



# Cheshire and Warrington Local Transport Body Agenda

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**Date:** Thursday, 25th July, 2019  
**Time:** 10.00 am  
**Venue:** The Capesthorpe Room - Town Hall, Macclesfield SK10 1EA

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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.

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

1. **Appointment of Temporary Chairman for the Meeting**

To appoint a temporary Chairman for the meeting.

2. **Welcome, Introductions and Apologies for Absence**

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

3. **Declarations of Interest**

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

4. **Minutes of Previous meeting** (Pages 5 - 10)

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For requests for further information

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To approve the minutes of the meeting held on 21 December 2018.

5. **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 Chairman or person presiding will decide how the period of time allocated for public speaking will be apportioned where there are a number of speakers.

6. **Draft Workplan for LTB for 2019/2020** (Pages 11 - 16)

To consider the Draft Workplan for LTB for 2019/2020.

7. **Prioritising Business Case Development** (Pages 17 - 24)

To consider a report on prioritising business case development.

8. **HS2 and Crewe Hub Update** (Pages 25 - 44)

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

9. **Northern Powerhouse Rail Update** (Pages 45 - 48)

To receive an update on the Northern Powerhouse Rail.

10. **Transport for the North Update** (Pages 49 - 72)

To receive an update on Transport for the North.

11. **Mid-Cheshire Line Study Update**

To receive a verbal update on the Mid-Cheshire Line Study.

12. **Department for Transport Update**

To receive a verbal update from the Department of Transport.

13. **Highways England Update**

To receive a verbal update from Highways England.

14. **Update on Local Authority Major Scheme Progress** (Pages 73 - 84)

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

15. **Date of Next Meeting**

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

Friday 4 October 2019

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

Friday 21st December 2018 at Chester Town Hall, Northgate Street, Chester

**PRESENT**

**Members**

Mr Pete Waterman, CWLEP (Chairman)  
Councillor Brian Clarke, Cheshire West and Chester Council (Vice-Chairman)  
Councillor Rachel Bailey, Cheshire East Council  
Councillor Hans Mundry, Warrington Borough Council

**Officers**

Roy Newton, CWLEP  
Philip Cox, CWLEP  
Chris Hindle, Cheshire East Council  
Kristy Littler, Cheshire West and Chester Council  
Fiona Hore, Cheshire West and Chester Council  
Steve Hunter, Warrington Borough Council  
Richard Perry, Department of Transport  
Mike Sinnott, Highways England  
Rachel Graves, Cheshire East Council

**25 WELCOME, INTRODUCTIONS AND APOLOGIES FOR ABSENCE**

Apologies for absence were received on behalf of David Boyer (Warrington Borough Council) and Andrew Ross (Cheshire East Council).

**26 DECLARATIONS OF INTEREST**

No declarations of interest were made.

**27 MINUTES OF PREVIOUS MEETING**

The Vice Chairman, Cllr Brian Clarke, took the chair for this item.

**Minute 14 Public Speaking Session – Declaration of Interest**

Mr Cox reported that he had investigated Mr Cartilage's concerns and had sent him a written response, copy of which was available on the CWLEP website - [Letter-to-Mr-Cartilidge](#)

AGREED: That the minutes of the meeting held on 21 September 2018 be approved as a correct record.

### **28 PUBLIC SPEAKING TIME/OPEN SESSION**

Mr Roy Cartlidge confirmed that he had received Mr Cox's response to his concerns and sought reassurance that all declarations would be made and recorded in future.

Mr Cartlidge referred to the development of Crewe's MMU site into a medical health science campus and hoped that the committee would support this development. In response he was informed that this did not fall within the remit of this committee.

Mr Cedric Green of North Cheshire Rail Users' Group asked if the Board would support the improvement of services on the line between Ellesmere Port and Helsby. In response it was stated that this had been identified as one of the short term priorities for business case development.

Mr Matthew Waterhouse of A51 Action Group asked where the Action Group could help to take things forward with this route. It was noted that the A51/A500 Corridor study was one of the identified priorities for development.

Mr Andrew Needham spoke in relation to the statement made by Lord Berkeley on HS2.

### **29 PRIORITIES FOR STUDIES AND BUSINESS CASE DEVELOPMENT**

The Board considered a report which detailed the business cases/studies already underway, the major schemes currently progressing through the DfT statutory processes and identified the short term priorities for transport improvements to support the economic objectives of the LEP.

The Board supported the identified short term priorities and agreed that all parties should work together to achieve these projects.

AGREED: That the priorities for studies and business case development be approved.

### **30 DRAFT WORK PROGRAMME FOR 2019**

The Board considered a report which set out the work programme for 2019 to take forward the key elements of the Transport Strategy.

The Board supported the suggested work programme and noted that HS2 proposals were of importance to achieving sub regional connectivity.

AGREED: That the work programme for 2019 be approved.

### 31 **TRANSPORT FOR THE NORTH UPDATE**

The Board considered a report which detailed the progress on a number of work streams by the Transport for the North.

It was noted that the Transport for the North had become the first Sub National Transport Body with statutory powers and that the work was progressing with the development of its Strategic Transport Plan. It was expected that the Plan would be published in early 2019.

It was requested that details of the Integrated and Smart Travel programme be brought to a future meeting and how it was to be introduced in the sub region.

AGREED: That the development and continuing activities of the Transport for the North be noted.

### 32 **NPR UPDATE**

It was reported that the strategic outline business case had been developed for Northern Powerhouse Rail. Submission to the Government had been delayed to allow for scrutiny of the document and for it to be considered by the Leaders across the north. It was expected to be submitted to the Government early next year. The delay to the HS2 Phase 2b bill would allow for connections to be identified to the Northern Powerhouse Rail proposals.

### 33 **HS2 AND CREWE HUB UPDATE**

An update was provided on an update on HS2. It was expected that additional provisions could be added to the hybrid bill for Phase 2a and these may include changes to the infrastructure at Crewe Station to enable it to accommodate 5 to 7 trains per hour. The formal response to the consultation was expected in the new year.

Consultation was taking place on Phase 2b's draft Environment Statement and draft Equality Impact Assessment Report. Cheshire East Council was concerned about the environmental impact on rural areas and the impact of the track going through an embankment. A Crewe north connection was not included in Phase 2b, which was seen as an essential requirement. A business case was being developed on this, which could see it included as part of the Northern Powerhouse Rail rather than HS2.

### 34 **GOLBORNE LINK UPDATE**

Warrington Borough Council were still opposed to the HS2 Golborne Link and would prefer to see the existing railway link upgraded to allow HS2 trains to stop rather than avoid the town. It was felt that the economic benefits envisioned were not there and the figures did not stack up.

It was commented that if the Crewe HS2 hub takes five to seven high-speed trains an hour as was hoped, it could open up the possibility of revisiting the Golborne Link.

### 35 MID-CESHIRE LINE STUDY UPDATE

It was reported that work was underway with the Study and a list of services options had been identified. These would be used to create a questionnaire for stakeholders to rank the different priorities, with the results being reported back in January 2019.

### 36 DEPARTMENT FOR TRANSPORT UPDATE

Updates were given on the following:

- 1 Transport elements of the Budget which included:
  - additional funding for road maintenance
  - £28.8m for strategic road improvements
  - £675m for the Future High Streets Fund to help local areas to respond to and adapt to changes
- 2 Major Road Network and Large Majors Programme Investment guidance and application forms had been published: [Investment Planning Guidance](#)
- 3 the Department had published Brexit no deal planning information: [no-deal-planning-information](#)

### 37 HIGHWAYS ENGLAND UPDATE

Updates were given on the following Highways England improvement schemes:

- M62 - east bound closure for essential maintenance
- new work schemes on M6 J16 to J19 and M62 J10 to J12
- work on pinch point schemes including M62 J8 and Croft J20/21

### 38 UPDATE ON LOCAL AUTHORITY MAJOR SCHEME PROGRESS

Updates were provided for each local authority area.

#### Cheshire East

- Crewe Green Roundabout had been completed on time and on budget
- Sydney Road, Crewe had been closed to replace the rail bridge and construction was underway. Timescales were tight and linked with closures of the west coast mainline
- Poynton Relief Road public inquiry had been held and the report was awaited



- A500 dualling Scheme planning permission had been granted, subject to the Secretary of State referral
- Middlewich Eastern Bypass planning application had been submitted

### **Cheshire West and Chester**

- A51/A55 junction business case had been developed, along with detailed design for the roundabout.
- Local Plan Part 2 had now been through the examination process with the examination hearings held in September. The Council was awaiting the Inspector's report.

### **Warrington**

- Work was progress well with Warrington West Station, with construction expected to be completed in early summer 2019. Bus station construction
- Centre Park Link - the compulsory purchase order had been approved and enabling work was commencing
- Work was ongoing with Birchwood Phase 2 and Phase 2
- Work on the M62 Junction 8 had been completed
- the Local Transport Plan was expected to be approved in March 2019

## **39 ANY OTHER APPROPRIATE BUSINESS**

It was understood that it had been a suggestion that there should be no day time freight traffic through Piccadilly Station. There was concern about the potential economic and environmental impact of such a decision and would affect freight trains from Crewe, Warrington and Trafford Park. It was suggested that this matter be raised with Transport for the North.

## **40 DATE OF NEXT MEETING**

The dates for future meetings to be circulated.

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## Cheshire & Warrington Local Transport Body

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**Date of Meeting:** Friday 25 July 2019  
**Report of:** Roy Newton  
**Subject/Title:** Draft Work Plan for LTB for 2019/20

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### 1. Report Summary

- 1.1. This report sets out the recommended priority areas of work for 2019/2020 to further develop and deliver the transport strategy aligned with the development of the Local Industrial Strategy. The key components are:
- a. Supporting the Development of the Local Industrial Strategy;
  - b. Identifying infrastructure investment priorities, including prioritising studies; and business case development;
  - c. Supporting the delivery of Crewe Hub;
  - d. Continuing Engagement with HS2 and Northern Powerhouse Rail;
  - e. Maximising the Benefits of Manchester Airport; and
  - f. Developing a Bus Strategy.

### 2. Recommendations

- 2.1. The Local Transport Body is recommended to agree the work programme.

### **3. Proposed Work Programme for 2019/20**

#### ***Introduction***

- 3.1. Cheshire and Warrington has realistic ambitions by 2040 to grow the economy to at least a £50 billion a year economy in terms of Gross Value Added; to increase the number of jobs by 120,000 (net additional); to build up to 127,000 new homes; and to improve productivity per resident such that it is 20% higher than the UK average. To achieve these ambitions we will need to make sure that existing infrastructure doesn't act as a constraint. Our sub-regional transport strategy identifies the need to enhance the connectivity, both physical and digital. This will require a multi-faceted approach to make best use of existing infrastructure, plan future infrastructure in line with need and available budgets, and adapt to and embrace changing technologies.

#### **Reviewing the Transport Strategy**

- 3.2. The LEP Board approved the sub-regional transport strategy in November 2018. The vast majority of the strategy remains relevant; however there is a need to review some of it in light of emerging strategies such as the LIS, and to develop elements of the strategy in more detail, for example developing a more detailed strategy to tackle the relatively low levels of bus use around the sub-region. The recommended components of the review are set out below:

##### ***a. Supporting the Development of the Local Industrial Strategy***

- 3.3. The LEP is currently developing the Local Industrial Strategy (LIS) which focuses on key themes: maintaining our competitive advantage, raising productivity, increasing earning power and increasing the resilience of our business base. A robust evidence base, which from a transport perspective has been drawn from the work undertaken to develop the Transport Strategy, has been collated.

- 3.4. The current phase of work is to develop policy position papers for discussion with Government. A key element of this will be to articulate a Policy Position Paper on infrastructure, identifying the key issues and asks of government to ensure that infrastructure doesn't act as a constraint to economic growth. Advice from government is that the asks should not be financial, but focus on how to address issues within the likely levels of budget that will be available. The asks are, therefore more likely to be around how we can work more closely with and influence national network operators such as Network Rail and Highways England to ensure that investment in their networks is targeted at the areas within Cheshire and Warrington which gives the greatest support to the LIS objectives and outcomes. It is also an opportunity to have conversations across government departments to help align strategies and investment priorities e.g. supporting the clean growth cluster.

##### ***b. Identifying Investment Priorities***

- 3.5. There has been a trend over the past few years towards Government distributing money to localities using competitions with relatively short bid deadlines. This makes it difficult to submit successful bids unless a considerable amount of preparatory work has been done prior to the announcement of the competition. Officials in the Cities and Local Growth Unit acknowledge this issue and, as a consequence, one of the indicators they use to assess the performance of LEPs is the strength of the pipeline of projects which can be taken "off the shelf" in response to bidding invitations.

3.6. A key element our work, therefore, is to develop an investment pipeline to support the key emerging priorities in the LIS, focused on projects which will have the greatest impact on the economic performance of C&W. A separate paper on the agenda describes the funding that the LEP is making available to support business case development together with the process and criteria for identifying the priorities to take forward.

### *c. Supporting the delivery of Crewe Hub*

3.7. It will be important to continue to engage with DfT, HS2 and the rail industry to ensure that Crewe Hub is delivered in a way which allows us to achieve our ambitions of improving sub-regional rail connectivity in order to maximise the benefits of HS2. As stated in the wider regional response to the Crewe Hub consultation this means:

- Providing a high quality interchange with platforms adjacent to the existing station, not on the independent lines.
- Accommodating 5-7 HS2 trains per hour stopping at Crewe, connecting to Manchester, Birmingham and London;
- Having flexibility for HS2 to serve other destinations including Chester, North Wales and further services to Warrington, utilising the splitting of trains at Crewe to serve the widest range of destinations;
- Accommodating enhanced regional rail services and freight; and
- Building in flexibility for the future in order to respond to other infrastructure projects e.g. Northern Powerhouse Rail, any potential changes to HS2 Phase 2b.

3.8. The Department for Transport, Network Rail and HS2 have been working to identify a trackside layout that meets our aspirations. Cheshire East Council, supported by the LEP, is developing a business case and financing strategy for enhancing the station building in line with a wider masterplan for the area.

3.9. The work on the LIS identifies Crewe Hub both as a priority for acting as a catalyst for the regeneration of station area, town centre and wider Crewe; and as a mechanism for maximising the benefits of HS2 across the wider sub-region when combined with improved regional services to Crewe.

### *d. Continuing Engagement with HS2 and Northern Powerhouse Rail*

3.10. As with Crewe Hub it will be important to continue to engage with DfT, HS2 and the rail industry to ensure that the sub-region maximises the benefits of HS2 and minimises its environmental impact. This also includes the need to ensure that a station is provided at Manchester Airport to improve access to the airport and the development opportunities in its vicinity plus ensuring that HS2 provides additional capacity together with Northern Powerhouse Rail (NPR) to ensure that growth in the area is not constrained.

3.11. Transport for the North has published a Strategic Outline Business Case for NPR which identifies alternative routes. Sub-regional representatives will continue to engage with TfN during the refinement process in order to help ensure that the final preferred option best serves the sub-region.

3.12. HS2 would provide major rail infrastructure investment, arriving at Crewe in 2027. It will have 5 – 7 trains per hour each way from Crewe Hub to London, Birmingham and Manchester bringing the area within an hours' journey of

London and significantly increase connectivity to these major centres. Northern Powerhouse rail (NPR) provides the opportunity to increase the capacity, speed and resilience of our east-west links to Liverpool, Manchester and beyond and create the opportunity for a significant rail hub at Warrington Bank Quay. Consequently the can both contribute significantly to LIS objectives and outcomes.

*e. Maximising the Benefits of Manchester Airport*

- 3.13. Unlike large parts of the North the area surrounding Manchester Airport is currently seeing high levels of economic growth which exceed the average for the South East. Furthermore, development plans identify significant amounts of additional employment and housing over the next 20 years. Manchester Airport is the third busiest airport in the United Kingdom in terms of passenger numbers and the busiest airport outside of London. Currently, the airport is experiencing high levels of growth, including passenger growth and a major expansion underway at the airport, alongside plans for significant economic development and transport investment in the surrounding areas.
- 3.14. The implications of this growth and opportunities for neighbouring areas to benefit from the Airport are significant. In recognition of this potential Cheshire East Council, Warrington Council, Cheshire and Warrington LEP, Manchester City Council, Trafford Council and Greater Manchester Combined Authority (GMCA) are looking to understand how to support and accommodate this growth, a key element of which will be the need to invest in transport infrastructure. A key element of this consideration is the role that High Speed Rail Line 2 (HS2), including a new station at Manchester Airport, and Northern Powerhouse Rail (NPR) need to play to support the growth. The focus will be to ensure that transport investment keeps pace with the rate of economic growth currently being experienced in the area to avoid it acting as a constraint.
- 3.15. The success of Manchester Airport as an international gateway and catalyst for economic growth can be demonstrated through the sustained growth in passenger numbers and commitment to its future through the ongoing £1billion expansion programme. The area surrounding the airport also shows sustained economic growth with GVA per head for each authority exceeding that of the South East average, and patterns of road congestion around the airport similar to London Heathrow airport. Complementing the investment in the airport, and capitalising on existing growth are development plans for the surrounding area which seek to deliver thousands of additional homes and jobs. This includes the development of Airport City creating an economic centre of national significance with the potential for over estimated 20,000 new jobs to be created over the next 10 years (supplementing more than 21,500 jobs currently at the Airport).
- 3.16. The areas surrounding the airport include some of the strongest performing and productive locations in the country, for example Cheshire and Warrington, has the second highest income per head of any sub-region in England outside of London[1]. The mutually reinforcing potential of the airport and a high performing economic hinterland confirm the inherent potential of this area as a central driver of the North's economic powerhouse. Improving connectivity to the airport, particularly from the west will be an important component of achieving the LIS objectives and outcomes.

### *f. Developing a Bus Strategy*

- 3.17. The Transport Strategy emphasises that travel by bus will be crucial for the success of local economies but is currently underutilised as a mode in the sub-region. Key causes of this underutilisation include:
- poor quality of connections and frequencies across the network
  - limited availability of services (especially away from core routes, reduced/lack of evening and weekend services);
  - services not adapting to the changing economy from traditional 9-5 to more flexible employment (e.g. part time work or working across multiple locations).
- 3.18. The LIS evidence base identifies problems with recruiting younger people and that only 61% of 20-29 year olds have a driving licence. The LIS work makes clear that if we are to attract and retain this vital group in C&W, we have to radically improve public transport, in particular, bus provision in C&W. Improving the modal share of buses, especially those running on Hydrogen, is also vital if C&W is to respond to the climate change emergency. The buses strategy will aim to set out a route map towards a major improvement in bus use over the next ten years
- 3.19. The Bus Services Act, (June 2017) provides new bus powers and obligations that provide different models for managing the local bus market and enhancing the passenger experience. The aim of the Bus Strategy will be to identify how we can make use of the Act to ensure the bus network can meet the changing needs of users and business including how it can appropriately accommodate the specific needs of older and disabled people.
- 3.20. The LEP will work collaboratively with the local authorities and bus industry to develop the strategy, including working closely with Merseytravel and TfGM to align cross boundary strategies. The strategy will also take account of any work already undertaken by the local authorities. The intention is to identify a menu of potential options that local authorities could choose from and/or adapt to their individual circumstances. The work to develop the strategy is due to commence in July and progress will be reported back to the next LTB meeting.

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## Cheshire & Warrington Local Transport Body

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**Date of Meeting:** Thursday 25<sup>th</sup> July 2019  
**Report of:** Roy Newton  
**Subject/Title:** Prioritising Business Case Development

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### 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 and so that the sub-region can develop interventions which support the Local Industrial Strategy and drive improvements in economic productivity.
- 1.2. At its meeting on 12 July 2019 the LEP Strategy Committee agreed a process and criteria to help determine the priority order for funding the development of studies and/or business cases and agreed initial priority schemes as a first call on the funding. This report sets out the process and criteria against which proposals will be considered.

### 2. Recommendation

- 2.1. The LTB is asked to note the process for prioritising studies and/or business case development for potential LEP funding contribution and to consider the prioritisation of the existing list of transport projects and whether there are others it wishes to promote, especially those that could be delivered in 2021/22.

### **3. Prioritising Business Case Development**

#### ***Government Bidding Rounds***

- 3.1. There has been a trend over the past few years towards Government distributing money to localities using competitions with relatively short bid deadlines. This makes it difficult to submit successful bids unless a considerable amount of preparatory work has been done prior to the announcement of the competition. Officials in the Cities and Local Growth Unit acknowledge this issue and, as a consequence, one of the indicators they use to assess the performance of LEPs is the strength of the pipeline of projects which can be taken “off the shelf” in response to bidding invitations.
- 3.2. At its meeting on 20 March the LEP Board agreed to allocate £400,000 per year for three years towards studies/business case development so that the sub-region can develop interventions which support the Local Industrial Strategy and drive improvements in economic productivity.

#### ***Identifying Schemes***

- 3.3. The Strategic Transport Plan (STP) adopted by the LTB at the end of 2018, proposed a series of studies focussed on making the case to TfN and DfT of the economic and other benefits of improvements to corridors such as the A49, the A51, Chester to Broughton etc.
- 3.4. Many of these studies cover routes that are on Major Route Network for which DfT have already said they will be inviting bids for improvement projects at a later date.
- 3.5. In addition to the transport studies, the LEP’s digital strategy identifies that work should be undertaken on a digital / 5G connectivity strategy. Other potential investments can be considered e.g. those which the Government is looking to fund through the Future High Streets Fund or on urban housing schemes targeted at young skilled people which might be eligible for funding through Homes England.

#### ***Determining Priorities***

- 3.6. Appendix 1 sets out the long-list of proposals submitted by local authority officers for business case/study development. These total over £1.4 million for year one with a request for LEP funding of nearly £600,000 for year one, most of the schemes being transport related. Current suggestions across the 3 year period total over £2.5 million with a request for LEP funding of approximately £1.1 million. Given that the suggestions for year one exceeds the budget available, and that the budget is also intended to include a reasonable number of non-transport schemes it is necessary to develop a process to determine priorities.
- 3.7. Following discussions with the Growth Directors’ group it is recommended that proposals be assessed against:
  - Strategic fit of the proposal against sub-regional strategies and priorities;
  - The degree to which the study/business case has routes which have a good chance of securing government/3rd party funding for delivery;

- The amount of funding towards the study/business case development by scheme promoters;
  - The degree to which the study/business case is likely to deliver a scheme which offers good value for money
- 3.8. In terms of strategic fit the LEP Strategy Committee agreed that proposals will be considered in terms of their contribution to the following:
- spatial priorities (Science Corridor, MDA, Constellation, Warrington New City)
  - thematic priorities (transport, skills/education, energy, quality of place, digital, housing, science/innovation)
  - emerging Local Industrial Strategy priorities:
    - *raising productivity and focusing on competitive advantage* (build the super strengths, address sector underperformance, develop supply chain innovation and foster cross-sector collaboration)
    - *building resilience in the economy* (create a more dynamic business base, use digital to innovate, diversify investment in research and development, expand international links)
    - *increasing earnings power of every resident* (improve progression in work, develop an education system which meets labour demand, encourage entry level positions, including apprenticeships)
    - *leading the clean growth grand challenge*
    - *enabled by strategic investments in infrastructure and place*
- 3.9. MHCLG and BEIS have indicated that HM Treasury is considering funding for April 2021 and is likely to be looking for schemes which are “shovel ready”. It would, therefore, be prudent to prioritise at least some of the business case development for schemes which could be ready for delivery by 2021. This is likely to mean smaller scale schemes or elements of larger schemes. Given a focus on delivery that may mean more flexibility on benefit to cost ratios i.e. less focus on BCRs, albeit they would still need to be positive.
- 3.10. Most of the proposals are currently for transport schemes as the thinking for these is more advanced. Local authorities have indicated that there are significant aspirations for non-transport proposals including housing, digital and clean energy. As a consequence of this the LEP Strategy Committee agreed to only allocate half of the year 1 funds to give time for more non-transport proposals to come forward and that the initial transport priorities should focus on proposals which have the ability to be able to deliver schemes in 2021 so as to be in a position to capitalise on potential government funding.

#### **4. Initial Priorities**

- 4.1. Following discussions with the three local authorities the following proposals have been identified which meet the criteria and have the potential to have schemes which could make use of any available funding for delivery from April 2021:

### Crewe Hub access package

- 4.2. This work would identify and develop business cases for multimodal access improvements to Crewe HS2 Hub. It is a component of the HS2 Growth Strategy work developed by the constellation Partnership which sets out the economic benefits and where these benefits will be delivered spatially. The proposals have a high degree of consistency with the emerging Local Industrial Strategy priorities and it is essential to unlock the supporting economic growth as identified in the emerging Crewe Area Action Plan.
- 4.3. A planning application for the enhanced station and infrastructure improvements (including a southern link road bridge) is currently in preparation alongside other workstreams (eg funding). Work is also underway to develop business cases for multimodal access improvements to ensure Crewe HS2 Hub and neighbouring developments are well connected, including promotion of opportunities to access the station by non-car modes and to address air quality issues. A consultation exercise is already underway on the proposed route for the southern link road bridge and landowners have been met and have indicated a willingness to negotiate.
- 4.4. There is planned to be a total closure of the station in 2025 to allow HS2 to be built. This is a one off opportunity to deliver the access infrastructure alongside this closure to ensure the full benefits of HS2 can be realised in Cheshire.
- 4.5. The estimated cost of this work is £600,000 and the LEP is being asked for a contribution of £200,000 although CEC has indicated that this is a broad estimate and that a lower contribution would be acceptable. The LEP Strategy Committee provisionally agreed a contribution of £75,000.

### Winnington Hill /Bridge Corridor Study

- 4.6. This work involves preparation of an Strategic Outline Business case and Outline Business case for a potential package of schemes to address capacity and traffic congestion along the A533 corridor in Northwich. This will examine options for a new bridge between Winnington and Barnton along with measures to reduce traffic congestion at pinch points along the A533 corridor between Winnington and Northwich town centre, particularly at Winnington Hill.
- 4.7. The scheme supports the continued delivery of the Northwich Vision, the ongoing improvements necessary to enhance the viability of Northwich town centre / Baron's Quay development. It also supports the "The Constellation Partnership" and the continued levels of housing growth endorsed in the Council's Local Plan along with the growth ambitions set out in a series of local Neighbourhood Plans that have been prepared for the wider Northwich urban area.
- 4.8. The bridge is a key enabler in the economic development of Northwich and there is scope that the scheme will also enable the potential development of further housing development in the Northwich area beyond the current Local Plan period and that funding for delivery could be sourced from Homes England. Officers from Homes England are supportive and have indicated that it would stand a good chance of securing future funding.
- 4.9. The scheme supports the CW&C Council Plan objectives to enable a Thriving Economy and Thriving Communities and the CW&C LTP objective to support

economic growth and improve access to jobs and key services. Proposals also support the longer-term delivery of Constellation Partnership ambitions.

#### 4.10. Potential opportunities include -

- Improving capacity and reducing congestion on the A533 corridor in Northwich
- Addressing access requirements for current (and potentially longer term) Local Plan housing and employment land allocations.
- Addressing key congestion pinch point specifically at the Winnington – Barnton Swing Bridge and on Winnington Hill.
- Minimising potential air quality issues along the A533 corridor.
- Improving opportunities for using sustainable transport.
- Improving links to the North of the town including access to the M56 and Mersey Gateway.

4.11. The Swing bridge component of this proposal has also been the subject of a Council petition which endorsed the need to examine potential solutions to the existing network capacity constraints at the existing bridge and along the A533 corridor.

4.12. The estimated cost of this work is £150,000 and the LEP Strategy Committee provisionally agreed a contribution of £75,000.

#### Warrington Last Mile – Town Centre Masterplan

4.13. The proposal is to develop a transport masterplan for the Warrington Last Mile Project with the aim of providing high quality and fit for purpose transport infrastructure to make walking, cycling and public transport the obvious way to get to, from and through Warrington town centre. This will build on the opportunity presented by the Western Link (which recently received Programme Entry in the LLM programme) to review the road network around the town centre and ensure that the capacity released by the western link is 'locked in' for walking, cycling and public transport. Elements of this work will feed into parallel and subsequent study work on the LCWIP and Mass Transit studies.

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

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

4.15. The estimated cost of the study is £100,000 and the LEP Strategy Committee provisionally agreed a contribution of £50,000

### **5. Next Steps**

- 5.1. Business cases are to be prepared by the relevant local authority for each of the three initial priorities set out above. The LEP Strategy Committee delegated agreement of the detailed briefs and final approval of the three initial schemes to the Chief Executive Officer of the LEP in consultation with the Chair of Strategy Committee
- 5.2. A framework assessment process is to be developed based on the criteria set out above. The LEP Strategy Committee is keen to ensure that the process of assessing schemes and allocating funds is transparent and robust.
- 5.3. The three local authorities have been asked to identify non-transport proposals to be assessed and prioritised alongside the remaining transport proposals. Once the next tranche of proposals have been assessed a further report will be taken to the Strategy Committee with recommendations for further allocation of the funding.

**Appendix 1 – Current Long-List of Potential Schemes for Business Case Development**

Study Description	Description	Lead Authority	Year 1 (19/20)				Year 2 (20/21)				Year 3 (22/23)			
			CWaC	CEC	Warr	LEP	CWaC	CEC	Warr	LEP	CWaC	CEC	Warr	LEP
<b>Chester Broughton Growth Corridor: feasibility to SOBC, Feasibility and OBC. FBC (quote from Aecom as part of feasibility report)</b>	Relief road to west of Chester cited in Local Plan part 2. Engagement with Welsh partners and Welsh Gov- may reduce ask or add value	CWaC	£47,500			£47,500								
<b>Winnington Hill /Bridge corridor study</b>	Northwich Transport Strategy scheme. Homes England potential. Strategic Outline Business Case and OBC-	CWaC	£75,000			£75,000								
<b>A51/A500</b>	This is an important link from the M6 to North Wales and has been identified as a key corridor in Transport for the North's ongoing West and Wales Strategic Development Corridor Study. The next step will be the development of intervention options to improve journey time and reliability, improving access to the Crewe Hub and the M6. The route is also identified on the new DfT Major Road Network. Feasibility study - deliverable will be Options Appraisal Report for the corridor	CWaC/CEC/LEP	£26,666	£26,666		£26,666								
<b>Winsford Access to M6- Preparation of an SOBC and further scheme development for a new bypass between Winsford and the Middlewich Eastern Bypass</b>	HS2, Winsford transport Strategy, mid Cheshire Town Study. Includes Clive Green Lane upgrade and middlewich Southern Link Road. This work would look at options for an upgrade to Clive Green Lane (crossing the HS2 route) to link Winsford Industrial Estate to the M6 via the Middlewich Southern and Eastern link. Stage 1 of the mid-Cheshire study assessed broad route options and made recommendations for the route of a Winsford to Middlewich Eastern bypass link (Middlewich Southern Link), which would also serve the HS2 Rolling Stock Depot at Wimboldsley and support growth in North Crewe. It is proposed to commission work on route options refinement and an Appraisal Specification Report for this scheme. Deliverables – Middlewich Southern Link OAR, including implications for A530 and ASR for Clive Green Lane	CWaC/CEC/LEP	£33,333	£33,333		£33,333								
<b>Chester City Gateway Masterplan inc. Hoole Bridge feasibility study</b>	Priority scheme in TfN rail intervention list. Hoole Bridge (20/21) dependant on Chester mode refresh. Potential LCR contribution to be added after scoping phase. 21/22 development towards OBC.	CWaC					£50,000			£50,000	£100,000		£100,000	
<b>Sub regional Digital work</b>	To be developed for year 2 request	CWaC												
<b>Extension of Enterprise Zone study (CT)</b>	To be developed	CWaC												

<b>Ellesmere Port Industrial Infrastructure Study M56/M53/Rail Infrastructure</b>	Developing a strategic masterplan for sites in Ellesmere Port with a particular focus on services to sites and transport infrastructure challenges including access to the M53/M56 corridor, road and rail networks. This will be developed in collaboration with businesses including Peel, Innospec, Encirc and CF Fertilisers in order to consider the opportunities to create economic growth and employment opportunities.	CWaC	£50,000			£50,000								
<b>Crewe HS2 Hub Station Access Improvements</b>	Identifying and developing business cases for multimodal access improvements to ensure Crewe HS2 Hub and neighbouring developments are well connected, including promotion of opportunities to access the station by non-car modes.	CEC		£400,000		£200,000								
<b>Last Mile - Town Centre Transport Masterplan</b>	A Transport Masterplan will be developed for the Warrington Last Mile Project with the aim of providing high quality and fit for purpose transport infrastructure to make walking, cycling and public transport the obvious way to get to, from and through Warrington town centre.	Warr			£50,000	£50,000			£37,500	£37,500			£37,500	£37,500
<b>Northern Powerhouse Rail</b>	Warrington has been designated as an OSEC on the NPR route and it has been confirmed that a Warrington station will be an integral part of the network. This study is aimed at making the strategic economic case for this station to be located in the centre of Warrington rather than in a rural parkway location.	Warr			£25,000	£25,000			£25,000	£25,000				
<b>LCWIP</b>	Warrington's LTP4 includes an ambitious target to more than treble cycling and walking over the next 20 years with the main delivery vehicle to enable this the Warrington LCWIP. Study work is required to develop the key corridors concepts into deliverable transformational schemes.	Warr			£50,000	£50,000			£25,000	£25,000			£25,000	£25,000
<b>N/S Connectivity MSC Crossing</b>	North-south connectivity within Warrington is constrained by the Manchester Ship Canal, River Mersey and the Bridgewater Canal, creating peak time congestion, unpredictable journey times, community severance and have a negative effect on air quality. The proposed study will provide options for a new Manchester Ship Canal Crossing by a range of modes of travel.	Warr			£15,000	£15,000			£95,000	£25,000				
<b>Workplace Charging Levy</b>	Warrington's draft LTP4 proposes Workplace Parking Levy as a complementary measure to both discourage private car use and provide a new revenue source to fund sustainable travel improvements. This feasibility study will assess options and implications for the delivery of WPL in Warrington.	Warr							£25,000	£25,000			£50,000	£50,000
<b>Mass Transit</b>	Warrington's draft LTP4, contains an ambitious target to triple the use of public transport over the next 20 years by delivering a transformational change in the local public transport offer. The study will investigate the short, medium and long term options available to deliver this outcome, ranging from priority for conventional bus, through Guided Bus to Light rail.	Warr							£50,000	£50,000				
<b>South Warrington Motorway Junction</b>	Warrington's Draft Local Plan proposes a major urban extension through the release of Green Belt in south east Warrington. This new Garden Suburb connects to the strategic road network at junction 20 of the M6 and junction 10 of the M56. The study will identify preferred improvement options for both junctions.	Warr			£15,000	£15,000			£10,000	£10,000				
<b>A49 N Pinchpoints</b>	The subject of this study is the key economic corridor between the town centre and Winwick in the north of the borough and includes its connections to the east towards Birchwood via the A50/A574.	Warr											£50,000	£50,000
<b>Programme total</b>			<b>£232,499</b>	<b>£459,999</b>	<b>£155,000</b>	<b>£587,499</b>	<b>£50,000</b>	<b>£0</b>	<b>£267,500</b>	<b>£247,500</b>	<b>£100,000</b>	<b>£0</b>	<b>£162,500</b>	<b>£262,500</b>





## Cheshire & Warrington Local Transport Body

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**Date of Meeting:** Thursday 25 July 2019  
**Report of:** Chris Hindle – Head of Infrastructure, Cheshire East Council  
**Subject/Title:** HS2 / Crewe Hub update

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### 1. Phase 2a Line of Route/Hybrid Bill

- 1.1 On 07 June 2019 the HS2 Phase 2a Select Committee published their third report on the HS2 Phase 2a Hybrid Bill following the conclusion of the Select Committee hearings for the Addition Provisions (AP2) of the scheme. The Council initially logged a petition against aspects of AP2 and received sufficient Assurances from the Promoter ahead of its proposed hearing at Select Committee.
- 1.2 On 24 June 2019 the government published its response to the Select Committee's report. The government also published a Command Paper setting out the government overview of the case for HS2 Phase 2a and its environmental impacts.
- 1.3 The Government's response included the following:

“The Promoter recognises that a Crewe hub could generate significant opportunities – not only for Crewe itself, but for the surrounding sub-region. It has recently allocated funding to Network Rail to develop an alternative option to the Crewe station layout proposed in the Bill which would support the vision of a Crewe hub. Subject to the Full Business Case, and confirmation of affordability within the available budgets, the Promoter would expect to make a decision in summer 2020.”
- 1.4 This alternative option would deliver a track and signalling solution that could operate 5/7 HS2 trains per hour.
- 1.5 The Hybrid Bill is expected to receive its third reading this month and will then pass into the House of Lords with Royal Assent still anticipated for the end of 2019.

### 2. Phase 2b Line of Route/Hybrid Bill

- 2.1 On 06 June 2019 HS2 launched the Design Refinement Consultation for HS2 Phase 2b.

- 2.2 The route now includes passive provision for two future grade separated junctions in the HS2 design near High Legh: one to allow the future use of the HS2 line into Manchester as part of Northern Powerhouse Rail (NPR), for services between Manchester, Warrington and Liverpool; and the second to also allow HS2 services between London and Liverpool to use future NPR infrastructure. Decisions on future service patterns and NPR infrastructure have not yet been made.
- 2.3 The consultation now includes two pieces of new infrastructure near Ashley in Cheshire East. One is a temporary railhead south of the route alignment to support construction of the new railway. The second is a permanent infrastructure maintenance base – rail (IMB-R) at a separate site north of the route and to the west of Ashley.
- 2.4 The Council is reviewing the consultation information and preparing a response. The consultation closes on 06 September 2019.
- 2.5 It is anticipated that the HS2 Phase 2b Hybrid Bill will be deposited in Parliament in Summer 2020 with Royal Assent expected to follow in 2022/23.

### **3. Crewe North Connection**

- 3.1 A new north connection between the West Coast Main Line, HS2 and NPR is needed north of Crewe to enable HS2 service traveling north from Crewe station to return to the HS2 network to allow 5/7 HS2 trains per hour to call at Crewe. The Crewe North Connection is also a requirement for NPR and is therefore included in TfN's Strategic Outline Business Case for NPR. The business case is currently with Government awaiting funding approvals as part of the 2019 Spending Review. However, passive provision for the Crewe North Connection is not included in the HS2 Phase 2b Design Refinement Consultation.

### **4. Crewe Hub Station**

- 4.1 Following June Cabinet approvals the Council continues to work collaboratively with Government, HS2, Network Rail, TfN and C&W LEP to develop proposals for an enhanced Crewe Hub station. The enhanced hub station is compatible with the emerging track layout for Crewe station to support 5/7 trains per hour.

### **5. Crewe Hub Local Contribution**

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

**6. Crewe Hub Station Area Action Plan**

6.1 The Council is preparing an Area Action Plan (AAP) for the area around the station. The AAP is a development plan document for a defined area that sits alongside the current Local Plan and provides a discrete planning policy for a defined boundary. The Cheshire East Local Plan does not currently take into account HS2 related development and therefore an AAP is needed to:

- a) support HS2 related regeneration and development; and
- b) control unwanted development capitalising on HS2.

6.2 A third consultation round for the AAP commenced on 22nd July 2019 and a public consultation event will be held at Crewe Alexandra during the consultation period.

6.3 Following review of the feedback and refinement of the AAP a final consultation will be held later in the year with the AAP anticipated to be adopted in Summer 2020.

**7. Southern Link Road Bridge**

7.1 A consultation on route options for a possible new road crossing over the railway between Weston Road and Gresty Road - the Southern Link Road Bridge (SLRB) - will be launched to coincide with the AAP consultation.

7.2 The arrival of HS2 and the necessary works around Crewe station provides a window of opportunity for this new rail crossing to be delivered, thereby reducing congestion on Nantwich Road Bridge, providing increased permeability across the rail corridor, improving access to the station and enhancing the environment between the station and town centre for pedestrians and cyclists.

7.3 The public consultation material for the proposed bridge is included as Appendix 1 to this report.

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# Cheshire East Council

## Public Consultation on the Crewe HS2 Hub Access Package - Southern Link Road Bridge (SLRB) Access Options

This Consultation  
closes on  
**Tuesday**  
**3 September 2019**









## Foreword

I am pleased to present to you the public consultation on the Southern Link Road Bridge access options, part of the Crewe HS2 Hub – Access Package.

The anticipated arrival of HS2 in 2027 and other regional rail improvements in Crewe provide a real opportunity for investment and development within the town, and Cheshire East as a whole. Creation of the Crewe HS2 Hub Area Action Plan will help shape future development and ensure we maximise these opportunities to the benefit of our communities.

We need to improve transport connections to help reduce the traffic congestion we all experience in Crewe daily. The Southern Link Road Bridge, as part of a wider programme of improvements, will help to reduce traffic from the congested Nantwich Road, allowing improved access to Crewe Station and provision of better public transport, pedestrian and cycle routes; including those between Crewe station and the town centre.

This is an exciting time for Crewe and its residents. I would urge you to provide your views on the scheme through the questionnaire enclosed, online or by visiting the design team at our consultation event. All your comments will be considered and used to help identify the final link road design option.



Councillor Craig Browne,  
Deputy Leader of the Council, Highways &  
Infrastructure Portfolio  
Cheshire East Council

## Consultation Process

**We would like to hear your views on the proposed Southern Link Road Bridge access options. This is your opportunity to highlight any concerns you may have and to share with us any information that may help us improve the scheme.**

**The consultation runs for 6 weeks, commencing 22 July and closing at 11.59pm on 3 September 2019.**

We are holding a public information event where you can find out more about the scheme. The Council's project team will be at the event to answer any questions you may have. The event will be held on:

**Saturday 10 August 2019, 10:00am to 3:00pm – Alexandra Suite, Crewe Alexandra Football Club, Alexandra Stadium, Gresty Road, Crewe, Cheshire, CW2 6EB**

We will be holding another information event for those businesses and residents who may be directly affected by the scheme. We have written to these residents and businesses, but if you feel you may be affected please contact the project team to find out about this event.

### How to respond:

- **Online:** by visiting [www.cheshireeast.gov.uk/SLRB](http://www.cheshireeast.gov.uk/SLRB) and completing the online questionnaire
- **By email:** you can email us at [SLRB@cheshireeast.gov.uk](mailto:SLRB@cheshireeast.gov.uk)
- **At the exhibition:** visit us at our exhibition and complete a questionnaire
- **By post:** send your completed questionnaire or letter using the freepost address:  
FREEPOST RTUK-RBLY-XUBT, Southern Link Road Bridge, 5 First Street, Manchester, M15 4GU

**All responses should be received by 11:59pm on Tuesday 3 September 2019.** Any responses received after this date, sent to other addresses or submitted by other means may not be considered as part of the consultation process.



Nantwich Road Bridge



## Introduction

The Southern Link Road Bridge (SLRB) is a proposed new road bridge south of Crewe Station between Weston Road and Gresty Road. This bridge would span over the railway and help to reduce traffic congestion on Nantwich Road Bridge, allowing better provision for pedestrians and cyclists.

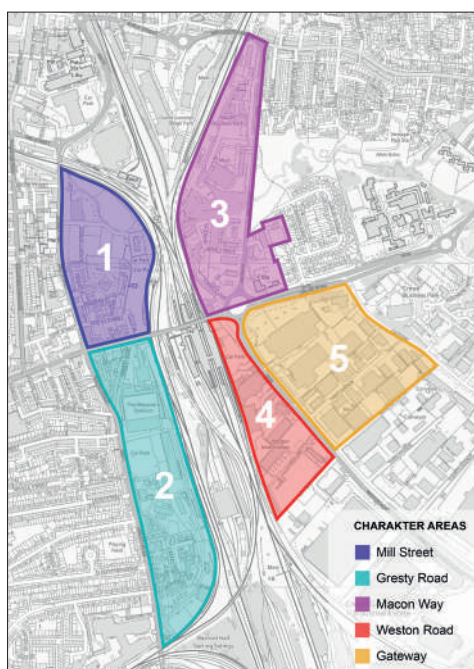
This brochure provides more information on the proposed options for the new access roads linking the bridge to Weston Road and Gresty Road.

## Making the most of the opportunities HS2 brings

The arrival of HS2 brings huge opportunities for Crewe, the wider Borough and the North as a whole. We are preparing for the arrival of HS2 and the proposed new Crewe Hub station by developing a new plan for Crewe; the Crewe HS2 Hub Area Action Plan (AAP). The AAP is being prepared to make sure that Crewe gets the best out of HS2 and that future change is plan-led. It will set out how together we can deliver the jobs, regeneration, and new investment in the area that HS2 can bring, as well as setting a framework for the type of environment we want to achieve and how links between the town centre and the railway station can be improved.

The AAP will also set out how we can manage and improve the local transport network in and around Crewe Station to reduce the congestion currently experienced at peak times, especially on Nantwich Road, and accommodate the impacts of the arrival of HS2 on the local network.

The AAP is divided into five areas which are allocated for different uses. It aims to deliver additional homes, jobs and employment floorspace.



### Area 1:

Residential and mixed-use development with a green corridor linking the station with Crewe town centre.

### Area 2:

Commercial office space. Public and pedestrian access to the station.

### Area 3:

Housing development land, with commercial properties closer to the station. Improved access to Valley Brook.

### Area 4:

Main entrance to the HS2 Hub Station, including a new interchange for buses and taxis, a multi-storey car park and a new public square.

### Area 5:

Commercial and office space.

## Area Action Plan (AAP) Transport Policies

We want to promote sustainable modes of transport and in doing so encourage more people to visit our town centre to help reinvigorate the area. The AAP Transport Policies provide a way for us to identify and shape the new infrastructure we need to deliver our plans for Crewe. Some of our high-quality plans include:



### Cycling

Develop a cycle network providing links to Crewe town centre and surrounding areas with; improved access across the railway corridor; enhanced facilities at Nantwich Road Bridge and Mill Street Bridge, and; a dedicated cycle route on Nantwich Road.



### Walking

Existing access into Crewe Station is not pedestrian friendly. There are limited crossing points around Crewe Arms Roundabout and across Nantwich Road. Pedestrian needs would be prioritised to provide routes that are safe and attractive to access Crewe HS2 Hub and encourage walking between Crewe station and the town centre.



*Crewe HS2 Hub improvements, Artists impression of new Nantwich Road entrance*



### Bus

To encourage sustainable access to new jobs, Crewe HS2 Hub would provide a single bus interchange facility for all services to Crewe town centre, the wider borough and beyond. We would seek to work with operators to make the most of these opportunities.



### Rail

Crewe HS2 Hub is a key link between HS2 and the existing rail network. We would work with the rail industry to maintain existing West Coast Main Line services whilst increasing connectivity. This would be achieved through the use of freed-up rail network capacity to run more local and regional services and aiming for up to 7 HS2 trains per hour in each direction stopping at Crewe.



### Taxis

Taxi ranks would be located near the station together with dedicated space for pick-up/drop-off as well as areas for Private Hire Vehicles. There would be Electric Vehicle charging infrastructure to promote uptake of more sustainable modes of transport.



### Resident Parking

We would look to develop and consult upon a potential Controlled Parking Zone (CPZ) to help regulate on-street parking and enforce authorised car parking.



### Traffic management

Measures would be put in place to manage impacts on the local road network. This could include visual screening, noise barriers and traffic calming measures.



### Car parks

Based on our assessments a minimum of 2,500 car parking spaces would be needed to serve the area and Crewe HS2 Hub station. Additional car parking provision in the AAP will be provided by new multi-storey car park(s), including one located on Weston Road.

## Junction Improvements

We have carried out initial traffic assessments in the AAP area to see how we can improve the flow of traffic. The findings indicate that, in addition to a new bridge, we would also need to make improvements to 11 key junctions around Crewe Station to support delivery of our high-quality plans. This would allow us to better manage traffic flows. The junctions to be improved are:

- Mill St Roundabout
- Gresty Rd / Bedford St Junction

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- Nantwich Rd / South St Junction
- Gresty Rd / St Clair St Junction

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- Nantwich Rd / Gresty Rd Junction
- Gresty Rd / Laura St Junction

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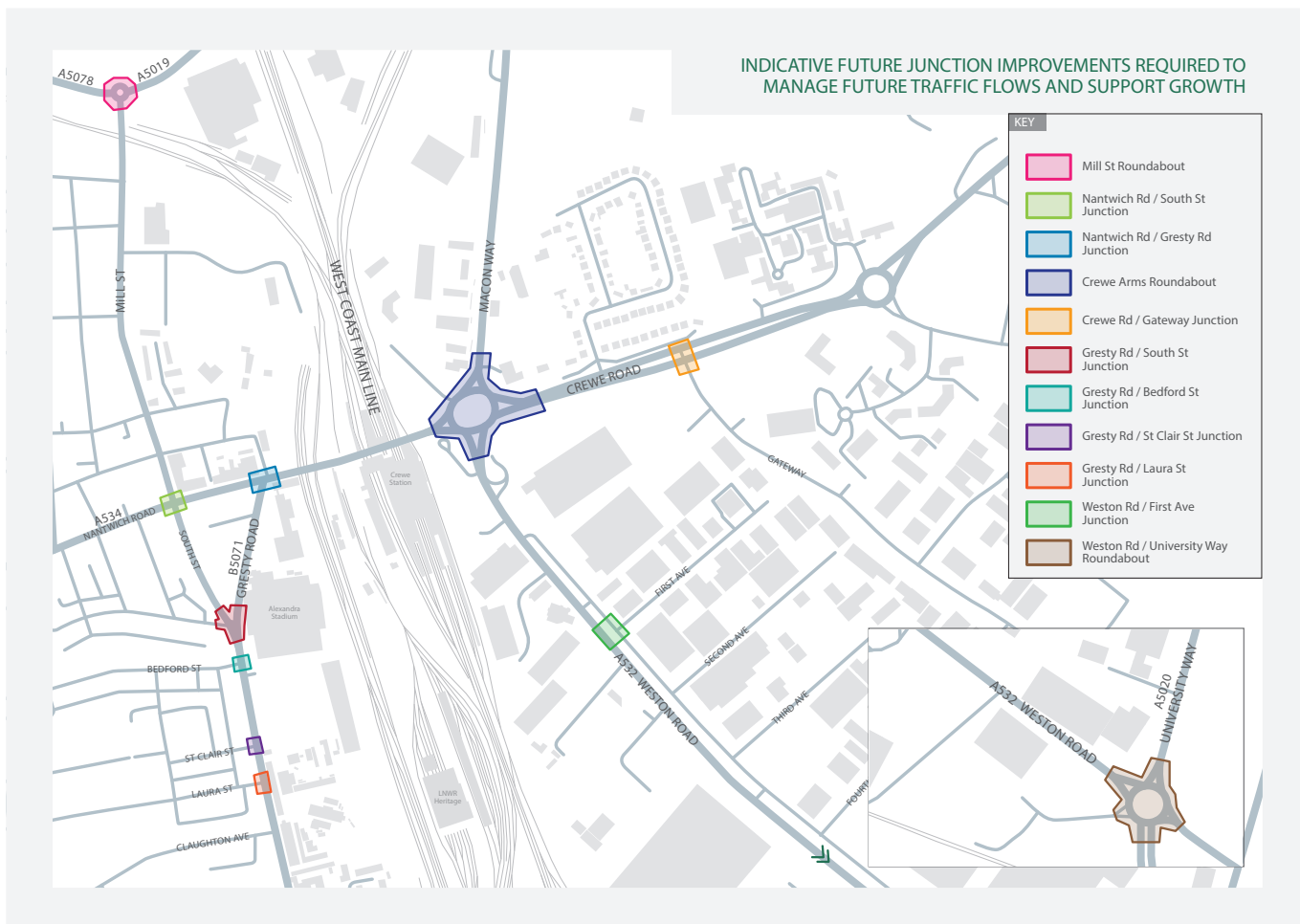
- Crewe Arms Roundabout
- Weston Rd / First Ave Junction

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- Crewe Rd / Gateway Junction
- Weston Rd / University Way Roundabout

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- Gresty Rd / South St Junction



Indicative Future Junction Improvements around Crewe Station

These measures would reduce traffic flows at locations where we want to promote uptake of sustainable modes of transport, such as Nantwich Road Station entrance, helping to create a more pedestrian and cyclist friendly environment. This would encourage the use of sustainable transport for local journeys. These measures would also help us to reduce congestion and delays at key locations, keeping traffic moving on the local road network and accommodate the emerging AAP.

Future work will develop detailed options on how these improvements might work and will be subject to further public consultation.

You can read more about our Transport Strategy in the AAP which is available online. visit [www.cheshireeast.gov.uk](http://www.cheshireeast.gov.uk) and search area 'action plan'

## Southern Link Road Bridge (SLRB)

Even without the arrival of HS2 and the development of the Crewe HS2 Hub, traffic flows in Crewe are expected to increase. The six rail corridors passing through the town are a key constraint on the road network; creating bottlenecks and significant congestion due to a limited number of crossing opportunities. We have already delivered several road improvement schemes around Crewe to better manage traffic flows, together with improvements aimed at encouraging sustainable travel. More needs to be done to manage future traffic flows and reduce congestion to achieve our aim of making Crewe more attractive to visitors, shoppers and businesses. This is particularly relevant to Nantwich Road Bridge which is an important pedestrian and cyclist link between Crewe Station and the town centre.

The AAP Transport Policies are in place to ensure Crewe's transport network is developed to be fit for the future. The SLRB would provide an additional crossing point over the railway corridor, allowing us to better manage future traffic flows and reduce congestion around Crewe Station, including on Nantwich Road. This aligns with our aim of promoting an environment around Crewe Station that is safe, attractive and accessible for cyclists and pedestrians and other sustainable modes of transport.

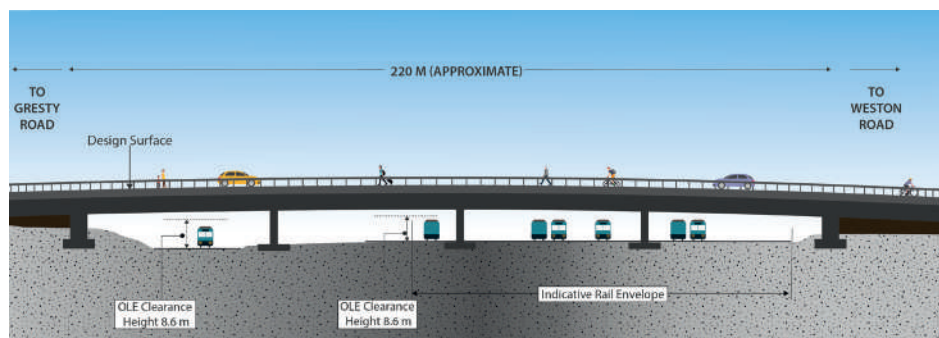
### The Scheme

We commissioned a feasibility study in 2018 to investigate potential locations for a new road bridge to provide an additional crossing over the railway corridor. Three locations were investigated; Tommy's Lane Road Bridge (north of Crewe Station); SLRB (south of Crewe Station), and Cowley Way Road Bridge (south of Crewe Station). Assessment of the options (including consideration of Network Rail track changes required for HS2 and future HS2 tunnel alignments) found the SLRB was the preferred option.

The proposed SLRB would provide for two-way traffic, a cycleway and footpath and would connect via new access roads to the local road network at Gresty Road and Weston Road.

### Why now?

The SLRB can be constructed at the same time as the changes that are required to accommodate HS2 at Crewe Station. Coordinating the construction of these activities would minimise disruption to Network Rail and the local community by reducing the number of railway line closures required. This also presents a unique opportunity to gain significant efficiencies through reduced construction costs when compared to trying to build the SLRB at a different time.



*Southern Link Road Bridge Indicative Design Profile*

### How will the scheme be funded?

Although we are at an early design stage, we estimate the cost of the SLRB options to be in the order of £50M to £80M. We are exploring funding options; one idea is for the projects to be delivered as part of a Growth Area bid alongside government grants and funding from new developments within the surrounding area.

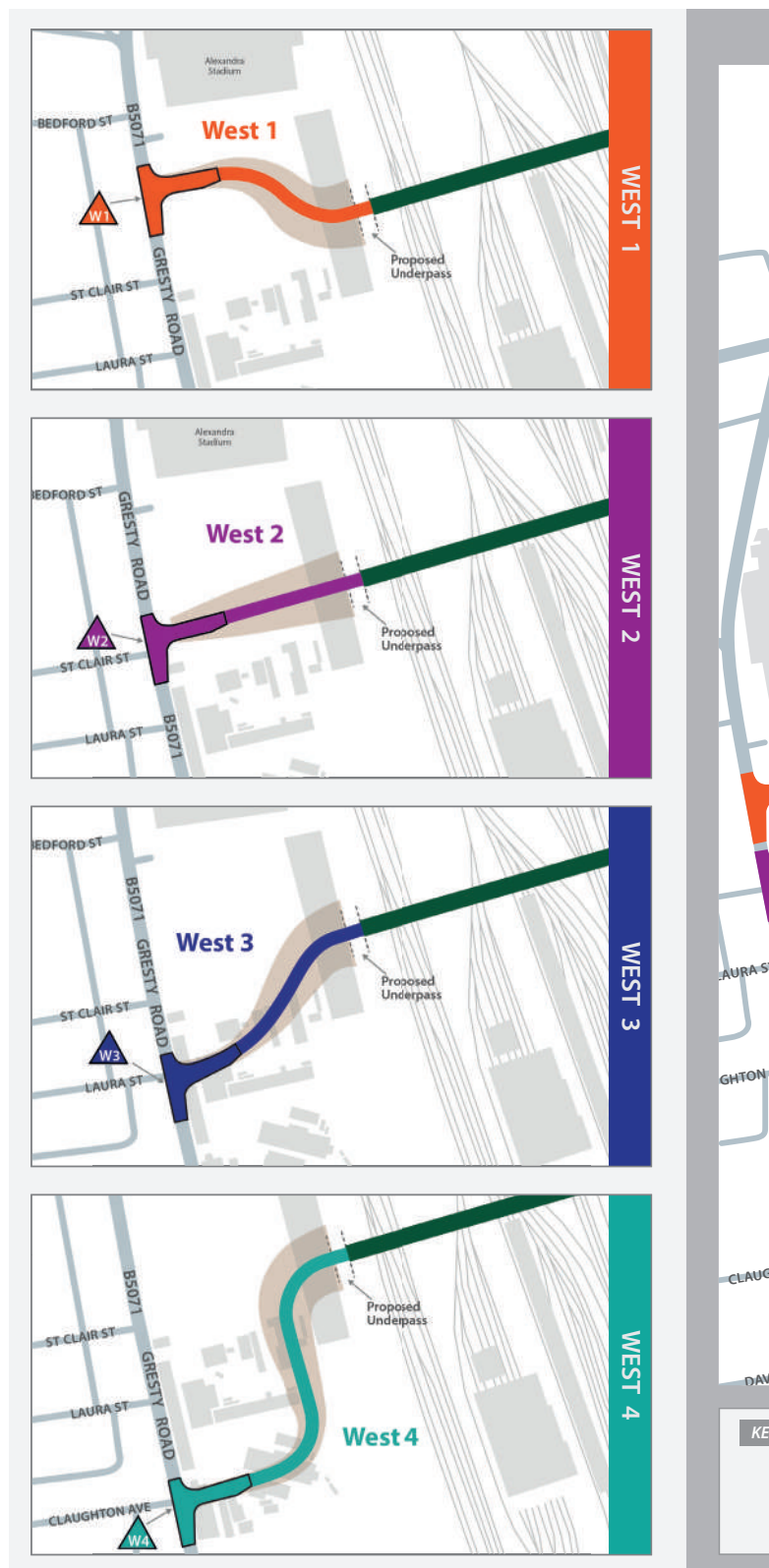


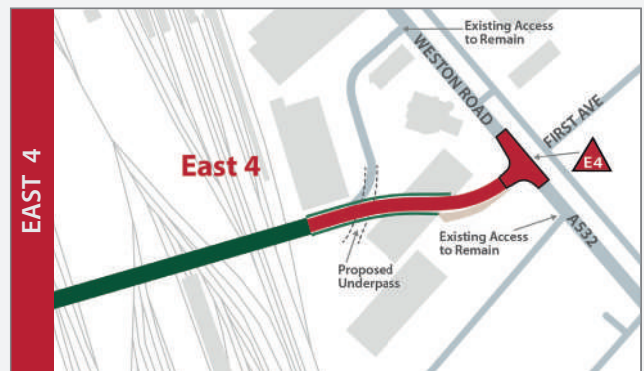
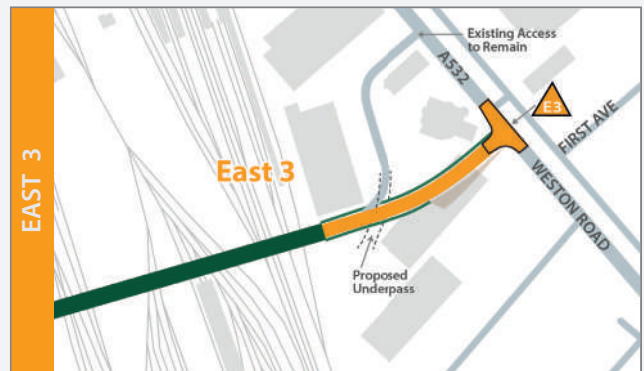
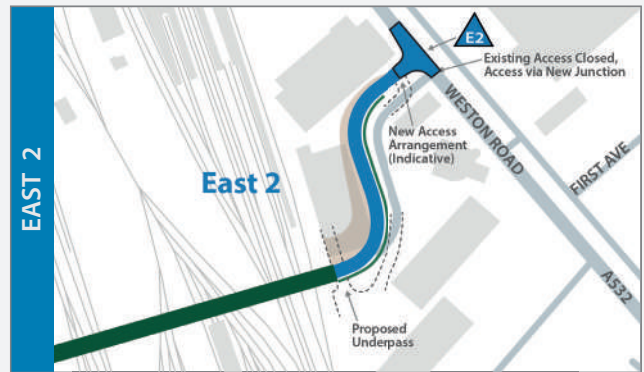
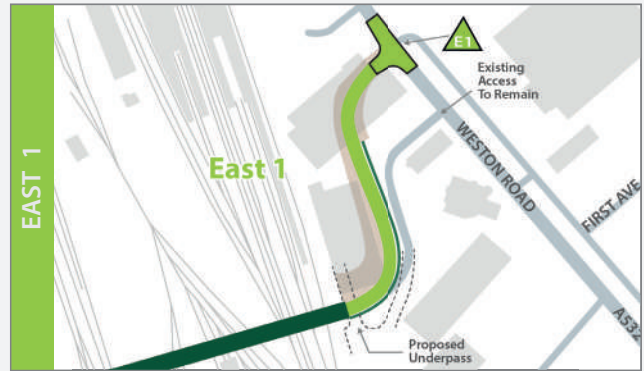
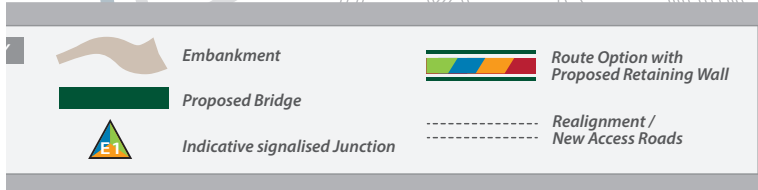
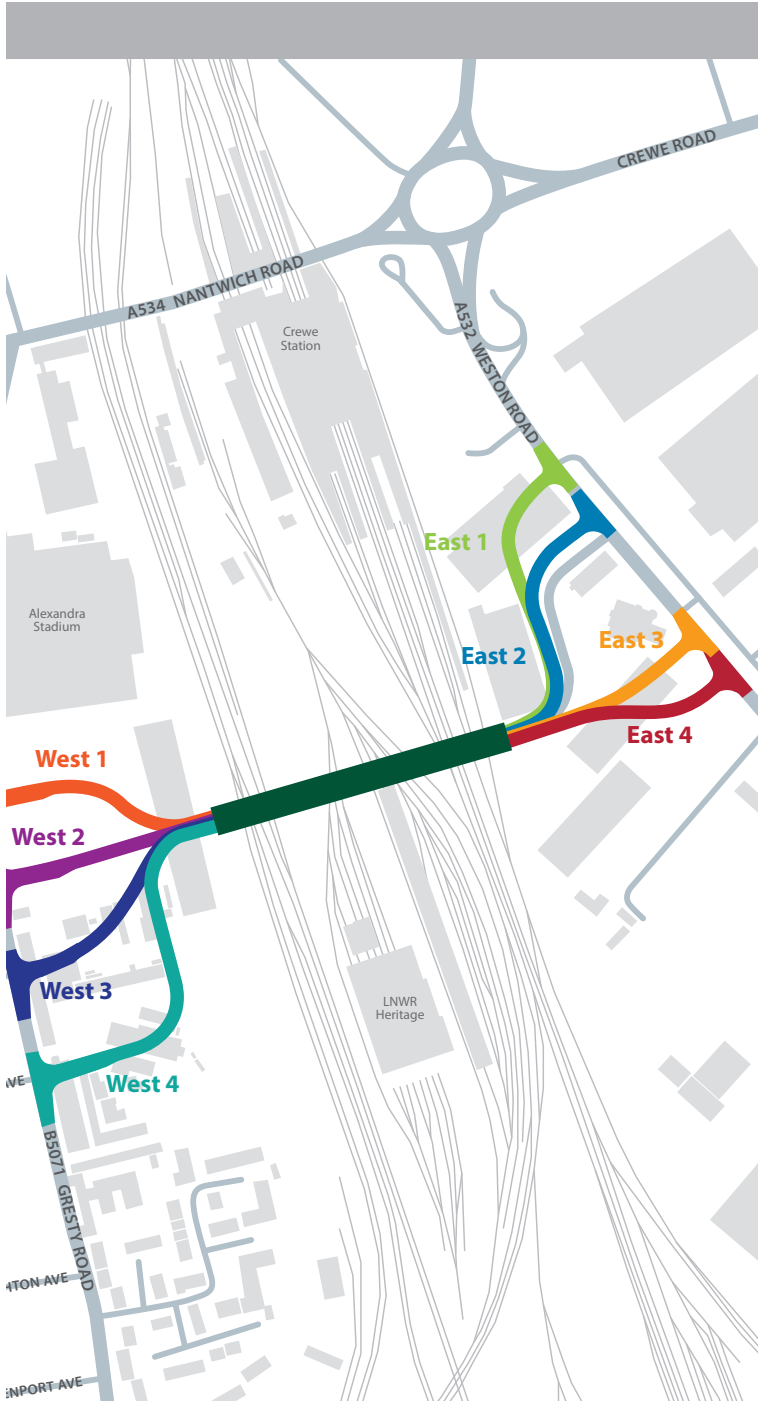
# Proposed Route Options

This consultation describes the proposed new access road options to connect the SLRB to the local road network.

In total, eight access options have been developed, four connecting SLRB to Gresty Road to the west and four connecting it to Weston Road to the east. The consultation invites you to comment on which access road options to the east and west you prefer and why, noting that each West option can be combined with any East option.

To assess the benefits and effects of the proposed options we looked at a variety of topics; our early high-level assessments are shown below. As we are consulting at an early stage in the scheme this information is subject to further development as designs progress.





## West Alignment Options

	WEST 1	WEST 2	WEST 3	WEST 4
<b>Accessibility</b> (suitability of proposed junction location and provision for Non-Motorised Users)	<ul style="list-style-type: none"> <li>Approach to/departure from bridge requires an immediate turn</li> <li>Third shortest route with equal second flattest approach gradient</li> <li>New junction required on Gresty Road</li> </ul>	<ul style="list-style-type: none"> <li>Shortest route with steepest approach gradient</li> <li>New junction required on Gresty Road, with access from St Clair Street likely to be closed</li> </ul>	<ul style="list-style-type: none"> <li>Approach/departure from bridge requires an immediate turn</li> <li>Second shortest route with equal second flattest approach gradient</li> <li>Junction opposite Laura Street</li> </ul>	<ul style="list-style-type: none"> <li>Approach/departure from bridge requires an immediate turn</li> <li>Longest route with flattest approach gradient</li> <li>Junction opposite Cloughton Avenue</li> </ul>
<b>Land take</b> (potential impacts to property and property accesses)	<ul style="list-style-type: none"> <li>One building directly impacted</li> <li>Option divides Crewe Alexandra car park</li> <li>May need to modify junction access to Unipart/ Network Rail Ltd Rail from Gresty Road</li> </ul>	<ul style="list-style-type: none"> <li>Two buildings directly impacted</li> <li>Southern end of Crewe Alexandra car park lost to option</li> <li>Access to business properties from Gresty Road may be impacted</li> </ul>	<ul style="list-style-type: none"> <li>Multiple buildings directly impacted, including a local heritage asset</li> <li>Small section of Crewe Alexandra car park lost to option</li> <li>Option partially severs Unipart/ Network Rail Ltd site</li> </ul>	<ul style="list-style-type: none"> <li>Multiple buildings directly affected including a local heritage asset</li> <li>Alignment largely retains existing Crewe Alexandra car park</li> <li>Option divides the Unipart/ Network Rail Ltd site</li> </ul>
<b>Environmental impact comparison</b> (includes ecology, townscape and visual amenity, hydrology and flood risk, land quality, air quality, noise, traffic and transport, people and communities)	<ul style="list-style-type: none"> <li>Ranked second out of four western options in terms of minimising environmental impact</li> </ul>	<ul style="list-style-type: none"> <li>Ranked first out of four western options in terms of minimising environmental impact</li> </ul>	<ul style="list-style-type: none"> <li>Ranked equal third out of four western options in terms of minimising environmental impact</li> </ul>	<ul style="list-style-type: none"> <li>Ranked equal third out of four western options in terms of minimising environmental impact</li> </ul>
<b>Cultural heritage</b> (impacts to locally listed buildings)	<ul style="list-style-type: none"> <li>No significant impact</li> </ul>	<ul style="list-style-type: none"> <li>No significant impact</li> </ul>	<ul style="list-style-type: none"> <li>Impacts a local heritage asset</li> </ul>	<ul style="list-style-type: none"> <li>Impacts a local heritage asset</li> </ul>
<b>Other structures</b> (structures required other than SLRB)	<ul style="list-style-type: none"> <li>No retaining walls required</li> </ul>	<ul style="list-style-type: none"> <li>No retaining walls required</li> </ul>	<ul style="list-style-type: none"> <li>No retaining walls required</li> </ul>	<ul style="list-style-type: none"> <li>No retaining walls required</li> </ul>
<b>Constructability</b> (ability to overcome engineering constraints)	<ul style="list-style-type: none"> <li>Significant temporary works likely to be required for bridge launching during construction</li> </ul>	<ul style="list-style-type: none"> <li>No significant temporary works required</li> </ul>	<ul style="list-style-type: none"> <li>Significant temporary works likely to be required for bridge launching during construction</li> </ul>	<ul style="list-style-type: none"> <li>Significant temporary works likely to be required for bridge launching during construction</li> </ul>
<b>Cost Comparison</b> (comparative cost assessment)	<ul style="list-style-type: none"> <li>Second lowest cost</li> </ul>	<ul style="list-style-type: none"> <li>Lowest cost</li> </ul>	<ul style="list-style-type: none"> <li>Second highest cost</li> </ul>	<ul style="list-style-type: none"> <li>Highest cost</li> </ul>



## East Alignment Options

	EAST 1	EAST 2	EAST 3	EAST 4
<b>Accessibility</b> (suitability of proposed junction location and provision for Non-Motorised Users)	<ul style="list-style-type: none"> <li>Approach/departure from bridge requires an immediate turn</li> <li>Longest route with flattest approach gradient</li> <li>Junction location not as suitable for traffic flows to/ from the south on Weston Road</li> </ul>	<ul style="list-style-type: none"> <li>Approach/departure from bridge requires an immediate turn</li> <li>Third shortest route with equal second flattest approach gradient</li> <li>Junction location not as suitable for traffic flows to/ from the south on Weston Road</li> </ul>	<ul style="list-style-type: none"> <li>Junction location provides a logical access route for anticipated traffic flows to/ from the south on Weston Road</li> <li>Shortest route with steepest approach gradient</li> <li>Shortest access route to SLRB</li> </ul>	<ul style="list-style-type: none"> <li>Junction location provides a logical access route for anticipated traffic flows to/ from the south on Weston Road</li> <li>Second shortest route with equal second flattest approach gradient</li> </ul>
<b>Land take</b> (potential impacts to property and property accesses)	<ul style="list-style-type: none"> <li>Multiple buildings directly impacted</li> <li>Existing junction access to businesses from Weston Road maintained</li> </ul>	<ul style="list-style-type: none"> <li>Multiple buildings directly impacted</li> <li>Existing junction access to businesses from Weston Road closed, replaced by new local access provided by SLRB link road</li> </ul>	<ul style="list-style-type: none"> <li>Multiple buildings directly impacted</li> </ul>	<ul style="list-style-type: none"> <li>Multiple buildings directly impacted</li> <li>Junction can be accommodated without impacting existing Cowley Way junction</li> </ul>
<b>Environmental impact comparison</b> (includes ecology, townscape and visual amenity, hydrology and flood risk, land quality, air quality, noise, traffic and transport, people and communities)	<ul style="list-style-type: none"> <li>Ranked equal second out of four eastern options in terms of minimising environmental impact</li> </ul>	<ul style="list-style-type: none"> <li>Ranked last out of four eastern options in terms of minimising environmental impact</li> </ul>	<ul style="list-style-type: none"> <li>Ranked equal second out of four eastern options in terms of minimising environmental impact</li> </ul>	<ul style="list-style-type: none"> <li>Ranked first out of four eastern options in terms of minimising environmental impact</li> </ul>
<b>Cultural heritage</b> (impacts to locally listed buildings)	<ul style="list-style-type: none"> <li>No significant impact</li> </ul>	<ul style="list-style-type: none"> <li>No significant impact</li> </ul>	<ul style="list-style-type: none"> <li>No significant impact</li> </ul>	<ul style="list-style-type: none"> <li>No significant impact</li> </ul>
<b>Other structures</b> (structures required other than SLRB)	<ul style="list-style-type: none"> <li>Around 150 m of retaining wall required</li> </ul>	<ul style="list-style-type: none"> <li>Around 150 m of retaining wall required</li> </ul>	<ul style="list-style-type: none"> <li>Around 250 m of retaining wall required</li> <li>Option requires underpass structure separate to main bridge structure</li> </ul>	<ul style="list-style-type: none"> <li>Around 220 m of retaining wall required</li> <li>Option requires underpass structure separate to main bridge structure</li> </ul>
<b>Constructability</b> (ability to overcome engineering constraints)	<ul style="list-style-type: none"> <li>Minor temporary works likely to be required for bridge launching during construction</li> </ul>	<ul style="list-style-type: none"> <li>Minor temporary works likely to be required for bridge launching during construction</li> </ul>	<ul style="list-style-type: none"> <li>No significant impact</li> </ul>	<ul style="list-style-type: none"> <li>No significant impact</li> </ul>
<b>Cost Comparison</b> (comparative cost assessment)	<ul style="list-style-type: none"> <li>Similar construction cost to East 2 and East 4</li> </ul>	<ul style="list-style-type: none"> <li>Similar construction cost to East 1 and East 4</li> </ul>	<ul style="list-style-type: none"> <li>Highest cost</li> </ul>	<ul style="list-style-type: none"> <li>Similar construction cost to East 1 and East 2</li> </ul>

# Environmental Considerations

## Air Quality

We will carry out an air quality assessment once further traffic assessments have been undertaken to ensure that we understand any effects the scheme may have on surrounding air quality. The existing Air Quality Management Area (AQMA) on Nantwich Road will form part of this assessment.

## Noise and vibration

The area currently experiences noise from local road traffic, trains accessing Crewe Station and from the various commercial premises in the surrounding area. Our initial assessment shows that the SLRB is unlikely to significantly increase noise in the local area once construction is complete. There may be a temporary increase in noise while we are constructing the bridge and link roads.

## Cultural heritage

There are a small number of cultural heritage assets located within the vicinity of the link road which are impacted by some of the options.

## Landscape and visual

Views across the study area are limited because the land is relatively flat, and the buildings are located very close together. However, you may see an increase in construction traffic entering the area whilst the bridge is being built.

## Ecology and conservation

There are no statutory designated sites identified within a 2km radius of the scheme.

## Land Quality

No geologically designated Sites of Special Scientific Interest or Local Geological Sites (formally Regionally Important Geological Sites) have been identified in the study area.

## Water Environment

We and the Environment Agency have conducted assessments which indicate that the risk of flooding in the study area is relatively low.

## People and Communities (Including Non-Motorised Users (NMU))

The proposed scheme is located between a large commercial/industrial area to the east/southeast and residential areas to the west. Each of the route options have the potential to affect existing businesses. The next stage of scheme development will be to work with those affected to understand the scale of impacts and how these can be best managed.

The development of SLRB will not affect any Public Rights of Way (PRoW).

## Early Assessment of Traffic Flows

Even with our plans to improve facilities for pedestrians and cyclists, our assessments show that local traffic is anticipated to increase as the town continues to develop, and traffic would increase further with the arrival of HS2.

An assessment of traffic flows, based on planning for the future HS2 growth, has shown that building the SLRB would help to reduce future traffic volumes around Crewe Station when compared to doing nothing. The SLRB would reduce future traffic flows on Nantwich Road and Gresty Road, helping to improve accessibility to the town centre and enhancing the environment for pedestrians and cyclists.

The SLRB is expected to direct more traffic to the Major Road Network to access Crewe. As a result there would be increased traffic in some areas, notably along David Whitby Way, University Way, Crewe Road and Macon Way. This will reduce congestion around Crewe Station and help separate local traffic from traffic accessing the new station. This shows traffic is using the Major Road Network to access Crewe, meaning traffic around Crewe Station is better managed and conflicts with local trips are minimised.

Where traffic flows are anticipated to increase, mitigation measures such as screening, noise barriers and traffic calming measures will be implemented to reduce the impact on residents and businesses.

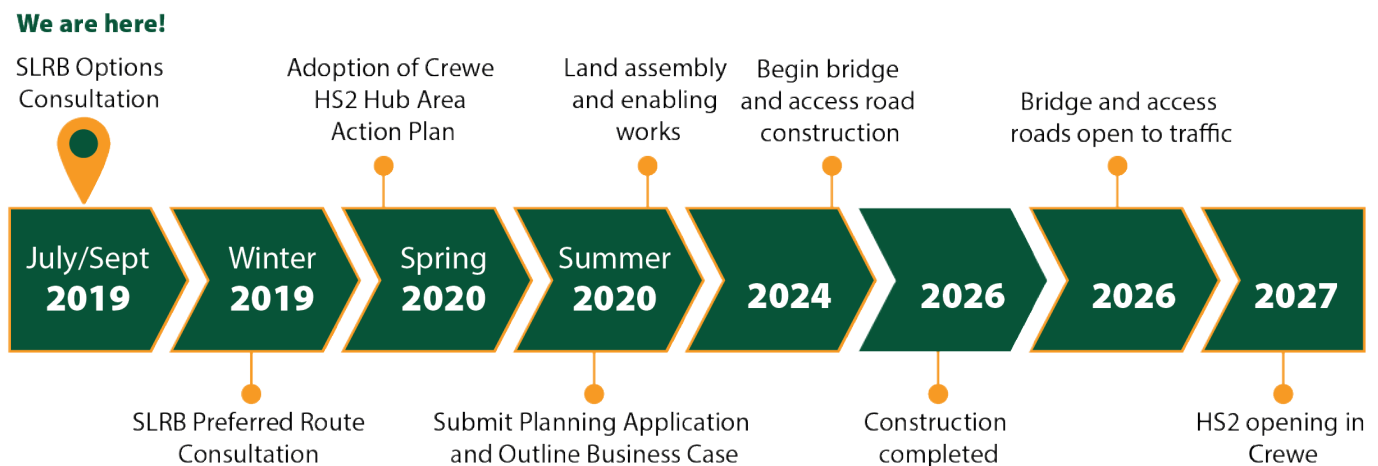
More information is available online at the SLRB web address: [www.cheshireeast.gov.uk/SLRB](http://www.cheshireeast.gov.uk/SLRB)

## Next Steps

Once the consultation closes on 3 September 2019, we will analyse your responses and prepare a consultation report which will be published on the Council's webpage at [www.cheshireeast.gov.uk/SLRB](http://www.cheshireeast.gov.uk/SLRB)

Your responses will help to inform the final scheme design where applicable and practical. The findings of this consultation will be reported to Cheshire East Council Cabinet.

If the scheme is approved by Cabinet, we will submit a planning application to Cheshire East Council Strategic Planning Board in Summer 2020. There will be an opportunity for you to comment further on the scheme as part of the statutory planning process. The figure below provides our current timeline for the scheme.



## Further information

You can find out further information about the Southern Link Road Bridge options appraisal and download a copy of the consultation brochure by visiting [www.cheshireeast.gov.uk/SLRB](http://www.cheshireeast.gov.uk/SLRB)

The website will be updated regularly during the scheme's development and, should the planning application be successful, during construction of the scheme too.

Drop in to the public information event being held on:

**Saturday 10 August 2019, 10:00am to 3:00pm -**

**Alexandra Suite, Crewe Alexandra Football Club, Alexandra Stadium, Gresty Road, Crewe, Cheshire, CW2 6EB** and find out more about the plans. The Council's project team will be at the event to answer any questions you may have.

### **Further copies of the consultation leaflet and questionnaire can be collected at:**

Crewe Municipal Buildings, Earle Street, Crewe, CW1 2BJ  
Crewe Lifestyle Centre, Moss Square, Crewe, CW1 2BB  
Crewe Library, Crewe Lifestyle Centre, Moss Square, Crewe, CW1 2BB  
Crewe Railway Station, Nantwich Road, Crewe, CW2 6HR

Cheshire East Council  
Westfields, Middlewich Road  
Sandbach, Cheshire CW11 1HZ  
[www.cheshireeast.gov.uk](http://www.cheshireeast.gov.uk)

This information is available in other formats on request





## Cheshire & Warrington Local Transport Body

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**Date of Meeting:** Thursday 25 July 2019  
**Report of:** Steve Hunter – Transport for Warrington Service Manager  
**Subject/Title:** Northern Powerhouse Rail Update

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### 1. Report Summary

- 1.1 This report provides an update on progress made by Transport for the North (TfN) and the Department for Transport (DfT) who have jointly commissioned business case work for Northern Powerhouse Rail (NPR). A brief summary is provided below of the main aims and objectives of NPR and the key issues impacting on Cheshire and Warrington are summarised in Section 2 which follows. The recommendations are then summarised in Section 3 of this report. Finally, Appendix A shows the emerging vision for the NPR network, which is taken from the TfN Strategic Transport Plan.
- 1.2 Northern Powerhouse Rail is a programme to deliver a transformed rail network in the North of England and bring new opportunities to millions of people and businesses. Featuring a mix of new and significantly upgraded railway lines, it will increase the capacity, speed and resilience of the North's rail network. In doing so, passengers will experience faster and far more reliable journeys between the North's economies and its largest international airport at Manchester.
- 1.3 Northern Powerhouse Rail is the centrepiece of Transport for the North's Strategic Transport Plan and Investment Programme. A Strategic Outline Business Case for the network has now been backed by civic and business leaders from across the North.
- 1.4 A Draft Strategic Outline Business Case (SOBC) was submitted to Government following approval at the TfN Board meeting held in February 2019. Further work is underway on a final version of this SOBC which is planned to be submitted in 2020. Transport for the North are working very closely with the Department for Transport and HS2 Limited to ensure that provision is made in the HS2 Phase 2B Hybrid Bill for Northern Powerhouse Rail.

### 2. Northern Powerhouse Rail – Key Issues for Cheshire and Warrington

- 2.1 These can be summarised as follows:

- The need to ensure that Cheshire and Warrington derives the maximum possible benefit from the NPR proposals;
- That the Crewe North Connection is now being considered as part of NPR, this has important implications for both HS2 Phases 2A and 2B;
- Related to this, that the NPR and HS2 service pattern maximises the connectivity from the Crewe Hub to other locations served by NPR and HS2; in turn facilitating the connectivity identified in the C&W LEP Sub Regional West and Wales Rail Strategic Rail prospectus;
- The Design Refinement Consultation currently underway on HS2 Phase 2B includes proposals for passive provision for NPR located in the High Legh area;
- That a station for Warrington should be included in NPR with all NPR services calling at that station and the opportunity is taken to increase the number of HS2 services calling at Warrington;
- That connectivity into the NPR network for Cheshire West and Chester and North Wales is maximised; including via a Warrington Station;
- That officers continue to monitor progress closely on NPR and ensure that Cheshire and Warrington's interests are fully taken into account.

### **3. Recommendations**

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

Appendix A

Emerging Vision for the Northern Powerhouse Rail Network



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## Cheshire & Warrington Local Transport Body

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**Date of Meeting:** Thursday 25 July 2019  
**Report of:** Steve Hunter – Transport for Warrington Service Manager  
**Subject/Title:** Transport for the North Update

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### 1. Report Summary

- 1.1 This report provides an update on progress made with Transport for the North (TfN). It follows on from a series of written reports considered by LTB meetings held over the last 4 years since the formation of TfN. A brief summary is provided of progress on a number of the work streams in this report and further updates will be reported verbally at the meeting.
- 1.2 The recommendations follow in Section 2 of this report, with reports attached as appendices on two key items which Transport for the North has progressed since the last Cheshire and Warrington Local Transport Body meeting held on 21<sup>st</sup> December 2018, namely:
- the approval of the **Final Strategic Transport Plan and Investment Plan** which was submitted to the Department for Transport following its approval by the TfN Board at its meeting held on 7<sup>th</sup> February 2019 (report attached as Appendix A); and
  - Progress on the two major reviews of the rail industry which are in progress, namely the **Blake-Jones and Williams Reviews**, the report which approved the Blake-Jones Review and signed off TfN's response to the Williams Review was approved at the meeting held on 20<sup>th</sup> June 2019 (report attached as Appendix B).
- 1.3 Section 3 briefly lists other TfN work streams on which a verbal update will be provided on progress at the meeting. A link is provided within this section to the papers of the two most recent TfN Board meetings which have taken place on Thursday 20<sup>th</sup> June 2019 and Thursday 7<sup>th</sup> February 2019.

### 2. Recommendations

- 2.1 That the CWLTB note the Transport for the North developments and continuing activities:
1. On the 1<sup>st</sup> April 2018 TfN became the first **Sub-National Transport Body with statutory powers** (which were awarded under the powers set out in the 2016 Cities and Local Devolution Act);
  2. That membership of TfN consists of the 20 Local Transport / Combined Authorities across the North of England and that therefore Warrington

Borough, Cheshire West and Chester and Cheshire East Councils are all members, following the consent given by all of them during 2017.

3. That the Cheshire and Warrington LEP is also a co-opted member of TfN.
4. That the Local Enterprise Partnership and all three Local Transport Authorities across Cheshire and Warrington are fully represented on the TfN Partnership Board, TfN Board (Members and LEPs) and Executive Board (Local Transport Authority Officers) by Christine Gaskell (LEP) Cllr Hans Mundry (Warrington Borough Council), Cllr Louise Gittens Shore (Cheshire West and Chester Council) and Cllr Craig Browne (Cheshire East Council). Further to this an officer from each of the three authorities sits on the TfN Executive Board.
5. That the LTB notes progress made on all of the TfN work streams as listed and briefly summarised in Section 3 of this report.

### **3. Work Streams**

3.1 Work continues on a considerable number of work streams. TfN is progressing all of these in partnership with the Department for Transport, Highways England, High Speed 2 Limited and Network Rail with considerable support provided by local authority officers from across the North including from across Cheshire and Warrington. A verbal update on progress made on these other work streams is to be provided at the meeting:

- a) Governance
- b) Strategic Transport Plan and Investment Plan / Funding
- c) Phase 2 of Strategic Development Corridor work
- d) Strategic Rail – (Northern Powerhouse Rail is covered in a separate report)
- e) Rail Performance in the North
- f) Strategic Roads – including submission of Major Road Network and Large Local Major Schemes
- g) Integrated and Smart Travel
- h) Stakeholder Engagement and Communications

3.2 Further detailed information on the TfN Board and a number of these work streams can be found in the papers for the two most recent TfN Board meetings which took place on 20<sup>th</sup> June 2019 and 7<sup>th</sup> February 2019 also a link to details of the TfN Board:

- Details of the TfN Board can be found at:  
<https://transportforthenorth.com/about-transport-for-the-north/our-board/>
- Papers from the most recent meeting of the TfN Board held on 20<sup>th</sup> June 2019:  
<https://transportforthenorth.com/calendar/transport-north-board-20-June-2019/>

- Papers from the meeting prior to this of the TfN Board held on 7<sup>th</sup> February 2019  
<https://transportforthenorth.com/calendar/transport-north-board-7-february-2019/>

Appendix A

Report on Final Strategic Transport Plan and Investment Plan  
(approved at TfN Board 7<sup>th</sup> February 2019)

Appendix B

Report on progress on the Blake-Jones Review and Transport for the North's  
response to the Williams Rail Review  
(approved at TfN Board 20<sup>th</sup> June 2019)

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## Transport for the North Board – Item 8

**Subject:** Final Strategic Transport Plan and Initial Investment Programme

**Authors:** Robin Miller-Stott, Senior Strategy Officer  
Jonathan Spruce, Strategy Director

**Sponsor:** Jonathan Spruce, Strategy Director

**Meeting Date:** Thursday 7 February 2019

### 1. Purpose of the Report:

1.1 This report presents the Final Strategic Transport Plan and the initial version of the TfN Investment Programme for approval by the Board.

### 2. Executive Summary:

2.1 The Strategic Transport Plan is TfN's flagship policy document. The Draft Strategic Transport Plan was published for public consultation on 16 January 2018, with 13 weeks of public consultation. At previous meetings of the Board, an update has been provided on the progress with preparing the Final Strategic Transport Plan.

2.2 A final version of the Strategic Transport Plan has now been prepared following thorough discussions with Officers of TfN's Constituent Authorities and Delivery Partners. The Partnership Board and the Scrutiny Committee have both endorsed the Final Strategic Transport Plan for approval. The Final Strategic Transport Plan has been assessed as complying with TfN's regulatory requirements, principally Section 102I Subsection 8d of the Local Transport Act 2008 (as added by Section 21 of the Cities & Local Government Devolution Act 2016).

2.3 In addition, the Independent Integrated Sustainability Appraisal Post-Adoption Statement shows how the Final Strategic Transport Plan is performing strongly on a number of the sustainability objectives in comparison to the Draft Strategic Transport Plan. This recognises the significant work TfN has done following the close of consultation and the continued working with stakeholders across the North.

2.4 The Final Strategic Transport Plan is supplemented by the initial TfN Investment Programme, the format of which was discussed and agreed at the TfN Board meeting on 13 September 2018. In particular, Tables 2 and 3 include the interventions that TfN believes could, and should, have a start on them before 2027, and form TfN's advice to Government on its short term priorities, whilst Table 4 is TfN's advice

on what the longer term, multimodal priorities for enhanced pan-Northern connectivity are.

### **3. Considerations:**

#### **3.1 Final Strategic Transport Plan**

The Strategic Transport Plan is TfN's flagship policy document. The Draft Strategic Transport Plan was published for public consultation on 16 January 2018, with the consultation running for 13 weeks. At previous meetings of the Board, an update has been provided on the progress with preparing the Final Strategic Transport Plan and the meeting on 29 June 2018 considered in detail the independent report on the consultation produced by Ipsos MORI.

- 3.2 TfN adopted this approach in order to provide robustness, and to ensure that the consultation captured the insight and expertise provided in all the consultation responses. This has also ensured that TfN complied with its statutory regulation and allowed TfN to demonstrate how it had amended the Strategic Transport Plan to capture consultation feedback.
- 3.3 The Final Strategic Transport Plan has now been prepared following thorough discussions with Officers of TfN's Constituent Authorities and Delivery Partners. The TfN Partnership Board and Scrutiny Committee endorsed the Final Strategic Transport Plan for approval by the Board. The Final Strategic Transport Plan is included in Appendix 1.
- 3.4 In addition, the Independent Integrated Sustainability Appraisal Post-Adoption Statement, which has been challenging all the sustainability considerations of the Strategic Transport Plan throughout its development, is attached with this paper. It shows how the Final Strategic Transport Plan is performing more strongly on a number of the Integrated Sustainability Appraisal objectives in comparison to the Draft Strategic Transport Plan. This recognises the significant work TfN has done following the close of consultation and the continued working with stakeholders across the North. The Post Adoption Statement and Habitats Regulation Assessment are included in Appendix 2.
- 3.5 TfN is mindful of its obligations under The Cities & Local Government Devolution Act 2016 when preparing or revising the Strategic Transport Plan, principally Section 102I Subsection 8d of the Local Transport Act 2008 (as added by Section 21 of the Cities & Local Government Devolution Act 2016). This requires TfN to have regard to four particular elements:
- a) The promotion of economic growth in its area
  - b) The social and environmental impacts in connection with the implementation of the proposals contained in the strategy



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- c) Any current national policy relating to transport that has been published by or on behalf of Her Majesty's Government, and
  - d) The results of the public consultation as required by the Act.
- 3.5 Independent legal counsel advice has been undertaken on the Final Strategic Transport Plan. Counsel's conclusion is that the Final Strategic Transport Plan is legally sound and complies with the legal requirements contained in both section 102I of the 2008 Act and the TfN Regulations.
- 3.6 **Initial TfN Investment Programme**
- The Final Strategic Transport Plan is supplemented by the initial TfN long term Investment Programme, the format of which was discussed and agreed at the TfN Board meeting on 13 September 2018. The content of the initial Investment Programme has been developed from the whole range of TfN's work programmes, and again thorough discussions with Officers of TfN's Constituent Authorities and Delivery Partners.
- 3.7 A copy of the initial Investment Programme is included at Appendix 3. In particular, Tables 2 and 3 include the interventions that TfN believes could, and should, have a start on them before 2027, and form TfN's advice to Government on its short term priorities, whilst Table 4 is TfN's advice on what the longer term, multi-modal priorities for enhanced pan-Northern connectivity are.
- 3.8 Recognising that further work is being undertaken on each of the TfN work programmes, delivering the interventions set out in the initial Investment Programme at current estimates will require a funding envelope of £60-70 billion in today's prices. This scale of the investment is in line with the fiscal remit for the National Infrastructure Commission set by HM Treasury, as set out in the National Infrastructure Assessment. TfN considers it to be an ambitious, yet realistic, investment programme.
- 3.9 The estimated scale of investment in strategic transport infrastructure needs to be matched with an increase in spend for transport within towns and cities, in line with the Commission's proposals for devolved cities and non-urban local transport to receive a significant uplift in funding from 2025 onwards. This will be in addition to the level of strategic transport investment identified previously, bringing the total requirement in transport to £100-120 billion between 2020 and 2050.
- 3.10 A review of this initial programme will start in Summer 2019 as part of the Government's Spending Review. This review will pick up the outcome of the RIS2 determination meaning that the first update of the programme is likely to be in early 2020. The Investment Programme will then be reviewed periodically after that, no more than annually.

#### **4. Conclusion:**

- 4.1 The Final Strategic Transport Plan and the initial TfN Investment Programme are the product of years of hard work that has been put in from all of TfN's Partners, and is worthy of the flagship status of these documents. Subject to approval by the Board, the documents will be formally launched on 11 February 2019. This will be a landmark moment for the North formally speaking with one voice on what it needs from its strategic transport infrastructure, based on sound evidence and embedded with a need for future growth and investment to be both sustainable and inclusive. Delivery of the policies, proposals and interventions set out in both documents will result in tangible benefits to residents, workers and visitors right across the North.

#### **5. Recommendations:**

- 5.1 It is recommended that the TfN Board approve the Final Strategic Transport Plan as its statutory plan under Section 102I of the Local Transport Act. Both the Strategic Transport Plan and initial Investment Programme will be advice to Government as per TfN's Regulations.

#### **6. Appendices:**

- 6.1 Appendix 1 – Final Strategic Transport Plan (to be accessed via TfN Website)
- 6.2 Appendix 2 – Independent Integrated Sustainability Appraisal Post Adoption Statement, undertaken by Atkins (two attachments)
- 6.3 Appendix 3 – Initial TfN Investment Programme (to be accessed via TfN Website)

#### **List of Background Documents**

The following background papers were considered in preparation of this report:

- Item 4 – TfN Scrutiny Committee Meeting - 14 June 2018
- Item 4 – TfN Board Meeting - 28 June 2018
- Item 5 – TfN Scrutiny Committee Meeting - 30 August 2018
- Item 5 – TfN Board Meeting - 13 September 2018
- Item 4 – TfN Scrutiny Committee Meeting - 22 November 2018
- Item 5 – TfN Scrutiny Committee Meeting - 24 January 2019

Strategic Transport Plan – Draft for Public Consultation (Transport for the North, January 2018)

Integrated Sustainability Appraisal (Atkins, January 2018)

Draft Strategic Transport Plan and Integrated Sustainability Appraisal  
Consultation – Analysis of Findings (Ipsos MORI, June 2018)

If you wish to access these background papers – please contact Jonathan Spruce, Strategy Director ([jonathan.spruce@transportforthenorth.com](mailto:jonathan.spruce@transportforthenorth.com))

### Required Considerations

#### Equalities:

Age	Yes	No
Disability	Yes	No
Gender Reassignment	Yes	No
Pregnancy and Maternity	Yes	No
Race	Yes	No
Religion or Belief	Yes	No
Sex	Yes	No
Sexual Orientation	Yes	No

<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Equalities	A full Impact assessment has not been carried out because it is not required for this report. An EqIA has been carried out as part of the Integrated Sustainability Appraisal.	Robin Miller-Stott	Jonathan Spruce

#### Environment and Sustainability

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Sustainability/ Environment	An Integrated Sustainability Appraisal has been undertaken as part of the development of the Final Strategic Transport Plan. An Independent Carbon Review has been undertaken to inform the Final Strategic Transport Plan. A Post-	Robin Miller-Stott	Jonathan Spruce

	Adoption Statement of the Integrated Sustainability Appraisal has also been undertaken and published alongside the Final Strategic Transport Plan.		
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### Legal

Yes	<del>No</del>
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Consideration	Comment	Responsible Officer	Director
Legal	Legal counsel has provided advice following a review of the Final Strategic Transport Plan.	Robin Miller-Stott / Sasha Wayne	Dawn Madin

### Finance

Yes	No
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Consideration	Comment	Responsible Officer	Director
Finance	TfN Finance Team has confirmed there are no financial implications.	Robin Miller-Stott	Iain Craven

### Resource

Yes	No
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Consideration	Comment	Responsible Officer	Director
Resource	TfN HR Team has confirmed there are no resource implications.	Robin Miller-Stott	Dawn Madin

### Risk

Yes	<del>No</del>
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Consideration	Comment	Responsible Officer	Director
Risk	A risk assessment has been carried out and the key risks are included in the Corporate	Robin Miller-Stott	Iain Craven

	Risks Report. Undertaking the Integrated Sustainability Appraisal and public consultation has reduced potential risks associated with the Strategic Transport Plan being adopted.		
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### Consultation

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Consultation	A statutory consultation was carried out on the Draft Strategic Transport Plan and the independent report on the outcome of this consultation has informed the production of the Final Strategic Transport Plan and Integrated Sustainability Appraisal.	Robin Miller-Stott	Jonathan Spruce

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## Transport for the North Board Meeting– Item 6

**Subject:** Williams Review and Blake Jones Review

**Author:** Matt Oxby/ Simon Shrouder

**Sponsor:** David Hoggarth, Strategic Rail Director

**Meeting Date:** Thursday 20 June 2019

### **1. Purpose of the Report:**

- 1.1 This report provides an update on the Williams Rail Review and Transport for the North’s input to the call for evidence.
- 1.2 It also provides an update on the Blake Jones Review.
- 1.3 The report notes the forecast cost of an initial piece of scoping work for the business case for further devolution.

### **2. Executive Summary:**

- 2.1 Transport for the North’s response to the Williams Review call for evidence has been developed in consultation with lead members from the North’s local transport authorities through the Rail North Committee.
- 2.2 Transport for the North responded to the Review Team’s four questions on evidence papers, draft objectives and assessment criteria.
- 2.3 Transport for the North’s submission to the call for evidence is an evidenced proposition to have greater control over a reformed railway industry in the North to assist in delivery of the Strategic Transport Plan.
- 2.4 Appropriate resources will be required to progress the business case for further devolution to feed in to a government White Paper expected in Autumn 2019.
- 2.5 This activity is currently unbudgeted and funding sources will be considered as part of the budget Revision 1 process which is currently underway.



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**3. Williams Rail Review:**

- 3.1 The Williams 'root and branch' review of rail is described as the most significant since privatisation and will consider ambitious recommendations for all aspects of the industry. Findings and recommendations are expected to be published in a government White Paper in autumn 2019. Reform is expected to begin in 2020.
- 3.2 At the Transport for the North Board meeting in Chester on 7 February 2019, officers undertook to consult with members on the Transport for the North response to the Williams Review. Transport for the North Board and Rail North Committee have been informed that Transport for the North will make a substantial contribution to the Williams Rail review based, in part, on the recommendations from the Blake Jones Review of the Rail North Partnership.
- 3.3 Transport for the North Partnership Board on Thursday 4 April 2019 considered the Joint Review of the Rail North Partnership and Transport for the North's input to the Williams Review. Partnership Board were informed how Transport for the North's response to the Williams Review call for evidence will distil our evidence to the scope of the review and be developed through lead officers, for consultation with the Rail North Committee.
- 3.4 Transport for the North Partnership Board were also informed that Transport for the North will seek to work with the Williams Review team on a proposition for the North – an evidenced expression of governance and commercial arrangements for the rail industry in the North to assist in delivery of Transport for the North's Strategic Transport Plan. The desired outcome being a model that puts customers at its heart, with the rail industry made accountable through a golden thread to local politicians.
- 3.5 On 19 March 2019 Keith Williams gave an update on progress of the Rail Review at Accelerate Rail 2019 conference, and announced draft objectives and assessment criteria for consultation, alongside further evidence papers and the review asked four questions on these. The RailNorth Committee members were consulted on the Transport for the North response which was developed in consultation with lead officers. The Transport for the North response to the four questions provided to the review team by the 30 April deadline is attached at Appendix 1.
- 3.6 Proposed principles for Transport for the North's main submission to the call for evidence were developed with lead officers and considered by the Rail North Committee at their 14 May 2019 meeting.
- 3.7 The Rail North Committee gave positive feedback on the principles presented and the emerging proposition for integrated devolution. The Committee noted the need for more detailed work on interfaces such as between Transport for the North and devolution to local areas. The

Committee also identified the requirement for capacity and resources to further develop the proposition.

- 3.8 Working with Lead Officers the proposition was refined in line with feedback from the Committee, circulated to Board members for observations, and finalised for submission by the end of May 2019. Transport for the North's submission to the call for evidence is attached at Appendix 2.
- 3.9 In the submission to the call for evidence, we set out the principle elements that underpin an emerging proposition that will put passenger and freight customer interests first and deliver improved outcomes for everyone, including:
- A golden thread of accountability and alignment with shared objectives. This will come with three clearly defined levels of governance:
    - Long distance and freight services nationally coordinated, delivering on national priorities and objectives;
    - Sub-national transport bodies delivering on their priorities and being responsible for services within their boundaries by acting as a guiding mind; and
    - The provision for sub-regional bodies to have autonomy over devolved spending and decision-making for locally-specified service arrangements.
  - Vertical integration of track and trains through bodies such as sub-national infrastructure bodies to improve efficiency of delivery;
  - Longer, (e.g. 15-year) service arrangements to provide a greater incentive for investment;
  - Flexibility for local areas to determine procurement and ownership models; and
  - The coordination and prioritisation of freight services by sub-national transport bodies in close collaboration with the national co-ordinating body to ensure seamless freight movement.
- 3.10 Through robust analysis of national and international case studies, we have set out that these principles will be successful in delivering the following benefits:

- 
- Investment decisions that focus on local need, whether this is capacity, quality, encouraging mode shift or accessibility for a specific area;
  - Stronger policy alignment and a means to deliver local and sub-national goals and objectives that respond to the concerns and needs of local people;
  - Local accountability that will bring an end to the culture of blame;
  - Improved coordination and reliability; and
  - A simplified network with consistency in fares and ticketing, and integration of rail services with local transport networks.
- 3.11 Whilst evidence-based, the submission to the Williams Review call for evidence is necessarily focused on high level principles. Ultimately any form of greater involvement from the North will require a business case to be developed and submitted setting out how the proposals would work in detail. This will be undertaken in close collaboration with Transport for the North member authorities, many of whom have made their own submissions to the Williams Review.
- 3.12 It is therefore intended to commence work on the more detailed development of the proposition during Summer 2019, starting with a substantial scoping exercise for the business case for greater devolution of the governance and commercial arrangements of railways in the North of England.
- 3.13 The business case is likely to require substantial professional support, in particular for economic and financial modelling aspects. This is an unbudgeted ask beyond the business plan for Strategic Rail, and therefore precipitates either:
- displacement of other activity;
  - new funding being found; or
  - use of reserves.
- 3.14 It is forecast that circa. £50k (subject to further scoping and specification work) of revenue resource is required in the short term to enable more detailed development of the proposition and scoping of the business case. However, more substantial activity may follow that would require additional resource.
- 3.15 Funding for this initial activity will be considered as part of the budget Revision 1 process. Funding for broader unbudgeted activity will be challenging, however as part of the budget setting process for financial

year 2019/20, £300k of Core Grant funding was earmarked in reserves for undefined devolved powers activity. The Finance Director will only recommend draws upon this reserve when other resources are not available and a sustainable plan on the use of that resource across all Transport for the North's devolution aspirations can be presented. Should draws from reserves be required, the Finance Director will make recommendations to Transport for the North Board as part of the Revision 1 budgetary process.

### 3.16 [The Blake Jones Review](#)

The Blake Jones Review of the Rail North Partnership undertaken by Cllr Judith Blake and the Rail Minister, Andrew Jones is being finalised ready for planned publication in June. The focus of the review is the impact of the problems that occurred a year ago with the introduction of the May 2018 timetable.

3.17 The Review is expected to make a series of short-term recommendations aimed at putting passengers at the heart of decision making in the industry and helping ensure the events around the May 2018 timetable change and the severe impact on people and businesses cannot happen again. The longer-term themes that are likely to be carried through into the Williams Review include:

- The need for a more effective 'guiding mind' for rail services in the North;
- Greater integration of track and train through more accountability of the infrastructure provider;
- Stronger alignment of infrastructure and train service planning and with the Strategic Transport Plan produced by Transport for the North; and
- The potential for further devolution of rail responsibilities to the North.

3.18 The recommendations from the Review form part of the evidence base for the Transport for the North submission to the Williams Review, and are likely to continue informing the development of the role of the Rail North Partnership, and Transport for the North and the Department for Transport, in the months and years ahead.

3.19 It is expected that the Blake Jones Review of the Rail North Partnership will be formally published in June 2019. It is planned to clearly communicate the recommendations contained within the Review and the path towards their implementation against the backdrop of the wider Williams Review and its own outputs.

**4. Conclusion:**

- 4.1 The Williams Rail Review is a root and branch Review of the rail system in the UK. It provides a once-in-a generation opportunity to address fundamental issues affecting our railways - issues resulting from structural failings at the national level. Nowhere have they been felt more acutely than in the North of England. Last year made that clear.
- 4.2 Transport for the North has made substantial input to the Williams Rail Review, based in part on the expected recommendations from the Blake Jones Review of the Rail North Partnership.
- 4.3 In April 2019, Transport for the North responded to four questions on evidence papers, draft objectives and assessment criteria for the Williams Review. In May 2019, our submission to the call for evidence proposed high level principles for integrated devolution of the rail industry with greater involvement from the North. It is proposed to scope the business case for this proposition in more detail over summer 2019 working in close collaboration with Transport for the North member authorities.

**5. Recommendation:**

- 5.1 It is recommended that the Board note the update provided on the Blake Jones Review and Transport for the North's input to the Williams Rail Review call for evidence.
- 5.2 The Board is asked to note the proposal to undertake initial business case activity and the work underway to consider funding options.

**6. Appendices:**

- 6.1 Appendix 1 – Transport for the North response to the four questions on the evidence papers, draft objectives and assessment criteria for the Williams Review.
- 6.2 Appendix 2 – Transport for the North's submission to the Williams Review call for evidence.

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**List of Background Documents:**

There are no background papers to this report.

**Required Considerations**
**Equalities:**

Age	No
Disability	No
Gender Reassignment	No
Pregnancy and Maternity	No
Race	No
Religion or Belief	No
Sex	No
Sexual Orientation	No

<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Equalities	A full Impact assessment has not been carried out because the report does not propose any new strategy or service provision	Transport Planner	Strategic Rail Director

**Environment and Sustainability**

No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Sustainability / Environment – including considerations regarding Active Travel and Wellbeing	A full impact assessment has not been carried out because the report does not propose any new strategy or service provision	Transport Planner	Strategic Rail Director

**Legal**

No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Legal	There are no legal implications in relation to this stage of work.	Transport Planner	Strategic Rail Director

### Finance

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Finance	This report proposes undertaking unbudgeted activity at a forecast cost of circa. £50k (subject to further scoping and specification work). Funding options, including the use of earmarked reserves, will be considered as part of the Revision 1 budget re-forecast exercise which is currently underway.	Gareth Sutton	Iain Craven

### Resource

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Resource	The resource implications will be considered during the development of a more detailed proposition.	Transport Planner	Strategic Rail Director

### Risk



No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Risk	A risk assessment has not been carried out at this stage.	Transport Planner	Strategic Rail Director

### Consultation

Yes
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Consultation	Consultation has been carried out with lead officers from partner authorities and the Rail North Committee to develop input to the review.	Transport Planner	Strategic Rail Director

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## Cheshire & Warrington Local Transport Body

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**Date of Meeting:** Thursday 25 July 2019  
**Report of:** Chris Hindle – Head of Infrastructure, Cheshire East Council  
**Subject/Title:** Progress with Major Schemes in Cheshire East

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### 1. Sydney Road Bridge Improvement



- The scheme is to replace the existing single-lane structure with a new, wider structure capable of carrying two-way traffic, which will:
  - Provide two-way traffic flow on the bridge and improve capacity
  - Support the planned housing growth in northern Crewe and promote economic growth
  - Reduce traffic congestion and air pollution
  - Reduce delays to emergency vehicles travelling to and from Leighton Hospital and other key destinations served by the route
  - Improve the resilience of the wider Crewe traffic management systems

- Provide a lower long term maintenance risk, resulting in a reduced impact on traffic flow during the life of the structure
- Advanced preparation work for the scheme started in April 2018, with the main works commencing immediately after the completion of Crewe Green Roundabout.
- The bridge has been closed since October 2018 and main line rail closures over weekends in February allowed the new bridge beams to be installed.
- Since then, works to complete the approaches to the bridge, new retaining walls, the reinstatement of utilities through the bridge deck, controlled and uncontrolled pedestrian crossings, new street lighting, road signs and road markings have been completed and the road reopened at the end of June 2019.
- The scheme estimate is £10.5m funded by central government grant and developer contributions, and is currently likely to be delivered for slightly under this budget.

## 2 Congleton Link Road

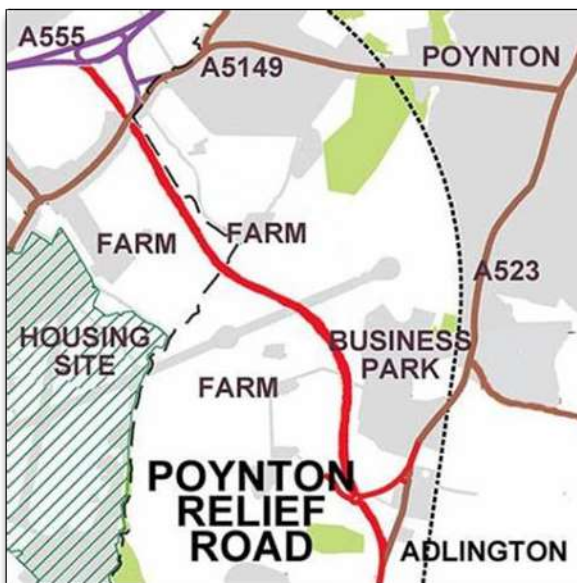


- A new 5.5 kilometre bypass to the west of Congleton to address the existing congestion in the town centre and to open up housing and employment land. The congestion problem has hampered town centre growth, reduced inward investment and also made it difficult to retain existing business.
- Construction commenced in November 2018 and is being delivered by Graham Construction.
- Outline project timeline to completion:
  - Ground Investigation works - commenced October 2018
  - Detailed Design - commenced October 2018

- Utility Diversions - commence - January 2019
- Ecological Management works - commence January 2019
- Site Compounds established - March 2019
- Main Earthworks works commence - March 2019
- Back Lane East, Somerford, complete - June 2019
- Full Scheme complete - late 2020

- The estimated scheme cost is £91m

### 3 Poynton Relief Road

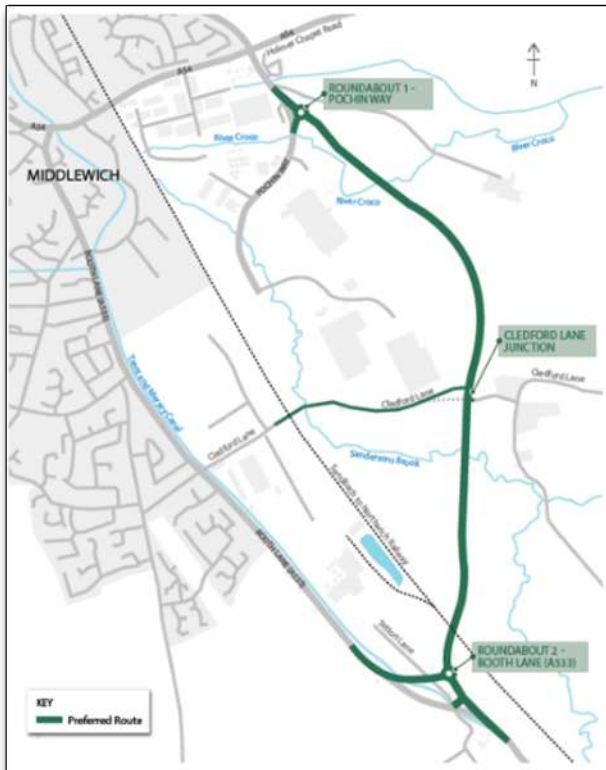


- Poynton Relief Road has been developed by Cheshire East Council, working in partnership with Stockport Council. The estimated scheme cost is £51m
- The new road will be a standard single carriageway, approximately 3 kilometres in length. It will also include two overbridge crossings for use by walkers, cyclists and farm vehicles, a 3.5 meter wide combined cycle and footway which will run beside the length of the route in the western verge.
- The scheme is aimed at reducing congestion in Poynton as well as supporting the economic, physical and social regeneration of Poynton and the north of the borough, in particular Macclesfield.
- It is also needed to unlock development at the Handforth Garden Village site as it will take divert traffic away from the A34 immediately adjacent to the site, meaning that traffic mitigation for the development will be much reduced.
- A planning application for the scheme was approved by both Cheshire East and Stockport Councils in 2017.
- Following a Public Inquiry, the Secretary of State for Transport confirmed the Compulsory Purchase Orders for acquisition of the land in April 2019.
- The Council are currently undertaking a tender exercise for the construction of the road and once the tender returns have been evaluated, the council will be in a position to submit the Final Scheme Business Case to the DfT and, subject to their approval, expect award a Design and Construct contract in



October/November 2019, with work commencing on site in spring/summer 2020 and the road opening in 2021.

#### 4 Middlewich Eastern Bypass



- The Council has been working since 2015 to develop a new 2.6km long bypass for Middlewich to relieve town centre congestion and support planned employment and housing growth in the area.
- The bypass will link the A533 Booth Lane with the A54 at the Salt Cellar roundabout and provide access to an extension of the Midpoint 18 employment site via a junction with Cledford Lane.
- The scheme has received DfT approval for entry into their Large Local Major Schemes programme following submission of an Outline Business Case by the council in 2018
- The scheme achieved planning approval in December 2018.
- The approved budget for the scheme is £58.48m.
- A final business case is scheduled to be submitted to DfT in September 2020. Subject to DfT acceptance of this business case, the council will receive Large Local Majors grant funding to the value of £46.78m. The remainder of the scheme costs will be funded from local contributions, from developer contributions or directly from the Council.
- A contractor has been identified to deliver the scheme via a construction framework arrangement and the current programme (subject to completion of statutory processes and final funding approvals) is for the main works to start in 2021, with an estimated 30-month construction period.

## 1.5 North West Crewe Package



- The scheme consists of a series of highways and junction improvements around Leighton to support the planned housing development in the area and to improve access to Leighton Hospital.
- The scheme estimate is £41m, which is funded by a combination of central government grants, developer contributions and direct council funding.
- A planning application for the road scheme was approved by the Strategic Planning Board in March 2019. Two separate applications for the housing developments facilitated by the road improvements have been submitted by the developers recently and are currently under consideration.
- A contractor has been identified to deliver the scheme via a construction framework arrangement and the current programme (subject to completion of statutory processes and final funding approvals) is for the main works to start in early 2020, with an estimated opening date of March 2022 (subject to completion of statutory processes).

## 1.6 A500 Dualling





- A scheme to upgrade the section of the A500 between Meremoor Moss roundabout and M6 junction 16 to dual carriageway standard. The scheme would address existing congestion issues at peak times, increasing resilience and improving safety as well as facilitating economic growth in and around Crewe. It would also support the construction and operation of HS2.
- The proposal is to widen the A500 immediately to the south of the existing carriageway to create a dual carriageway. Meremoor Moss roundabout, the first junction west of M6 Junction 16 will be enlarged to create additional capacity. Where local roads cross the A500, at Barthomley Road and Radway Green Road, the bridges will be lengthened to accommodate the wider road beneath.
- The scheme has received some grant funding from the Department for Transport (DfT) to support the preparation of a business case for its inclusion in the DfT Large Local Majors programme
- An outline business case was submitted in 2018 to DfT for them to consider including their scheme in the programme.
- A contractor has been identified to deliver the scheme via a construction framework arrangement and the current estimate is £68m with an estimated opening date of early 2023 (subject to completion of statutory processes)



## Cheshire & Warrington Local Transport Body

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**Date of Meeting:** 25<sup>th</sup> July 2019  
**Report of:** Alan Dickin – Transport Planning & Development Control  
Manager, Warrington BC  
**Subject/Title:** Warrington Major Schemes Update

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### 1. Report Summary

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

### 2. Recommendations

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

### 3. Major Scheme Programme

#### 3.1 Waterfront Western Link – DfT Large Local Majors Fund

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

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

- A report to Cabinet on 8<sup>th</sup> July secured the provisional grant award and agreed a series of funding, property acquisition and contract award approvals.
- Briefings for Ward Members and community groups are ongoing
- Indicative timescales, all of which are subject to change are a submission back to government of the business case in late 2022, with any construction stage subject to DfT approval starting in mid-2023 for a period of circa 3 years.
- Further details can be found at [www.warrington.gov.uk/westernlink](http://www.warrington.gov.uk/westernlink)

### 3.2 **M62 Junction 8 – Local Growth Fund - COMPLETE**

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

- The construction contract award was approved at Executive Board in December 2016 and works commenced on site in January 2017.
- The scheme was completed in May 2018 with final costs within the agreed budget of £11.690m.
- Further details can be found at [www.warrington.gov.uk/info/201379/junction\\_8\\_m62](http://www.warrington.gov.uk/info/201379/junction_8_m62)

### 3.3 **Warrington East Ph1 – Local Growth Fund – COMPLETE**

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

1. The **Oakwood Gate** scheme consisted of new traffic signals at the northern end of the “Dog bone” roundabout on the A574 Birchwood Way and a widening of the Birchwood Way eastern approach to the junction.
2. The **Moss Gate** scheme was the conversion of a 4 way roundabout on Birchwood Way to a fully signalised traffic signal controlled junction designed to cater for present day and future traffic conditions.
3. The **Faraday Street** bus gate is a new bus only link between Birchwood Way and Ordnance Avenue.

- Works started in July 2015 and were completed in March 2016
- The total scheme cost was £5.0m
- This project was completed on time and within budget.
- Further details can be found at: [www.warrington.gov.uk/info/201251/other\\_projects/2138/birchwood\\_pinch\\_point\\_project](http://www.warrington.gov.uk/info/201251/other_projects/2138/birchwood_pinch_point_project)

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

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

- In 2018 the Compulsory Purchase Order (CPO) was made and confirmed by the Secretary of State on 30th November 2018. Vacant possession of all outstanding land interests via the Highways CPO were achieved end of June 2019.
- The process to grant rights of construction over the River Mersey has been confirmed by the Secretary of State.
- Project budget £19,891,000.
- Department for Communities and Local Government - Housing Infrastructure Funding received February 2019 secured circa £3m funding needed to ensure project delivery.
- £5.3m LGF1 funding
- Report taken to Executive Board in March 2018 obtained all necessary approvals for the scheme including contract award.
- Sod cutting ceremony held in May 2019
- Advanced works to demolish Mersey Bank Service Station on Chester Road and remediate the contamination from the old underground fuel tanks are complete.
- Contractor is now mobilised to site with the scheme completing in early 2021.
- For more information visit [www.warrington.gov.uk/centreparklink](http://www.warrington.gov.uk/centreparklink)

### 3.5 **Warrington West Station – Local Growth Fund – ON SITE**

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

- Scheme budget £20.5m
- LEP growth deal funding £6.53m
- New Stations Funding from Network Rail £4.23m
- Construction completion due late Aug19
- Drainage works and car park construction are 2/3rds complete.
- Booking hall fit out is ongoing.
- Timetable modelling is undergoing final review by Network Rail to confirm the service pattern on station opening
- Full station opening late 2019 following final rail industry approvals
- Traffic Regulation Orders in progress to discourage parking on nearby residential streets
- For more information visit [www.warrington.gov.uk/warringtonwest](http://www.warrington.gov.uk/warringtonwest)

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

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

#### Phase 2

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

#### Phase 3

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

Progress of the schemes is as follows:

- The project started on site in mid July 2018
- The scheme is on track and there are no significant construction related issues to report.
- The completion dates for the individual elements is as follows:
  - Blackbrook Avenue – Completed December 2018
  - College Place – October 2019
  - Oakwood Gate – September 2019
  - Birchwood Way widening (WE phase 3) – December 2019
- For more information visit [www.warrington.gov.uk/WE2](http://www.warrington.gov.uk/WE2)

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

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

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

1. **Burtonwood to Omega shared use path.** This project provides a new path alongside Burtonwood Road/Clay lane and requires land to be acquired from landowners. CPO powers were approved in October 2018 though most land is expected to be acquired through negotiation. However, it is expected that a Public Inquiry will be held in the Autumn 2019. A start of works is programmed for early 2020 subject to the land being acquired.

Further information online at

[https://www.warrington.gov.uk/info/201362/warrington\\_west/2396/omega\\_to\\_burtonwood\\_accessibility\\_improvements](https://www.warrington.gov.uk/info/201362/warrington_west/2396/omega_to_burtonwood_accessibility_improvements)

2. **Chester Road promenade.** A feasibility study identified several design options to provide a high quality cycle and walking route along Chester Road linking the Transpennine Trail to the town centre. These are being investigated including a new crossing of Wilson Parker Street at the Bridgfoot junction. Vegetation clearance has taken place to allow a topographic survey to inform detailed design. A start of works in late 2019 is provisionally programmed. No third party land is required.
3. **Trans Pennine Trail upgrade.** The upgrade of the path between Chester Road and Knutsford Road is being investigated. There is an ongoing discussion with the landowner Peel, to finalise the scheme. This scheme could be expected to start in Spring/Summer 2020.

### 3.8 **Omega Local Highways - Local Growth Fund**

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

#### Omega Local Highways Phase 1.

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

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

Further information online at

[https://www.warrington.gov.uk/info/201362/warrington\\_west/2397/omega\\_local\\_highways\\_phase\\_1](https://www.warrington.gov.uk/info/201362/warrington_west/2397/omega_local_highways_phase_1)

## Omega Local Highways Phase 2b

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

- Public Consultation February/March 2018.
- Detailed design is currently underway.
- Some land/rights required for the scheme are in third party ownership and required a CPO process to be followed. All objections were subsequently removed and the land required has been obtained by negotiation, however, the CPO process is required to continue to obtain all necessary rights and will be concluded in September 2019
- Construction is expected to commence in Jan 2020.

Further information online at

[https://www.warrington.gov.uk/info/201362/warrington\\_west/2398/omega\\_local\\_highways\\_phase\\_2](https://www.warrington.gov.uk/info/201362/warrington_west/2398/omega_local_highways_phase_2)

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

## Omega Local Highways 2a/3a – Complete

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

## Omega Local Highways 3b – on site late 2019

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

## Omega Local Highways 3c – in development

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