consideration of longer term aspirations such as frequencies, operational hours and mass transit vehicle requirements that will encourage significant modal shift to public transport, and the implications of this e.g. costs

One area where we see a clear opportunity for public transport improvement in Warrington is changing to Low Emission Vehicles. Supporting bus operators to switch to

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a cleaner, modern, attractive fleet of vehicles will improve local air quality through reduced nitrogen dioxide emissions, whilst also making buses a more appealing option for many journeys, reducing the need for people to travel by private car. It has been encouraging to see Government's announcement of A Better Deal for Bus Users, plans for a National Bus Strategy, and plans for Britain's first all-electric bus town.

In Warrington we are working closely with the municipal bus operator, Warrington's Own Buses, to develop our proposals to bid for any funding associated with these announcements. Indeed, we feel Warrington is perfectly placed, in terms of geography, scale and through our strong partnership with Warrington's Own Buses to become Britain's first all-electric bus town.

*What is the proposal and why is it necessary? What will be done differently, who specifically will be affected and when will it happen i.e. who are the key stakeholders? Support case for change with evidence. What are your objectives? List and score the key risks H, M L (Impact/Likelihood).*

## 2 THE ECONOMIC CASE

This study is necessary to provide a detailed understanding of the options available for improvements to passenger transport. The alternative to not undertaking the work that this study involves is continuation of a 'business as usual' approach to Transport Planning.

The challenges for transport in Warrington include:

- high car dependency (74% of commuters drive to work),
- an Air Quality Management Area in inner Warrington and one on the motorway network
- barriers to movement of sustainable modes due to dominance of car
- declining bus use
- untapped potential to cycle and walk

If we take a 'business as usual' approach to transport policy and do not investigate mass transit options as part of a package of improvements then we do not adequately address these challenges.

*What options have you considered, and why is this one favoured? How will this proposal optimise value for money? What is the evidence base? What contingency (costs) might be needed?*

### 3 THE COMMERCIAL CASE

This study is a high profile piece of work that may lead to further work in the future as the scheme progresses. The Transformational Projects study that informed LTP4 and provided the initial evidence base for this work was commissioned through the Transportation & Public Realm Consultancy Services Framework and we received strong bids from four consultants. This suggests that this will be an attractive piece of work again for consultants.

The proposed study will be procured via the recently refreshed Cheshire and Warrington Transportation and Public Realm Consultancy Services Framework (TPRCSF). The current framework expires in 2022. The framework provides for the fast and efficient provision of personnel and expertise up to value of the OJEU funding limits. The TPRCSF consists of a panel of four approved consultants who can be engaged by WBC to provide multidisciplinary professional services. Several studies have been successfully commissioned and executed via this framework and no delivery issues are anticipated.

*Describe how the project is commercially viable, as known at this point: who could deliver it? What is the procurement route and contractual arrangements? Is there an impact on staff? Is a consultation required, and if so what consultation type, path or timeframe is needed?*

### 4 THE FINANCIAL CASE

It is proposed that this study is part funded by the Cheshire and Warrington Local Enterprise Partnership, with equal match funding from Warrington Borough Council's LTP Capital Programme.

It is envisioned that the study would be undertaken in late Year 1 and Year 2 of this fund, with an expected cost of £100,000.

We are seeking £50,000 of this from the LEP in Year 2 (2020/21), with a WBC contribution of £50,000, split between Years 1 and 2.

*Describe how the project will be funded: can we afford it? Identify each funding stream, and indicate how secure? What is the net impact on the Revenue and Capital budgets once proposal is in place? How would you fund a cost overrun?*

### 5 THE MANAGEMENT CASE

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:

- Burtonwood Road Southbound dualling - complete
  - Lingley Green Avenue/Whittle Avenue junction improvements – Construction commencing 2019
  - Warrington East Phases 2 and 3 – on site
  - Centre Park Link – on site
  - A57 Liverpool Road/Lingley Green Avenue - Construction commencing 2019
-

The procurement and study development would be overseen by a WBC transport planning project manager, with input requested from a wider project team as required.

This study is expected to commence in 2021/22.

*Describe how the proposal will be delivered successfully? Where are the necessary skills/capacity – how will we make it happen? What governance arrangements are required? What are the key milestones? What contingency plans are needed?*

## **6 Annexes/Supporting documents**

[www.warrington.gov.uk/LTP4](http://www.warrington.gov.uk/LTP4)

See Part C – Appendix B – Transformational Projects Study

[www.warrington.gov.uk/localplan](http://www.warrington.gov.uk/localplan)

<https://www.warrington.gov.uk/downloads/download/3828/warrington-multi-modal-transport-model-local-plan-reports>

<b>Project Name:</b>	<b>A51/a500 Corridor Study</b>	
<b>Brief Description:</b>	<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 &amp; 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"> <li>▪ Improving connectivity on both sides of the border with Cheshire West &amp; 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.</li> <li>▪ Addressing access requirements for current (and potentially longer term) Local Plan allocations.</li> <li>▪ Addressing key congestion pinch point along the corridor.</li> <li>▪ Resolving congestion and air quality issues along the corridor, while improving journey time reliability.</li> <li>▪ Improving access and connectivity to key urban centres and railway stations.</li> <li>▪ Improving opportunities for using sustainable transport.</li> </ul> <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>	
<b>Strategic Fit</b>	<b>Impact</b>	<b>Notes</b>
m. SEP	Significant	Transport and connectivity are key to realising the Strategic Economic Plan's aspirations to

		support growth and economic development in the sub region.
n. 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.
o. 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.
p. 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.
q. 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.
r. Other		<p><b>Mersey Dee Economic Axis:</b> 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
s. 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.
t. 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
u. 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 affordable housing and through Community Right to Build Orders. Neighbourhood plans that promote land allocations should be in</p>

		line with Local Plan (Part One) policy STRAT 9 and the NPPF in relation to development appropriate in the Green Belt.
v. 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.
w. 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.
x. 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.
y. 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.
z. 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 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.

aa. 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.
<b>Total cost of business case/study</b>		
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	
<b>Timescale for developing business case/study</b>		
Scheme objectives are to be agreed with the partners involved but it is envisaged a start would be made in Spring 2020		
<b>What is the funding mechanism for delivering the solution identified by the business case/study?</b>		
<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>		
<b>What is the anticipated timescale for delivering the solution identified by the business case/study?</b>		
2025-2030		
<b>Any other information</b>		

<b>Project Name:</b>	Chester City Gateway Masterplan Phase 2 – Public Realm and Linkage Improvements to the Historic City Core	
<b>Brief Description:</b>	Cheshire West and Chester has prepared a Strategic Outline Business Case for Chester City Gateway, which is a multi-faceted regeneration project centred on Chester Station. The proposed study will seek to identify complementary public realm and linkage interventions to the historic city core to unlock the full economic potential of this initiative.	
<b>Strategic Fit</b>	<b>Impact</b>	<b>Notes</b>
s. SEP	Significant	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 the stated key objectives for transport and connectivity.
t. LIS	Significant	Access to key economic centres such as Chester is a core theme within the Local Industrial Strategy. The LIS evidence base also advises that 23% of businesses stated that they view transport infrastructure as a barrier to business turnover growth in the next three years
u. Constellation	Significant	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.
v. EZ	Minor	
w. Supporting strategies e.g. Transport strategy, digital, skills etc	Significant	<ul style="list-style-type: none"> <li>• CW&amp;C Local Transport Plan 2017-2030 – the proposed study aligns with the goals and supporting objectives</li> <li>• 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.</li> <li>• 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</li> </ul>

		or to take up new job opportunities within Cheshire and wider areas
x. Other	Significant	<ul style="list-style-type: none"> <li>• 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. To achieve this, barriers at Chester Station and its environs need to be removed.</li> <li>• 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.</li> <li>• 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.</li> <li>• Cheshire Transport Strategy – priorities include the delivery of enhancements and accessibility improvements by non-car modes at Chester Rail Station.</li> <li>• Northgate Development – this significant regeneration initiative and investment will increase the desire/demand for high quality public realm walking and cycling links from Chester City Gateway.</li> <li>• Cheshire West and Chester LCWIP – the proposed study can directly support advancement of the initiatives outlined in the LCWIP pursuant to delivery.</li> </ul>
<b>To what degree would the business case/study address the following:</b>	<b>Impact</b>	<b>Notes</b>
bb. Increasing productivity	Significant	Resultant additional jobs identified within 2km Catchment of Chester up until 2024 is estimated at circa 2,658.
cc. Unlocking development	Significant	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.

dd. Providing homes	Significant	Resultant additional population identified within 2km Catchment of Chester up until 2024 is estimated at circa 500 units.
ee. Reducing pollution	Significant	Chester City Centre is a designated AQMA and the proposed initiative would seek to achieve reduced pollution
ff. Improving sustainable transport	Significant	By direct improvements to Chester Rail Station and accessibility thereof. Chester Transport Strategy also identifies provision of enhanced cycling and pedestrian connections to the historic core.
gg. Tackling congestion	Significant	The city suffers from severe congestion problems and the provision of high quality public realm connectivity between Chester City Gateway and the historic core will directly support a reduction in congestion.
hh. Reducing accidents	Significant	Safety issues are a demonstrable deterrent to increased use of active travel modes, which the proposed study would seek to directly address.
ii. Improving journey reliability	Significant	Similar to congestion, the city suffers from severe journey time reliability problems and the provision of high quality public realm cycling and walking facilities between Chester City Gateway and the historic core will directly support an improvement.
jj. Increasing network capacity	Significant	Through the promotion of high quality public realm connectivity to Chester Rail Station, the proposed study will encourage modal shift and therefore increase network capacity to address current issues.
<b>Total cost of business case/study</b>		
Contribution of promoting authority	£65k	
Level of contribution sought from LEP	£65k	
Other contributions	Network Rail and London Continental Railways	
<b>Timescale for developing business case/study</b>		
Commencement in Spring of 2020 with completion envisaged by Q2 OF 2020/21.		
<b>What is the funding mechanism for delivering the solution identified by the business case/study?</b>		
<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"> <li>• Community Infrastructure Levy</li> <li>• Transforming Cities Fund</li> <li>• Developer Contributions</li> <li>• Future Mobility Zones</li> </ul>		

<b>What is the anticipated timescale for delivering the solution identified by the business case/study?</b>	Similarly, the anticipated timescales for delivery will be informed by the specific outcomes/recommendations of the proposed study but initial outputs could be achieved from January 2021.
<b>Any other information</b>	

## Strategic Economic Case for a Northern Powerhouse Rail Station in Central Warrington

<i>Report Date</i>	January 2020
<i>SRO</i>	Steve Hunter
<i>Project Manager</i>	Steve Hunter
<i>Directorate</i>	Environment and Transport
<i>Team Plan</i>	Transport Planning & Development Control
<i>Service Area</i>	Transport for Warrington
<i>Portfolio Holder</i>	Councillor Hans Mundry
<i>RAG rating (impact on residents)</i>	Green

*RAG rate by shading the box above: Red = potential negative impact on residents due to service changes, Amber = minor impact on residents or major impact on staff, Green = efficiency changes, ongoing impact of existing projects, revised estimates etc.*

### Narrative (c. 50 words)

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.

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.

## THE STRATEGIC CASE

Warrington Borough Council (WBC) as a local transport authority member of Transport for the North (TfN) is working as a partner in the development of the Northern Powerhouse Rail (NPR) scheme. This scheme is being developed by TfN, in conjunction with the Department for Transport (DfT), with all Partners (such as WBC) fully integrated within the scheme's governance cycle. Network Rail and HS2 Limited are the Delivery Partners designing the scheme, reporting to TfN/DfT.

The scheme, is a scheme of national significance and its delivery would transform the speed, capacity, frequency and connectivity of the north of England's strategic rail services and would allow complementary improvements to be made to the existing 'classic' rail network to accommodate shorter distance journeys.

The NPR team is currently developing and appraising options for NPR between Manchester and Liverpool. These alignment options pivot from the proposed HS2 Phase 2b alignment to the west of Manchester Airport towards Liverpool (via junctions / 'touchpoints' which are currently the subject of a HS2 Phase 2B consultation) and would serve Warrington either via an extension of the existing station at Warrington Bank Quay or a new parkway station located outside Warrington.

The Council believes the choice of a **central station location at Warrington Bank Quay would bring major regeneration benefits** – these can be summarised as follows:

- 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. These are set out in the Warrington New City regeneration strategy which is a key part of the Council's Draft Local Plan, which has just been consulted upon, which 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.**
- 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.
- 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 3<sup>rd</sup> 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 the town to continue with this success story.

Further to the above, 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**. These can be summarised as follows:

- 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.**
- The choice of a route which would connect to a Warrington Parkway station site would we believe have a much greater environmental impact in particular on rural parts of Warrington and in particular from a more substantial bridge crossing of the River Mersey.
- 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.

**So this study aims to make the Strategic Economic Case this station to be located in the centre of Warrington rather than in a rural parkway location.**

*What is the proposal and why is it necessary? What will be done differently, who specifically will be affected and when will it happen i.e. who are the key stakeholders? Support case for change with evidence. What are your objectives? List and score the key risks H, M L (Impact/Likelihood).*

## THE ECONOMIC CASE

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.

The case for NPR, being developed by DfT/TfN 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:

- 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.

### **Objectives**

The objectives of this analysis are to prepare a document for submission to the NPR SOBC programme that:

- explicitly sets out the wider economic narrative for an NPR station serving central Warrington;
- provides a balanced, clear and reasoned comparison of NPR station locations (Warrington Bank Quay versus rural Parkway);
- is sufficiently robust to contribute directly to the NPR SOBC decision-making process and narrative.

The cost of the study is not expected to exceed the proposal value due to the draft brief having already being prepared for this work with an initial estimate of the cost being provided by AECOM consultants. Should any additional costs be incurred above the estimated £50,000, then these would be covered by WBC.

*What options have you considered, and why is this one favoured? How will this proposal optimise value for money? What is the evidence base? What contingency (costs) might be needed?*

## **THE COMMERCIAL CASE**

The proposed study will be procured via the Cheshire and Warrington Transportation and Public Realm Consultancy Services Framework (TPRCSF). The current framework expires in 2022. TPRCSF has been established since 2014. The framework provides for the fast and efficient provision of personnel and expertise up to value of the OJEU funding limits. The TPRCSF consists of a panel of four approved consultants who can be engaged by WBC to provide multidisciplinary professional services. Many studies have been successfully commissioned and executed via this framework and no delivery issues are anticipated.

In this case a brief for this work has been prepared by Andy Coates of AECOM, one of the four Framework Consultants. Andy has for many years acted as

Strategic Rail Advisor to Cheshire and Warrington LEP and the three local transport authorities. Colleagues within AECOM who specialise in strategic economic case work will undertake the commission under the guidance of Andy Coates and Warrington Borough Council.

The WBC project manager will be Steve Hunter, the Transport for Warrington Service Manager, who also acts as Warrington Borough Council's representative on Transport for the North's Executive Board and on leads on all Northern Powerhouse Rail matters for the Council so will be well placed to act as client manager for this study and liaise with WBC officers and stakeholders as required.

*Describe how the project is commercially viable, as known at this point: who could deliver it? What is the procurement route and contractual arrangements? Is there an impact on staff? Is a consultation required, and if so what consultation type, path or timeframe is needed?*

## THE FINANCIAL CASE

A budget of £60,000 has been identified for the proposed study. Part funding of £30,000 is requested from the LEP with the remaining provided by Warrington Borough Council from its capital programme. It is anticipated that the work can be completed prior to the end of 2020. The table below sets out the financial profile:

Source	Year 1 (2019/20)	Year 2 (2020/21)	Total
LEP		£30,000	£30,000
WBC – Council Borrowing	£30,000		£30,000
Total	£30,000	£30,000	£60,000

As discussed in section 2 any additional costs will be covered by WBC.

*Describe how the project will be funded: can we afford it? Identify each funding stream, and indicate how secure? What is the net impact on the Revenue and Capital budgets once proposal is in place? How would you fund a cost overrun?*

## THE MANAGEMENT CASE

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:

- Centre Park Link – Construction underway
- Western Link – Development of detailed design and full business case underway

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.

This study is expected to commence in Summer 2019 and be completed by the end of 2019.

*Describe how the proposal will be delivered successfully? Where are the necessary skills/capacity – how will we make it happen? What governance arrangements are required? What are the key milestones? What contingency plans are needed?*

## Warrington Last Mile Project Phase 2

<i>Report Date</i>	January 2020
<i>SRO</i>	S Hunter
<i>Project Manager</i>	A Dickin/J Nichol
<i>Directorate</i>	Environment and Transport
<i>Team Plan</i>	Transport Planning & Development Control
<i>Service Area</i>	Transport for Warrington
<i>Portfolio Holder</i>	Councillor Hans Mundry
<i>RAG rating (impact on residents)</i>	Green

*RAG rate by shading the box above: Red = potential negative impact on residents due to service changes, Amber = minor impact on residents or major impact on staff, Green = efficiency changes, ongoing impact of existing projects, revised estimates etc.*

### **Narrative (c. 50 words)**

A Transport Masterplan is being developed for the Warrington Last Mile Project, jointly funded by the LEP and WBC. This has 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. This bid is for the next phase of this work.

## THE STRATEGIC CASE

Warrington's continued success as a place to both live and work is dependent on a transport network that is safe, convenient, and reliable for users of all transport modes. The role of the Warrington Local Transport Plan (LTP4) is therefore to support the development of that network by addressing current problems and identify improvements that support growth. This requires a transformational change in the transport offer that is currently available to residents.

The LTP can be found at: <https://www.warrington.gov.uk/info/201080/streets-and-transport/2383/local-transport-plan>

A key theme of the LTP is to address the "last mile" of journeys into the town centre for pedestrians, cyclists and buses. It is recognised that, in the town centre, the road layout had been developed over the years to cope with the growing traffic. However this has resulted in a very car dominated urban environment featuring large multi-armed roundabouts and dual carriageways close to the town centre with a limited number of crossing points for pedestrians, and a very unpleasant cycling environment. These barriers are often mentioned by local people as reasons for why they prefer not to walk or cycle into the town centre.

The reliability of bus services, and their attractiveness as an alternative to private car travel, is often severely affected by the busy traffic conditions close to the town centre. There are currently few places in the town centre where bus services have priority. The main barriers are junctions on the A49 and A57 close to the town centre which the bus operators cite as being particularly problematic for their scheduling.

Improving the 'last mile' of journeys into the town centre for pedestrians, cyclists and bus users has therefore been identified as a priority in order to provide a 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.

Work to identify a transport masterplan for the town centre is underway, jointly funded by the LEP and Warrington Borough Council. This work includes the following elements.

- Identify the traffic displacement opportunity provided by the Warrington Western Link scheme which has been awarded Programme Entry as part of the governments Local Majors programme.
- Identify the need - policy and audits of existing access into/out of the town centre.
- Identify air quality, noise and other environmental issues
- Surveys and use of existing data to identify constraints and transport conditions
- Consider the need and opportunity to improve access to the two main rail stations in the town centre

- Develop a town Centre cordon model to understand impact of traffic redistribution and test the impact of options on network performance
- Provide a passive provision for a future Warrington mass transit network

The key output from the study will be a multi-modal Transport Masterplan to support the Warrington Means Business strategy. This would include concept designs for the key corridors, junctions and other locations around the town centre “collar”.

Once the Masterplan is produced, more detailed study work will be required to take the proposals forward as Phase 2 of the Last Mile Project. It is Phase 2 that is the subject of this current bid. This will deliver a business case for specific schemes identified in the Phase 1 Masterplan, and the development of an Outline Business Case for one or more specific scheme(s).

*What is the proposal and why is it necessary? What will be done differently, who specifically will be affected and when will it happen i.e. who are the key stakeholders? Support case for change with evidence. What are your objectives? List and score the key risks H, M L (Impact/Likelihood).*

## THE ECONOMIC CASE

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.

The economic justification for promoting more walking and cycling and improving public transport access in Warrington include:

- 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 accruing from a reduction in traffic emissions along the corridors around the town centre which all lie within the worse parts of the council’s Air Quality Management Area.
- Wider economic benefits from an improvement in public health due to more people being able to travel more actively.

*What options have you considered, and why is this one favoured? How will this proposal optimise value for money? What is the evidence base? What contingency (costs) might be needed?*

## THE COMMERCIAL CASE

The proposed study will be procured via the recently refreshed Cheshire and Warrington Transportation and Public Realm Consultancy Services Framework

(TPRCFSF). The current framework expires in 2022. The framework provides for the fast and efficient provision of personnel and expertise up to value of the OJEU funding limits.

The TPRCSF consists of a panel of four approved consultants who can be engaged by WBC to provide multidisciplinary professional services, through their in-house resource and supply chain networks to ensure the best specialist support is provided for this critical study.

Several studies have been successfully commissioned and executed via this framework and no delivery issues are anticipated.

The council has an excellent track record of commissioning third party support to deliver studies and schemes.

*Describe how the project is commercially viable, as known at this point: who could deliver it? What is the procurement route and contractual arrangements? Is there an impact on staff? Is a consultation required, and if so what consultation type, path or timeframe is needed?*

## THE FINANCIAL CASE

It is proposed that this study is part funded by the Cheshire and Warrington Local Enterprise Partnership, with equal match funding from Warrington Borough Council's LTP Capital Programme.

It is envisioned that the study would start in year 2 (20/21) with a LEP contribution of £50,000, with a WBC match contribution of £50,000 in the same year.

*Describe how the project will be funded: can we afford it? Identify each funding stream, and indicate how secure? What is the net impact on the Revenue and Capital budgets once proposal is in place? How would you fund a cost overrun?*

## THE MANAGEMENT CASE

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:

- Burtonwood Road Southbound dualling - complete
- Lingley Green Avenue/Whittle Avenue junction improvements – Construction commencing 2019
- Warrington East Phases 2 and 3 – on site
- Centre Park Link – on site
- A57 Liverpool Road/Lingley Green Avenue - Construction commencing 2019

The procurement and study development would be overseen by a WBC transport planning project manager, with input requested from a wider project team as required.

This study is expected to commence in 2019/20 and complete in 2021/22

*Describe how the proposal will be delivered successfully? Where are the necessary skills/capacity – how will we make it happen? What governance arrangements are required? What are the key milestones? What contingency plans are needed?*