

## OUTLINE BUSINESS CASE - Sutton Way Boulevard, Ellesmere Port

CHESHIRE & WARRINGTON ENTERPRISE PARTNERSHIP

LOCAL GROWTH FUND BUSINESS CASE TEMPLATE



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

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

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

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

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

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

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

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

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

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

## Section A: Scheme Details

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

<b>A1: Scheme Name</b>	Sutton Way Boulevard, Ellesmere Port (Shared Use Path)
<b>A2: Promoting Organisation</b>	Cheshire West and Chester Borough Council
<b>A3. Accountable Body</b>	Cheshire West and Chester Borough Council
<b>A4: Main Point of Contact</b>	<p><b><i>Kristy Littler (Transport Manager):</i></b></p> <p><b><i>01244 977269</i></b></p> <p><a href="mailto:kristy.littler@cheshirewestandchester.gov.uk">kristy.littler@cheshirewestandchester.gov.uk</a></p> <p><b><i>Location: Nicholas House, Planning and Strategic Transport, Floor 2, 1 Black Friars, Chester, CH1 2NU</i></b></p> <p><b><i>Postal address: 4 Civic Way, Ellesmere Port, CH65 0BE</i></b></p>
<b>A5: Type of Scheme</b>	<b><i>Please indicate the type of scheme being submitted</i></b>
	<input checked="" type="checkbox"/> Transport infrastructure <input type="checkbox"/> Regeneration <input type="checkbox"/> Enabler
	Other (please specify):
<b>A6: Scheme Description</b>	<p><b><i>Please give a brief description of your scheme (in no more than 100 words)</i></b></p> <p>Provision of a new 3 metre wide shared use pathway on each side of the carriageway in Ellesmere Port called Sutton Way, between the junctions of the A41/Green Lane and Whitby Rd/Stanney Lane. Providing local residents from the wards of; Ledsham and Manor, Sutton, Grange and Ellesmere Port Town Centre a safe walking and cycling route to access; education, employment, retail and leisure opportunities presented in Ellesmere Port Town Centre and Cheshire Oaks. Linking the town centre with the 'western fringe' and new residential development in Ledsham, while connecting to the wider existing walking and cycling network.</p>
<b>A7: Total Project Cost</b>	<p><b><i>Please indicate the total capital cost of your project</i></b></p> <p><b>£822,076</b></p>
<b>A8: LGF Requested</b>	<p><b><i>Please confirm the total amount of LGF requested</i></b></p> <p><b>£540,381</b> <b>Percentage [66% ] of total project costs</b></p>

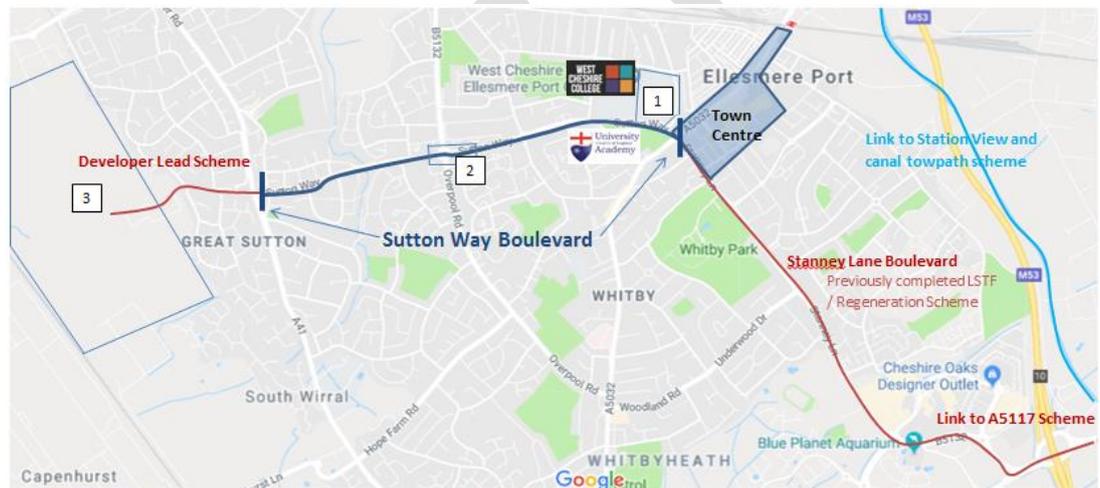
**Please provide a short description of area covered by the Scheme (in no more than 100 words)**

The proposed scheme runs along each side of Sutton Way B5132 in Ellesmere Port, creating a boulevard with its enhanced/widened shared use pathway and crossing facilities catering for both pedestrians and cyclist with quality landscaping.

As a point of reference, the postcode for the scheme is: CH66 3LJ

The scheme links the wards of; Ledsham and Manor, Sutton, Grange and Ellesmere Port Town Centre within the borough of Cheshire West and Chester. While connecting to the existing Stanney Lane Boulevard corridor linking to; the Coliseum Leisure Park and Cheshire Oaks, Designer Outlet (the largest outlet centre in the United Kingdom).

**Please supply a location map and where possible a map showing the site boundary (and Mapinfo Table(s) where available). If possible please highlight existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.**



**A9:  
Geographical  
Area**



1. College Gardens  
140 New Homes



2. Sutton Way Flats Refurbishment/Remodelling  
16 New Homes



3. Ledsham Garden Village  
2,000 New Homes

A number of **Ellesmere Port town centre** regeneration schemes, are located within the vicinity of the new Sutton Way Boulevard Scheme. Identified as part of the Ellesmere Port Regeneration Master Plan, including the Council lead project (cited at £16m) for the new public service hub (one public estate) and new bus interchange. Scheduled to be delivered by 2021, subject to scheme approval.



**We want to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey.**

<p><b>A10:</b> Alignment to Strategic Economic Plan and National Policies</p>	<p><b>Please select which strategic priorities the scheme aims to support. Please select all categories that apply.</b></p>
	<p> <input type="checkbox"/> Constellation Partnership  <input checked="" type="checkbox"/> Cheshire Science Corridor  <input type="checkbox"/> Crewe High Growth City  <input type="checkbox"/> Warrington New City  <input checked="" type="checkbox"/> Mersey Dee Economic Alliance  <input type="checkbox"/> Other(s), Please specify – </p>
	<p><b>Please provide evidence of how your proposal also aligns with and supports relevant National policies or initiatives.</b></p> <p>The project is aligned with government policy in terms of the; National Planning Policy Framework (NPPF 2018), Department for Transport (DfT) Single Departmental Plan, Building our Industrial Strategy Green Paper (2017), Creating Growth, Cutting Carbon Making Sustainable Local Transport Happen (2011), Transport and Engine for Growth (2013), the Growth Agenda and Cities and Local Government Devolution Act (2016), and also in supporting the government’s Cycling and Walking Investment Strategy (2017). Please refer to Annex E for details.</p> <p><b>The Project has the following SMART objectives</b></p> <p>The primary objectives of the scheme are as follows:</p> <ul style="list-style-type: none"> <li>• Provision of a safe and direct route for pedestrians and cyclists between; Ledsham, Great Sutton villages while connecting to; education, employment and retail opportunities at Ellesmere Port town centre and Cheshire Oaks; and to</li> <li>• Minimising 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.</li> </ul> <p>The wider strategic objectives are as follows:</p> <ul style="list-style-type: none"> <li>• To improve the health of residents by allowing them to travel in a more sustainable manner, providing a cheap alternative to private car travel;</li> <li>• To improve the safety and personal security of residents;</li> <li>• To improve the quality of life for residents by creating a more pleasant travelling environment;</li> <li>• To provide economic opportunities for residents;</li> <li>• To benefit the wider environment by reducing carbon emissions, traffic pollutants and traffic noise as a result of more people walking and cycling between the town centre with the 'western fringe'. Connecting the new residential developments in Ledsham, Great Sutton, and the College Gardens to the wider existing walking and cycling network;</li> <li>• To enhance and strengthen the sense of arrival into Ellesmere Port; and To preserve and enhance the existing landscape of the site and provide an appropriate landscape setting for future investment.</li> </ul>

**B: Strategic Case**

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

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

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

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

At the LEP scale, the development of land allocations within the Council's adopted Local Plans are supported, ensuring housing is provided in the right locations to meet the needs of the current and future population. The various housing sites underdevelopment/refurbishment brings a good mixture of properties in terms of type, tenure and affordability reflective of today's society.

Sustainable transportation and connectivity to key sites is limited. The network provides a patchy network unable to offer a realistic alternative to car travel, because the supporting transport infrastructure is lacking. The scheme seeks to enhance connectivity, unlocking access to residents from some of our more deprived wards to new development sites. In some wards car ownership is low and access to more sustainable and cheap travel links is required to both unlock the sites and ensure that they are accessible for low income groups. Providing opportunity for all.

Parts of Ellesmere Port remain within the top 5% of most deprived in the country. Job Seeker Allowance claimant rates are over twice the borough average in several wards of Ellesmere Port. These areas also have the highest rate of unemployment, lowest educational attainment, worst health deprivation and low levels of car ownership. An Air Quality Management Area has been declared for Ellesmere Port Town Centre along Whitby Road. Car use for commuting in the borough continues to increase at 74%, compared to 13% who either walk or cycle. Car usage is well above the national average at 57.5%, with 63% of residents working within the borough.

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

The scheme will enable a step change in promoting sustainable transport. By creating a major 'boulevard' entrance between the residential areas along Sutton Way into the Town Centre, linking to existing and emerging employment, education and retail opportunities. The scheme is part of the Vision and Strategic Regeneration Framework for Ellesmere Port, directly supporting local economic growth, removing barriers, while enabling people to enter, or re-enter the labour market and attain further education.

Improvements to the physical fitness and wellbeing of residents and local workforces within the entire strategic area will also have both direct and indirect linkages to economic productivity. This will stimulate improvements to deprivation levels and air quality throughout the Borough as well as promoting improved health, as set out in the Council's Health and Wellbeing Strategy.

**B2: Future LEP Challenges / Opportunities Addressed by Scheme**

***Are there any problems you have identified that will occur in the future that your Scheme is intended to address? (e.g. congestion, road safety, access to services and opportunities etc.).***

Through enabling sustainable access to housing, education and employment by improving walking and cycling infrastructure, the Scheme will deliver measurable congestion benefits to the highway network, while improving the health and wellbeing of our residents in this part of Ellesmere Port. Congestion in key development areas ultimately affects access to a suitably qualified pool of labour, suppliers and markets, and both congestion and labour are two crucial factors when investors, developers and businesses consider locations.

The aspirations of the Cheshire and Warrington Strategic Economic Plan together with the targets set out in the Council Plan and adopted Local Plan will inevitably lead to increased pressure on all transport networks. This growth and the complexity of travel patterns, mean that congestion will remain a problem for the foreseeable future. Good transport access and connectivity will be vital to unlock these growth opportunities. Current trends suggest that much of this demand will be car-borne unless interventions and investment is achieved for other modes, most notably walking and cycling.

The Cheshire and Warrington Transport Strategy identifies transport and connectivity as being central to achieving the sub-regions aspirations for growth and supporting economic development. Effective transport networks will be crucial for the continued success of the sub region as an attractive place in which to live and do business.

There is a concern that even if the funding is provided for large scale capital investment on highway schemes identified within the Transport Strategy, the highway network would be unlikely to cope with the additional demand. The resulting traffic congestion could therefore act as a throttle to growth and prevent access to education, jobs and labour, stifling inward investment. In addition this may lead to a negative impact on local air quality with further Air Quality Management Areas needing to be declared.

The Council has recently declared a climate emergency and investment in sustainable transport is key to delivery.

Alternatives to car travel have a valuable role to play in strengthening the economic resilience of the region and therefore must be viewed as a priority for investment to turn our shared vision, and that of our partners, into a reality.

**B3: Wider Geographic Impact**

*Please provide information on any potential impacts the project may have outside of Cheshire and Warrington, for instance does it involve partnership working with another LEP or organisation. You should indicate those areas that will directly benefit, areas that will indirectly benefit and those areas that will be impacted adversely.*

The Scheme is solely located within the urban area of Ellesmere Port, within the boundary of Cheshire West and Chester Council. The scheme has an indirect link with the wider longer distance cycle network along the A41 Road Corridor and as such has synergies with investment by the Liverpool City Region.

Meetings have been held with Wirral Council, Liverpool City Region and Highways England to identify projects which could help with cross boundary movements of workers within the Mersey Dee Economic Axis area. One such project is the enhancement of walking and cycling infrastructure along the A41 Road Corridor from Birkenhead through Ellesmere Port at key pinch points, while improving road safety for vulnerable road users.

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**B4: Alternative Options**

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

Several alternatives to the project were considered and prioritised based on the ability of each alternative to meet the project objectives as follows:

- Do nothing – people will continue to walk on the existing narrow footpaths, with cycling mostly on road along Sutton Way. This would not be considered acceptable by local people due to road safety concerns from traffic congestion during peak times (AM and PM).
- Do something option 1 – long distance solution, connecting wider Ledsham and Little Sutton communities to Sutton Way via the A41 road corridor, during the build-out of the new Ledsham development.
- Do something option 2 (preferred option) – short distance solution, a new shared used 3 metre path alongside the road within the Council's existing adopted highway boundary. Linking from the rear of the Redrow housing development along Green Lane, onto Sutton Way.

Do Something option 2 was supported by residents and would address road safety concerns, reducing the potential conflict with on-road vehicles. The enhanced landscaping resolves personal safety concerns regarding crime, by relocating, reducing hedge heights and improving lighting and crossing facilities. The preferred route is the most direct and shortest route from the housing sites to the Town Centre, enabling access to education, employment and leisure.

A fuller description of these options are provided in Annex A.

The value of the Scheme (estimated at £0.822m) is far higher than local transport capital resources available. Cheshire West and Chester's, Local Transport Plan budget has been allocated up to 31st March 2021 for sustainable transport projects, ring-fenced as match to deliver other sustainable transport projects i.e. A5117, Ellesmere Port to Chester Canal Towpath and 20 mile speed limit reductions/zones.

It follows that larger footpath/cycleway schemes such as the Stanney Lane Boulevard in Ellesmere Port, projects have tended to rely on additional government funding such as the former; Cycle Demonstration Town, Local Sustainable Transport Fund and Regional Growth Fund programmes. Supported by local match funding from private developers and the Council.

The original joint Active Travel Investment Strategy submitted by the C&W LEP authorities was included within the LGF3 Growth Deal. This outlined schemes that best support sustainable access to economic growth, within the prescribed timescales. All projects (including Sutton Way Boulevard) scored very high BCRs and offer wide economic, social and environmental benefits in terms of promoting alternatives to car dependence, reducing congestion, promoting regeneration and improving personal safety, security and health and wellbeing.

In the event of the project failing to be delivered, there would continue to be a high dependency on car travel for access to; education, employment and retail opportunities in Ellesmere Port. Non-car owning residents would continue to feel dis-enfranchised in terms of their ability to access opportunities using sustainable travel modes (especially cycling) due to risk from on-road traffic.

**B5: Contingency Planning**

***If Local Growth Fund monies are not available for your Scheme, do you have a contingency plan for this Scheme? If your answer is 'no' please comment on the potential impacts of this scheme not being implemented.***

***Include both qualitative and quantitative information on the potential negative impacts likely to occur.***

Without LGF monies this project as referred to in section B4, would be unaffordable and therefore not deliverable. The alternative funding scenario would be for the Council to take on the full cost of the scheme through reallocation of existing Council resources and priorities.

The impacts of failing to deliver the walking and cycling connection improvements, new houses and links to education of this scheme are numerous:

- Spending on highway maintenance will increase as a result of a rise in car-kms;
- Spending on health and social services will increase as a result of a failure to tackle obesity and low physical activity levels as well as health inequalities arising from traffic emissions and noise levels;
- Spending on benefit payments will increase as a result of a failure to tackle worklessness. A report from the Joseph Rowntree Foundation entitled 'The benefits of tackling worklessness and low pay' indicates that for every £1 saved from the annual £6,900 spend per person on benefits, 80p accrues to the Department for Work and Pensions (DWP), and HM Revenue and Customs (HMRC), 10p to NHS commissioners, 7p to the local authority and 3p to criminal justice services, fire services, and social housing providers. Savings on benefits can therefore contribute a significant benefit to wider society; and
- Continuation of car dominance for local trips, increasing on-road congestion due to the failure of not improving 'journey quality' for sustainable modes with potential impact on road safety, climate change and reduced air quality, with a reduction in benefits from time saving impacts due to increased traffic volumes;
- Inward investment within Ellesmere Port could reduce as businesses and developers will not perceive the area to have adequate transport links and local workforce to enable them to operate a financially viable business.

No direct interdependencies have been identified, although the successful contractors for the works packages (civils and landscaping) will be provided with the third-party work schedules of the complimentary Sutton Way Flat Regeneration scheme. To mitigation and reduce the impact of Traffic Management measures within the same area.

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

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

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

- Through the development of the new shared use paths, connectivity by walking and cycling to key existing and future housing development sites, and supporting further growth opportunities; employment and education.
- The new route will encourage modal shift towards cycling and walking as a means of travel for regular short-distance journeys, removing vehicles from the surrounding highway network and improving the attractiveness of the area to new investors and developers.
- High decongestion benefits as demonstrated by the Cheshire & Warrington LSTF economic evaluation report. The LSTF schemes across the C&W LEP area for 2012/15 generated £44.5m decongestion benefits.

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

- This scheme will support modal shift towards methods of travel that support carbon reduction and contribute to improved air quality.
- This scheme provides improved walking and cycling connections to the existing and new residential areas along Sutton Way back to the retail sites of the Town Centre and Cheshire Oaks, thereby reducing the frequency at which private vehicles are used as a mode of travel. This will facilitate a noticeable improvement to local air quality and daily congestion levels.
- The economic evaluation for the LSTF 2012/15 schemes in Cheshire & Warrington also assigned a £2.9m benefit from improved local air quality, reduced greenhouse emissions and lower levels of noise across the LEP area.

**Maintain large transport structures**

- Not applicable in this instance.

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

- These schemes will provide a new off-road route along Sutton Way Boulevard, directly contributing to the Government's ambitions within the Cycling and Walking Investment Strategy to improve access for all users to safe and attractive walking and cycling routes.
- Delivery of this new route will encourage active travel as the natural mode of choice for shorter journeys; walking and cycling for just 10 minutes can contribute towards the recommended 150 minutes of moderate intensity physical activity for adults per week as recommended by the UK's Chief Medical Officers, reducing the risk of conditions including cardiovascular disease and type 2 diabetes.
- The LSTF Economic Evaluation for Cheshire & Warrington also estimated that LSTF schemes delivered £9.2m benefits from reduced traffic accidents and £4.6m from increased physical activity, a demonstration of both the safety and health benefits that investment in active travel can deliver.

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

- This scheme enables sustainable access to over 5,000+ jobs in the Ellesmere Port Town Centre, Cheshire Oaks and Coliseum Leisure Park.
- The new route will be constructed to allow safe, direct and accessible routes for people with a mobility impairment.

## C: Economic Case

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

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

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

Based on the total capital cost of the Sutton Boulevard Cycle scheme (estimated at £822,076) the construction phase itself could support 1 Full Time Equivalent (FTE) job. The construction benefits have been calculated using regional data for the North West and (where possible) Cheshire and the Warrington Local Enterprise Partnership (LEP) area. The methodology for calculating the construction benefits for this scheme can be found in Annex G.

A high-level qualitative assessment was undertaken of the wider economic benefits of the impact the Sutton Way Boulevard cycle scheme may have on the local economy. These impacts include:

- **Supporting the housing developments and wider growth:** The delivery of the Sutton Way Boulevard will support the sustainable delivery of the Ledsham Road and Sutton Way residential sites creating an additional 2,200 new dwellings in Ellesmere Port and provide public realm improvements. The scheme's ability to support housing growth in Ellesmere Port not only helps meet housing demand in the local area but also helps achieve the overall housing delivery objective of Cheshire West and Chester. In turn improved connectivity linking the developments and their future residents to Ellesmere Port town centre has the potential to support employment and greater spending in the local economy, via increased footfall.
- **Improved accessibility to employment, education and other key services:** Improved opportunities to access employment and education can serve to address issues of inequality and improve social mobility. This would benefit the Ellesmere Port area, especially the town centre, as this area is one of the most deprived areas in Cheshire West and Chester<sup>1</sup>. Improved connectivity between neighbourhoods may also provide better access to social infrastructure including facilities for health, early years provision, education, community, worship, play and recreation.

<sup>1</sup> OpenDataCommunities, Indices of Deprivation 2015 explorer. Available at: <http://dclgapps.communities.gov.uk/imd/idmap.html>

	<ul style="list-style-type: none"> <li>● <b>Transport related benefits:</b> Improvements to walking and cycling facilities will lead to less car usage and reduce congestion, providing transport user benefits (which would be covered in the core economic case for the scheme). There are a number of related benefits that could also be quantified including the reduction in casualties and reduced CO<sup>2</sup> emissions.</li> <li>● <b>Health and well-being benefits:</b> Cumulative health benefits can be realised through schemes that promote exercise through active travel, while simultaneously improving local air quality by reducing motor vehicle use. For example, increased exercise through active travel can contribute positively to improving cardiovascular health, and help tackle positive health outcomes for children, such as reducing child obesity.</li> <li>● <b>Environmental related benefits:</b> Schemes promoting sustainable modes of transportation, including active travel, can help to improve local air quality. Research has shown that there is a link between both long and short-term exposure to particulate matter emissions, respiratory health, and long-term health outcomes; air pollution disproportionately impacts children, older people, and people with a pre-existing condition (including asthma, chronic obstructive pulmonary disease and coronary artery disease).<sup>2</sup></li> </ul>
<p><b>C2: Growth in GVA</b></p>	<p><b><i>Please provide an estimate of the impact of your Scheme in growth of Gross Value Added. Indicate how this estimate has been arrived at including details of any impact assessment model that you have used.</i></b></p> <p>Based on the total capital cost of the Sutton Boulevard Cycle scheme (estimated at £822,076) the construction phase itself could provide approximately £25,000 in GVA per annum over a period equivalent to 10 years. The construction benefits have been calculated using regional data for the North West and (where possible) Cheshire and the Warrington Local Enterprise Partnership (LEP) area. The methodology for calculating the construction benefits for this scheme can be found in Annex G.</p>

<sup>2</sup> Department for Environment, Food and Rural Affairs (2018). 'The health impacts of poor air quality'. Available at: <https://publications.parliament.uk/pa/cm201719/cmselect/cmenvfru/433/43308.htm#footnote-259>

<b>C3: Productivity Benefits to Business</b>	<p><b><i>Please describe how the Scheme will improve travel times, accessibility changes to business, unlocking land for development etc.</i></b></p> <p>As highlighted by the economic evaluation of the LSTF programme already undertaken in the Cheshire and Warrington LEP area, investment in walking and cycling can deliver local productivity benefits to business and a demonstrable impact for the Strategic Economic Plan (SEP) Strategic Imperatives (SIS):</p> <ul style="list-style-type: none"><li>• Help retain and attract talent and businesses in target sectors and locations, by minimising the adverse impacts of road traffic congestion (SI2);</li><li>• Boost productivity and GVA, by increasing access to jobs and labour and helping to create a healthier population (SI1, SI3 &amp; SI5);</li><li>• Unlock strategic development sites for employment and housing, ensuring that road traffic congestion does not threaten future growth (SI2 &amp; SI4); and</li><li>• Improve local, regional and international connectivity, enabling businesses to forge better connections with each other, suppliers, and markets (SI6).</li></ul> <p>The CWLEP LSTF programmes delivered £44.5M in decongestion benefits, providing benefits to road users through increasing the accessibility of employment sites and freeing up capacity for additional development (in turn stimulating economic activity). Walking and cycling investment derived £4.6M benefit in from increased physical activity which results in a healthier more productive workforce and reduced absenteeism.</p>
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**Please provide evidence of how your proposal offers value for money. For a transport scheme this can be a BCR figure. Please state numerically. If no BCR available please provide explanation of when it may be available or other justification (including for non-transport schemes an indication of return on investment or unit costs).**

The benefit cost ratio (BCR) has been calculated using the Department for Transport (DfT) Active Mode Appraisal Toolkit (AMAT) with all benefits referenced in TAG A5.1 Active Mode Appraisal calculated. No impacts were scoped out. Baseline demand has been extracted from Census 2011 Travel to Work data and demand with the proposed scheme has been calculated by applying an uplift to the baseline figures based on a comparative scheme as set out in TAG A5.1.

The appraisal has considered only commute trips and has not included any additional trips due to the proposed Ledsham development of 2,000 houses. Therefore, this represents a conservative estimate of the value for money of the scheme.

The table below presents the scheme costs used.

Item	Value
Base Cost	£714,237
Risk	£107,839
<b>Risk adjusted cost</b>	<b>£822,076</b>
Optimism Bias (15%)	£123,311
<b>Total</b>	<b>£945,387</b>

**C4: Value for Money**

The scheme has been calculated to have a BCR of 3.48 which according to DfT criteria, represents **high Value for Money**. The package of schemes has a Present Value of Benefits of £1.7m against a Present Value of Costs of £0.5m (both in 2010 prices and discounted to 2010).

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

Congestion benefit	58.02
Infrastructure	0.20
Accident	7.79
Local Air Quality	0.27
Noise	0.52
Greenhouse Gases	1.11
Reduced risk of premature death	874.71
Absenteeism	497.55
Journey Ambience	469.64

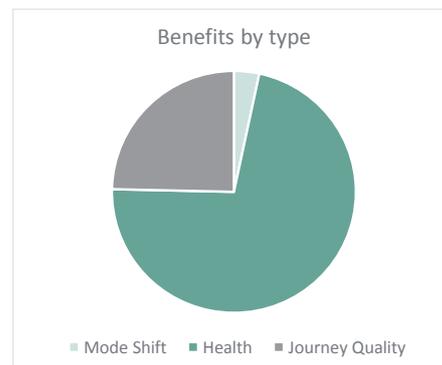
Indirect Taxation	-4.17
Government costs	488.35
Private contribution	208.81

PVB	1696.64
PVC	488.14

<b>BCR</b>	<b>3.48</b>
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**Benefits by type:**

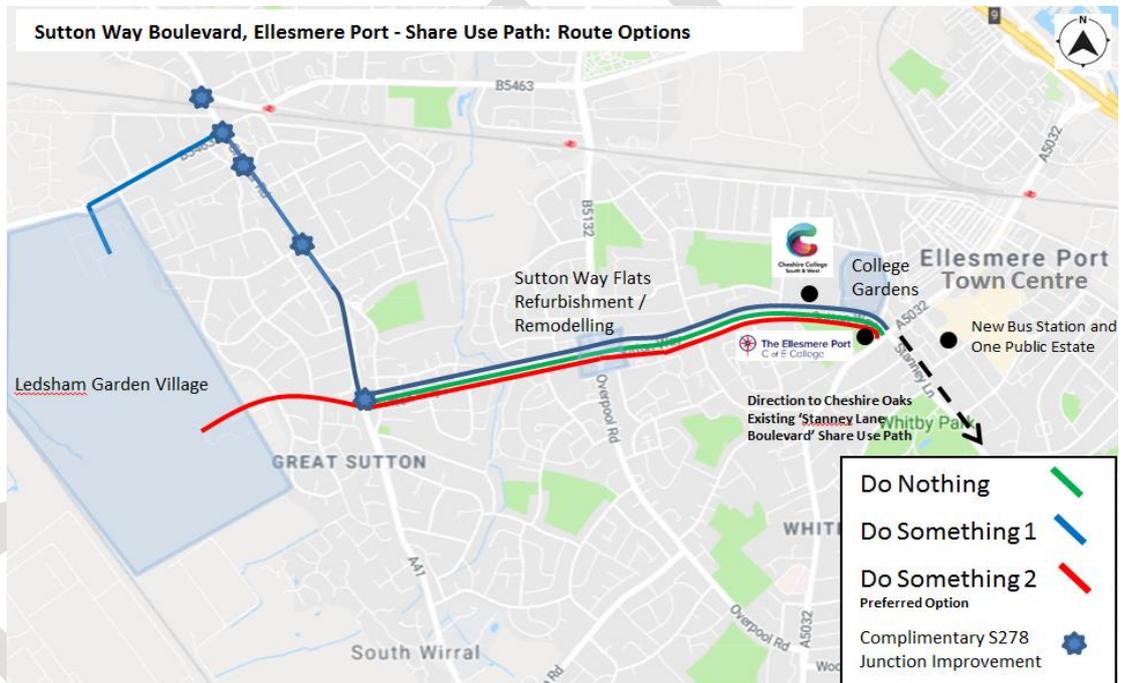
Mode Shift	63.76	3.3%
Health	1372.26	72.0%
Journey Quality	469.64	24.6%



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

- The scheme will provide amenity value to those that use it regularly and form part of the local network of route ways and pathways used by local people. It will improve the sense of community and allow residents to access education and other opportunities.
- Complementary to the scheme are upgrades at four junctions to include advance stop cycling lanes and new pedestrian crossing points (see below plan). These are being funded locally at a cost of £1m and will further enhance the amenity value and potential usage of the scheme.
- A number of housing developments are proposed for the scheme area, including Ledsham Garden Village (2,000 units), refurbishment of existing high-density council stock on the boulevard, and a 140 unit development at College Gardens.
- Future savings to the exchequer as a result of reduced crime or improvements in health from greater levels of walking and cycling to work.

### C5: Other Outputs



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

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

**D: Financial Case**

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

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

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

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

£M

	Pre-18/19 spend	2018/19	2019/20	2020/21	Totals	%
LGF3 Grant	0	0.541	0	0	<b>0.541</b>	66
Private Sector Contribution - S278 Redrow Ledsham	0	0.135	0	0	<b>0.135</b>	17
Private Sector Contribution - S106 Cheshire Oaks	0	0.146	0	0	<b>0.146</b>	18
<b>Total project £m</b>	<b>0</b>	<b>0.822</b>	<b>0</b>	<b>0</b>	<b>0.822</b>	100

**D1: Scheme Costs**

A full breakdown of scheme costs for scheme feasibility, detailed design, construction, contingency and other land/legal/planning costs are summarised in the table below.

	£M
A. Land acquisition	0
B. Professional fees	0.036
C. Statutory undertakings	0
D. Works	0.678
E. Equipment	0
F. Risks and Contingency	0.108
<b>Total expenditure</b>	<b>0.822</b>

Risk of £107,839 has been included in the costs for the scheme and BCR calculation; these consist of Landscaping at £15,000 and Civils (20%) at £92,839.94. The Council considers this an appropriate level of risk allowance, excluding inflation as the scheme is programmed to be delivered and money spent within one financial year (2019/20).

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

**Not applicable**

<p><b>D2: Promoting Organisation Contributions</b></p>	<p><b><i>Please provide a commentary on your commitment to spend. Scheme promoters must demonstrate that they can commit a minimum contribution fund of at least one third of the total scheme cost and any cost increases incurred after Final Approval will be borne in full by the promoting authority.</i></b></p> <p>Cheshire West and Chester Council commit to the minimum contribution of one third of scheme costs and cost increases. This funding will be sourced from existing secured developer contributions S278 and S106 for the scheme, with the Council liable for any cost increases against Council Resources i.e. Local Transport Plan’s capital programme.</p>
<p><b>D3: Third Party Contributions and Leverage</b></p>	<p><b><i>Please provide further details on any third party contributions for your Scheme. This should include evidence to show how any third party contributions are being secured, the level of commitment and when they will become available. Please include contributions of cash and in-kind (e.g. land and buildings). Also provide information on any additional resources that your project will leverage in as a result of the initial investment.</i></b></p> <p>The project budget includes £0.146M funding from the Cheshire Oaks S106 Agreement which has already been received.</p> <p>The budget of £0.135M funding from the Redrow’s S278 Agreement from their Ledsham Housing Development was originally planned to be delivered in parallel with the Council’s scheme. Although due to their housing scheme stilling, the anticipated trigger point for their works is forecast to be beyond the time constraints of this scheme i.e. post 31<sup>st</sup> March 2021.</p> <p>Therefore, working in collaboration and achieving economics of scale, Redrow and the Council have formally agreed to discharge their S278 condition upon receipt of the agreed funding sums, whereby the Council will deliver the whole scheme in its entirety at the same time. In the event that this third party contribution not comes forward, a small element of the scheme will be taken out and developed at a later date directly by Redrow under their S278 Agreement.</p> <p>All local match funding required for the scheme has been secured, with the Council liable for any cost overruns above and beyond the estimated budgeted costs, using transport capital resources.</p> <p>The scheme has been managed and supported across multiple services within the Council; Transport Strategy, Highways, Regeneration, Localities and Total Environment. Whereby the Ellesmere Port Development Board, Cheshire Oaks and Redrow have all expressed their full support for the Local Growth Fund bid for the Sutton Way Boulevard shared use path.</p>

**D4:  
Affordability  
and Financial**

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

***How will cost overruns be dealt with? How will these costs be shared with any third party funding partners?***

The investment proposals and enabling works will be delivered by stage and by exception in accordance with Chester West and Chester Council's project delivery framework and public sector procurement regulations. Cheshire West and Chester Council has a proven track record in the delivery of capital and revenue programmes on time and to budget, and delivering sustainable access corridor improvement projects i.e. Stanney Lane Boulevard and Lees Lane in Ellesmere Port. This project therefore provides a low risk investment.

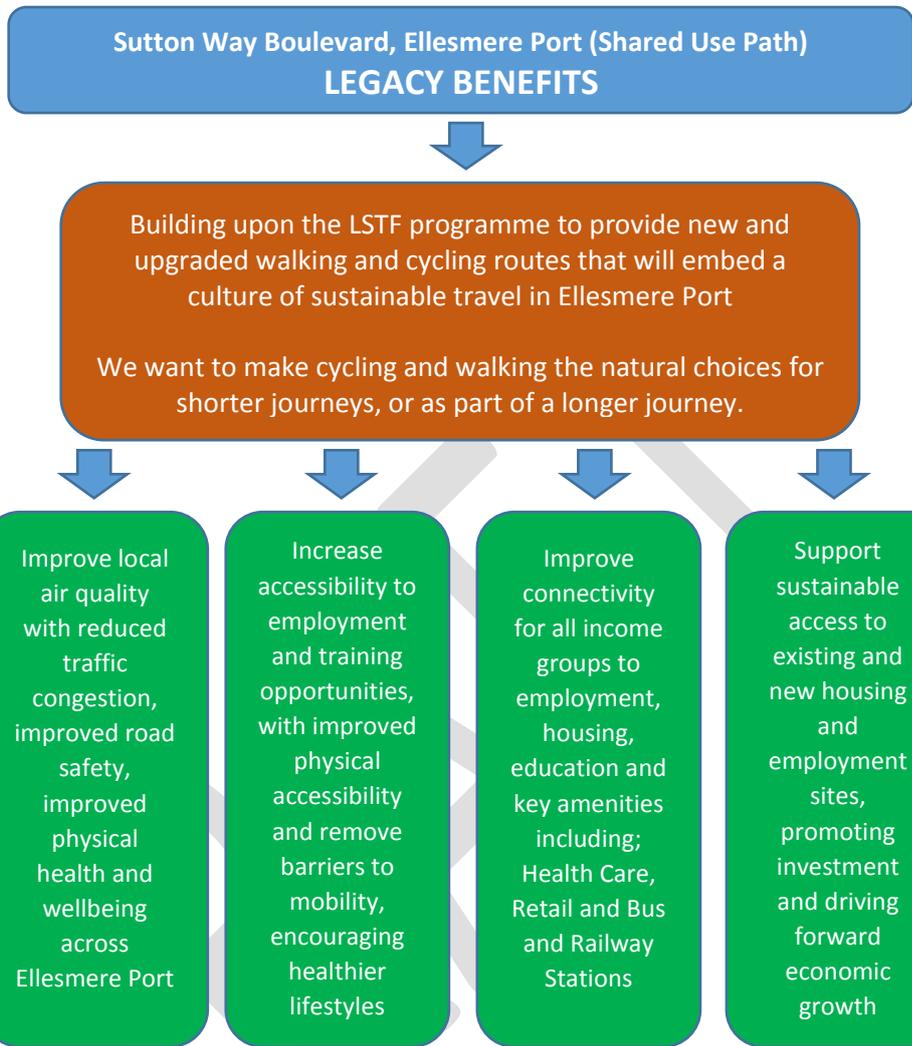
An assumed Contingency and Risk allowance of 20% has been applied to the project construction costs though for projects of this type this is considered high, and is likely to be reduced as scheme costs are revised and finalised.

Any costs overruns will be underwritten by Cheshire West and Chester Council.

Maintenance costs for year one, are covered within the funding breakdown at £1,500. The longer term maintenance costs will be managed/funded from the Councils wider annual highways Maintenance Block grant funding allocation and Asset Recovery budgets in future years.

**Please provide information on any legacy benefits of your Scheme.**

The legacy benefits of this Active Travel Investment Strategy can be broadly split into four categories: economic growth, connectivity, accessibility and health and wellbeing, as demonstrated in the infographic below.



**D5: Legacy Benefits**

In addition, the project provides a new permanent link on to the Ellesmere Port cycling and walking network, promoting active travel.

Anticipated legacy benefit of improved sustainable access to new and existing jobs, reducing levels of unemployment in our deprived areas and that we increasing the proportion of transport by sustainable modes.

**Ellesmere Port Vision and Strategic Regeneration Framework**

Key Corridors / Gateways requiring connectivity Improvements



**E: Management Case - Delivery**

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

<p><b>E1: Current Scheme Status</b></p>	<p><i>Please state scheme status e.g. Is the scheme at the conceptual stage? Has a business case been developed? What if any internal and external approvals does it require? Is the project reliant on external funding? If so, has a bid for funding been submitted/ was it successful?</i></p> <p>The scheme is currently at the preliminary design stage. The following work has taken place to date:</p> <ul style="list-style-type: none"><li>a. Consultation with key stakeholders, public and Members, with additional joint consultation carried out in parallel with Sutton Way Flats refurbishment scheme being led by the Council and it's social housing provider;</li><li>b. Both external funding sources have been secured through planning agreement processes i.e. Cheshire Oaks S106 Agreement, and Redrow S278 Agreement;</li><li>c. Approval for receipt of LGF3 grant and the overall budget package was approved at Full Council in June 2016, along with all other LGF3 schemes;</li><li>d. Site surveys including; topographic and ecology;</li><li>e. Preliminary drawings and cost estimates produced;</li><li>f. Land referencing – all works are in limitations of the adopted Highway;</li><li>g. Walk, talk and build site meeting held with Ringway, the Council's Highways Term Maintenance contractor and Highway Client Team for Civil Works, re-cost estimates produced;</li><li>h. Draft tender pack produced specification produced by TEP for Landscaping;</li></ul>
<p><b>E2: Project Plan</b></p>	<p><i>Please provide a scheme programme and phasing showing key activities and milestones.</i></p> <p>A full scheme programme is provided in Annex B.</p> <p>Details of the landscaping delivery milestone dates will be supplied after the tendering process and discussions with the appointed contractor.</p>

**E3: Other Partners Involved in Scheme Delivery**

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

Scheme design and supervision of delivery will be undertaken in house using the Council's Highways Service.

**Please provide specific information on any private sector partners.**

'Ringway Infrastructure Services' is the Council's appointed Highways Term Maintenance contractor as from 2013 up to 2023; they've provided the baseline price estimate for the civil works of the scheme. The actual civils works will be commissioned via a mini competition (restrictive) on The Chest to secure value for money. The Council reserve the right, to review the potential direct award of these civil works to Ringway, subject to a review of increasing the direct award thresholds in achieving value for money. Due to reduced mobilisation periods, local knowledge and availability of resources and pre agreed pricing schedules, ensuring the project is delivered on time and to budget.

'The Environment Partnership' (TEP) were commissioned to prepare the landscaping design / specification (tender pack), with works to be commission via a mini competition (restrictive) on The Chest to secure value for money.

**Stakeholder engagement**

Individual stakeholder management events have already been held for this project, these have shaped the development and support for the scheme, in line with the council's standard practice on this matter. The following events were held:

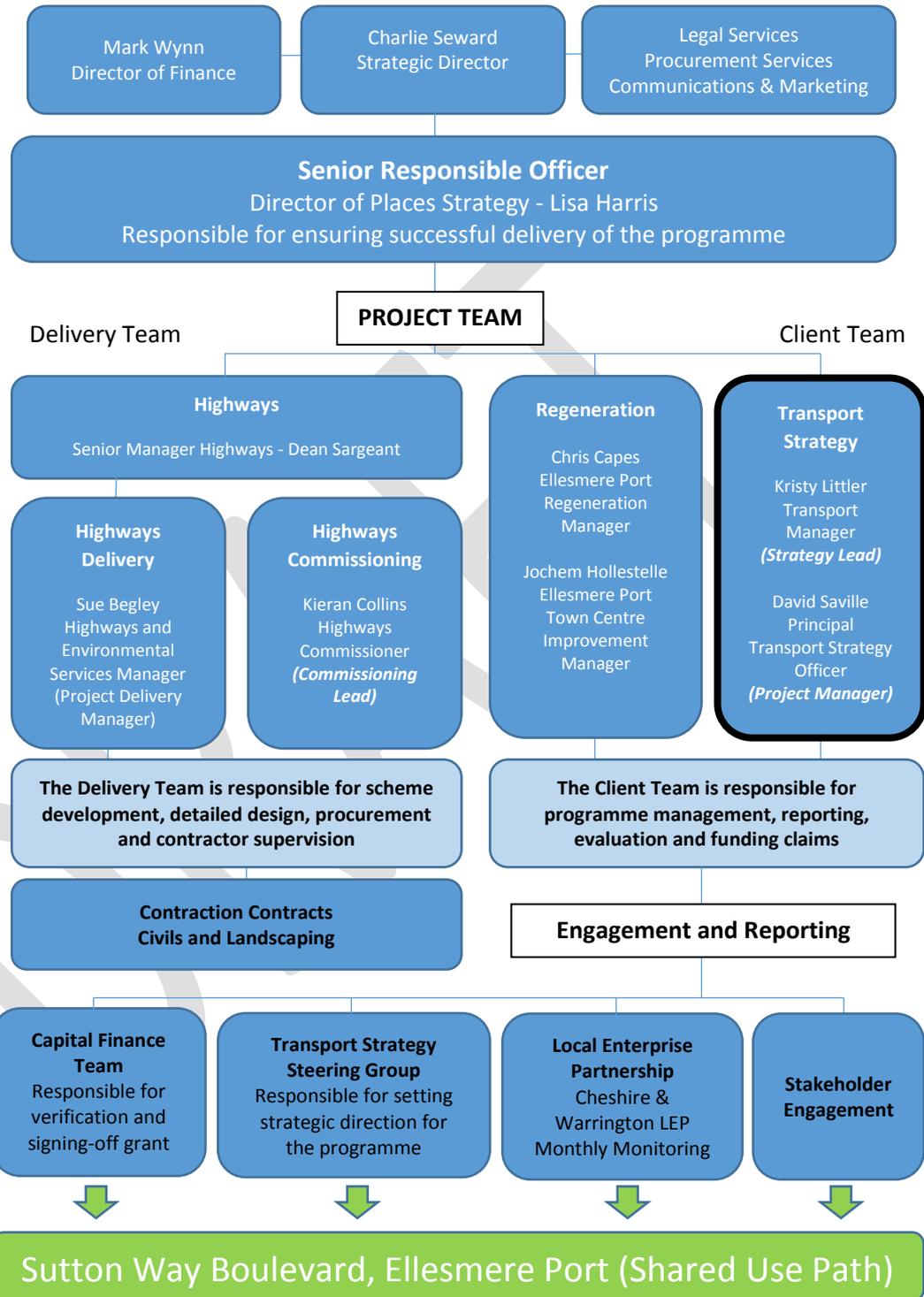
- Councillor and Officer Consultation: 18 March 2016 (Highways, Total Environment, Transport Strategy, Planning, Tree Officer, Localities);
- Stakeholder Consultation: 4 April 2016 (Councillors, Ellesmere Port Development Board, Town Centre Panel, Plus Dane Housing, South and West Cheshire College, C of E Academy School, Cycling Campaign);
- Public Consultation: 25 April 2016, held in the Thelwall Road community centre off Sutton Way;
- Public consultation exhibition in the Library: 1 May 30 May 2016.
- Sutton Way Flats Regeneration Project, including the benefits of the complimentary Sutton Way Boulevard Scheme; engagement events including online surveys and community drop days: February to September 2018
- Cheshire West and Chester Active Travel Forum 4 June 2018
- Sutton Way Flats Regeneration Project, including the benefits of the complimentary Sutton Way Boulevard Scheme (landscaping design); Design Working Groups, Door Knocking, Meet-up Mondays – Spring 2019

As the project further developed over the past few years, further engagement with elected members, a variety of Council officers, and members of the public have been held and continued to shaped the project, including; Cheshire Police, ForHousing, and the Council's Housing Strategy Team, as part of the Sutton Way Flats Steering Group. At these meeting, it was agreed the best design option for the shared use pathway would be to remove the tall hedgerows. To promote sustainable travel, while addressing issues of anti-social behaviour and crime, and feelings of unsafety with a new smaller hedgerow planted. Although formally not part of the Sutton Way Flats planning application, the Sutton Way Boulevard cycleway was shown as part of the landscaping plans on the Planning Portal, as a complimentary scheme unlocking the site potential (growth), while improving connectivity, accessibility and mobility.

An interest and influence diagram has been provided in Appendix C, which highlights the key stakeholders for which engagement has been undertaken.

**Please provide the proposed project management structure:**

An overview of the governance structure for the project is indicated in the organogram below. The Senior Responsible officer for the project will be Lisa Harris (Director of Places Strategy) and the Programme Manager will be Kristy Littler supported by David Saville as Project Manager.



**E4: Operational Issues**

The work programme for the scheme is shown in Annex B which shows the main gateways and approval stages required for this project.

**E5: Scheme  
Acceptability**

***Please comment on any community support for this Scheme.***

There is strong community support for the scheme. Both local ward members, including the Deputy Leader of the Council and Cabinet Member for Environment, Highways & Strategic Transport, Councillor Karen Shore are very keen to see the shared use path constructed and is supported by; Cheshire Police, ForHousing, Ellesmere Port Development Board, Town Centre Panel, Plus Dane Housing, South and West Cheshire College, C of E Academy School, Cycling Campaign and Sutton Way Flats Residents Steering Group.

***Has public consultation on the Scheme demonstrated its public acceptability?***

Yes, the various consultation events outlined in section E3, have demonstrated full public support, acceptability and demand for the scheme to be delivered. To unlock economic growth, provide realistic sustainable travel options for those on low incomes, while regenerating a deprived area of Ellesmere Port.

An additional stakeholder engagement exercise will take place prior to the start of works, to inform local residents and interested parties along Sutton Way of the forthcoming traffic management programme.

***Is the scheme likely to invoke objections or involves damage to the local environment? For example use of greenbelt land, destruction of heritage of cultural landscape including listed buildings, or development in an area with special landscape designations e.g. SSSI, AONB***

No objections are expected, as the current design proposals incorporate and mitigate potential issues i.e. additional off-road residential parking bays to be provided along Sutton Way to mitigate residents parking on the new share use path.

There will not be any significant damage to the local environment as all the land used to construct the scheme is classified as adopted highway and an enhancement of the existing narrow footpath provision, adjacent to the existing highway. The existing hedgerow has a low environmental and amenity value, replaced by new hedgerows that encourage more biodiversity, while creating an attractive, safe and visible walking and cycling route when in full bloom, complimented by the new ornamental tree planting and wild flower seeded areas. Refer to Appendix G, for copies of Civil, Landscaping and Visual concept design drawings (Sections & Elevations).

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

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

Cheshire West and Chester Council has a proven track record in the delivery of capital and revenue programmes to support sustainable access to employment and training opportunities. For example the LSTF programme implemented between 2012 and 2015 through DfT grant (£5.2m), upgrade of New Bridge Road, Ellesmere Port in 2015 (£1.5m), the Chester Bus Interchange and Frodsham Street Public Realm Improvements completed in early 2017 (£13.5m). The proposed Sutton Way Boulevard shared use path project therefore provides a low risk investment compared with other high value projects delivered by Cheshire West and Chester Council i.e. Barron Quay, Northwich (£80m) in 2016 and Story House, Chester in 2017 (£37m).

**E6: General Risk to Scheme Delivery**

An assessment of the key risks for the project is provided in Annex D. This demonstrates that the project is low risk and that a number of mitigation controls can be used to guarantee successful implantation of the schemes. The risks that have been highlighted will be monitored as part of this project.

Risk of £107,839 has been included in the costs for the scheme and BCR calculation; these consist of Landscaping at £15,000 and Civils (20%) at £92,839.94. The Council considers this an appropriate level of risk allowance, excluding inflation as the scheme is programmed to be delivered and money spent within one financial year (2019/20). The contract tender specification for both of the work packages; civils and landscaping works, will be awarded on fixed price contract.

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

The Council's highways client team will maintain a risk register/management and control overview for the work programme. Ensuring risks are transferred to the appointed contracts (civils and landscaping), with insurance requirements in place prior to contract commencement i.e. Public Liability, Employers Liability and Professional Liability.

Prices will be fixed for the life of the contract, tenders will include all costs associated with the provision of the services/works e.g. rates, expenses, delivery, installation, materials, training and warranties. No claim for additional payment will be considered for items that have not been included. As specified within the tender briefs. Payments to be made monthly in arrears, in accordance with the Councils contract terms and conditions. Whereby a 10% retention value will be held until satisfaction completion of the works/project.

**E7: Monitoring and Evaluation**

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

Cheshire West and Chester Council have well established mechanisms for monitoring and evaluating the outputs, outcomes and monetary benefits resulting from investment in sustainable travel programmes. The Council would ensure that monitoring data from previous, current and future projects is collected and evaluated to justify investment. For example:

- Installation of an automatic traffic counter (atc) as part of the scheme design for ongoing cycle counts along the new path and also the adjacent highway, to capture volumes and frequencies of trips.
- Feedback from sustainable users, utilising the new shared use path. Manual numerates completing on site location survey forms with users, to understand origin and destination and trip purpose.
- Feedback from employers in the Town Centre, and travel plan survey data feedback from the local College and Academy.

DRAFT

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

<p><b>F1: Products and Services</b></p>	<p><b>What goods and or services are being procured? E.g. are you going to procure a building contractor and project management support?</b></p> <p>The works are split into two packages, a highway engineering civils contract for ground clearance and construction of the new shared use path, and soft landscaping work will both be procured via specialist external contractor(s).</p> <table border="1" data-bbox="368 533 1206 683"> <thead> <tr> <th>Tender Item</th> <th>Estimated Budget £M</th> </tr> </thead> <tbody> <tr> <td>Highway engineering civils contract</td> <td>0.668</td> </tr> <tr> <td>Soft landscaping contract</td> <td>0.154</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>0.822</b></td> </tr> </tbody> </table> <p>Project management will be carried out in house. The client for the project is the Transport Strategy Team, supported by the Highways Client Management Team within the Council.</p>	Tender Item	Estimated Budget £M	Highway engineering civils contract	0.668	Soft landscaping contract	0.154	<b>TOTAL</b>	<b>0.822</b>
Tender Item	Estimated Budget £M								
Highway engineering civils contract	0.668								
Soft landscaping contract	0.154								
<b>TOTAL</b>	<b>0.822</b>								
<p><b>F2: Procurement</b></p>	<p><b>Please state how the project will be procured</b></p> <p>The delivery of the scheme will be undertaken by specialist external contractor(s) with tender packages prepared, suppliers will be appointed using a restricted tender process via Due Norths, The Chest tender portal.</p> <p>The Council reserve the right to direct award both elements of this scheme to the Council's Highway's Term Maintenance framework/contractor Ringway. As a separate contract review for increasing threshold values for this contract, are progressing in parallel with seeking full funding approval for this scheme. Dependant on the outcome of the framework review, direct awarding the packages to Ringway will help to save time with the procurement process, ensuring work are being undertaken by a contractor with local experience, with pre-agreed work rates.</p> <table border="1" data-bbox="368 1285 1434 1397"> <thead> <tr> <th>Tender Item</th> <th>Delivery Period</th> </tr> </thead> <tbody> <tr> <td>Highway engineering civils contract</td> <td>October to February 2020</td> </tr> <tr> <td>Soft landscaping contract (planting session)</td> <td>Mid-February to End of March 2020</td> </tr> </tbody> </table> <p>The procurement process has been approved by the Council's Procurement and Highways Management Team.</p>	Tender Item	Delivery Period	Highway engineering civils contract	October to February 2020	Soft landscaping contract (planting session)	Mid-February to End of March 2020		
Tender Item	Delivery Period								
Highway engineering civils contract	October to February 2020								
Soft landscaping contract (planting session)	Mid-February to End of March 2020								
<p><b>F3: Value for Money</b></p>	<p><b>How will you ensure value for money?</b></p> <p>The Council intends to award the soft landscaping contract to the Tenderer offering the most economically advantageous tender to the Council, ensuring value for money. Each Tender will be checked initially for compliance with all requirements of the Invitation to Tender (ITT), ensuring quality while securing the best price. This element of the scheme will be tendered through the proven standard, tried and tested practise of restricted mini-competition, using The Chest.</p> <p>The same tender process will apply to the civil works element of the scheme.</p> <p>Subject to the separate contract review noted in "F2 Procurement" the Council reserve the right to direct works directly to Ringway. All of the companies on Council's Highway's Term Maintenance framework/contract with Ringway, have been proven to deliver a range of highway projects in keeping with the standards required by the framework process. It follows that the mini competition within the framework for the civil works to seek the best price and quality, ensuring the best value for money for the construction civil works for the project, the framework can be used for the landscaping requirements</p>								

**G: Evidence and Supporting Information**

<b>G1: Evidence</b>	<p><b><i>Please list here and provide copies of all technical reports documenting the evidence base for the Scheme and the Scheme's performance</i></b></p> <ol style="list-style-type: none"><li>1. Evaluation of Economic Benefits of LSTF projects in the Cheshire and Warrington area (2016);</li><li>2. Active Travel Investment Strategy submission to the LGF3 Growth Deal process;</li></ol>
<b>G2: Supporting Information</b>	<p><b><i>Please include any additional facts which may assist the Local Enterprise Partnership to assess this Scheme against strategic fit and deliverability.</i></b></p> <p>This project fits with local and national transport strategy as provided in detail in Annex E.</p> <p>National transport objectives</p> <ul style="list-style-type: none"><li>• National Planning Policy Framework (2018);</li><li>• Department for Transport (DfT) Single Departmental Plan;</li><li>• Building our Industrial Strategy Green Paper (2017);</li><li>• Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (2011);</li><li>• Transport and Engine for Growth (2013);</li><li>• Cycling and Walking Investment Strategy (CWIS);</li><li>• Cities and Local Government Devolution Act (2016);</li><li>• Growth Agenda.</li></ul> <p>Local transport strategies</p> <ul style="list-style-type: none"><li>• The Local Plan, Part One and Two (2015-2030)</li><li>• Local Transport Plan 2017-2030 (LTP3 Refresh)</li><li>• Draft Local Cycling and Walking Investment Plan (LCWIP)</li></ul> <p>Non transport local strategic aspirations</p> <ul style="list-style-type: none"><li>• The Council Plan (2016-2020);</li><li>• Health and Wellbeing Strategy (2015-20)</li><li>• Air Quality Action Plan (2018)</li><li>• Ellesmere Port, Vision and Strategic Regeneration Framework (2011)</li><li>• Ellesmere Port Master Plan (2019)</li></ul> <p>A logic map for the scheme has been provided in Annex F.</p>

## Annex A

### Alternative projects (Ref section B4)

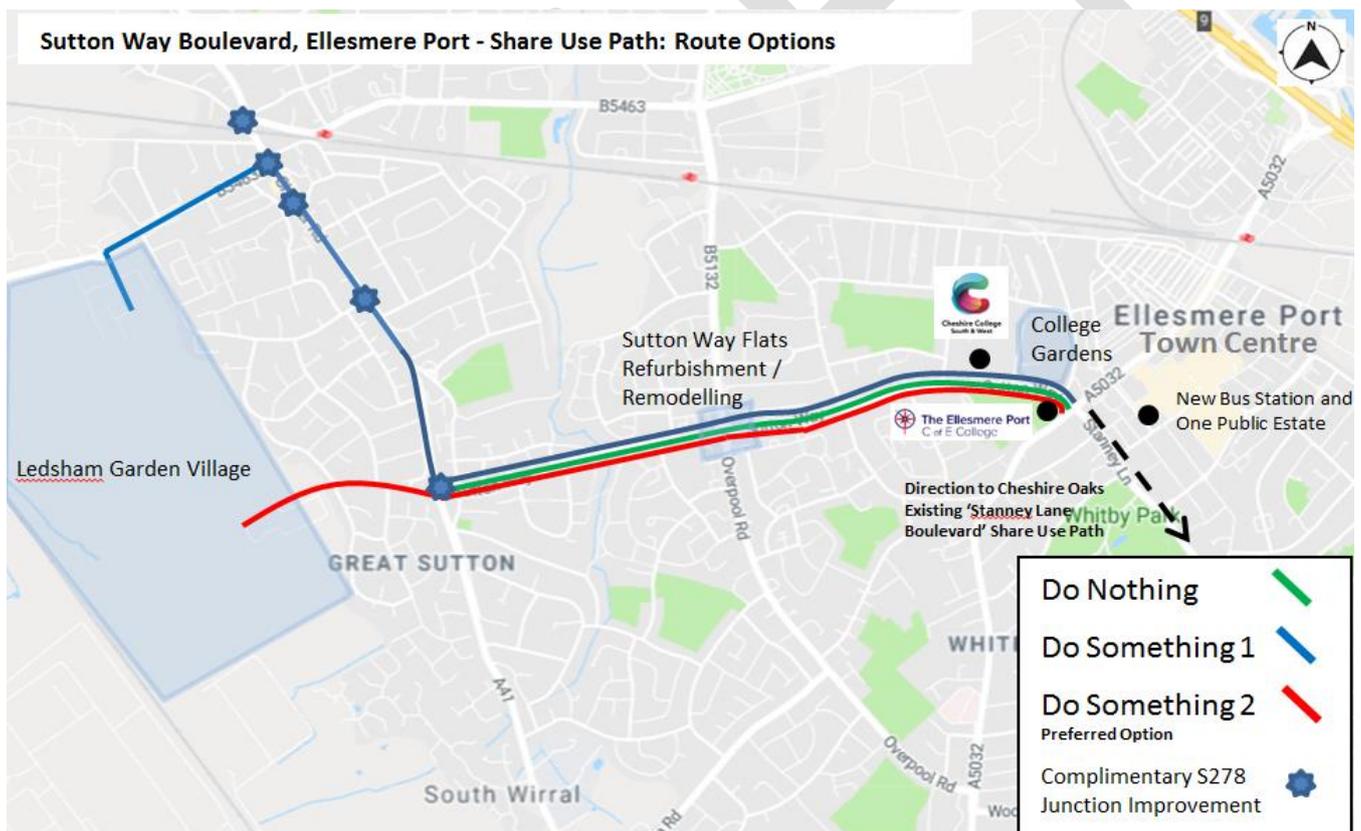
As part of the schemes development, Cheshire West and Chester Council considered a number of options to address the problem of a lack of a shared use path provision between Ledsham and Ellesmere Port Town Centre. These are listed below in table 1.

**Table 1**

Options	Description	Comment
Do nothing	Allow residents to continue walking on the narrow footpaths, with cycling predominantly on road.	Not acceptable due to safety risks, potential conflict between road traffic and cyclists, with lack of cycle proficiency skills for those more vulnerable, accessing education establishments.
Do Something 1	<p>This option to create a 3 metre off-road path along the whole of the blue route, would require significant land acquisition from various owners of existing well established properties.</p> <p>This would be considered too expensive and outside of the budget availability for the scheme, including its deliverability within the timescales set i.e. constructed by 31/03/2021.</p> <p>It is considered that the existing on-road segregated cycle lane provision along sections of this route of the A41 provide the; safest, most direct journey experience for cyclists (noting existing land limitations).</p> <p>As part of the signed S278 Agreement for the Ledsham Garden Village development, the developer is already committed to enhancing the key junctions along the A41 corridor, unlocking capacity for all transport modes while providing advanced on road cycle lanes.</p>	<p>This option was rejected as:</p> <p>(a) There are safety concerns due to the existing road layouts, perceived as being hard to navigate and 'understand' for cyclist with limited cycle proficiency skills.</p> <p>(b) Large sections of existing narrow 1m wide footpaths along this route, are constrained by existing developments along the corridor. It is therefore not suitable or possible to widen those paths for cycle usage. Therefore, preventing the scheme from meeting one of the primary objectives of the scheme.</p> <p>(c) Given the distance of travel, predominately cycling is on road linking the new entrance of the new Ledsham Garden Village from Ledsham Road connecting back to the Town Centre, navigating alongside the primary road network A41, perceived too dangerous and uncomfortable, largely due to high volumes and high speeds of motor traffic. Therefore deemed a more hostile, less attractive, safe and secure route.</p>
Do something 2 Preferred Option	<p>Construct a new shared use path on both sides of Sutton Way in Ellesmere Port from Green Lane/A41 to Town Centre/Whitby Road, creating a boulevard gateway into the Town Centre.</p> <p>This option would be fully built within the existing adopted highway.</p> <p>Two versions of this scheme where considered; the first a shared path directly</p>	<p>This is the preferred option as:</p> <p>(a) The path is continuous and predominately off-road, therefore creating a faster and more attractive experience for the users with limited cycle proficiency skills.</p> <p>(b) It is safer as it reduces conflict with road traffic vehicles.</p>

Options	Description	Comment
	<p>adjacent/abutting the existing carriageway (no verge between the path and carriageway) although this would adversely impact on the ecology within the area i.e. removal of mature trees, while requiring expensive statutory undertaking diversions, and street lighting equipment to be relocated.</p> <p>The second variation (our preferred scheme) utilising the existing paths, through widening and enhancing them, reducing the impact on ecology and avoiding costly statutory undertaking diversions, while maintaining with room for a verge/buffer area.</p>	<p>(c) It is more secure as there is natural security provided by reducing the height of the hedgerows, improving forward visibility and the feeling of being safe, with improved lighting levels.</p> <p>(d) There is limited impact on traffic flow compared to cycling throughout the route on road.</p> <p>(e) Providing a safe and direct route for secondary school children, and those in further education between Ledsham, Sutton and the Town Centre.</p>

These options are illustrated on the plan below



The common feature of all the Do Something route options is the upgrade of Sutton Way from the Green Lane/A41 junction to the Town Centre/Whitby Road junction, as the preferred desire line, secure and safest route.

## Option Appraisal Process for Sutton Way Boulevard, Ellesmere Port

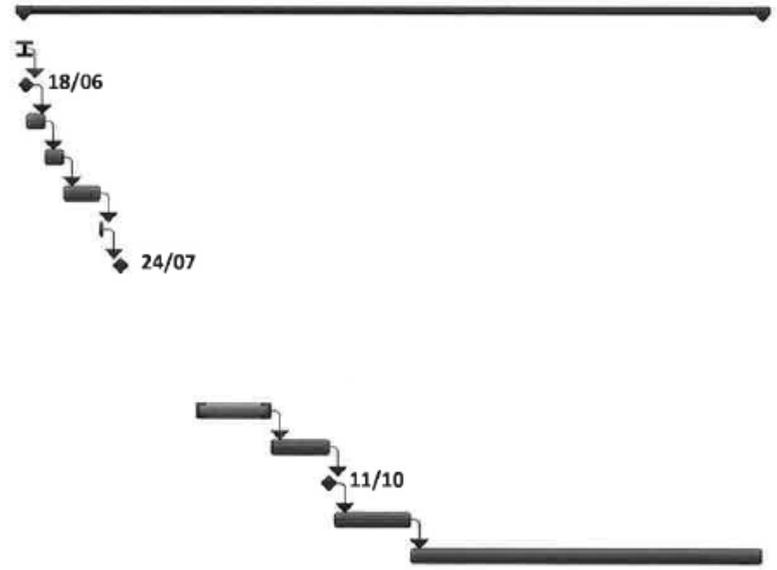
An options appraisal process was undertaken to develop and assess highway improvements options which are best positioned to address the identified issues noted in the Strategic Case. The preferred option was selected using an appraisal process which aligns with the objectives of the DfT's transport appraisal model, which applies scoring to each option based on how well an option meets identified criteria, along with a Do Minimum option for comparison.

OVERVIEW OF ROUTE OPTIONS																				
No.	Name	I. Headline description	Funding viability		Deliverability						Alignmnet with Objectives									Alignment with Objectives
			Can the intervention be delivered within secured funding	Can the intervention be delivered within the funding timeframe ( up to 2021)	Land ownership / acquisition issues	Physical barriers	Relative cost	Public Support	Stakeholder Support	Conclusion	Primary Objectives		wider strategic objectives							
											Safe and direct route for pedestrians and cyclists between key locations and destinations	Reduce risk of a collision with vehicles, with off-road shared use path and upgraded crossing facilities	To improve the health of residents by allowing them to travel in a more sustainable manner	To improve the safety and personal security of residents	To improve the quality of life for residents by creating a more pleasant travelling environment	To provide economic opportunities for residents	To benefit the wider environment by reducing carbon emissions, traffic pollutants and traffic noise	To enhance and strengthen the sense of arrival into Ellesmere Port	To preserve and enhance the existing landscape of the site and provide an appropriate landscape setting for future investment	
1	Do Nothing	Allow residents to continue walking on the narrow footpaths, with cycling predominantly on road. <b>Green Route (refer to separate map A)</b>	Yes, secured funding covers all costs	Yes	Very positive: Marginal or no issues	Very positive: Marginal or no barriers	Very positive: Costs can be met with spare funds for other schemes	Very negative: Very marginal or no support	Very negative: Very marginal or no support	Low deliverability	✓✓✓	✓	✓	✓	✓	✓✓	✓	✓	✓	Low
2	Do Something 1	Construct a new shared use path on one side of the highway from the entrance of Ledsham Garden Village starting at Ledsham Road (B5463), joining the A41 to the junction of Sutton Way/Green Lane, continuing along Sutton Way to Whitby Road / Ellesmere Port town centre. <b>Blue Route (refer to separate map A)</b>	No and no additional funding can be sourced to cover	Unsure	Very negative: Complex/difficult issues with multiple land owners	Very negative: Many complex/difficult issues with multiple barriers	Very negative: Greatly exceeds amount secured at Programme Entry; no prospect of raising sufficient additional funds	Neutral: Mixed but balanced support	Positive: Some support for many components	Low deliverability	✓	✓✓	✓✓	✓✓	✓	✓✓✓	✓✓✓	✓✓	✓✓	Medium
3	Do Something 2	Construct a new shared use path on both sides of Sutton Way in Ellesmere Port from Green Lane/A41 to Town Centre/Whitby Road, creating a boulevard gateway into the Town Centre. <b>Red Route (refer to separate map A)</b>	Yes, secured funding covers all costs	Yes	Very positive: Marginal or no issues	Positive: Few simple barriers at a few sites	Very positive: Costs can be met with spare funds for other schemes	Very positive: Strong support for most or all components	Very positive: Strong support for most or all components	High deliverability	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓	✓✓	High

## Annex B

### Scheme Programme (Ref section E2.)

ID	Task Mod	Task Name	Duration	Start	Apr '19		17 Jun '19		26 Aug '19		04 Nov '19		13 Jan '20		23 Mar '20	
					W	S	T	M	F	T	S	W	S	T	M	F
1																
2		<b>Sutton Way Boulevard</b>	<b>200 da</b>	<b>Tue 18/06/19</b>												
3		Contract Delivery prepare P&I info for Transport Strategy	1 day	Tue 18/06/19												
4		P&I board info submitted to Transport Strategy	0 days	Tue 18/06/19												
5		Transport Strategy prepare submission to P&I board	5 days	Wed 19/06/19												
6		P&I paper peer review by Aecom	5 days	Wed 26/06/19												
7		P&I board review papers	10 day	Wed 03/07/19												
8		P&I board meeting	1 day	Wed 17/07/19												
9		P&I board decision to continue	0 days	Wed 24/07/19												
10		Public engagement / consultation														
11		Detail design														
12		Produce 'tender' documents														
13		Tender period	20 day	Fri 23/08/19												
14		Tender Assessment period	16 day	Fri 20/09/19												
15		Contract Award	0 days	Fri 11/10/19												
16		Contractor's mobilisation period	21 day	Mon 14/10/19												
17		Construction period	95 day	Tue 12/11/19												



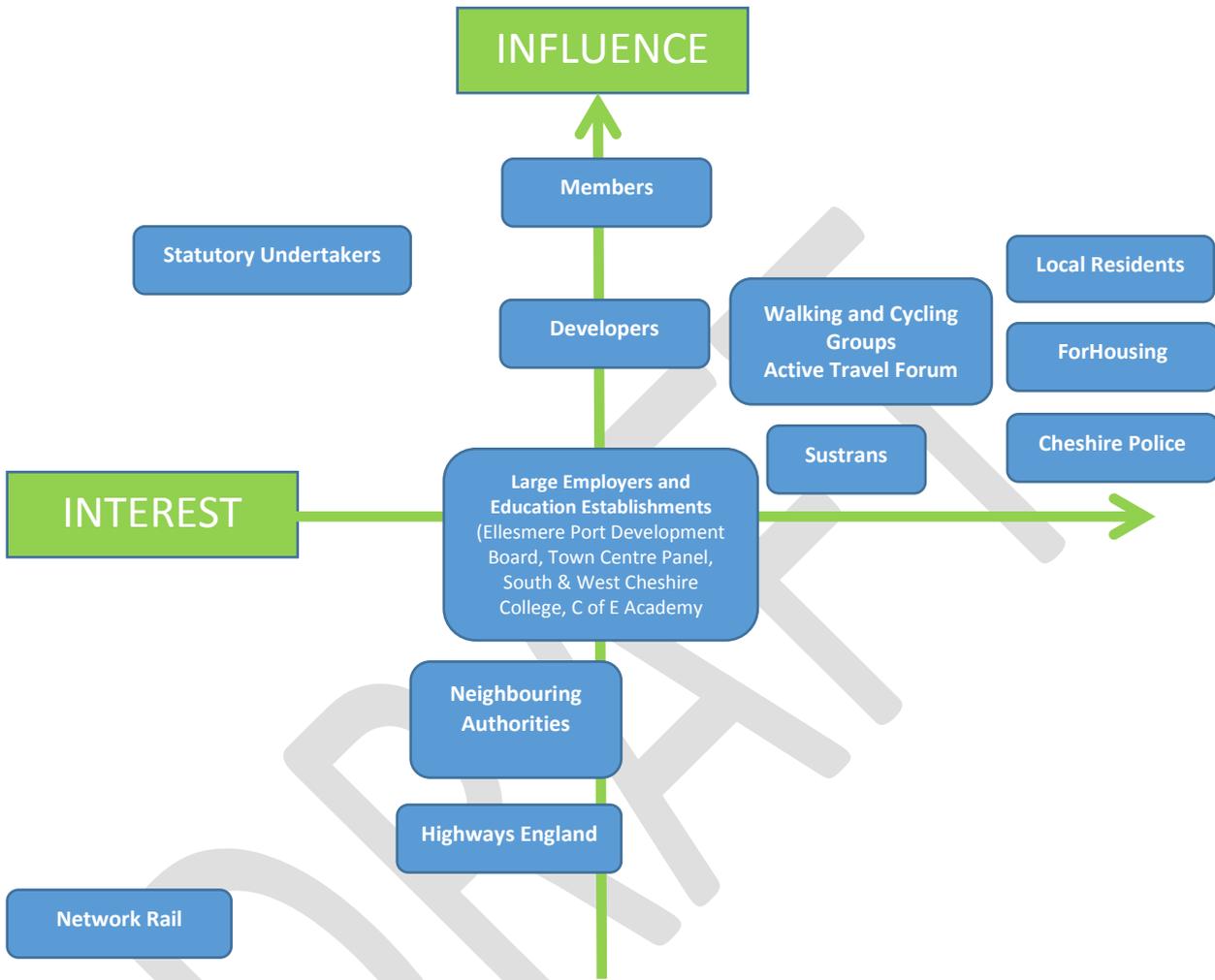
In summary, the civil works programme (outlined above) will start from the beginning of October 2019 and be complete early February 2020, with soft landscaping works to commence immediately afterwards from mid-February to be complete by 31<sup>st</sup> March 2020.

The above work programme sets out the main gateways and approval stages required for the project. The P&I board meeting will be held on the 17th July 2019 and the decision to continue will be made by the 24th July 2019. Upon receiving full funding approval from the CWLEP, the Transport Strategy Team will produce regular monthly update reports to the CWLEP, in accordance with the terms of conditions of the grant funding i.e. Risk log update, Key Issues Update, Budget vs actuals expenditure update. The governance structure set out in section “E4: Operational Issues” states that the Transport Strategy Team (Kristy Littler and David Saville) will produce these reports, providing regular updates to the Transport Strategy Steering Group chaired by the schemes SRO (Lisa Harris). At the end of each financial quarter (*covering three monthly periods from 1st April to 31st March*) a grant claim will be prepared by the Transport Strategy Team, and cross checked and audited by the Capital Finance Team, who is responsible for verification and signing-off grant claim each quarter.

## Annex C

### Other Partners Involved in Scheme Delivery (Ref section E3.)

An interest and influence diagram has been produced below, that highlights the key stakeholders for which engagement has been undertaken.



## Annex D

### Risk Assessment (Ref section E6.)

#### Key

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

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

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

Risk	Description	Level of risk	Mitigation controls
<b>Financial</b>	Operating costs vary from budget and additional revenue is required	Likelihood - 2 Impact - 3 Risk Rating = 6 (low)	Develop detailed project appraisal schedules and ensure regular monitoring of expenditure
<b>Management</b>	Changes in the team responsible for delivery of the project	Likelihood - 3 Impact - 3 Risk Rating = 9 (medium)	Respond quickly to changes to delivery staff and ensure that staff outside of the immediate team are aware of the project
<b>Funding</b>	Failure to secure funding from partners/developers or Council's own budgets, resulting in delays or a reduced programme of activity	Likelihood - 2 Impact - 4 Risk Rating = 8 (medium)	Use of formal agreements (i.e. S106 and developer contributions); partner funding largely identified from committed sources; officer steering groups to support LGF budget setting process
<b>Uptake</b>	Failure to secure buy in and take up of aspects of the project, resulting in failure to meet output milestones and modal shift targets	Likelihood - 2 Impact - 4 Risk Rating = 8 (medium)	Project has been developed around a strong evidence base and community support. Regular assessment of outputs is needed alongside liaison with partners, stakeholders and key client groups
<b>Political</b>	Reversal of support from local councillors	Likelihood - 1 Impact - 2 Risk Rating = 2 (low)	Ongoing involvement of councillors to ensure their buy in. Council has declared a Climate Emergency
<b>Delivery</b>	Failure to deliver elements of the project on time or to budget, resulting in delays to implementation	Likelihood - 1 Impact - 4 Risk Rating = 4 (low)	Ensure ongoing monitoring takes place by officers to ensure that schemes progress within agreed budgets and on time
<b>Partnerships</b>	Potential for partners to withdraw from activities, resulting in a programme with a reduced impact	Likelihood - 1 Impact - 3 Risk Rating = 3 (low)	Council working with developer to provide the best solution for the scheme. Involving effective liaison with partners to agree shared objectives and a commitment to work together

## Annex E

### Other Strategic fit evidence (Ref section G2.)

#### National Transport Objectives

The key drivers for transport investment associated with the Scheme align with national transport objectives aimed at improving the environment, public health and wellbeing, and quality of life.

##### 1. National Planning Policy Framework (2018)

The National Planning Policy Framework ("NPPF") sets out the Government's planning policies for England and how they are expected to be applied. The NPPF identifies three mutually dependent dimensions to achieving sustainable development, namely the economy, environment and society. These are the three tenets against which all transport infrastructure projects should be assessed in planning terms. At the heart of the NPPF is a presumption in favour of sustainable development.

There is a very strong emphasis on sustainable transport. Chapter 9 states that planning policies should:

- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
- b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking drawing on Local Cycling and Walking Infrastructure Plans (LCWIPs).

The Scheme therefore fully complies with the NPPF in that it is providing for sustainable travel.

##### 2. Department for Transport (DfT) Single Departmental Plan

This sets out details about how the government is investing to make journeys better, simpler, faster and more reliable to support jobs, enable business growth and bring the country closer together. The plan sets out the following objectives:

- **Boosting economic growth and opportunity** -Transport is at the heart of the economy, moving people and goods around, connecting homes and businesses. There is a recognition that better transport provides opportunity and increase productivity. It directly reduces the cost to businesses of getting materials they need and delivering their goods to market. Better transport also increases the range of jobs people can access.

- **Building a One Nation Britain** – Ensuring that every part of Britain benefits from a growing economy and that everyone who works hard has an opportunity to succeed. Transport investment and improved connectivity is key to unlocking the potential economic growth.

- **Improving Journeys;** while promoting **Safe, Secure and sustainable transport** for all users.

### **3. Building our Industrial Strategy Green Paper (2017)**

This sets out a vision to build on the UK's strengths, closing the productivity and wealth gap between different regions and making Britain one of the most competitive places in the world to start and grow businesses. Upgrading infrastructure is one of the ten pillar that help drive growth. This will be addressed by: "keeping costs down for commuters and making transport accessible to all".

Supporting wider government objectives to protect the environment and public health and ensuring that transport plays its part in delivering the government's climate change obligations, the delivery of the national air quality plan and promoting the use of active transport.

### **4. Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (2011)**

This sets out how the Government intends to boost economic growth but to do so in a way that is also greener and safer and improves quality of life in our communities as well. This recognises that walking and cycling should be promoted for shorter journeys, although they may not represent a viable alternative to the private car for all journeys. In response the Government is also encouraging greener car travel by promoting the use of electric and other ultra-low emission vehicles and public transport for longer distance journeys.

### **5. Transport and Engine for Growth (2013);**

Ensuring we build a good transport network, that makes our economy stronger and our lives easier. Achieve through smoother, safer journey, tackling congestion to reduce delays and stimulate economic growth, while protecting the environment and continuing to fund innovative transport improvements including: "*Continuing to fund innovative smaller schemes that improve local economic growth and reduce CO2, including walking and cycling, public transport infrastructure, real-time information, car clubs, and electric vehicle charging points*".

### **6. Cycling and Walking Investment Strategy (CWIS)**

The national Cycling and Walking Investment Strategy (CWIS) sets out the Governments ambition to: "...to make cycling and walking the natural choice for shorter journeys, or as part of a longer journey"

It seeks to achieve this through three methods:

- Better safety – making cycling safer through reducing the severance effect of roads, reduced speeds and creating streets where cyclists and pedestrians feel they belong;
- Better mobility – offering world class cycling facilities, a denser network of routes and safe paths along busy routes; and
- Better streets – streets designed for people not vehicles, more routes through green spaces and better public realm.

Local authorities are expected to support the CWIS by developing and delivering their own walking and cycling schemes and these should be described in Local Cycling and Walking Infrastructure Plans (LCWIPs). The Scheme clearly meets the government objectives as it is a scheme which meets the safety and mobility objectives of the CWIS and it is designed for people rather than for vehicles.

## **7. Cities and Local Government Devolution Act (2016)**

Government outline their commitment to; devolving control over transport, housing, skills and healthcare with elected mayors. Throughout 2016 Government worked with local authorities to agree a number of 'devolution deals' that give these areas control over their own transport issues. In this changing landscape, we will enable and support new mayors and combined authorities to harness the benefits available through "walking and cycling in boosting economic prosperity and healthier communities".

The proposed scheme builds on the objectives set out in the draft Cycling Delivery Plan based on the four themes of; vision, leadership and actions; funding; infrastructure and planning; and safety and perceptions of safety. Each of these areas are covered within the business case and seen as fundamental to achieving central governments headline objectives.

## **8. Growth Agenda**

The two key policy documents at the sub-regional level that are driving the need for increased economic growth include:

- a) Cheshire and Warrington Matters – A Strategic Economic Plan and Growth Plan for Cheshire and Warrington; and
- b) Cheshire and Warrington Growth Deal;

### **(a) Cheshire and Warrington SEP**

The Cheshire and Warrington LEP (C&W LEP) is one of 38 Local Enterprise Partnerships across England created in 2011 by Government. They are local business led partnerships between local authorities and businesses and play a central role in determining local economic priorities and undertaking activities to drive economic growth and the creation of local jobs. The C&W LEP is responsible for projects within Cheshire East, Cheshire West and Chester, and Warrington unitary authorities.

The C&W LEP produces a Strategic Economic Plan (SEP) which provides a vision and strategic framework for the next decade to guide the prioritisation and decision making processes for Cheshire and Warrington, enabling major growth and transformation to the local, North West and UK economies.

To achieve the growth targets contained within the SEP, there is a need to deliver transport investment schemes for infrastructure that drive growth and productivity, tackle congestion, maximise housing growth, and provide a broader housing offer in order to support the region's economic aspirations, maximising infrastructure growth assets, including property and place.

As a result, the SEP is underpinned by a Transport Strategy within which 6 priorities are identified. The Sutton Way Boulevard, Ellesmere Port shared use path would address 5 of these priorities, as follows:

1. Improve connections to support development of priority employment sites including those within the Cheshire Science Corridor and Mersey Dee Economic Alliance;

2. Improve connections to neighbouring sub regions, including international gateways to ensure that business has connectivity to global markets and facilitate the economic benefits of both out and in commuting that takes place daily;
3. Resolve pinch points and congestion in the transport network, both road and rail, which act as barriers to growth if left unaddressed. Delays and unpredictable journey times affect business activity directly (e.g. the supply of components to the automotive sector) and indirectly, and influences commuting flows;
4. Address network resilience issues to deliver predictable and efficient journey times to support business productivity; and
5. Make best use of the existing road (e.g. smart motorways) and rail network (e.g. electrification and enhancements) to capitalise on existing infrastructure, offering efficient mechanisms for improvement, and helping deliver best value for money from investment.

### **(b) Cheshire and Warrington Growth Deal**

In July 2014, the Government announced the first wave of Growth Deals, which provided the LEPs money from the Local Growth Fund ("LGF") for projects that benefit the local area and economy. The Growth Deal provides an 'in principle' allocation of funding for a LEP area wide Sustainable Transport project. This was made up of 10 cycling and walking projects from across the sub-region which all aimed to improved sustainable connections between residential areas and employment areas. Indicative funding was awarded for three projects within Cheshire West and Chester one of which is the Sutton Way Boulevard, Ellesmere Port shared use footpath.

The justification for awarding LGF3 grant to the Scheme is that it directly contributes to the aims of the SEP including the tackling of traffic congestion (by offering alternative means of travel) and strengthening connectivity (for example between home and jobs). The Cheshire Oaks employment site is a key location within the Borough for inward investment and has been very successful over the years in attracting some major employers including; McArthurGlen Cheshire Oaks Designer Outlet, Coliseum Shopping and Leisure Park, M&S Cheshire Oaks, Blue Planet Aquarium, Cheshire Oaks Business Park and more recently various luxury car showrooms. There are many people who live in Ellesmere Port and wider travel to work corridor area (Wirral, Flintshire) for whom a better footpath and cycleway connection would be very beneficial.

### **9. The Local Plan, Part One and Two (2015-2030)**

The Council's Local Plan (Part One – Strategic Policies) was adopted in January 2015. This will deliver at least 22,000 new dwellings and 365 hectares of employment land up to 2030. The Plan set out a strategic objective to *"Provide and develop reliable, efficient transport networks that support sustainable growth and improve accessibility to jobs and services."*

The Local Plan (Part Two – Land allocations and Detailed Policies) preferred approach was published in draft form for consultation in November 2017. It is anticipated that this will be formally adopted in 2019.

This re-affirms the schemes objectives align with the policy (as set out below) and states that new development will be required to demonstrate;

- Additional traffic can be accommodated safely and satisfactorily within the existing, or proposed, highway network;

- Satisfactory arrangements can be made to accommodate the additional traffic before the development is brought into use;
- Appropriate provision is made for access to public transport and other alternative means of transport to the car; and
- Measures have been incorporated to improve physical accessibility and remove barriers to mobility, especially for disabled and older people. The safety of all road users should be taken into account in the design and layout of new developments.

## **10. Cheshire West and Chester Council, Local Transport Plan (2017-2030)**

The Local Transport Plan is a vital tool to help each local authority work with its stakeholders to strengthen its place-shaping role and its delivery of services to the community. The document helps address local transport issues by;

- Providing a framework for decisions on future investment;
- Setting objectives for transport to support our wider goals and ambitions;
- Establishing policies to help us achieve these objectives; and
- Containing plans for implementing these policies.

Cheshire West and Chester Council's current Local Transport Plan is LTP3 refresh, and was adopted in May 2017 and sets out the Local Transport Plan Strategy for the period 2017-2030. Its overall goal is to work towards providing and managing; "a well maintained, safe, integrated, sustainable transport network for the future. This is essential to support the Council's wider social, economic and environmental goals and priorities. It will also help to underpin our approach to localism and aspirations to help the Borough thrive as we work to boost our economy, address inequalities, tackle health and wellbeing, enhance our local environment and neighbourhoods and improve safety and security".

Promotion of active sustainable travel is one of the policy's key goals and objectives, and the key challenges identified for active travel include:

### **Provide and develop reliable and efficient transport networks that support sustainable economic growth in West Cheshire and the surrounding area. The scheme achieves this through;**

- Reduced traffic congestion and enhanced the capacity of the Borough's local and strategic transport networks, encouraging modal shift towards active travel modes such as walking and cycling, by removing perceived barriers to travel.
- Develop transport schemes and measures that help support the economic viability of towns, villages and leisure attractions in West Cheshire. The scheme connects the western fringe of the Town back to the Town Centre core linking to education establishments and key transport interchanges (bus and rail)
- Support the delivery of new developments and housing while limiting the impact of additional traffic. This is achieved by working in partners with both local employers and housing developers, who are providing the local contributions to (match fund) deliver the scheme.

### **Reduce carbon emissions from transport and take steps to adapt our transport networks to the effects of climate change. The scheme achieves this through;**

- Improves and encourages the use of sustainable, low carbon transport, through improved shared use infrastructure;

- Ensures that new developments unlocked, takes place in accessible locations which minimise the need for travel i.e. all developments are allocated along the wider Sutton Way Boulevard sustainable corridor;
- Ensure that local transport networks are resistant and adaptable to the impacts of climate change, including adverse weather conditions. Landscaping is a key component to the scheme, to improve air quality, reduce roadside noise, provide a more open space welcoming perception to the area, while providing shade in hot weather conditions.

### **Manage a well maintained transport network;**

- Improve the condition of our highway network, through the infrastructure enhancement making walking and cycling a more attractive travel option (for short and long distance journeys);
- Maintain the highway network in a safe and serviceable condition for the use of vehicles, cyclists, pedestrians, equestrians and all other road users; and ensure that the highway is kept in an acceptable condition environmentally. The route will be upgraded to the latest DBRM standards for share use pathways including enhanced crossing facilities and improved street lighting levels.

### **The scheme also delivers on all of the supporting priorities**

#### **Contribute to safer and secure transport in West Cheshire and to promote types of transport that are beneficial to health.**

- Reduce the number of people killed or seriously injured on our roads;
- Encourage healthier lifestyles by promoting more active forms of transport such as cycling & walking;
- Work to reduce transport related air quality problems;
- Ensure that new transport schemes improve public safety and help reduce fear of crime; and
- Plan for and respond to incidents that may have a significant impact on the transport network.

#### **Improve accessibility to jobs and key services which help support greater equality of opportunity.**

- Ensure that new developments and local services are built in accessible locations;
- Increase accessibility to employment and training opportunities, to key services from rural areas, and to health services; and
- Improve physical accessibility and remove barriers to mobility especially for disabled and older people.

#### **Ensure that transport helps improve quality of life and enhances the local environment in West Cheshire.**

- Ensure that new transport schemes complement local character and enhance the built and natural environment and biodiversity;
- Promote access to leisure activities by improving pedestrian, cycle, greenway and Public Rights of Way networks; and
- Work to reduce noise levels that arise from transport.

## **11. Cheshire West and Chester Council's, Local Cycling and Walking Infrastructure Plan (LCWIP)**

Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Government's Cycling and Walking Investment Strategy, are a new strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.

The key outputs of LCWIPs are:

- A network plan for walking and cycling which identifies preferred routes and core zones for further development;
- A prioritised programme of infrastructure improvements for future investment; and
- A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network. By taking a strategic approach to improving conditions for cycling and walking, LCWIPs will assist Local Authorities to:
- Identify cycling and walking infrastructure improvements for future investment in the short, medium and long term;
- Ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies; and
- Make the case for future funding for walking and cycling infrastructure.

Cheshire West and Chester Council are currently preparing a LCWIP for the borough, using Council resources (as a bid for technical support from central government was unsuccessful) with a specialist transport consultant appointed by the Council to provide the required technical support. To help identify and tackle many of the crucial infrastructure, related issues that are preventing people from walking and cycling in the Borough. These include addressing the 'last mile' into key urban centres within the borough and the dis-connect with rural communities and key urban centres.

### **Other Non-Transport Local Strategies**

The following paragraphs outline how the scheme could contribute to the Acquiring Authority's non transport local strategic aspirations, including reference to the following key policy documents:

- The Council Plan (2016-2020);
- Health and Wellbeing Strategy (2015-20);
- Low Emission Strategy (2018 - 2021);
- Air Quality Action Plan (2018).
- Ellesmere Port, Vision and Strategic Regeneration Framework (2011)
- Ellesmere Port Master Plan (2019)

## **12. Our over-arching vision – The Council Plan (2016-2020);**

The Strategy outlines the Acquiring Authority's vision for Cheshire West and Chester Council up to 2020. The Acquiring Authority intends to work with residents, businesses and partners "to help the Borough, including residents, communities and the local economy, to thrive by 2020." The vision links into three themes and ten specific priorities. The themes are:

- Thriving Economy;
- Thriving Communities; and
- Thriving Residents.

Amongst the actions identified in the Plan to make a difference relating to transport, the Sutton Way Boulevard is aligned to delivering those commitments, these include;

- **Promote cycling** across the Borough by providing better facilities for cyclists and challenging perceptions about cycling. This will include a widespread education and training programme on cycling safety, promoting cycling to council staff, and a marketing campaign to promote the benefits;
- Ensure that **new development takes place in accessible locations** which minimises the need for travel;
- Work with our partners to make sure that we continue to put action in place to **reduce the numbers of people killed and seriously injured** on our roads;

- **Promote public health** through healthy eating and active lifestyles such as promoting active travel; and
- **Reduce carbon emission**, for example, by reducing unnecessary travel.

The Scheme achieves these objectives by creating a new transport link which benefits people who do not have access to a car or who prefer not to use a car for the journeys between the western fringe of Ellesmere Port back to the Town Centre and beyond. It is therefore socially equitable and has a wider community benefit, will support local developments on a sustainable road corridor.

The Strategy also identifies the need to invest in, maintain and build Cheshire West and Chester Council's economic and environmental infrastructure, in order to grow a strong economy. With regard to the Scheme, this is achievable as the new path will provide a continuous route (using Stanney Lane Boulevard) access the Cheshire Oaks retail developments which are still being developed/expanded therefore offering job opportunities to local people.

### **13. Health and Wellbeing Strategy (2015-20)**

The Council's Health and Wellbeing Strategy was published in 2015. The Strategy sets out the Council's Health and Wellbeing Board's and Partnership's, ambitions to improve the health and wellbeing of the borough residents. Board members include representatives from key Council services, Cheshire and Wirral Partnership (CWP) and National Health Service (NHS) organisations, in the area and a number of other private and voluntary sector services.

The strategy looks at how all organisations working across public service provision in borough can work better together, how services are commissioned and the changes that need to take place so that residents are supported with the right care, by the right person at the right time.

The new Strategy sets out a vision; "To reduce health inequalities and improve the health and wellbeing of people in the borough, enabling our residents to live more fulfilling, independent and healthy lives. We will do this by working with communities and residents to improve opportunities for all to have a healthy, safe and fulfilling life".

This includes a priority to ensure that people have healthier lifestyles under the theme of "Living Well". Factors relating to transport within this theme, are supported by the Sutton Way Boulevard scheme, as these assist with this priority by;

- Promoting physical activity for all age groups including increased levels of walking and cycling;
- Addressing the number killed and seriously injured on our roads; and
- Air quality including steps to respond to the problems found in our Air Quality Management Areas.

### **14. Low Emission Strategy (2018 - 2021)**

The Council's Low Emission Strategy was published in 2018. The primary objective of this Low Emission Strategy (LES) is to reduce traffic emissions by promoting and encouraging sustainable transport including the adoption of low emission vehicles and technologies while discouraging the use of high emitting vehicles wherever possible.

The Council LES has been developed with a broad consensus amongst stakeholders to ensure their support and help deliver a strategy that is workable. The LES is based upon three key principles for the reduction of emissions:

- Shift: change mode from cars to public transport, cycling and walking;

- Avoid: reduce vehicle kilometres driven, emissions from stationary vehicles, chimneys and construction; and
- Improve: improve the vehicle technology to reduce emissions and specifically low emission vehicles (LEVs).

The scheme delivers the above objectives with the promotion of; Healthy sustainable travel options such as walking and cycling with enhancing existing infrastructure, during dependency on private car for short trips.

### **15. Air Quality Action Plan (2018)**

The Cheshire West and Chester Council, Air Quality Action Plan (AQAP) has been produced as part of the Council's statutory duties required by the Local Air Quality Management framework. It outlines the actions the Council will take to improve air quality in declared AQMA zones within the borough.

Initial actions will focus on a framework of policies and plans to improve air quality and to support wider action to promote health and wellbeing and tackle social injustice. One of the specific measures is the delivery of the Sutton Way Boulevard shared use path which would encourage more walking and cycling and therefore reduce traffic emissions from cars.

### **15. Ellesmere Port, Vision and Strategic Regeneration Framework (2011)**

This Vision and Framework is owned by the EPDB, supported by CW&C, local businesses and other key stakeholders who were involved in its inception and preparation. The Vision and Framework has had a positive effect on securing long lasting social, economic and environmental regeneration for the Town and its people. The scheme links to the policies overarching objectives, these include;

- **Connecting Places** – by ensuring that our existing facilities and attractions are well connected to each other to ensure that they can be accessed by local residents, workers and visitors.
- **Delivering Quality Housing** - ensuring that the quality of our existing housing stock is improved and that an appropriate choice of quality new housing options are available to meet the needs of our existing residents and to attract new residents.
- **Improved physical environment** particularly at key gateways, corridors including “Sutton Way Boulevard” that forms one of the elements/links of the Town Centre Cross spatial concept.

### **16. Ellesmere Port Master Plan (2019)**

The Council's 15-year strategy for the town centre was adopted in 2019, focussed on improving access, diversifying its cultural and leisure offering, and reducing the proportion of retail. While improving connectivity across the wider area into the heart of the town centre using sustainable travel modes (walking, cycling and public transport) with investment in a new bus interchange.

#### **Planning consent**

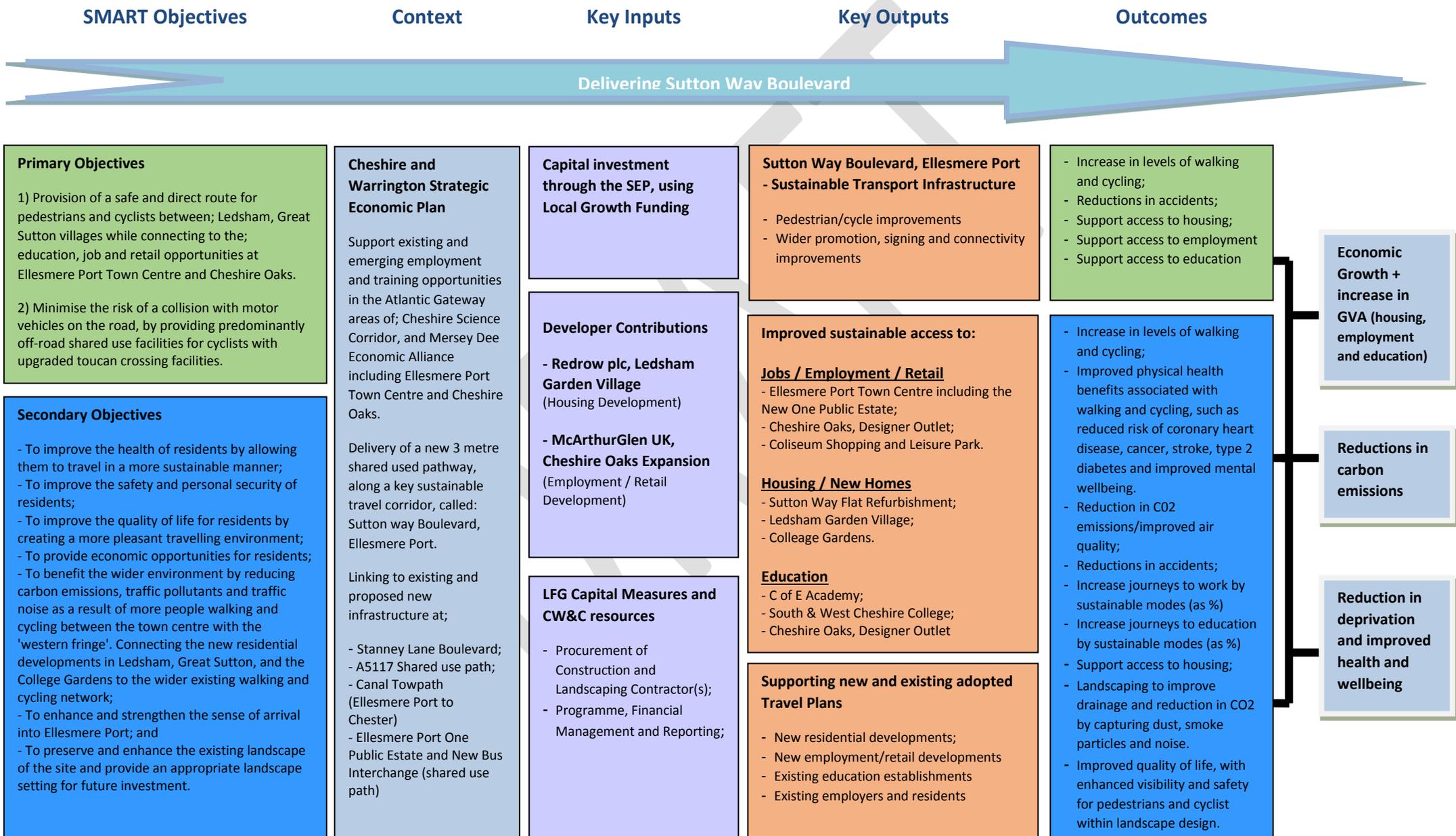
This Scheme does not require planning consent as it is permitted development under Part 9 Class A of the Town and Country Planning Order 2015, General Permitted Development document. This states that permitted development by highway authorities includes:

The Carrying out by a highway authority –

- on land within the boundaries of a road, of any works required for the maintenance or improvement of the road, where such works involve development by virtue of section 55(2)(b)(g) of the act; or
- on land outside but adjoining the boundary of an existing highway of works required for or incidental to the maintenance or improvement of the highway.

# Annex F

## Figure 1: Logic Model for Sutton Way Boulevard, Ellesmere Port



**Table 1: Sutton Way Boulevard, Ellesmere Port: Monitoring Programme**

Indicator	Process	Frequency	Responsibility	Reporting
Cycling Levels	Permanent cycle counters will be installed as part of the construction works.	Data available monthly, collated annually.  Data obtained annually.	Road Safety (SB) to send annual overview to Transport Strategy.	Part of annual monitoring report.
Pedestrians	Annual user surveys/interviews will be carried out to understand user behaviours i.e. Origin and Destination, trip purpose and trip frequency etc.	Data obtained annually.	Road Safety (SB) to send annual overview to Transport Strategy.	Part of annual monitoring report.

A further detailed Monitoring and Evaluation programme will be developed as the scheme moves forward.

## Annex G

### Methodology for calculation construction benefits

	Value	Formula	Source
Construction Cost	£800,000.00	(a)	Project information
% of cost spent on salaries	30.3%	(b)	Annual Business Survey, ONS, 2016 (construction sector) by region
Salary expenditure in [region]	£242,767.91	(c)=(a)*(b)	Calculation
Average mean salary for regional Construction Sector - Cheshire and Warrington City Region	£34,628.00	(d)	"Annual Survey of Hours and Earnings, ONS, 2016 (Full time mean wages in construction sector)"
Direct job years supported	7	(e)=(c)/(d)	Calculation
1 FTE=10 employment years	10	(f)	Best Practice Assumption
Direct jobs supported	0.7	(g)=(e)/(f)	Calculation
Leakage	38.8%	(h)	
Net direct FTEs	0	(i)= (g)-(g*(h))	Calculation
Composite multiplier of 1.29	0.29	(j)	HCA Additionality Guide 2014
Indirect & induced jobs (Composite multiplier of 1.29)	0.1	(k)=(j)*(i)	Calculation
Total jobs (Direct and Indirect)	1	(l)=(k)+(i)	Calculation
Average GVA per worker, all industries in Liverpool City Region total economy	£45,184.60	(m)	
Total GVA supported	£24,998.13	(n)= (l)*(m)	Calculation