



Cheshire and Warrington Local Transport Body

Agenda

Date: Friday, 10th January, 2020

Time: 10.00 am

Venue: The Council Chamber -Town Hall, Sankey Street, Warrington WA1 1UH

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

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

1. Welcome, Introductions and Apologies for Absence

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

2. Declarations of Interest

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

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

To approve the minutes of the meeting held on 4 October 2019.

4. Public Speaking Time/Open Session

For requests for further information

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with any apologies

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

5. **Department for Transport Update**

To receive a verbal update from the Department of Transport.

6. **Prioritising Business Case Development (Pages 9 - 46)**

To consider a report recommending priorities for the next tranche of studies/business cases to be developed during financial year 2020/21.

7. **Bus Strategy Update**

To receive a verbal update on the work being undertaken to develop a bus strategy for the sub-region.

8. **HS2 and Crewe Hub Update (Pages 47 - 50)**

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

9. **Northern Powerhouse Rail Update (Pages 51 - 54)**

To receive an update on the Northern Powerhouse Rail.

10. **Transport for the North Update (Pages 55 - 56)**

To receive an update on Transport for the North.

11. **Highways England Update**

To receive a verbal update from Highways England.

12. **Update on Local Authority Major Scheme Progress (Pages 57 - 78)**

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

13. **Date of Next Meeting**

To confirm the date of the next meeting as follows:-

Friday 17 April 2020.



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

Friday, 4th October, 2019 at Chester Town Hall-Northgate Street, Chester,
CH1 2HJ

PRESENT

Councillor H Mundry (Chairman)

Councillors B Roberts and Shore

COUNCILLOR IN ATTENDANCE

Councillor L Gibbon, Chester West & Chester

OFFICERS IN ATTENDANCE

David Bowyer, Warrington Borough Council

Chris Hindle, Cheshire East Council

Roy Newton, C&WLEP

Richard Perry, Department for Transport

Mike Sinnott, Highways England

Sean Traynor, Cheshire West & Chester Council

16 APPOINTMENT OF TEMPORARY CHAIRMAN FOR THE MEETING

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

RESOLVED

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

17 WELCOME, INTRODUCTIONS AND APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor C Browne.

18 DECLARATIONS OF INTEREST

There were no declarations of interest.

19 MINUTES OF PREVIOUS MEETING

RESOLVED

That the minutes of the meeting held on 25 July 2019 be approved as a correct record subject to it being noted that under minute no. 12 'Department for Transport' Update' Richard Perry was from the Department for Transport and not Highways England and subject to the last sentence of that minute being amended to read as follows:-

'It was noted that £198 million was being made available for maintenance and that £150 million was for pinch points'.

20 PUBLIC SPEAKING TIME/OPEN SESSION

Andrew Needham representing CPRE attended the meeting and asked the following questions:-

It had been reported that the capital cost of the Crewe Hub and Northern Junction would be in excess of £1bn. What was a realistic figure? Was there a cost/benefit ratio? The location for the Crewe North Connection was shown at High Legh. Apparently it would need to be further South. What was the proposed location?

Councillor Philip Atkins as Chairman of the Constellation Partnership was promoting the fact that HS2 was more than just a railway and represented investment which was decades overdue. Was this consistent with CANDWEP, NPR and TfN?

John Ryan representing the Wirral Transport Users Association attended the meeting and raised concerns that there were no plans for HS2 to have a direct connection to Chester.

It was agreed that a written response to the questions raised by Mr Needham would be provided.

21 PRIORITYISING BUSINESS CASE DEVELOPMENT

Roy Newton representing the Cheshire & Warrington LEP presented a report on prioritising the business case development.

At the meeting on Thursday 25 July 2019 the LTB noted that the LEP Strategy Committee had allocated £200,000 to support the development of business cases for Crewe Hub Access Package, Winsford Hill/Bridge Corridor Study and Warrington Last Mile - Town Centre Masterplan.

A further £200,000 was available for studies/business case development for this financial year and the report sets out recommended priorities for the funding. Successful projects needed to be able to demonstrate their fit with criteria agreed by the LEP's Strategy Committee which included Strategic fit of the proposal against sub-regional strategies and priorities; the potential to secure government/3rd party funding for delivery; the

amount of funding the scheme promoters were contributing and the degree to which the project was likely to deliver a scheme which offered good value for money. Additionally, government sources were indicating that there was likely to be funding available from April 2020 for schemes which were ready to be delivered or have elements which could be delivered in 2020.

RESOLVED

That the schemes identified within the report be endorsed and recommended to the LEP Strategy Committee for approval.

22 HS2 AND CREWE HUB UPDATE

Chris Hindle, the Head of Infrastructure at Cheshire East Council gave an update to Members on HS2 and the Crewe hub. It was noted that the date of the meeting referred to in the title of the report was incorrect.

As well as information on the Crewe hub station, there was an update on the Crewe North connection, Crewe hub area action plan and the Southern link road bridge.

RESOLVED

That the update be noted.

23 NORTHERN POWERHOUSE RAIL UPDATE

David Bowyer representing Warrington Borough Council gave an update on progress made by Transport for the North (TfN), and the Department for Transport (DfT) who had jointly commissioned the business case work for the Northern Powerhouse Rail (NPR).

The business case for the NPR included the benefits for the Crewe North connection. It was necessary to be built when HS2 was built. Officers were keen to see that although benefits did need to play a part in when phase 2b was built the business case needed to be made so that it was not reliant on the NPR.

Clarification was sought on what the touch point at High Legh was.

In response it was confirmed that it was a junction and not a station. In order for the NPR to work the construction of HS2 was required. Whilst there was uncertainty in respect of the future of HS2 the advice was that work needed to continue with regard to the key design elements.

RESOLVED

1. That the progress made to date by the Department for Transport and Transport for the North in the preparation of a Draft Strategic Outline Business Case for Northern Powerhouse Rail be noted.
2. That the key issues for Cheshire and Warrington with regard to the Northern Powerhouse Rail proposals be noted.
3. That updates on both of these matters would be provided at a future meeting of the Cheshire and Warrington Local Transport Body.

24 TRANSPORT FOR THE NORTH UPDATE

David Boyer, representing Warrington Borough Council attended the meeting and gave an update on the progress made with Transport for the North (TfN). It followed on from a series of written reports considered by LTB meetings held over the last four years since the formation of TfN.

Members had attended meetings with the Transport Minister and a representative from HS2. HS2 representatives had said they were willing to listen whilst in the past this had not been the case. Clarification was sought as when the funding for the A500 would be finalised. In response it was confirmed that the scheme had been with the DfT for sometime and did form part of the wider programme of works. As yet there was no specific date.

RESOLVED

- (1)That the Transport for the North developments and continuing activities outlined in the report be noted.
- (2)That the progress made on all of the TfN work streams as listed and briefly summarised in Section 3 of the report be noted.

25 DEPARTMENT FOR TRANSPORT UPDATE

Richard Perry, representing the Department for Transport (DfT), attended the meeting and updated the Body on the following:-

The Prime Minister had delivered two major speeches on transport in the North - Manchester in July and Rotherham on the 13th September. The speeches had been notable for the Prime Minister's commitment to NPR between Manchester and Leeds; strong advocacy of buses; intention to provide more local control of rail services in the North (linked to the forthcoming Williams Review) and the establishment of a pan Northern body to promote economic growth.

In addition two new MHCLG funding announcements were noted - Stronger Towns Fund and Historic High Streets - both of which had local implications. A prospectus for the former was being drafted and transport was expected to be amongst the potential interventions that could be

funded. It was noted that any transport interventions should be agreed by the LTA.

The recent one year Spending Round announcement had included an additional £200m for buses, reflecting the Government's strong interest in this area. Further details on this funding, and broader strategic aims for buses, had been published on the DfT website.

The announcement of the Oakervee review into HS2 was noted. The Review was underway and a report was expected in the Autumn. TfN was continuing to develop the business case for NPR.

A reminder of the timescales for bids and Expressions of interest to the Highways Maintenance Challenge Fund (end October) and the Local Pinch Point Fund (end January 2020) was noted. Local Authorities were working on proposals for both.

The announcement of the outcome of the West Coast Franchise was noted, with First/Trenitalia taking over the franchise from December this year.

It was reported at the previous meeting the LTB had agreed to develop a bus strategy. This would be worked on closely with the DfT.

RESOLVED

That the update be noted.

26 HIGHWAYS ENGLAND UPDATE

Mike Sinnott, representing Highways England attended the meeting and reported that in respect of RIS2 the situation remained as captured in the minutes of the last meeting. Highways England were still awaiting the formal announcement of RIS2 Investment Plan. This was due in the Autumn, but precise timings were not yet clear. The Chancellor re-confirmed the £25bn budget for Highways England in RIS2 in his speech at the Conservative Party Conference on 30th September. As mentioned at previous meetings, Highways England welcomed engagement from LTB stakeholders and partners about potential improvements on or associated with the Strategic Road Network that might be potential candidates for investment in RIS2 but reiterated that any proposals would be subject to prioritisation and affordability once RIS2 was confirmed. The RIS1 schemes situation remained largely as reported in the previous minutes, with one update which was that Highways England had appointed a contractor for the M6 J19 junction improvement scheme, which would start works in March 2020.

RESOLVED

That the update be noted.

27 UPDATE ON LOCAL AUTHORITY MAJOR SCHEME PROGRESS

Updates were provided for each Local Authority area:-

Cheshire East Council

- Sydney Road Bridge Improvement-now completed
- Congleton Link Road-Scheme progressing and due to be opened to traffic in late 2020
- Poynton Relief Road-Contractor announcement due imminently
- Middlewich Eastern Bypass-Notices have been served to commence detailed ground investigation which would be starting shortly
- North West Crewe Package-Main works due to start in early 2020
- A500 Dualling-A contractor has been identified to deliver the scheme and subject to the completion of statutory processes the opening date was anticipated to be early 2023.

Cheshire West & Chester Council

- A51 Tarvin to Chester Improvement Scheme-Construction on the main components to commence in Summer 2021 with a Spring 2021 completion date.
- Sutton Way Boulevard Pedestrian and Cycling Improvements-Detailed design is complete and construction is due to commence in November 2019, with completion scheduled for March 2020.
- Winnington Swing Bridge/A533 Corridor Improvements-Currently procuring professional consultancy support for this development.
- Hooton-Helsby Strategic Outline Business Case (SOBC).
- Middlewich Southern Link Feasibility Study.
- Additional Pedestrian and Cycling Improvements.
- Future Funding Stream Opportunity: Local Pinch Point Programme.
- Future Funding Stream Opportunity: Challenge Fund Programme.

Warrington Borough Council

- Waterfront Western Link-Submission case back to Government in late 2022, with any construction stage subject to DfT approval starting in mid-2023 for a period of circa 3 years.
- M62 Junction 8-Local Growth Fund-Completed
- Warrington East Ph1-Completed
- Centre Park Link-On site
- Warrington West Station-On site
- Warrington East Phases 2 & 3 –On site
- Sustainable Transport Project-Access Fund
- Omega Local Highways

RESOLVED

That the updates be noted.

28 DATE OF NEXT MEETING

RESOLVED

That the date of the next meeting take place on 10 January 2020.

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Local Transport Body

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

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 meeting on 12 July 2019, Strategy Committee agreed the criteria for prioritising schemes and allocated £200,000 of this year's funding. At it's meeting on 20 December Strategy Committee allocated the remaining £200,000 for financial year 2019/20
- 1.2. The LEP has liaised with the three local authorities to identify the potential projects for the next tranches of funding. This report sets out transport projects for the Local Transport Body to consider recommending to Strategy for funding in financial year 2020/21. The amount being asked for represents a maximum contribution of 50% by the LEP and significantly lower for some of the projects. The recommendations are set out below and the details of each proposal is set out in Appendix A.
- 1.3. 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.

2. Recommendation

- 2.1. The Local Transport Body is recommended to propose to the LEP Strategy Committee that the following projects be considered as transport priorities for funding out of the £400,000 available next financial year:
 - a. £115,000 contribution to the Crewe Hub Access Package Business Case development (additional to the £125,000 allocated in 2019);
 - b. £65,000 contribution to the Chester City Gateway Masterplan (additional to the £65,000 allocated in 2019);
 - c. £80,000 contribution to the Ellesmere Port Industrial Area: Development and Investment Framework;
 - d. £26,000 contribution to the A51/A500 Corridor Study;

- e. £30,000 contribution to a study for a Northern Powerhouse Rail Station in Central Warrington;
- f. £50,000 contribution to the Warrington Last Mile – Town Centre Masterplan (additional to the £75,000 allocated in 2019); and
- g. £20,000 to Local Cycling and Walking Infrastructure Plan – corridor studies in Warrington Borough (additional to the £60,000 allocated in 2019)

3. Prioritising Business Case Development

LEP Funding

- 3.1. At its meeting on 20 March the LEP Board agreed to allocate £400,000 per year for three years towards studies/business case development so that the sub-region can develop interventions which support the Local Industrial Strategy and drive improvements in economic productivity.
- 3.2. At its meetings on 12 July 2019 and 20 December 2019 the LEP Strategy Committee agreed the priorities for funding in 2019/2020. This report sets out potential transport projects for funding during the 2020/21 financial year.

Determining Priorities

- 3.3. To secure the maximum outcomes for the financial contribution the LEP Strategy Committee agreed that projects should contribute to and be assessed against the following criteria:
 - 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
- 3.4. In terms of strategic fit the LEP Strategy Committee agreed that proposals will be considered in terms of their contribution to the following:
 - 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

Recommended Projects

- 3.5. Following discussions with the three local authorities a number of potential priority projects were identified. The initial request for contributions exceeded the £400,000 available, notwithstanding that the £400,000 budget is for all types of schemes, not just transport. Following further discussions with the local authorities the following projects are being recommended:

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

- 3.6. 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.
- 3.7. 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.
- 3.8. 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.
- 3.9. 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.
- 3.10. 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.

Chester City Gateway Masterplan – an additional £65,000 LEP Contribution

- 3.11. 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)
- 3.12. 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.
- 3.13. 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. Cheshire West and Chester Council will provide match funding to the project.

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

- 3.14. 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.
- 3.15. 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.
- 3.16. 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.
- 3.17. 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 provide match funding to the project.

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

- 3.18. 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 while unlocking growth along the route. The work will provide an evidence base for future business case development.
- 3.19. 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.
- 3.20. This project has been recognised as strategically important by both the Local Transport Body and Strategy Committee, and was not funded previously simply because of the focus on schemes with elements which could be delivered in the short-term. Cheshire East Council and Cheshire West & Chester Council will each provide match funding to the project.

Northern Powerhouse Rail Station in Central Warrington - £30,000 LEP Contribution

- 3.21. 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.
- 3.22. 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.
- 3.23. Warrington Council is providing £60,000 of funding to match the LEP funding, £30,000 being allocated in the current financial year and £30,000 in 2020/21.

Warrington Last Mile Town Centre Masterplan – £50,000 LEP Contribution

- 3.24. 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.
- 3.25. 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

- 3.26. 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.
- 3.27. 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 will provide matched funding.

Warrington Local Cycling and Walking Improvement Plan Corridor study and design – £20,000 LEP Contribution

- 3.28. Warrington's Local Transport Plan (LTP4) includes an ambitious target to more than treble cycling and walking over the next 20 years with a modal shift away from the car. The main delivery vehicle to enable this is the Warrington Local Cycling and Walking infrastructure Plan (LCWIP) which was produced for consultation alongside LTP4 published in March 2019.
- 3.29. To date the LCWIP development has been informed by feedback from a series of transport summits that were attended by interested organisations, and by comments received during consultation on the Local Plan Preferred Development Option in Summer 2017. The intention is to tackle many of the crucial infrastructure related issues that are currently preventing people from walking and cycling in Warrington in order to support the housing and jobs growth envisaged in the town.
- 3.30. Once the current study is complete, more detailed study work will be required to take the proposals forward as Phase 2 of the LCWIP work. 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 study, and the development of an Outline Business Case for one or more specific scheme(s).. Warrington Council will provide match funding to the project.

Next Steps

- 3.31. 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

1

Project Name:	Crewe Hub Access Strategy
Brief Description:	<p>Development of detailed business case(s) to support a programme of key transport interventions and improvements to facilitate multi-modal access to the Crewe Hub station and support the draft Crewe Hub Area Action Plan (CHAAP).</p> <p>Effective and efficient access to an enhanced HS2 hub station at Crewe by all modes of transport is critical to enable the town and the Cheshire & Warrington region to fully capitalise on the opportunities of HS2 to the area.</p> <p>An initial transport assessment has identified a series of transport interventions that will support the regions ambitious plans for economic growth and regeneration. These include a new railway bridge crossing (the Southern Link Road Bridge) and a series of key junction improvements that will address a number of the existing highway constraints and provide improved links between the Crewe hub station and the strategic road network. These schemes will need to be taken through detailed design and necessary business cases will need to be developed.</p> <p>The Crewe Hub Access Strategy will also identify key interventions to support public transport, walking and cycling to the station and across the CHAAP area; supporting the active travel and sustainability ambitions of the area.</p> <p>This project will progress these initiatives into detailed schemes with supporting businesses cases that can leverage appropriate funding to deliver.</p> <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>

Strategic Fit	Impact	Notes
a. SEP	Significant	The Crewe Hub and Constellation Partnership is one of the overarching priorities of the SEP and a significant contributor to its economic ambitions.
b. LIS	Significant	The regions HS2 ambitions are a key contributor to 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		
<hr/>		
To what degree would the business case/study address the following:	Impact	Notes
a. Increasing productivity	Significant	Effective transport network around, and access to the new Crewe hub station, is critical to unlocking the full productivity of the CHAAP and spreading productivity benefits across the region
b. Unlocking development	Significant	The CHAAP development ambitions would be negatively impacted if these interventions were not progressed
c. Providing homes	Significant	A fully accessible Crewe Hub is critical to unlocking the housing potential of the Constellation Partnership
d. Reducing pollution	Modest	Whilst, there is expected to be an overall increase in traffic as a result of HS2, the Access Strategy aims to better manage the network whilst promoting sustainable travel modes
e. Improving sustainable transport	Modest	The Access Strategy will improve sustainable access to the station and around the CHAAP
f. Tackling congestion	Significant	The area around Crewe Railway Station is severely congested. Increased passenger numbers as a result of HS2 will only heighten these problems. The Access Strategy will aim to address these constraints whilst supporting the CHAAP
g. Reducing accidents	Modest	The Access Strategy will seek to reduce conflicts between vehicular and non-vehicular traffic, including Nantwich Road Bridge reducing the risk of accidents. The Southern Link Road Bridge will aim to keep as much strategic traffic as possible to the south of the station and not conflicting this with local traffic.
h. Improving journey reliability	Modest	The Access Strategy will provide increased

		capacity on the network which in turn will improve reliability
i. Increasing network capacity	Modest	Key interventions, including the Southern Link Road Bridge, will increase capacity on the network
Total cost of business case/study	£950,000	
Contribution of promoting authority	£710,000	
Level of contribution sought from LEP	£235,000	
Other contributions		
Timescale for developing business case/study	2020/21	
What is the funding mechanism for delivering the solution identified by the business case/study?	A combination of central and local government funding, including Local Majors Funding	
What is the anticipated timescale for delivering the solution identified by the business case/study?	End 2025	
Any other information		

Project Name:	Chester City Gateway Masterplan Phase 2 – Public Realm and Linkage Improvements to the Historic City Core	
Brief Description:	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.	
Strategic Fit	Impact	Notes
g. 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.
h. 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
i. 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.
j. EZ	Minor	
k. Supporting strategies e.g. Transport strategy, digital, skills etc	Significant	<ul style="list-style-type: none"> • CW&C Local Transport Plan 2017-2030 – the proposed study aligns with the goals and supporting objectives • LEP Draft Transport Strategy - establishment of Chester Station as a hub station and gateway to the city (through a wider package of on and off track improvements as part of the Chester City Gateway project) is specifically referenced. • Skills and education – these are key components of the SEP, their priorities for business growth and employment influence transport priorities. In particular, concerns have been expressed around the need to ensure that the transport delivery plans for facilities such as Chester Rail Station address the importance of being able to travel to learn

		or to take up new job opportunities within Cheshire and wider areas
I. Other	Significant	<ul style="list-style-type: none"> • Growth Track 360 - the proposed initiative is a priority project of the Growth Track 360 prospectus for Chester and its immediate surroundings. The vision of Growth Track 360 is for rail enhancement to unlock the economy and support the redressing of the imbalance between the north and south of the UK. To achieve this, barriers at Chester Station and its environs need to be removed. • Mersey Dee Alliance - the proposed study can support the achievement of the Mersey Dee Alliance to enhance the profile and identity of the Mersey Dee area (covering Cheshire, Wirral and North-East Wales) and develop the region's competitiveness. Given that Chester straddles the border of England and Wales, it is a pivotal point in the Mersey Dee Area and consequently Chester City Gateway can help to raise the profile of this region and improve connectivity within it to support the movement of people. • West and Wales Strategic Rail Prospectus - In order to achieve these outcomes, a series of outputs are required in terms of facilities and features centred around Chester City Gateway to which this proposed study relates. • Cheshire Transport Strategy – priorities include the delivery of enhancements and accessibility improvements by non-car modes at Chester Rail Station. • 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. • Cheshire West and Chester LCWIP – the proposed study can directly support advancement of the initiatives outlined in the LCWIP pursuant to delivery.
To what degree would the business case/study address the following:	Impact	Notes
j. Increasing productivity	Significant	Resultant additional jobs identified within 2km Catchment of Chester up until 2024 is estimated at circa 2,658.
k. 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.

I. Providing homes	Significant	Resultant additional population identified within 2km Catchment of Chester up until 2024 is estimated at circa 500 units.
m. Reducing pollution	Significant	Chester City Centre is a designated AQMA and the proposed initiative would seek to achieve reduced pollution
n. 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.
o. 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.
p. 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.
q. 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.
r. 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.
Total cost of business case/study		
Contribution of promoting authority	£65k	
Level of contribution sought from LEP	£65k	
Other contributions	Network Rail and London Continental Railways	
Timescale for developing business case/study	Commencement in Spring of 2020 with completion envisaged by Q2 OF 2020/21.	
What is the funding mechanism for delivering the solution identified by the business case/study?	<p>The potential funding mechanisms will be informed by the specific outcomes/recommendations of the proposed study but are likely to include the following (or a combination thereof):</p> <ul style="list-style-type: none"> • Community Infrastructure Levy • Transforming Cities Fund • Developer Contributions • Future Mobility Zones 	

What is the anticipated timescale for delivering the solution identified by the business case/study?	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.
Any other information	

Project Name:	Ellesmere Port Industrial Area: Development and Investment Framework
Brief Description:	<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"> • provide a detailed assessment of the current physical condition of Ellesmere Port Industrial Area and its infrastructure; • provide an accessibility and movement assessment, which

		<p>includes for consideration of the adjacent Strategic Road Network (M56/M53) and rail network;</p> <ul style="list-style-type: none"> • identify its suitability for meeting the future requirements for industrial and other business facilities and uses; • examine its potential for the development of a centre or a zone for renewable and low carbon energy production and storage (Green Energy Park); • assess the issues and opportunities for Ellesmere Port Industrial Area deriving from its proximity to major projects in the sub region; • 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; • propose ways in which better use of the space available can be made, maximising the potential for increased business space; and • 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
Strategic Fit	Impact	Notes
m. 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.
n. LIS	Significant	The Ellesmere Port Industrial Area has synergy with all LIS workstreams (area strengths and foundations of productivity).
o. Constellation	Minor	
p. EZ	Significant	The Ellesmere Port Industrial Area forms an integral part of the Cheshire Science Corridor EZ.
q. Supporting strategies e.g. Transport strategy, digital, skills etc	Significant	<p>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.</p> <p>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.</p> <p>Skills – ageing workforce and future workforce supply are significant issues for businesses in the Ellesmere Port Industrial Area.</p>
r. 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
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	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.
u. 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.
v. 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.
w. 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.
x. 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.
y. 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.
z. 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.
aa. 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.
Total cost of business case/study		
Contribution of promoting authority	£80,000	
Level of contribution sought from LEP	£80,000	
Other contributions		
Timescale for developing business case/study		
	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.	
What is the funding mechanism for delivering the solution identified by the business case/study?		
	<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 (including funding opportunities)</p>	
What is the anticipated timescale for delivering the solution identified by the business case/study?		
Any other information		

Project Name:	A51/a500 Corridor Study	
Brief Description:	<p>A study to consider options to tackle capacity constraints and network resilience along the A51 corridor between the M6 in Crewe and A55 in Chester. The scheme will also help to address severance amongst communities along the route while unlocking growth along the route. The work will provide an evidence base for future business case development.</p> <p>The proposal is to commission an A51 Corridor Study in order to gather robust evidence and make the case for internal and external investment in transport enhancements along the strategic road corridor that crosses both boroughs of Cheshire West and Cheshire East.</p> <p>The work supports partners such as the Department for Transport, Transport for the North, the Constellation Partnership, Mersey Dee Alliance, Welsh Government, Transport for Wales and the Cheshire and Warrington Local Enterprise Partnership. It will continue to deliver the shared objectives and corporate policies of both Cheshire West & Chester and Cheshire East Council's by delivering growth in housing, employment and retail.</p> <p>Potential opportunities include -</p> <ul style="list-style-type: none"> ▪ Improving connectivity on both sides of the border with Cheshire West & Chester and Cheshire East, enabling improved access to new and emerging development sites, including: Deeside and Ellesmere Port Enterprise Zones, HS2 Railway Hub, Crewe High Growth City and central Chester. ▪ Addressing access requirements for current (and potentially longer term) Local Plan allocations. ▪ Addressing key congestion pinch point along the corridor. ▪ Resolving congestion and air quality issues along the corridor, while improving journey time reliability. ▪ Improving access and connectivity to key urban centres and railway stations. ▪ Improving opportunities for using sustainable transport. <p>Work will be undertaken as part of a joint partnership bringing together Cheshire West and Chester Council, Cheshire East Council, Cheshire and Warrington LEP along with the support from; Transport for the North, Department for Transport and Highways England.</p>	
Strategic Fit	Impact	Notes
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.
t. 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.
u. 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.
v. 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.
w. 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.
x. Other		<p>Mersey Dee Economic Axis: Having a reliable, resilient transport network for journey to, from and within the north is an integral part of the vision and wider objectives.</p> <p>The A51 is already one of the most important external links for the Mersey Dee, connecting to Cheshire East and Staffordshire. Demand on this route is likely to intensify significantly with the arrival of HS2 at Crewe in 2027. Improvements along this route would not only support the economy of the Mersey Dee, but also help ensure that Crewe takes full advantage of its strategic position.</p>
To what degree would the business case/study address the	Impact	Notes

following:		
bb. 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.
cc. 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
dd. 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 line with Local Plan (Part One) policy STRAT 9 and the NPPF in relation to development</p>

		appropriate in the Green Belt.
ee. 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.
ff. 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.
gg. 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.
hh. 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.
ii. 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.
jj. Increasing network capacity	Modest	The study will look at the means to improve

		capacity and network resilience of the corridor to ensure economic growth is not constrained by poor network resilience.
Total cost of business case/study		
Contribution of promoting authority	£26,000	
Level of contribution sought from LEP	£26,000 (assumes CEC prioritise the scheme)	
Other contributions	£26,000 Cheshire East Council	
Timescale for developing business case/study	Scheme objectives are to be agreed with the partners involved but it is envisaged a start would be made in Spring 2020	
What is the funding mechanism for delivering the solution identified by the business case/study?	<p>As Transport for the North are a new statutory body, it is likely that any schemes or corridors identified as priorities in their investment plan (such as the A51/A500 corridor) and as part of the wider MRN could receive funding through that, although future arrangements are not certain at this point. However, at this point the council's investment in these studies is at risk as there can be no guarantee that the studies will lead to any investment in infrastructure.</p> <p>The A51 lies on both Department for Transport (DfT) and Transport for the Norths (TfN) and Major Road Network due to its strategic nature, as such it is envisaged that a bid for scheme funding would be made through future Large Local Major infrastructure funding pots with match from developer contributions.</p>	
What is the anticipated timescale for delivering the solution identified by the business case/study?	2025-2030	
Any other information		

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 3rd best performing area in the country for business growth, bettered only by Aberdeen and London. The choice of Warrington Bank Quay as the location for an NPR station will be hugely influential in helping 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 been 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 been 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?

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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

(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, 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 been 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?

Local Cycling and Walking Infrastructure Plan Phase 2

(Draft – Subject to Consultation)

<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)

Warrington's Local Transport Plan (LTP4) includes an ambitious target to more than treble cycling and walking over the next 20 years with a modal shift away from the car. The main delivery vehicle to enable this is the Warrington Local Cycling and Walking infrastructure Plan (LCWIP) which has identified several key corridors for improvement. A significant piece of work, funded by the LEP and WBC is being undertaken to develop the key corridors concepts into deliverable transformational schemes. 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 this LTP4 is therefore to support the development of that network by addressing current problems and identify improvements that support growth. In particular the LTP is aiming for Warrington to be a place where significantly more people choose to walk, cycle, and use public transport, allowing them to live healthier lifestyles. 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 create an attractive, high standard, user-friendly environment for walking and cycling trips. To take this forward, the Council has developed a Local Cycling and Walking Infrastructure Plan (LCWIP) in line with government guidance. This sets out an aspirational core network of walking and cycling routes made up of:

- **Primary Routes** - high quality integrated corridors that radiate out from the town centre hub that use, or follow, the main arterial transport routes
- **Neighbourhood routes** - continuous routes segregated from traffic
- **Greenways** - well maintained traffic free routes through open spaces and parks

Of these types of routes, it is the Primary Routes which will require most investigation because of the need to provide full separation from traffic and the likely need to re-allocate roadspace, remodel junctions and provide priority over side roads. These primary route are the most transformational part of the proposed network and the greatest potential to drive modal shift towards cycling.

The importance of this emerging network is emphasised by it links to the aims and objectives of the draft Local Plan which contains a very clear vision for sustainable growth over the next 15-20 years. The strategic traffic modelling carried out to support the Local Plan assumed a transformed cycling and walking network would be delivered via the LCWIP, and as such is a core element of the planned long term transport network to support the borough future prosperity.

The study currently being undertaken, funded by the LEP and Warrington Borough Council, is examining three of these **Primary Route corridors** and developing them to a pre delivery stage.

Once the current study is complete, more detailed study work will be required to take the proposals forward as Phase 2 of the LCWIP work. 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 study, 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

A comprehensive, high quality and well used walking and cycling network will support and enable the growth aspirations of the Borough.

This study is necessary to provide a detailed understanding of the options available for three corridor improvements in Warrington to benefit walking and cycling journeys. The alternative to not undertaking the study is to continue with a ‘business as usual’ approach to Transport Planning resulting in an incremental and largely ineffectual progress.

The economic justification for promoting more walking and cycling in Warrington include:

- Direct economic benefits from reduced levels of traffic congestion and improved journey reliability as a result of modal shift from car to walking/cycling along these corridors
- 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 these corridors which all fall within the council’s Air Quality Management Area
- Wider economic benefits from an increase 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 LCWIP was based on technical support provided by WSP transport consultancy during 2018 following guidance issued by the DfT. This identified several priority corridors radiating out from the town centre which would allow an increase in walking and cycling movements and support the local growth agenda.

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, 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 been 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 be undertaken in Year2 (20/21) with a LEP contribution of £20,000, with a WBC match contribution of £20,000. 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?



Cheshire & Warrington Local Transport Body

Date of Meeting: Thursday 10th January 2020
Report of: Chris Hindle – Head of Infrastructure, Cheshire East Council
Subject/Title: HS2 / Crewe Hub update

1. HS2 'Oakervee' Review

- 1.1. In August 2019, the Secretary of State for Transport called for an independent review of the HS2 scheme, chaired by Douglas Oakervee. The review looks at whether and how HS2 should proceed, using all existing evidence on the project; and considering:
 - its benefits and impacts
 - affordability and efficiency
 - deliverability and scope
 - its phasing, including its relationship with Northern Powerhouse Rail
- 1.2. The review was due to report back to the Secretary of State this Autumn however, due to Purdah ahead of the 2019 General Election, the report has yet to be reported. The outcomes of this review, and DfT's subsequent response, could impact the Crewe hub scheme and its timing and the Council are working closely with C&W LEP, DfT and Network Rail to mitigate against such outcomes.

2. Phase 2a Line of Route/Hybrid Bill

- 2.1 On 09 September 2019 the HS2 Phase 2a hybrid bill received its second reading in the House of Lords. The Parliamentary process for Phase 2a was paused as a result of the 2019 General Election. Committee hearings are expected to commence in the New Year with Royal Assent to follow.

3. Phase 2b Line of Route/Hybrid Bill

- 3.1 On 06 September 2019 the HS2 Phase 2b Design Refinement Consultation closed. We await Government's response to this consultation. As far as the Council is aware HS2 Ltd still intend to deposit the Phase 2b hybrid bill in Summer 2020.

4. Crewe North Connection

- 4.1 A new north connection between the West Coast Main Line, HS2 and NPR is needed north of Crewe to enable HS2 service traveling north from Crewe station to return to the HS2 network to allow 5/7 HS2 trains per hour to call at

Crewe. The Crewe North Connection is also a requirement for NPR and is therefore included in TfN's Strategic Outline Business Case for NPR. The business case is currently with Government awaiting funding approvals. However, passive provision for the Crewe North Connection was not included in the HS2 Phase 2b Design Refinement Consultation. The region continues to work with TfN and Government to ensure that powers to deliver the Crewe North Connection are achieved via the HS2 Phase 2b hybrid bill.

5. Crewe Hub Station

- 5.1 Following June Cabinet approvals the Council continues to work collaboratively with Government, HS2, Network Rail, TfN and C&W LEP to develop proposals for an enhanced Crewe Hub station. The enhanced hub station is compatible with the emerging track layout for Crewe station to support 5/7 trains per hour and supports local and regional economic growth and regeneration. Subject to outcomes of the Oakervee review, the Council are seeking to provide an update to Cabinet on the progress of the Crewe hub station solution later this year.

6. Crewe Hub Local Contribution

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

7. Crewe Hub Area Action Plan

- 7.1 The Council is preparing an Area Action Plan (AAP) for the area around the station. The AAP is a development plan document for a defined area that sits alongside the current Local Plan and provides a discrete planning policy for a defined boundary. The Cheshire East Local Plan does not currently take into account HS2 related development and therefore an AAP is needed to:
- support HS2 related regeneration and development; and
 - control unwanted development capitalising on HS2.
- 7.2 A third consultation round for the AAP closed on 3rd September 2019 and Cheshire East Council are currently reviewing the feedback.
- 7.3 A further consultation on Masterplan options will be held later in the year and a final consultation will be launched in early 2020 with the AAP anticipated to be adopted later in 2020.

8. Southern Link Road Bridge

- 8.1 A consultation on route options for a possible new road crossing over the railway between Weston Road and Gresty Road - the Southern Link Road Bridge (SLRB) also closed on 3rd September 2019. Two public consultation events were held during the consultation period.
- 8.2 In November 2019, Cheshire East Cabinet approved a preferred route for the SLRB and for the scheme to be progressed to detailed design and the development of a DfT Local Majors equivalent business case.
- 8.3 Work is currently underway to work up the wider junction and highway improvements needed to support the SLRB.

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Cheshire & Warrington Local Transport Body

Date of Meeting: Friday 10 January 2020
Report of: Steve Hunter – Transport for Warrington Service Manager
Subject/Title: Northern Powerhouse Rail Update

1. Report Summary

- 1.1 This report provides an update on progress made by Transport for the North (TfN) and the Department for Transport (DfT) who have jointly commissioned business case work for Northern Powerhouse Rail (NPR). A brief summary is provided below of the main aims and objectives of NPR below and recent progress and current issues are described in Section 2. The key issues impacting on Cheshire and Warrington are summarised in Section 3 which follows. The recommendations are then summarised in Section 4 of this report. Finally, Appendix A shows the emerging vision for the NPR network, which is taken from the TfN Strategic Transport Plan.
- 1.2 Northern Powerhouse Rail is a programme to deliver a transformed rail network in the North of England and bring new opportunities to millions of people and businesses. Featuring a mix of new and significantly upgraded railway lines, it will increase the capacity, speed and resilience of the North's rail network. In doing so, passengers will experience faster and far more reliable journeys between the North's economies and its largest international airport at Manchester.
- 1.3 Northern Powerhouse Rail is the centrepiece of Transport for the North's Strategic Transport Plan and Investment Programme. A Strategic Outline Business Case (SOBC) for the network has now been backed by civic and business leaders from across the North following its approval by TfN Board in February 2019. Further to this during 2020 this will be developed into a Strategic Outline Case (SOC) for the scheme. Further details of this are reported below.

2 Recent Progress / Current Issues

- 2.1 A Draft Strategic Outline Business Case (SOBC) was submitted to Government following approval at the TfN Board meeting held in February 2019. Further work is underway on a revised version of this SOBC, which is to be referred to as a Strategic Outline Case (SOC) – the final version of this is to be produced by the end of 2020, and it is intended that TfN Board approval for this is sought at its January 2021 meeting.

- 2.2 The intention is for this Strategic Outline Case to present a ‘clear preferred option’ for a NPR network across the North of England. Therefore during 2020 further work will be done to shortlist route options and then arrive at a preferred option. Officers are very closely involved in this work. The choice of preferred option for both the Liverpool to Manchester via Warrington section and also the inclusion of the Crewe North Connection will both be critical issues for Cheshire and Warrington to monitor closely.
- 2.3 Transport for the North are working very closely with the Department for Transport and HS2 Limited to ensure that provision is made in the HS2 Phase 2B Hybrid Bill for Northern Powerhouse Rail. As it stands this is currently still due for submission in Summer 2020, although this is subject to alteration based on the outcome of the Oakervee Review into HS2. It is now expected following the recent General Election that this review and potentially the Government’s response to it will be published in the near future. The TfN Board has taken the position that HS2 and NPR should be delivered in full and this was reflected in its response to the Oakervee Review.
- 2.4 An important step in this was the inclusion of the two potential HS2 / NPR touchpoints at High Legh, which were consulted upon as part of the HS2 Phase 2B Design Refinement Consultation, which closed on 6th September 2019. All authorities within Cheshire and Warrington and the LEP responded to this consultation expressing support for the inclusion of these touchpoints – but with the caveat that the highest standard of mitigation is provided for the impact of what will be a complex junction between the HS2 and NPR networks in the High Legh area.
- 2.5 Further to this, there are two other major issues where the design of HS2 Phase 2B has a key influence on NPR – that is the proposed surface ‘turn back’ station at Manchester Piccadilly (rather than the ‘through’ underground station proposed by TfN) and the provision of a 6th platform at Leeds HS2 station or some other potential alternative alterations to the rail network rather than the Stourton touchpoint. An independent review has been commissioned on the Manchester Piccadilly issue which is being led by Richard George – and this is due to be considered by the TfN Board at its March 2020 meeting. Work on possible alternatives to the Stourton touchpoint is ongoing and will be reported on in due course.
- 2.6 The other significant recent developments include the potential ‘Autumn Deal’ on NPR, which was announced in a speech given by the Prime Minister at the Museum of Science and Industry in Manchester on 27th July 2019. Within this the Prime Minister referred specifically to accelerating the delivery of the Manchester to Leeds section of NPR. Following the outcome of the General Election it will be critical to understand the new Government’s intentions regarding this deal. TfN has stated that the Leeds to Manchester section of NPR must be a new line and it must also serve a city centre Bradford station.
- 2.7 What is critical for Cheshire and Warrington is that TfN have very clearly expressed a view that NPR and HS2 Phase 2B are delivered in full and it will be very important for Cheshire and Warrington to ensure that delivery of parts of NPR which are of direct benefit to us: i.e. NPR from the HS2 touchpoints at High Legh to Warrington and Liverpool and the Crewe Northern Connection are not

delayed as a result of any announcement on Manchester to Leeds and that they are delivered in parallel with the western leg of HS2 Phase 2B from Crewe to Manchester.

- 2.8 Finally, work is ongoing on the further development of the SOBC for NPR and the route options being examined for NPR from Manchester Piccadilly and Manchester Airport to Liverpool via a centrally located Warrington Station. Officers are monitoring this work closely and ensuring that Cheshire and Warrington's interests are taken fully into account. Some of the key issues for Cheshire and Warrington are summarised in Section 3 which follows.

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

- 3.1 These can be summarised as follows:

- The need to ensure that Cheshire and Warrington derives the maximum possible benefit from the NPR proposals;
- That the Crewe North Connection is now being considered as part of NPR, this has important implications for both HS2 Phases 2A and 2B. The timing of the delivery of works to enable this connection and the delivery of this connection itself are key issues. Given the intention to identify a preferred option by the end of 2020 it will be vital to secure the inclusion of this connection;
- Related to this that the NPR and HS2 service pattern maximises the connectivity from the Crewe Hub to other locations served by NPR and HS2;
- That a station for Warrington should be included in NPR in a central location with all NPR services calling at that station and the opportunity is taken to increase the number of HS2 services calling at Warrington, with all London to Liverpool services calling there. Given that the intention is to get to a preferred option by the end of 2020, it will be critical to monitor this work very closely;
- That connectivity into the NPR network for Cheshire West and Chester and North Wales via a Warrington station is maximised;
- That officers continue to monitor progress closely on NPR, in particular the Liverpool to Manchester Airport and Piccadilly via Warrington section and ensure that Cheshire and Warrington's interests are fully taken into account.

4. Recommendations

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

Appendix A

Emerging Vision for the Northern Powerhouse Rail Network





Cheshire & Warrington Local Transport Body

Date of Meeting: Friday 10 January 2020
Report of: Steve Hunter – Transport for Warrington Service Manager
Subject/Title: Transport for the North Update

1. Report Summary

- 1.1 This report provides an update on progress made with Transport for the North (TfN). It follows on from a series of written reports considered by LTB meetings held over the last 4 years since the formation of TfN. A brief summary is provided of progress on a number of the work streams in this report and further updates will be reported verbally at the meeting.
- 1.2 The recommendations follow in Section 2 of this report.
- 1.3 Section 3 briefly lists other TfN work streams on which a verbal update will be provided on progress at the meeting. A link is provided within this section to the papers of the most recent TfN Board meeting, which took place on Wednesday 8th January 2020 (a planned meeting for December 2019 was postponed due to the calling of the General Election).

2. Recommendations

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

(Cheshire East Council). Further to this an officer from each of the three authorities sits on the TfN Executive Board.

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

3. Work Streams

- 3.1 Work continues on a considerable number of work streams. TfN is progressing all of these in partnership with the Department for Transport, Highways England, High Speed 2 Limited and Network Rail with considerable support provided by local authority officers from across the North including from across Cheshire and Warrington. A verbal update on progress made on these other work streams is to be provided at the meeting:
 - a) Governance
 - b) Strategic Transport Plan and Investment Plan / Funding
 - c) Phase 2 of Strategic Development Corridor work and work to sequence the schemes
 - d) Strategic Rail – (Northern Powerhouse Rail is covered in a separate report)
 - e) Rail Performance in the North
 - f) Strategic Roads – including submission of Major Road Network and Large Local Major Schemes
 - g) Integrated and Smart Travel
 - h) Stakeholder Engagement and Communications
- 3.2 Further detailed information on the TfN Board and a number of these work streams can be found in the papers for the two most recent TfN Board meetings. As the December Board meeting was postponed due to the General Election, at the time of preparing this report the meeting planned for Wednesday 8th January was yet to take place – but this will be reported on verbally. There is also a link below to details of the TfN Board:
 - Details of the TfN Board can be found at:
<https://transportforthenorth.com/about-transport-for-the-north/our-board/>
 - Papers from the most recent meeting of the TfN Board held on 8th January 2020:
<https://transportforthenorth.com/calendar/transport-north-board-8-january-2020/>



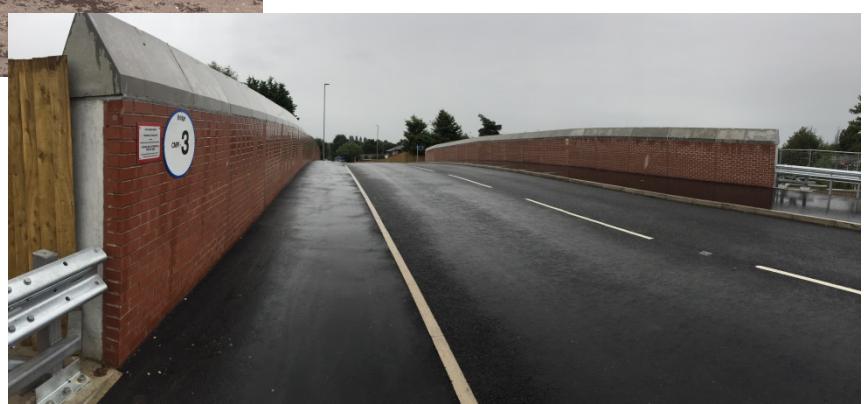
Cheshire & Warrington Local Transport Body

Date of Meeting: Friday 10 January 2020
Report of: Chris Hindle – Head of Infrastructure, Cheshire East Council
Subject/Title: Progress with Major Schemes in Cheshire East

1. Sydney Road Bridge Improvement

Now complete.

- The official opening ceremony was held on 4 September 2019



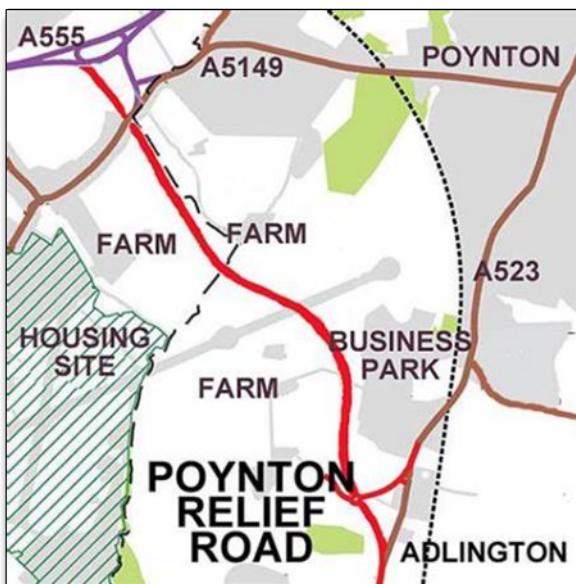
2 Congleton Link Road



- A new 5.5 kilometre bypass to the west of Congleton to address the existing congestion in the town centre and to open up housing and employment land. The congestion problem has hampered town centre growth, reduced inward investment and also made it difficult to retain existing business.
- Construction commenced in November 2018 and is being delivered by Graham Construction.
- Since the last LTB, major earthworks continued until mid-November and work has continued on the construction of several major structures including a crossing of the River Dane has commenced.
- The photographs show the River Dane construction activity in December. Some key facts on the new bridge are :
 - The bridge is 89m long in total.
 - The six steel beams were delivered and erected in braced pairs.

- The eastern beams are 49m long and 3m high over the pier. Each braced pair weighed approximately 113tonnes (130tonnes with the temporary formwork attached).
 - The western beams are 40m long and 2m high. Each braced pair weighed approximately 70tonnes (97tonnes with the temporary formwork attached).
 - The steel beams are made out of Corten steel, similar to the Angel of the North. This high grade steel doesn't require painting, so it saves on the cost of accessing and painting the beams over the river.
 - The beams were lifted in with a 1200tonne crane, using the superlift.
 - The crane was delivered by 25no. wagons and it took one week to assemble the crane.
 - The six pairs of beams were placed over a period of one week.
 - The scheme is programmed to be open to traffic late in 2020
 - The estimated scheme cost is £91m, funded by Local Growth Fund, Cheshire East Council and developer contributions.
-

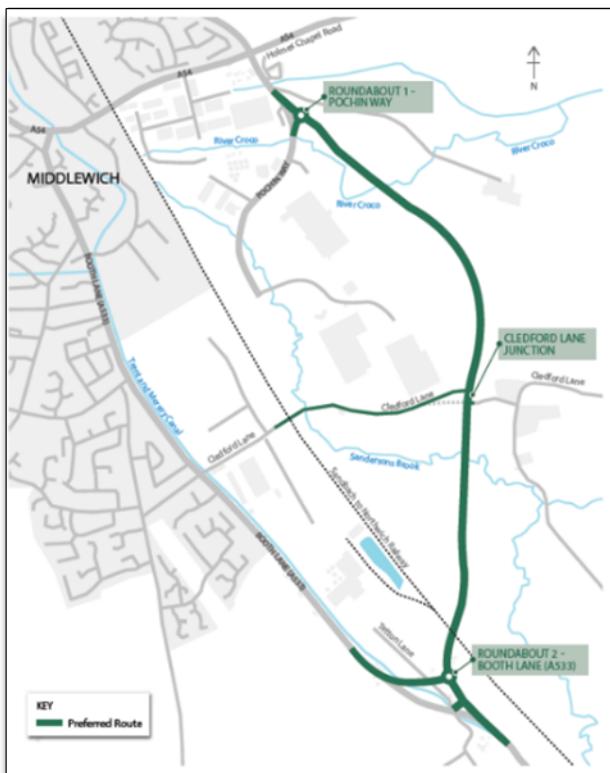
3 Poynton Relief Road



- Poynton Relief Road has been developed by Cheshire East Council, working in partnership with Stockport Council. The estimated scheme cost is £51m
- The new road will be a standard single carriageway, approximately 3 kilometres in length. It will also include two overbridge crossings for use by walkers, cyclists and farm vehicles, a 3.5 metre wide combined cycle and footway which will run beside the length of the route in the western verge.
- The scheme is aimed at reducing congestion in Poynton as well as supporting the economic, physical and social regeneration of Poynton and the north of the borough, in particular Macclesfield.
- It is also needed to unlock development at the Handforth Garden Village site as it will take divert traffic away from the A34 immediately adjacent to the site, meaning that traffic mitigation for the development will be much reduced.

- A planning application for the scheme was approved by both Cheshire East and Stockport Councils in 2017.
- Following a Public Inquiry, the Secretary of State for Transport confirmed the Compulsory Purchase Orders for acquisition of the land in April 2019. There is a current high court challenge to this outcome from an affected landowner which will be heard in February.
- The procurement process has concluded and Graham Construction has been appointed as the design and build contractor for the scheme.
- The Final Business Case has been approved for submission to the DfT.
- Subject to DfT's approval of the final business case and the expected satisfactory resolution of the high court challenge, work is expected to commence on site in spring/summer 2020 and the road opening in 2021.

4 Middlewich Eastern Bypass



- The Council has been working since 2015 to develop a new 2.6km long bypass for Middlewich to relieve town centre congestion and support planned employment and housing growth in the area.
- The bypass will link the A533 Booth Lane with the A54 at the Salt Cellar roundabout and provide access to an extension of the Midpoint 18 employment site via a junction with Cledford Lane.
- The scheme has received DfT approval for entry into their Large Local Major Schemes programme following submission of an Outline Business Case by the council in 2018.

- The scheme achieved planning approval in December 2018.
- The approved budget for the scheme is £58.48m.
- A final business case is scheduled to be submitted to DfT in September 2020. Subject to DfT acceptance of this business case, the council will receive Large Local Majors grant funding to the value of £46.78m. The remainder of the scheme costs will be funded from local contributions, from developer contributions or directly from the Council.
- Detailed ground investigation is now about to commence imminently after a slight delay due to the very wet weather
- A contractor has been identified to deliver the scheme via a construction framework arrangement and the current programme (subject to completion of statutory processes and final funding approvals) is for the main works to start in 2021, with an estimated 30-month construction period

5 North West Crewe Package



- The scheme consists of a series of highways and junction improvements around Leighton to support the planned housing development in the area and to improve access to Leighton Hospital.

- The scheme estimate is £41m, which is funded by a combination of central government grants, developer contributions and direct council funding.
 - A planning application for the road scheme was approved by the Strategic Planning Board in March 2019.
 - Two separate applications for the housing developments facilitated by the road improvements have been submitted by the developers recently and are currently under consideration. Further progress with construction of the highway package is dependent on the approval of these two applications.
 - A contractor has been identified to deliver the highway scheme via a construction framework arrangement and once the two housing planning approvals are achieved, a detailed programme can be published (subject to completion of statutory processes and final funding approvals)
-

1.6 A500 Dualling



- A scheme to upgrade the section of the A500 between Meremoor Moss roundabout and M6 junction 16 to dual carriageway standard. The scheme will address existing congestion issues at peak times, increasing resilience and improving safety as well as facilitating economic growth in and around Crewe. It would also support the construction and operation of HS2.
- The proposal is to widen the A500 immediately to the south of the existing carriageway to create a dual carriageway. Meremoor Moss roundabout, the first junction west of M6 Junction 16 will be enlarged to create additional capacity. Where local roads cross the A500, at Barthomley Road and Radway Green Road, the bridges will be lengthened to accommodate the wider road beneath.
- The scheme has received some grant funding from the Department for Transport (DfT) to support the preparation of a business case for its inclusion in the DfT Large Local Majors programme
- An Outline Business Case was submitted in 2018 to DfT for them to consider including their scheme in the programme. It is hoped that a decision will be issued by DfT very shortly.

- A contractor has been identified to deliver the scheme via a construction framework arrangement and the current estimate is £68m with an estimated opening date of early 2023 (subject to completion of statutory processes)
- Work currently progressing includes land acquisition negotiations and early discussions with the newly appointed design consultant.

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Cheshire & Warrington Local Transport Body

Date of Meeting: Friday 10 January 2020
Report of: Sean Traynor
Subject/Title: Cheshire West and Chester Council Scheme Updates

1. Report Summary

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

2. Recommendations

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

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

Background

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

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

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

Funding

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

Land Acquisition

3.5 Three relatively small and low value pieces of land are required to facilitate the scheme. The Council has concluded or is in the final stages of concluding 2 of the pieces of land required. The Council is in positive negotiations to acquire the remaining piece of land to conclude matters in a timely fashion, the final land owner has appointed land agents and are negotiating terms. However, the Council is preparing for the possibility that this may not be resolved by agreement and therefore will call upon Compulsory Purchase Order powers to run in parallel with those negotiations.

Planning and Ecological Considerations

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

Engagement Sessions

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

scheme changes taken on board as a result of these valuable engagement sessions.

Construction and Programme

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

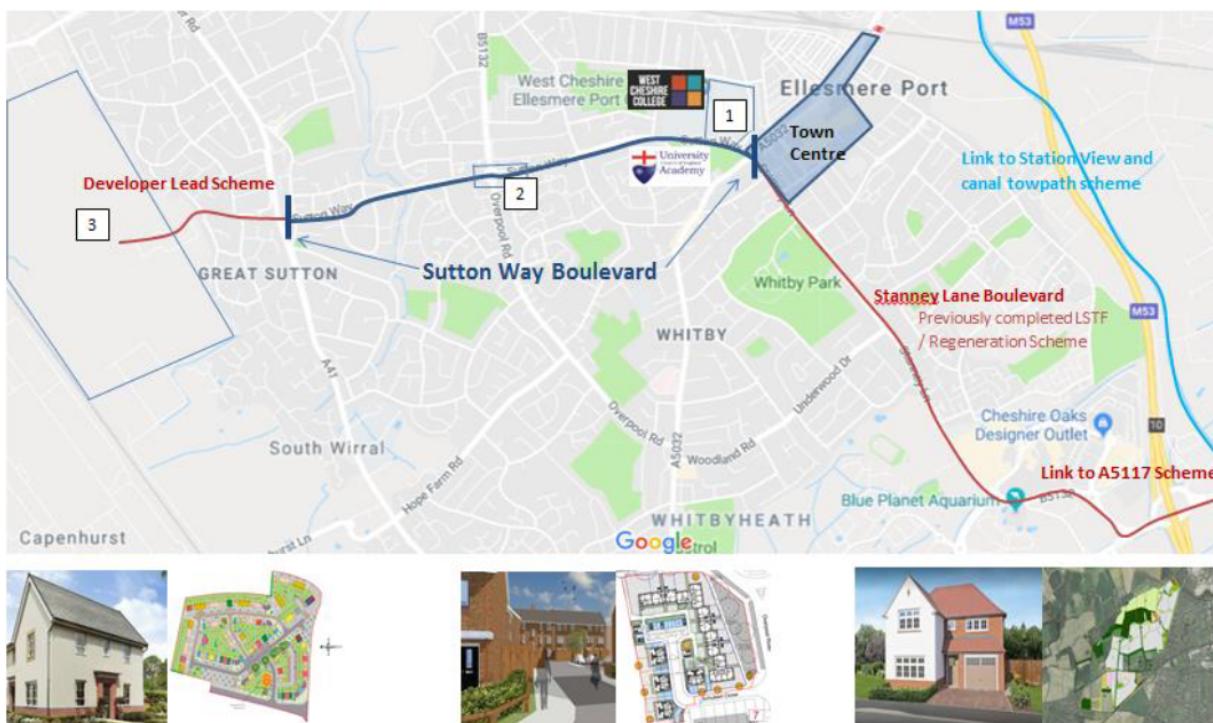
Proposed Programme	2019					2020					2021												
	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M
Design development																							
Consultation period for Traffic Regulation Orders																							
Final cost agreed																							
Contractor receives notice to commence main work																							
Advance Works																							
Vegetation clearance for main works																							
Scottish Power diversions at Stamford Bridge																							
Main construction dates																							
Install site establishment																							
Section 1 - Littleton Lane/Hare Lane																							
Section2 – Stamford Bridge																							
Section 3 – Tarvin Roundabout																							
Demobilise site																							
Project complete																							

Complimentary Initiative

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

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

- 4.1 The Sutton Way Boulevard scheme will see the installation of a new 3 metre wide shared use pathway on each side of the carriageway on Sutton Way in Ellesmere Port. The scheme will provide an important link between the town centre and new residential development in Ledsham, as well as the wards of Sutton and Grange whilst also connecting into the wider existing cycling and walking network. It also links into Cheshire Oaks and the Coliseum Leisure Park, providing a viable alternative to car use to access employment and leisure opportunities in the area.
- 4.2 The One Public Estate, due to be completed by summer 2021, and new bus interchange at Ellesmere Port will also be connected by the route. The scheme aims to minimise the risk of cyclist collisions with motor vehicles on the road, by providing predominantly off-road shared use facility for cyclists with upgraded toucan crossing facilities, where appropriate. An illustrative overview is provided below.



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

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

- 5.1 CW&CC has procured professional consultancy support (Aecom) for this development funding allocation and key outputs that will be delivered no later than 31 March 2020 include:-

- Design option development and production of preferred design options for the swing bridge improvements and any mitigation measures along the A533 corridor;
 - Supporting microsimulation model report of solutions and assessment of the impact of interventions;
 - Outline delivery programme for the scheme and associated mitigation proposals;
 - Outline costing of scheme proposals; and
 - The preparation of a Strategic Outline Business Case leading to the preparation of a full Outline Business Case, in accordance with the DfT Five Case Business Case and webTAG guidance.
- 5.2 An inception meeting and a site visit have been undertaken. Contact has also been established with the Canal and Rivers Trust bridges team. CW&CC and Aecom are working closely with the appointed transport consultant (White Young Green) for the potential TATA development site, to ensure synergy and expediency of both commissions. A brief has been prepared in order to prepare a Vissim model for this corridor.
- 5.3 Further progress will be reported in early 2020.

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

- 6.1 CW&CC has commissioned the preparation of an SOBC for public transport improvements between Hooton and Helsby. The purpose of the SOBC is to identify options to provide better connectivity, both locally to businesses in the study area, and to/from the economic centres of Chester, Liverpool, Manchester, Runcorn and Warrington. An aim of the SOBC is to provide the necessary evidence to go through the ‘Decision to Develop’ gate on the Department for Transport’s (DfT) Rail Network Enhancement Delivery Pipeline (RNEP), should the outcome of the SOBC be to recommend a rail scheme as the preferred solution.
- 6.2 This work is progressing and anticipated to be completed by the end of March 2020.

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

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

8. Middlewich Southern Link Feasibility Study

8.1 CW&CC are a key stakeholder in relation to this initiative, which has been commissioned by Cheshire East Council. Work has begun to review the previous OAR. An environmental walkover was undertaken at the beginning of December 2019, with model development advancing. The SOBC is scheduled for completion in March 2020. Some delays have been incurred to delays in finding a suitable date to meet with HS2. This is now likely to occur in January 2020.

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

- 9.1 Two further pedestrian and walking schemes with provisional LGF fund allocations are being developed by CW&CC, which will be taken to future CWLEP P&I Board meetings for full approval early in the New Year. These are the A5117 and Chester and Ellesmere Port canal tow path improvements. As demonstrated in the above illustrative overview, once implemented, these routes will form a contiguous sustainable travel route in the wider Ellesmere Port area connecting housing with, jobs, education and leisure opportunities.
- 9.2 The A5117 cycle route (National Cycle Route 5) is a 4.5 km cycleway that links Ellesmere Port and Chester (via the existing canal towpath at Cheshire Oaks) with Thornton Science Park, Essar Stanlow Oil Refinery, Encirc and new strategic Portus cluster employment site encompassing energy intensive industries. The cycle route significantly increases access from employment catchment areas, and by way of complimentary schemes, Highways England (through their designated funds programme) have made cycle and pedestrian improvements at Junction 14 of the M56. On completion of the proposed A5117 scheme this could provide the foundations for a continuous route from Frodsham and Helsby to Ellesmere Port and Chester. The business case for this will be taken to CWLEP Performance and Investment panel in January 2020.
- 9.3 The Ellesmere Port and Chester canal towpath is a well-used multi-user path used by a high number of commuters on a daily basis. Refurbishment to upgrade sections of the infrastructure to a shared use pedestrian and cycle way is now necessary to return this route to an acceptable standard and help boost usage. The route provides direct access to a number of key employment and new development sites. These include; Chester Business Quarter, Railway Station, University of Chester (Parkgate Road campus), the Countess of Chester Hospital, New Bridge Road and central Ellesmere Port and Cromwell Road. CW&CC is currently working with the Canal and River Trust to progress development of this scheme.

10. Future Funding Stream Opportunity: Local Pinch Point Programme

- 10.1 The Budget 2018 announced a competitive fund for local authorities to bid for high-impact schemes to help address congestion pinch points and to reduce congestion on local roads. The fund is £150 million in total, with £75 million in each financial year 2021/2022 and 2022/2023, and DfT advise that eligible types of project include:

- Projects could include road widening, additional traffic lanes to reduce congestion, additional footway or cycleway provision. The project might involve replacing a junction with a roundabout or traffic signalled arrangement to improve traffic flow. Projects might aim to address severance caused by highways, to provide new pedestrian facilities including footbridges or signalled crossing places
- Proposals could include bus priority measures to improve journey times, bus lanes or signalling to give priority at junctions, bus gates or measures to ensure compliance. Cycle priority at junctions and other measures to improve cycle safety might be proposed.
- A scheme may be on a specific site, at one junction, or it may be a point to point improvement along a length of existing highway. The proposal might provide access to sites earmarked for development, including a new or modified junction or a spur road.
- Proposals should demonstrate the benefit to local businesses, and improvements to productivity on completing the project.
- The proposal should indicate the range of funding sought from the Department for Transport, eg £5 million to £10 million, £10 million to £15 million, or over £15 million.

10.2 The fund will operate via a full competition over 2 phases, with the first acting as a light-touch process to reduce the burden on authorities. Guidance released by DfT on 24 July 2019 acts as the launch of phase 1 of the process and invites authorities to come forward with expressions of interest. CW&CC are currently developing an Expression of Interest in preparation for submission by the prescribed deadline of 31 January 2020. The submission will relate to the capacity, safety, public and sustainable transport improvements along the A5117 corridor at Ellesmere Port between the M53 and M56 at Dunkirk.

11. Future Funding Stream Opportunity: Challenge Fund Programme

- 11.1 The local highways maintenance challenge fund was first announced in the 2014 Autumn Statement. On 24 July 2019 the DfT announced that a further tranche of the challenge fund will be available for 2019 to 2020 and 2020 to 2021, with a total of £198 million on offer. Local authorities are able to bid for projects that will carry out improvements to the quality of roads and surrounding infrastructure, including bridges and viaducts, to benefit the local economy and make driving safer.
- 11.2 The funding is profiled over the two financial years; with £98 million available in 2019/2020 and each local highway authority is eligible to submit one bid for up to £5 million. The DfT are also seeking expressions of interest – but not bids – for larger projects in 2020 to 2021 with a minimum DfT contribution of £5 million each, for which a total of £100 million is available in that year.

- 11.3 CW&CC made bid submissions by the prescribed deadline of 31 October 2019, relating to Winnington Swing Bridge and Hartford Bridge, and outcomes are awaited.

12. Local Cycling and Walking Infrastructure Plan (LCWIP)

12.1 CW&CC appointed WSP to develop an LCWIP for the borough. A series of workshops and audits have been undertaken and a draft proposals document has now been produced. This will form the basis of a consultation exercise which is scheduled to commence in late December 2019 leading to the formal adoption of the new LCWIP in spring 2020. The consultation will be available on the following link:
http://inside.cheshirewestandchester.gov.uk/get_involved/consultations



Cheshire & Warrington Local Transport Body

Date of Meeting: 10 January 2020
Report of: Alan Dickin – Transport Planning & Development Control Manager, Warrington BC
Subject/Title: Warrington Major Schemes Update

1. Report Summary

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

2. Recommendations

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

3. Major Scheme Programme

3.1 Waterfront Western Link – DfT Large Local Majors Fund

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

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

- A report to Cabinet on 8th July 2019 secured the provisional grant award and agreed a series of funding, property acquisition and contract award approvals.
- Briefings for Ward Members and community groups are ongoing.
- A key current priority is the selection of a designer for the scheme, the procurement process is at an advanced stage with the successful design partner to be confirmed in the near future.
- Indicative timescales, all of which are subject to change are a submission back to government of the business case in late 2022, with any construction stage subject to DfT approval starting in mid-2023 for a period of circa 3 years.
- Further details can be found at www.warrington.gov.uk/westernlink

3.2 M62 Junction 8 – Local Growth Fund - COMPLETE

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

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

3.3 Warrington East Ph1 – Local Growth Fund – COMPLETE

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

1. The **Oakwood Gate** scheme consisted of new traffic signals at the northern end of the "Dog bone" roundabout on the A574 Birchwood Way and a widening of the Birchwood Way eastern approach to the junction.
 2. The **Moss Gate** scheme was the conversion of a 4 way roundabout on Birchwood Way to a fully signalised traffic signal controlled junction designed to cater for present day and future traffic conditions.
 3. The **Faraday Street** bus gate is a new bus only link between Birchwood Way and Ordnance Avenue.
- Works started in July 2015 and were completed in March 2016
 - The total scheme cost was £5.0m
 - This project was completed on time and within budget.

- Further details can be found at:
www.warrington.gov.uk/info/201251/other_projects/2138/birchwood_pinch_point_project

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

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

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

3.5 **Warrington West Station – Local Growth Fund – OPENED 15th December 2019**

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

- Scheme budget £20.5m
- LEP growth deal funding £6.53m
- New Stations Funding from Network Rail £4.23m

- Construction of main works complete – station opened to passengers on Sunday 15th December 2019 and an opening ceremony took place on Monday 16th December 2019.
- Arrangements are currently underway to arrange final handover of the station to Network Rail.
- Passenger surveys will be taking place in Spring 2020 to monitor the impact of the scheme and passenger numbers will also be monitored.
- For more information visit www.warrington.gov.uk/warringtonwest

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

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

Phase 2 – this scheme is now complete

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

Phase 3 – this scheme is almost complete – an opening ceremony is planned for Monday 13th January 2020

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

For more information visit www.warrington.gov.uk/WE2

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

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

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

1. **Burtonwood to Omega shared use path.** This project provides a new path alongside Burtonwood Road/Clay lane and requires land to be acquired from

landowners. CPO powers were approved in October 2018 though most land is expected to be acquired through negotiation. A Public Inquiry was held on 5th November 2019, the outcome of which is awaited – subject to the successful outcome of this it is expected that all final land parcels will be acquired, with works expected to start in June 2020.

Further information online at

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

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

3.8 Omega Local Highways - Local Growth Fund

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

Omega Local Highways Phase 1.

This £4.1m scheme includes the provision of an enlarged roundabout at the junction of Omega Boulevard and Lingley Green Avenue, with additional lanes on approaches to the three main arms. The scheme also includes the provision of a left turn lane at the adjacent signal junction into Great Sankey Neighbourhood Hub and extensive improvements to cycle and pedestrian facilities in the immediate area. All third party land required has been secured by planning condition or is in public ownership. Progress to date and key milestones are as follows:

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

Further information online at

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

Omega Local Highways Phase 2b

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

- Public Consultation February/March 2018.
- Detailed design is currently underway.
- Some land/rights required for the scheme are in third party ownership and required a CPO process to be followed. All objections were subsequently removed and the land required has been obtained by negotiation, however, the CPO process is required to continue to obtain all necessary rights and was concluded in Autumn 2019.
- Construction is expected to commence in early 2020 following the securing of Cabinet approval to award the construction contract – this is to be considered at the meeting planned for Monday 13th January.

Further information online at

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

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

Omega Local Highways 2a/3a – Complete

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

Omega Local Highways 3b – on site late 2019

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

Omega Local Highways 3c – in development

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