



Cheshire and Warrington Local Transport Body Agenda

Date: Friday, 25th June, 2021
Time: 10.30 am
Venue: Virtual

How to Watch the Meeting

For anybody wishing to watch the meeting live please click in the link below:

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

It should be noted that Part 1 items of Cheshire East Council decision-making meetings are audio recorded and the recordings are uploaded to the Council's website.

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

1. Welcome, Introductions and Apologies for Absence

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

2. Declarations of Interest

To provide an opportunity for Members and Officers to declare any disclosable

For requests for further information

Contact: Sarah Baxter

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pecuniary and non-pecuniary interests in any item on the agenda.

3. **Minutes of Previous Virtual Meeting** (Pages 1 - 8)

To approve the minutes of the previous virtual meeting held on 26 March 2021 and to consider any matters arising.

4. **Public Speaking Time/Open Session**

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

5. **Role of the LTB** (Pages 9 - 14)

Discussion item for LTB Members to consider the role of the LTB including:

- a) Future priorities for the LTB; and
- b) Format and purpose of future reports/presentations

6. **Net Zero Transport: the role of spatial planning and place-based solutions**

To receive a briefing from the Chair of the LTB on the Royal Town Planning Institute research on the role of spatial planning and place-based solutions.

7. **Cheshire and Warrington Sustainable and Inclusive Growth Commission - Sustainable Transport Workstream**

To receive an update on the progress and recommendations of the Sustainable and Inclusive Commission's sustainable transport work stream from the joint Chair of the workstream.

8. **Prioritising Business Case Development** (Pages 15 - 30)

To consider a report recommending priorities for the next tranche of studies/business cases to be developed during financial year 2021/22.

9. **Progress on Delivering the Sub-Regional Transport Strategy** (Pages 31 - 38)

- a) To receive an update on progress on delivery and key emerging issues of the sub-regional transport strategy (including the development of the bus strategy) from the LEP
- b) To receive updates from each Local Authority on delivery and key emerging issues of their Local Transport Plans

10. **Department for Transport Update**

To receive an update from the Department of Transport.

11. **Highways England Update**

To receive an update from Highways England.

12. **Rail Updates**

- a) **Network Rail** - To receive an update from Network Rail
- b) **HS2 and Crewe Hub** - To receive an update in respect of HS2 and the Crewe Hub from Cheshire East Council
- c) **Manchester Task Force** – To receive an update on the on-going work of the task force from Cheshire East Council and Warrington Council
- d) **Northern Powerhouse Rail** - To receive an update on the Northern Powerhouse Rail from Warrington Council

13. **Transport for the North Update**

To receive an update on Transport for the North from Warrington Borough Council.

14. **Any Other Appropriate Business**

15. **Date of Next Virtual Meeting**

To confirm the date of the next virtual meeting as Friday 10 September 2021.

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

Friday, 26th March, 2021

PRESENT

Members

Councillor C Browne (Chairman)
Councillors K Shore and H Mundry

Officers

Sarah Baxter, Cheshire East Council
Chris Hindle, Cheshire East Council
John Hope, Highways England
Stephen Hunter, Warrington Borough Council
Kristy Littler, Cheshire West & Chester Council
Josie Lloyd, Cheshire East Council
Roy Newton, C&WLEP
Andrew Ross, Cheshire East Council
Jamal Saddique, Department for Transport
Sam Wheelan, Network Rail

42 APPOINTMENT OF CHAIRMAN AND VICE CHAIRMAN

RESOLVED

That Councillor C Browne be appointed as Chairman and Councillor K Shore was be appointed as Vice Chairman for the meeting.

43 WELCOME, INTRODUCTIONS AND APOLOGIES FOR ABSENCE

There were no apologies for absence.

44 DECLARATIONS OF INTEREST

There were no declarations of interest.

45 MINUTES OF THE PREVIOUS MEETING

RESOLVED

That the minutes of the meeting held on 10 January 2020 be approved as a correct record.

46 PUBLIC SPEAKING TIME/OPEN SESSION

There were no public speakers.

47 DEPARTMENT FOR TRANSPORT UPDATE

Jamal Saddique from the Department for Transport attended the virtual meeting and gave an update in respect of the following matters:-

- **Budget** – this had recently been set with focus on four main themes: Covid-19 measures, measures to protect jobs, public finances and investment based recovery;
- **Levelling Up Fund** – this was aimed at schemes delivered within two to three years. A number of questions had already been received which required further discussion with government partners but were being responded to. Further DfT guidance would be published in due course;
- **Bus strategy** – this would have a significant impact on partners and whilst it was being backed by funding, the DfT would be asking for a commitment from local authorities by 30 June to indicate whether they would be pursuing an enhanced partnership or a franchising arrangement. It was anticipated that by 31 October local authorities would have published a bus service improvement plan;
- **Covid-19** - work was being undertaken to look at the impact of the pandemic and review social distancing measures. News was expected in April on recovery planning and what support could be put in place if social distancing was not lifted as expected. There had been reports of overcrowding on buses in some urban areas which could become an issue as restrictions were eased although this was being monitored;
- **Northern Transport Acceleration Council (NTAC) meeting** – a meeting of the NTAC had recently taken place and a further one was scheduled for June but it was noted that there may be a series of topical sessions aimed at officer level which would be set up in the interim.

A question was asked as to when the Levelling Up Fund would become available and what the timescales were. The Board was advised that, while not much detail could be provided on this now, guidance would be coming soon to address these queries. Further to this, a question was raised querying whether the funding would be subject to a bidding process. The Board was informed that the forthcoming guidance would address this, but that the current understanding was that this would not be subject to a bidding process.

RESOLVED

1. That the update be noted.
2. That guidance on the Levelling Up Fund be shared when available.

48 HIGHWAYS ENGLAND UPDATE

John Hope, representing Highways England, attended the virtual meeting and gave a verbal update which included information on the following:-

- **Current traffic levels on the strategic road network** - had reduced by 25% compared to the same month in 2020 although there had been a 3% increase in the past week which showed a general upward trend;
- **M6 Junction 19 scheme** – was preparing to open up to traffic in August 2021 with two more weekend closures planned in April;
- **Route strategy process** – major scheme improvements were being developed for the next road improvement period which would be 2025 – 2030. Problem areas were being identified in each county and an external engagement phase would begin soon;
- **Smart motorway stocktake and action plan** – had gained considerable media coverage. Recommendations had been made for improving safety on smart motorways and a motorway development group had been established to accelerate the delivery of key actions from the stocktake, such as reducing the distance between emergency stopping areas and speeding up the rollout of stopped vehicle detection technology;
- **Highways England's net zero carbon plan** – strategy was expected to be launched in May 2021;
- **M62 Junction 10-12 scheme** – was now complete;
- **M56 Junction 6-8** - work was progressing well and expected to open for traffic in May 2022;
- **M6 Junction 19 scheme** – was expected to open for traffic in August 2021. It was noted that this was opening earlier than planned which was positive. Two more weekend closures were expected in April

RESOLVED

That the update be noted.

49 NETWORK RAIL UPDATE

Sam Wheelan, representing Network Rail, delivered a verbal update to the Board on behalf of Network Rail, including information on the following areas:-

- **Covid-19** – had impacted rail travel with passenger numbers significantly reduced since February 2020. There had not yet been a recovery although there were plans in place;

- **Manchester recovery task force** – was developing a more robust timetable for travel through Manchester with the intention to implement in 2022. A consultation on this had recently closed and the task force was considering the responses. It was noted that the time taken to develop a timetable was approximately one year so a decision on which option to take would need to be made quickly;
- **‘Restoring Your Railway’ project** – looked at lines which were previously closed. Beeston Castle and Tarporley had been successful and would be progressing. It was noted that the LEP had agreed to provide a financial contribution to this re-opening work;
- **Chester Station** – work was being undertaken to understand the future forecast demand and what needed to be done to accommodate it, including capacity analysis and timetabling solutions. A number of concept options would be developed and potential funding opportunities were being looked into.

Questions were asked as to when service reductions may improve and what funding opportunities may be available. It was agreed that Sam Wheelan would take these questions away and provide an update.

RESOLVED

1. That the update be noted.
2. That responses be provided to the questions raised.

50 HS2 AND CREWE HUB UPDATE

Chris Hindle, representing Cheshire East Council attended the meeting to provide a verbal update on HS2 and the Crewe Hub.

The Board was advised that HS2 phase 2A had gained royal assent on 11 February and a subsequent planning application was expected in April. A consultation on the impact on road traffic as a result of the works on phase 2A and other implications, such as on the natural environment, had been undertaken and closed on 26 February.

Network Rail had been commissioned for design work on Crewe Hub station and a planning application was expected in early 2022. A response from the government on the business case for the hub was awaited. Network Rail and the HS2 design team were anticipating a major investment decision from the government to support the work in October.

RESOLVED

That the update be noted.

51 NORTHERN POWERHOUSE RAIL UPDATE

The Board received a report on the Northern Powerhouse Rail (NPR). Stephen Hunter, representing Warrington Borough Council advised the Board that considerable progress had been made on the business case. The strategic outline case was due to be submitted by the end of March 2021 but a decision was taken to delay the publication to reflect the integrated rail plan expected in the spring.

The strategic outline case would present a confirmed option for the NPR network across the north of England.

RESOLVED

That the report be noted.

52 TRANSPORT FOR THE NORTH UPDATE

The Board received an update report on Transport for the North (TFN). TFN had been informed of its funding settlement for 2021-22 which was a substantial reduction in the core funding although most of the reduction had been able to be mitigated. The budget had now been set for this period.

Future funding had been withdrawn for integrated and smart travel and this programme would be wound up by the end of March 2021.

There was a board meeting scheduled to take place later in the week where the main items discussed would be the confirmation of the business plan for next year, budget setting, confirmation of the corporate risk register and a governance report.

It was also noted that TFN was currently in the process of recruiting a new Chief Executive Officer.

RESOLVED

That the report be noted.

53 BUS STRATEGY UPDATE

It was noted that the LEP had provided funding to develop a sub-regional bus strategy with the aim to work out what the issues were across the sub-region and what measures local authorities could look at to support bus services. This work would look at the situation prior to Covid-19 and also the impact of the pandemic in considering how to get people back on buses. A national strategy had also been published and, following this, a meeting had taken place with consultants to look at what implications the national strategy would have on sub-regional work. The consultants would be providing suggestions in the next couple of weeks and it was agreed that Roy would circulate this for comments when available.

RESOLVED

1. That the update be noted.
2. That the consultants' suggestions be circulated for comments when available.

54 LOCAL AUTHORITY UPDATES

Updates were provided for each local authority. Highlights included:

Cheshire West and Chester

- **Bus Strategy** – draft recommendations, aligning with the national and regional bus strategies, had been sent to the scrutiny panel;
- **Local Growth Fund Schemes** – work was currently ongoing on a number of schemes, including: A51 Tarvin to Chester Improvement Scheme, A5117 Pedestrian and Cycling Improvements, Chester to Ellesmere Port Canal Towpath Pedestrian and Cycling Improvements;
- **Chester E-Scooter Trial** – had been operational since 21 December 2020 and was being introduced in a phased approach.

Warrington

- **Centre Park Link** – was now open to traffic;
- **Omega area** – good progress was being made and was due to be completed this summer;
- **Access Fund allocation** - currently in the process of delivering schemes through this, including a sustainable travel package and a bus depot with provision for electric buses.

Cheshire East

- **Congleton Link Road** – due to open 19 April. Opening was expected to be low key due to Covid-19 restrictions and the Purdah period, although there would be an official opening later in the year;
- **Poynton Relief Road** – work was underway and due to open in summer 2022;
- **NW Crewe Package** – work was commencing and construction was due to start in 2022;
- **Middlewich Eastern Bypass** – construction was due to start in summer 2022;
- **A500 Dualling** - site works were scheduled to start in summer 2022 subject to CPO progress.

RESOLVED

That the updates be noted.

55 ANY OTHER BUSINESS

Roy Newton informed the Board that LEP funding would be available to support business case development and it was noted that he would provide the Board with suggestions for bidding into the fund.

56 DATE OF NEXT MEETING

RESOLVED

That the date of the next meeting take place on Friday 25 June 2021.

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**Cheshire and Warrington
Local Enterprise Partnership**

LTB

25 June 2021

Item 5 Role of the LTB

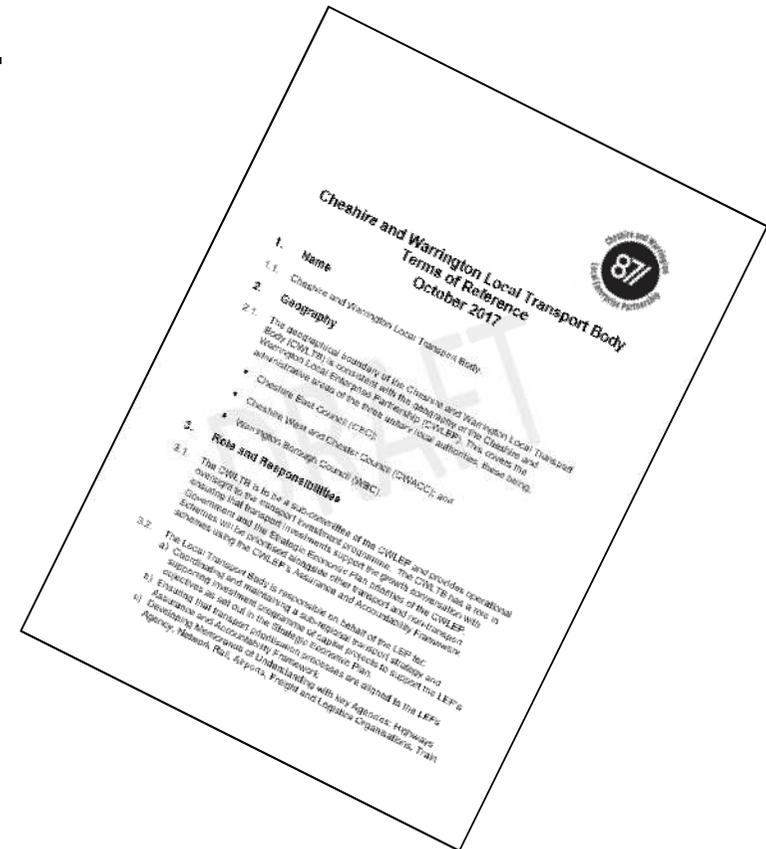


Sub committee of the LEP

Coordinate and maintain a sub-regional transport strategy and supporting investment programme.

Engaging and Influencing delivery organisations

Advising on strategic transport policy, strategies and plans





Current Workload

Steer consultancy appointed to help develop a bus strategy – refocussed to help local authority thinking for Enhanced Partnerships and Bus Service Improvement Plans

Prioritising studies/schemes for business case development

Maintaining an investment programme that supports sub-regional priorities



Refreshing the Transport Strategy

Transport Strategy published in 2017 hence getting dated

Travel patterns not yet settled down due to Covid
LEP and local authority capacity currently limited

However, in the short-term, the bus strategy work and the work of the Sustainable and Inclusive Growth Commission will help to shape some of the thinking in advance of refreshing the Strategy.



Future Priorities

How does LTB want future meetings to be run?

Types of updates?

Items for substantive discussion?

Format of reports/items?

Does LTB want to strengthen the sub-regional voice to DfT and TfN?

What priorities does LTB want to focus on going forward?

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Local Transport Body Meeting

Date of Meeting: Friday 25 June 2021
Report of: Roy Newton
Subject/Title: Item 8 - Prioritising Business Case Development

1. Report Summary

- 1.1. At its meeting on 20 March 2019 the LEP Board agreed to allocate £400,000 per year for three years towards studies/business case development to allow the sub region to respond quickly to invitations from government departments to bid for funding. The call for projects for the 2021/22 financial year has been significantly widened beyond the more traditional transport submissions, particularly in response to Government widening the requirements of some of their funding streams to cover community-based projects and involve local MPs.
- 1.2. At its meeting on 25 February 2021 the LEP's Strategy Programme Board approved funding for the three schemes out of the 2021/22 which require local contributions to match Government funding:
 - a. £20,000 contribution to the Middlewich Railway Line Reopening Strategic Outline Business Case Development (total estimated cost £110,000 – local authority contributions of £20,000 each from CWaC and CEC plus DfT funding of £50k bid for from the Restoring Your Railways Fund);
 - b. £5,556 contribution to Beeston Station Feasibility Study (total estimated cost £66,667 - DfT funding of £50k already secured subject to local contributions); and
 - c. £50,000 contribution to Bank Quay Gateway Housing Pathfinder - Initial Due Diligence, Scoping and Feasibility Work (total estimated cost £170,000 – Homes England funding of £70,000 already secured together with £50,000 from Warrington Council).
- 1.3. At its meeting on 14 May 2021 the LEP's Strategy Programme Board approved a £25,000 contribution to developing the business case for setting up a C&W Institute of Technology. Descriptions of the schemes which have been allocated funding are set out in Appendix A.
- 1.4. This leaves approximately £300,000 still to be allocated, which the Strategy Programme Board is looking to do at its next meeting on 29 June 2021. The total cost of the contributions sought by the transport scheme bids received total £494,000 and therefore exceed the £300,000 available. This report sets out the process undertaken for assessing and prioritising the transport bids and sets out proposed projects for the LTB to recommend to the LEP's Strategy Programme Board. The transport projects have been prioritised to the £300,000

budget available, but it should be noted that the transport schemes will be competing against non-transport schemes for the funding, and hence not all schemes may end up receiving LEP contributions. Descriptions of the transport bids are set out in Appendix B.

2. Recommendations

2.1. The LTB is asked to endorse the following recommendations to the LEP's Strategy Programme Board:

1) Consider the following transport schemes as priorities for funding from the 2021/21 budget:

- a) £25,000 contribution towards the Warrington Local Cycling and Walking Infrastructure Plan
- b) £50,000 contribution towards the Warrington Last Mile – Town Centre Masterplan
- c) £50,000 contribution towards the Crewe Transport Delivery Plan - Feasibility Assessment
- d) £30,000 contribution towards the Mid Cheshire Line Study
- e) £70,000 contribution towards the Hooton – Helsby Grip 3 rail study
- f) £16,666 contribution towards the A51/A500 Corridor Study
- g) £10,000 contribution towards the Bollin Valley Way – Feasibility Study
- h) £50,000 contribution towards the M6 Junction 20 Study

2) The following schemes be considered alongside any non-transport proposals as priorities for any additional funding that may become available this financial year or next financial year:

- a) £167,000 contribution towards the Middlewich Southern Link Outline Business Case
- b) £25,000 contribution towards the A50 Corridor Study

3. Background

- 3.1. At its meeting on 20 March the LEP Board agreed to allocate £400,000 per year for three years towards studies/business case development to allow the sub region to respond quickly to invitations from government departments to bid for funding. The funding is intended to undertake studies or develop business cases which develop interventions that support the Local Industrial Strategy and drive improvements in economic productivity.

Government Funding Available

- 3.2. Due to the uncertainties around covid the Government decided to only announce a 1-year CSR covering the 2021/22 financial year. The government wants to use infrastructure to unite and level up the UK, deliver a stronger Union, thriving regions, cities living up to their full potential and revitalised towns and communities. To deliver this, the government has set up the following funding streams which are relevant to C&W:
- a. £5 billion to support UK-wide gigabit broadband roll-out, a Shared Rural Network extending 4G mobile coverage to 95% of the UK, and £250 million to ensure resilient and secure digital networks;
 - b. £5 billion over this parliament for buses and cycling; and
 - c. A new £4 billion cross-departmental Levelling Up Fund that will invest in local infrastructure in England (which will attract funding for Scotland, Wales and Northern Ireland in the usual way). Creating regional powerhouses, making cities the engines of growth and revitalising towns
 - d. Backing new green growth clusters in traditional industrial areas, with carbon capture and storage, offshore wind, port infrastructure and low carbon hydrogen;
 - e. Bringing jobs, investment and prosperity to some of the most deprived communities across the UK through the freeports programme;
 - f. Revitalising over 100 town centres and high streets through the Towns Fund; and
 - g. Restoring many of the rail services lost through the Beeching cuts of the 1960s.

Determining Priorities

- 3.3. To secure the maximum outcomes for the financial contribution the LEP Strategy Programme Board agreed that projects should contribute to and be assessed against the following criteria:
- a. Strategic fit of the proposal against sub-regional strategies and priorities;
 - b. The degree to which the study/business case has routes which have a good chance of securing government/3rd party funding for delivery;
 - c. The amount of funding towards the study/business case development by scheme promoters; and
 - d. The degree to which the study/business case is likely to deliver a scheme which offers good value for money
- 3.4. In terms of strategic fit the LEP Strategy Committee agreed that proposals will be considered in terms of their contribution to the following:
- a. spatial priorities (Science Corridor, MDA, Constellation, Warrington New City)

- b. thematic priorities (transport, skills/education, energy, quality of place, digital, housing, science/innovation)
- c. emerging Local Industrial Strategy priorities:
 - i. raising productivity and focusing on competitive advantage (build the super strengths, address sector underperformance, develop supply chain innovation and foster cross-sector collaboration)
 - ii. building resilience in the economy (create a more dynamic business base, use digital to innovate, diversify investment in research and development, expand international links)
 - iii. increasing earnings power of every resident (improve progression in work, develop an education system which meets labour demand, encourage entry level positions, including apprenticeships) o leading the clean growth grand challenge
 - iv. enabled by strategic investments in infrastructure and place

3.5. In addition, the Strategy Programme Board agreed that the assessment of projects should also consider whether they reflect Government priorities, their potential to attract funding for delivery, and their contribution to the draft recovery plan.

Projects Already Allocated Funding for 2021/22

- 3.6. The Strategy Programme Board, at its meeting on 12 February 2021, agreed funding contributions for three schemes which require local contributions to match Government funding:
- a. £20,000 contribution to the Middlewich Railway Line Reopening Strategic Outline Business Case Development (total estimated cost £110,000 – local authority contributions of £20,000 each from CWaC and CEC plus DfT funding of £50k bid for from the Restoring Your Railways Fund);
 - b. £5,556 contribution to Beeston Station Feasibility Study (total estimated cost £66,667 - DfT funding of £50k already secured subject to local contributions); and
 - c. £50,000 contribution to Bank Quay Gateway Housing Pathfinder - Initial Due Diligence, Scoping and Feasibility Work (total estimated cost £170,000 – Homes England funding of £70,000 already secured together with £50,000 from Warrington Council).
- 3.7. At it's meeting on 14 May 2021 the Strategy Programme Board agreed to provide a £25,000 contribution to developing the business case for setting up a C&W Institute of Technology.
- 3.8. These projects were approved because there were time-sensitive funding opportunities open to them. Descriptions of the projects is set out in Appendix A

4. Prioritising Transport Bids

- 4.1. There remains approximately £300,000 of funding still to be allocated, which the Strategy Programme Board is looking to do at its next meeting on 29 June 2021. Ten bids have been received for contributions to transport scheme

development. The cost of the contributions sought by the transport scheme bids total £494,000 and therefore exceed the £300,000 available.

- 4.2. To assist with the process of prioritisation LEP officers developed a simple framework appraisal process. Bids have been assessed in terms of five criteria:
- Strategic fit – the extent to which bids fit with the LEP’s strategic priorities
 - Impact – the likely level of outputs/impact that the project will deliver
 - Timescale for delivery – the anticipated timescales for the project to be delivered
 - Match funding/leverage – the level and proportion of match funding provided by the applicant
 - Identified funding opportunity – whether there is an identified funding opportunity available for the project to bid into
- 4.3. A simple High (3 points), Medium (2 points), Low (1 point) scoring has been applied to the bids against the criteria above. Ranking was then undertaken on the basis of highest scores first. Where schemes score the same, ranking has been based on lowest to highest in terms of level of contribution sought so as to support more schemes.

	Project Strategic Fit	Impact	Timescale for Delivery	Match Funding / Leverage	Identified Funding Opportunity	Score	LEP Contribution Sought	Match Funding	Cumulative Total Ask
Warrington Local Cycling and Walking Infrastructure Plan	H	H	H	M	M	13	£25,000	£25,000	£25,000
Warrington Last Mile – Town Centre Masterplan	H	H	H	M	M	13	£50,000	£50,000	£75,000
Crewe Transport Delivery Plan - Feasibility Assessment	H	H	M	H	M	13	£50,000	£150,000	£125,000
Mid Cheshire Line Study	H	H	L	H	M	12	£30,000	£90,000	£155,000
Hooton – Helsby Grip 3 rail study	H	H	L	H	M	12	£70,000	£230,000	£225,000
Bollin Valley Way – Feasibility Study	M	M	H	M	M	11	£10,000	£10,000	£235,000
A51/a500 Corridor Study	H	M	L	H	M	11	£16,666	£33,332	£251,666
M6 Junction 20	H	H	L	M	M	11	£50,000	£50,000	£301,666
Middlewich Southern Link OBC	H	M	L	H	M	11	£167,000	£333,000	£468,666
A50 Corridor Study	M	M	L	M	M	9	£25,000	£25,000	£493,666

- 4.4. On the basis of the above scoring the projects can be prioritised within the approximately £300,000 available as follows:
- Warrington Local Cycling and Walking Infrastructure Plan
 - Warrington Last Mile – Town Centre Masterplan
 - Crewe Transport Delivery Plan - Feasibility Assessment
 - Mid Cheshire Line Study

- e) Hooton – Helsby Grip 3 rail study
 - f) A51/A500 Corridor Study
 - g) Bollin Valley Way – Feasibility Study
 - h) M6 Junction 20 Study
- 4.5. It is proposed that the two remaining schemes (Middlewich Southern Link Outline Business Case and A50 Corridor Study) be recommended to Strategy Programme Board to be considered alongside any non-transport proposals as priorities for any additional funding that may become available this financial year or next financial year.
- 4.6. It should be noted that the transport schemes will be competing against non-transport schemes for the funding, and hence not all schemes may end up receiving LEP contributions.
- 4.7. Descriptions of the schemes are set out in Appendix B.

Appendix A – Schemes Already Approved for Funding Contributions for 2021/22

Middlewich Railway Line Reopening Strategic Outline Business Case Development

- 1.1. The proposal is to further assess the options for the re-opening of the Middlewich railway line to passenger services and assess the potential for new stations at Middlewich and Gadbrook Park, alongside improving passenger services along the Mid Cheshire railway line. Initial work, jointly funded by the LEP, Cheshire East Council and Cheshire West and Chester Council concluded that the reopening of the railway line has a strong strategic case but the indicative service pattern that was considered required significant government subsidy and didn't offer good value for money. This proposal is to undertake additional work to identify options that offer better value for money/require lower subsidies. Discussions are on-going with DfT about funding contributions the Department for Transport's Restoring Your Railway Ideas Fund.
- 1.2. The work would cover the following components:
 - a. Strategic Case – improvement of evidence base for housing, employment and deprivation
 - b. Scheme Development – more in-depth assessment of infrastructure requirements, including a GRIP2 Report and formal Network Rail endorsement of infrastructure proposals. This will include consideration of Digital Railway.
 - c. Scheme Development – further development of operating strategy, including routes, pathing, timetables & diagrams and wider impacts
 - d. Economic Case – Demand Forecasting, including a transformational exogenous growth scenario and use of NoRMS to derive a patronage
 - e. Economic Case – Development of Uncertainty Log and Sensitivity Testing
 - f. Economic / Financial Case – refinement of CapEx and OpEx costs using updated information sourced above
 - g. Economic Case – Appraisal and write-up
 - h. Management Case – Stakeholder Engagement – a further round of engagement with Network Rail and TOCs will be undertaken.
 - i. Management Case – Delivery Programme will be developed
 - j. SOBC drafting and resubmission (including Commercial and Management Cases)
- 1.3. Total project cost is estimated at £110,000 with a DfT contribution of £50,000 and contributions of £20,000 each from Cheshire East Council, Cheshire West and Chester Council and Cheshire and Warrington LEP.

Beeston Station Feasibility Study

- 1.4. This project comprises the preparation of a business case and outline station design to support the reopening of Beeston Castle and Tarporley Station. The application was in support of part of the local contribution required release the £50,000 already committed by the Department of Transport.

- 1.5. The proposed station's site lies about 2.4 kilometres south of the fast-growing township of Tarporley on the Crewe to Chester section of the North Wales Mainline which is reputedly the longest stretch of mainline railway in England without a station.
- 1.6. Reopening the station, which was closed in 1966 as part of the Beeching cuts has been a long-held ambition of the local community in mid Cheshire, with many petitions and campaigns over the years. We believe that the rapidly increasing population of the township of Tarporley and of the surrounding villages, up over 8.73% in the seven years between the 2011 census and 2018 alone, and consequent increasing congestion on the A51 trunk road which connects Crewe to Chester, means that it is not only feasible to reopen the station, but essential if the area is to continue to develop both in residential provision and commercially.
- 1.7. In particular, it should be noted that reopening the station would not only connect a community chronically underserved by public transport to the railway network and provide an alternative to private modes of transport on a congested route, but also that there has been strong and sustained support for this project over many years, with no local groups voicing any form of opposition.
- 1.8. In addition to the transport benefits, wider socio-economic gains will be delivered. The station will support economic and job growth by connecting the area to the employment centres of Manchester, Chester, Liverpool, and Stoke. It will provide the infrastructure required to support the continuing and significant increase in housing development in the area, boost local economic growth by providing quality public transport access for those wishing to visit mid-Cheshire's tourist attractions, and deliver a lower-carbon environmentally sustainable transport alternative for the people of Mid-Cheshire.
- 1.9. Finally, the project is credible and deliverable, with no detrimental impacts on the existing railway, either during construction or operation.
- 1.10. Principal funding of £50,000 towards the cost of the development of the business case and outline design has been secured from The Department for Transport. This funding is dependent on a 'local' contribution of £16,667 of which the promoters seeking £5,556 each from Cheshire East Council, Cheshire West and Chester Council and Cheshire and Warrington LEP.

Bank Quay Gateway Housing Pathfinder - Initial Due Diligence, Scoping and Feasibility Work

- 1.11. The proposal is to undertake Technical Due Diligence and Master Planning work on the Bank Quay Gateway Area, This will include:-
 - a. Desk Top study for contamination and GI
 - b. Highway and transport requirements need to be understood
 - c. Initial appraisal
 - d. EIA Screening – site is over 5 hectares
 - e. Network Rail requirements and restrictions
- 1.12. The majority of this will be paid for by Homes England Funding, which has been confirmed. with a contribution from WBC and C&WLEP. There is a requirement by HE to have spent this grant by the end of their financial year (31st March).

- 1.13. Following this work a joint instruction will be issued by Warrington Borough Council and C&WLEP for the Feasibility and Marketing Report, this will be either procured through the HE Framework or via the Councils Chest, both of which will involve a level of competition in line with procurement regulations.
- 1.14. The project comprises a cluster of prominent urban sites adjacent to the River Mersey, Bank Quay rail station and a key gateway to the Town Centre – making up a single large Town Centre development area. The site is high density, predominantly residential with ancillary ground floor uses, overlooking the river front, a small park and waterfront promenades. As part of the proposed HS2 and NPR schemes Bank Quay rail station, with its direct links to London, Scotland and the rest of the UK this scheme will form a part of the Warrington national rail hub vision and will be significant in raising the profile and image of Warrington Town Centre as a place to live, do business, visit and enjoy.
- 1.15. The scheme enables the pedestrian linkage of the Town Centre with Centre Park business area to the South – thereby enables wider pedestrian connectivity.
- 1.16. The area is currently occupied by vacant sites, underused sites and down grade uses. Part is occupied by Network Warrington's Bus Depot – which has been agreed will be relocated. The Council owns the donor site for the relocated bus depot. The new bus depot will enable the proposed transformation of Network Warrington's buses to a fully electric fleet – giving this proposal much wider sustainability / decarbonisation benefits.
- 1.17. Total project cost is estimated at £170,000 with a Homes England contribution of £70,000 and contributions of £50,000 from Warrington Council and £50,000 from Cheshire and Warrington LEP.

Institute of Technology

- 1.18. This request for funding was to enable preparation of the business case for stage 2 of the application to the Department for Education to create a Cheshire and Warrington Institute of Technology (IoT). The IoT is a key component of the Skills Strategy and would increase level 4/5 skills in digital and other priority areas, creating pathways from lower-level qualifications and enabling progression to degree level and beyond, involving employers from design to delivery as well as governance, and embedding Higher Education research into employer planning and future scoping. The development of the business case will help to unlock up to £20m of government funding for site remodelling and equipment. It is anticipated that the business case would be completed around June for submission to Government.
- 1.19. There are 13 bids going into the final stage for the £120 million of funding announced by education secretary Gavin Williamson at the Conservative Party conference two years ago. A total of 15 bids were received in stage 1 of the process. Of those, 13 applicants have been invited to progress to stage 2 which will “test the viability, feasibility and deliverability of proposals in more detail”. They will be whittled down to eight winners later this year.
- 1.20. The cost of preparing the stage 2 business case is estimated at £50,000 and a contribution of £25,000 was agreed from the LEP's business case fund. The proposal was endorsed by the Employers' Skills Board.

Appendix B – Transport Bid Descriptions

Cheshire East Schemes

a) Crewe Transport Delivery Plan - Feasibility Assessment

Connectivity within Crewe is poor, affected by a series of constraints/pinch points created by the legacy road network including the number of railway bridges. This contributes to traffic congestion and severance, affecting the town's economic performance and the health and well-being of our communities. Movement between key attractors to the town (in particular Grand Junction and the Station) and into the town centre is also deterring linked trips.

The initial future High St Fund bid included a new pedestrian crossing at Earle St, however following assessment and reduced contributions of funding from the Government this new crossing has been removed.

The purpose of this project is to work with Network Rail, Crewe Town Board and Cheshire East Council to identify a strategic network plan that will support regeneration and growth in the town, including any new viable rail crossings, and build robust business cases that have strong BCRs and are in line with the Treasury Green Book assessments.

b) Bollin Valley Way – Feasibility Study

The Bollin Valley Way (BVW) will provide a high quality route for active travel, linking key economic assets between Macclesfield and Warrington. The proposal aims to capitalise on the natural features and topography of the Bollin Valley to create a traffic-free East-West strategic route for walking and cycling that is consistent with the standards of the National Cycle Network. Whilst the overall route is 32miles, there is clear scope, in cooperation with landowners and stakeholders, to develop a phased delivery programme.

This study will achieve the following outcomes:

- Provide a coherent strategic overview of the opportunity, linked to economic growth, employment and visitor economy priorities.
- Prepare a design Feasibility Study for the route, identifying design constraints, route standards, connectivity, user requirements.
- Assess likely levels of demand and route utilisation
- Preliminary cost estimates to prepare a programme budget.
- Assess the opportunities and constraints affecting early delivery of the programme, leading to a robust initial programme for delivery
- Identify and engage with all key stakeholder to identify their perspectives on the proposal, to complete stakeholder mapping and prepare an Engagement Plan
- Prepare a high level funding strategy for the programme
- Outline Business Case for the project

c) A50 Corridor Study

A study of the A50 corridor between Arclid in the south to Mere in the north that addresses Holmes Chapel and also Knutsford strategic traffic issues. The study would be significant piece of work involving surveys and the development of a strategic transport model to assess the different highways options, from minor and major upgrades to existing infrastructure up to bypass options.

Cheshire West and Chester Schemes

a) Hooton – Helsby Grip 3 rail study

This study builds upon the Strategic Outline Business Case (SOBC) for transport enhancements in the Hooton-Ellesmere Port-Helsby corridor.

Network Rail are in the process of introducing a new project lifecycle framework called PACE “Project Acceleration in a Controlled Environment” which will ultimately replace GRIP.

The SOBC strongly demonstrates that the rail scheme is required to ensure current problems on the transport network do not jeopardise the future economic growth and prosperity of the area, by:

- Significantly enhancing connectivity between Ellesmere Port and Helsby, Frodsham, Runcorn / Warrington / Manchester and Liverpool South Parkway;
- Providing the opportunity to improve accessibility to local communities, industry and jobs, the tourism sector and new developments in the corridor, by facilitating an alternative, more sustainable, travel choice to car; and
- Supporting sustained transformational and inclusive economic growth within the corridor, across the region, north of England and more broadly the wider UK economy.

The Rail Network Enhancements Pipeline (RNEP) constitutes a series of project stages controlled by a series of stage-gates. Scheme business cases are the key inputs to informing these stage-gates. The SOBC informs the ‘Decision to Develop’ stage, demonstrating a clear case for intervention. A rail-based service enhancement provides the opportunity to significantly improve connectivity within the local area corridor, as well as between the area corridor and key neighbouring regional centres such as Merseyside and Greater Manchester.

The SOBC demonstrates that a BCR of over 1.5 is achievable for those options involving the extension of Merseyrail Electrics services to Helsby, thus demonstrating ‘medium value for money’. In terms of affordability, shuttle options can be delivered for less than £5m, whilst the Merseyrail Electrics options require a little more investment up-front (circa £20m). However, it is worth noting that the analysis is suggesting that the Merseyrail Electrics options would then require very little (if any) additional subsidy to operate.

The key function of the SOBC is to inform the RNEP ‘Decision to Develop’, placing the scheme on the government’s RNEP process and seeking authority and funding to proceed to the ‘Develop’ stage. In considering the ‘next steps’ – the ‘Develop’ stage within RNEP – there will be a requirement to consider the following core activities, which have been discussed in more detail across the Commercial and Management Cases:

- Further development of the option specifications, including timetable development, and working closely with the relevant TOCs such as Northern and Merseyrail Electrics;
- Engineering design through to GRIP 3 equivalent and production of the Option Selection Report;
- Demand forecasting modelling and scheme appraisal.
- Stakeholder and initial public consultation to inform the option selection process;
- Option selection process – identification of a preferred option; and

- Production of the Outline Business Case (OBC).

It is anticipated that the Decision to Develop process may re-define how the options are specified for taking forward into the Develop stage.

Warrington Schemes

a) Warrington Local Cycling and Walking Infrastructure Plan

Warrington's Local Transport Plan (LTP4) includes an ambitious target to more than treble cycling and walking over the next 20 years with a modal shift away from the car. The main delivery vehicle to enable this is the Warrington Local Cycling and Walking infrastructure Plan (LCWIP) which has identified several key corridors for improvement. A significant piece of work, funded by the LEP and WBC has developed three of the key corridors concepts into deliverable transformational schemes. This bid is for the next phase of this work.

A key theme of the LTP is to create an attractive, high standard, user-friendly environment for walking and cycling trips. To take this forward, the Council has developed a Local Cycling and Walking Infrastructure Plan (LCWIP) in line with government guidance. This sets out an aspirational core network of walking and cycling routes made up of:

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

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

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

The study, currently nearing completion, examined three of these Primary Route corridors and developed them to a pre delivery stage. Deliverables included a SOBC for each corridor and preliminary design drawings.

Phase 2 of the LCWIP corridor work will be in two parts:

- a. Detailed design work of some of the key junctions and links identified within the Phase 1 work and which have been identified as critical in improving cycle network connectivity; and
- b. A corridor study of an additional LCWIP primary route (the A57 Manchester Road corridor) which would provide a business case and preliminary drawings.

b) Warrington Last Mile – Town Centre Masterplan

A Transport Masterplan has been developed for the Warrington Last Mile Project, jointly funded by the LEP and WBC. This has the aim of providing high quality and fit for purpose transport infrastructure to make walking, cycling and public transport the obvious way to get to, from and through Warrington town centre. This bid is for the next phase of this work.

Improving the ‘last mile’ of journeys into the town centre for pedestrians, cyclists and bus users has been identified as a priority in order to provide a high quality and fit for purpose transport infrastructure that will make walking, cycling and public transport the obvious way to get to, from, and through

Warrington town centre.

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

- Identifying the traffic displacement opportunity provided by the Warrington Western Link scheme which has been awarded Programme Entry as part of the governments Large Local Major scheme programme.
- Identifying the need - policy and audits of existing access into/out of the town centre.
- Identifying air quality, noise and other environmental issues
- Identifying constraints and transport conditions
- Considering the need and opportunity to improve access to the two main rail stations in the town centre
- A town Centre cordon model to understand impact of traffic redistribution and test the impact of options on network performance
- Providing a passive provision for a future Warrington mass transit network

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

Now, in Phase 2 of the First and Last Mile project, we will be undertaking the more detailed study work that is required to take the proposals forward. This will deliver a business case for specific schemes identified in the Phase 1 Masterplan, and the development of an Outline Business Case for one or more specific scheme(s). Candidate schemes include A49/Church Street junction where the proposals are to improve access for walking, cycling and public transport.

c) M6 Junction 20 Study

Within the timescales of Warrington’s emerging Local Plan, a new urban extension is expected to be delivered in south east Warrington through the release of Green Belt land. This urban extension will connect to the strategic road network at junction 20 of the M6. This junction is in need of improvement to mitigate current congestion and support future development. The development will also include an employment site comprising large scale distribution, logistics, industrial uses and offices, benefiting from its accessibility to the motorway network.

The study will identify preferred improvement options for this junction on

the Strategic Road Network. Infrastructure improvements are required to improve existing congestion and facilitate multi-modal access to the urban extension.

The proposed study will allow further design and development work be carried out as part of the process of developing of a full business case for improvements at the M6 Junction 20.

Ongoing discussion with Highways England have confirmed that there are existing pressures on M6 Junction 20. A comparison of the AM and PM journey times with the inter peak was undertaken for selected routes through the junction. The results show journey times are up to 52% longer during the AM peak (07:30-08:30) compared with the inter peak (10:00-12:00) and up to 45% more during the PM peak (16:15-17:15).

Any study work is expected to managed and procured by Warrington Borough Council, but in partnership with Highways England.

Sub-Regional Schemes

a) Mid Cheshire Line Study

The Mid Cheshire Line Study would be a joint study commissioned by Transport for Greater Manchester (lead authority), Cheshire West and Chester Council (CW&C), Cheshire East Council (CEC), and Cheshire and Warrington LEP (C&WLEP). It would be managed by a steering group consisting additional to the above of Trafford Council, Stockport Council, Transport for the North, Network Rail, Northern Trains, Transport for Wales, and the DfT.

The objectives for this study are to identify improvements which can deliver an increase in passenger train frequency and improve journey times on the Mid Cheshire line that aligns with wider aspirations for the corridor. The study would comprise two stages:

Stage 1 (Identification of Options) will comprise the following tasks:

- Baseline Review – An understanding of the current operations and markets for rail both in terms of freight and passenger services based on existing data. The purpose of this stage is to capture the particular nature of passenger and freight flows to, from and on the corridor so as to ensure these are reflected in the modelled service specifications.
- Problem Statement/Constraint identification - Consultants to identify the constraints that are notionally preventing passenger service frequency and journey time aspirations for the Mid-Cheshire line between Stockport and Chester (exclusive), and to draw up a long list of potential interventions to help achieve these objectives. This will include liaising with Network Rail and TOCs to explore the extent and impact of operational issues such as concerns around level crossing usage, as identified in previous and ongoing work.
- Intervention development – Quantification of the impacts of long listed interventions in terms of journey time improvements, capacity, safety, high level performance impacts, outline cost, policy fit, risk for funding, etc.
- Package Testing - identification of the minimum net cost combination of interventions that would be required in order to deliver service improvement specifications.

Stage 2 (Strategic Review) of the study will be expected to consider interactions between the outputs of Stage 1 and other associated schemes. This will include a case by case analysis and narrative of how Stage 1 outputs and other workstreams integrate. The purpose of this stage is to understand where potential opportunities and conflicts between the shorter term objectives set out in Stage 1 and longer term ambitions may lie, as well as capturing an as full as possible range of potential schemes across the full corridor.

These schemes include (but are not limited to):

- Middlewich line reopening
- New Stations between Altrincham and Stockport
- Tram-Train Pathfinder South (Manchester to Hale via Timperley and Altrincham)
- Metrolink T2 Western Leg extension
- Airport heavy rail Western Link
- Metro / Tram-Train (Stockport to Manchester Airport and Airport-West/South West)
- Additional freight (including HS2 construction traffic) using Mid Cheshire line

b) A51/A500 Corridor Study

A study to consider options to tackle capacity constraints and network resilience along the A51 corridor between the M6 in Crewe and A55 in Chester. The scheme will also help to address severance amongst communities along the route while unlocking growth along the route. The work will provide an evidence base for future business case development.

The A51 is a key strategic corridor linking the M6 to North Wales and Ireland and is a key transport corridor for freight movements as well as business and commercial related travel.

The proposal is to commission an A51 Corridor Study in order to gather robust evidence and make the case for internal and external investment in transport enhancements along the strategic road corridor that crosses both boroughs of Cheshire West and Cheshire East.

The work supports partners such as the Department for Transport, Transport for the North, the Constellation Partnership, Mersey Dee Alliance, Welsh Government, Transport for Wales and the Cheshire and Warrington Local Enterprise Partnership. It will continue to deliver the shared objectives and corporate policies of both Cheshire West & Chester and Cheshire East Council by delivering growth in housing, employment and retail.

Potential opportunities include -

- Improving connectivity on both sides of the border with Cheshire West & Chester and Cheshire East, enabling improved access to new and emerging development sites, including: Deeside and Ellesmere Port Enterprise Zones, HS2 Railway Hub, Crewe High Growth City and central Chester.
- Addressing access requirements for current (and potentially longer term) Local Plan allocations.

- Addressing key congestion pinch point along the corridor.
- Resolving congestion and air quality issues along the corridor, while improving journey time reliability.
- Improving access and connectivity to key urban centres and railway stations.
- Improving opportunities for using sustainable transport.
- Addressing stretches prone to destabilisation.

Work will be undertaken as part of a joint partnership bringing together Cheshire West and Chester Council, Cheshire East Council, Cheshire and Warrington LEP along with the support from Transport for the North, Department for Transport and Highways England.

c) Middlewich Southern Link Outline Business Case

Southern Bypass connecting the Middlewich Eastern Bypass to the A530, including an upgrade to Clive Green Lane. Overall aim is to improve east/west connection across the study area, with particular focus on connections to the M6 from Winsford and Middlewich. Delivery of Outline Business Case for submission to programme entry will be managed jointly by CEC and CW&C. The delivery of the scheme will be managed by CEC and CW&C under NEC4 contract on a Design and Build contract.



**Cheshire and Warrington
Local Enterprise Partnership**

LTB

25 June 2021

**Item 9a Progress on Delivering the Sub-Regional
Transport Strategy**



Cheshire and Warrington Prospectus Outcomes

	Prospectus theme.	Progress/Narrative (including the next steps)
1.0	Transport and Connectivity	
	We will;	
1.1	Develop strategies and prioritise local funding which improves connections to support development of priority employment sites including those within the Cheshire Science Corridor.	This is covered in the sub-regional transport strategy. The LEP and local authorities continue to active engaging with Transport for the North and as a result the sub-regional priorities have been incorporated within their West and Wales Strategic Development Corridor Study and Strategic Transport Plan. The LEP Board has made £400,000 available each year for three years to support the development of business cases so that the sub-region can develop interventions which support sustainable, inclusive growth and more recently support the Recovery Plan.
1.2	Develop strategies and prioritise local funding which improves connections to neighbouring sub-regions including international gateways to ensure that business has connectivity to global markets.	As per section 1.1
1.3	Develop strategies and prioritise local funding which facilitates the economic benefits of both out and in commuting that takes place daily;	As per section 1.1
1.4	Work collaboratively with Government to focus on resolving pinch points and congestion in both rail and strategic road networks which act as a barrier to growth	Issues on the SRN have been set out in the transport strategy. The LEP and local authorities are continuing to engage with Transport for the North to ensure sub-regional priorities are reflected in their priorities as TfN support is required for unlocking government funding for the SRN and rail schemes. Similarly, the LEP and local authorities have continued to engage Highways England and Network Rail.
1.5	Work collaboratively with Government to focus on securing enhancements to rail infrastructure and rail services which ensure that the maximum benefit is gained across the sub-region and beyond from the development of an enhanced HS2 Hub Station at Crewe, and 1.6 below;	Rail issues and emerging priorities are set out in the transport strategy. The LEP has also coordinated the production of a rail prospectus covering Cheshire & Warrington and neighbouring areas. This sets out the collective aspirations of the wider area. The LEP and local authorities have been engaging Network Rail to look at how these aspirations can be delivered and over what timescale. The LEP jointly funded a feasibility study with Cheshire East Council and Cheshire West and Chester Council into the feasibility of reopening the Middlewich rail line to passenger services. The next stage of this work is to refine the a Strategic Outline Business Case and a bid for funding to do this has been submitted to DfT. Work is continuing on the enhanced Crewe HS2 Hub station including work to assess the viability and potential for a growth corridor to accelerate sustainable and inclusive economic activity.
1.6	Warrington Interchange on Northern Powerhouse Rail, and 1.7 below.	Transport for the North has published a Strategic Outline Business Case on Northern Powerhouse Rail (NPR) which includes the option of NPR serving Warrington Bank Quay. Officers from Warrington Borough Council, supported by the LEP to continue to press the case to ensure that it ends up as the preferred option as the Outline Business Case is developed.
1.7	Growth Track 360 through Chester and North Wales	The LEP worked closely with GT360, C&W and neighbouring regions to produce a West and Wales prospectus which sets out the collective vision and outcomes for rail. This has been used to engage with the rail industry to provide the context for business case development. Business case development is on-going for GT360 projects including Chester Station.



Developing a Sub-Regional Bus Strategy

Steer consultancy appointed to help develop the strategy

Identifying key issues pre and post Covid

Re-focussed to provide advice to help local authority thinking for Enhanced Partnerships and Bus Service Improvement Plans



Emerging Key Issues and Opportunities

- **Poor journey times and punctuality:** long journey times and poor punctuality are key issues for existing bus services. To make bus services more attractive including to car users, quicker and more reliable services will be required between where people live and where they wish to travel.
- **Poor LEP-wide connectivity:** connectivity between the main settlements in Cheshire and Warrington is relatively poor, particularly when compared against the transport networks of Greater Manchester and Merseyside. Improving connectivity, so residents can access opportunities such as employment, education, health and leisure is important to improve equality of access to these opportunities.
- **Poor levels of rural connectivity:** Rural public transport connectivity in Cheshire and Warrington is particularly poor. Identifying interventions to improve access for those in rural communities to the opportunities they need is important.
- **Poor levels of financial resilience for bus services:** Funding pressures within local authorities mean the level of support available for subsidised services is limited. Further patronage decline threatens the financial viability of commercial services. Identifying opportunities to improve the financial resilience of bus services is thus an important local consideration.
- **An opportunity for improved integration with wider infrastructure:** New infrastructure programmes such as HS2 and NPR presents an opportunity for improved connectivity regionally and nationally. Integrating bus networks with new infrastructure would ensure these opportunities can be maximised.
- **New housing and employment sites:** New employment and housing development will create new patterns of movement. For bus to offer an attractive and viable alternative to car, bus services would need to be provided as developments come on stream and the developments themselves should be designed to be conducive to bus travel.
- **An opportunity to improve cross border connectivity to strategically important locations such as Manchester Airport:** Existing strategically important sites such as Manchester Airport provide employment opportunities and international gateway opportunities to support the economic growth aspirations of the LEP. Ensuring good links to these by bus is thus important.
- **Contribution of buses to the net zero carbon agenda:** the LEP and its constituent local authorities are committed to reducing carbon emissions in line with national targets. Harnessing opportunities to reduce carbon emissions from the bus fleet will support this goal, as well as supporting mode shift from private car travel.



Bus Service Improvement Plans (BSIP) will

- Be developed by LTAs in collaboration with local bus operators, community transport bodies and local businesses, services and people.
- Cover the LTA's full area, all local bus services within it, and the differing needs of any parts of that area (e.g. urban and rural elements).
- Focus on delivering the bus network that LTAs (in consultation with operators) want to see, including how to address the under provision and overprovision of bus services and buses integrating with other modes.
- Set out how they will achieve the objectives in this strategy, including growing bus use, and include a detailed plan for delivery.
- Be updated annually and reflected in the authority's Local Transport Plan.
- Influence the share of the £3bn of transformation funding each LTA receives.





BSIPs expected to:

- Set targets for journey times and reliability improvements
- Identify where bus priority measures are needed, including consideration of Bus Rapid Transit
- Set out pressures on the road network, air quality issues and carbon reduction targets which improved bus services could address, and set out actions working with operators to transform the local bus fleet to zero emission.
- Drive improvements for passengers

BSIPs must explain:

- How current services meet or fall short of expectations.
- How the improvements needed will be delivered through the Enhanced Partnership/franchising schemes.
- The financial support that the LTA is providing for subsidised public bus services.
- How traffic management and investment are used to prioritise buses.





LEP Delivery Plan

Infrastructure		
1. Work with CEC and other sub-regional partners to ensure Crewe operates as a genuine HS2 hub station, enabling easy, quick connections to the rest of C&W and beyond.	ongoing	
2. Ensure Transport for the North plans reflect the benefits and investments needed for sub-regional priorities.	ongoing	
3. Establish an investment programme to develop the region's energy infrastructure to prepare for a decarbonised, locally generated network.	Q3	
4. Work with partners to produce at least 4 initial business cases for key infrastructure projects, that will deliver significant economic benefit to the sub-region which may include, transport, broadband/IT and infrastructure services (e.g. water and electricity).	Q4	

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