



Cheshire and Warrington Local Transport Body Agenda

Date: Friday, 21st December, 2018
Time: 10.00 am
Venue: Chester Town Hall-Northgate Street, Chester, CH1 2HJ

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

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

1. Welcome, Introductions and Apologies for Absence

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

2. Declarations of Interest

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

3. Minutes of Previous meeting (Pages 5 - 10)

To approve the minutes of the meeting held on 21 September 2018 and to consider any matters arising.

4. Public Speaking Time/Open Session

For requests for further information

Contact: Sarah Baxter or Julei Zientek

Tel: 01270 686462/01270 686466

E-Mail: sarah.baxter@cheshireeast.gov.uk/julie.zientek@cheshireeast.gov.uk

with any apologies

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

5. **Priorities for Studies and Business Case Development** (Pages 11 - 18)

To consider the Priorities for Studies and Business Case Development.

6. **Draft Work Programme for 2019** (Pages 19 - 22)

To consider the draft work programme for 2019.

7. **Transport for the North Update** (Pages 23 - 24)

To consider an update on Transport for the North.

8. **NPR Update**

To receive a verbal update on the NPR.

9. **HS2 and Crewe Hub Update**

To receive a verbal update on the HS2 and Crewe hub.

10. **Golborne Link Update**

To receive a verbal update on the Golborne Link.

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 on the Department for Transport.

13. **Highways England Update**

To receive a verbal update from Highways England.

14. **Update on Local Authority Major Scheme Progress**

To receive verbal updates in respect of: -

- Cheshire East Council
- Cheshire West and Chester Council
- Warrington Borough Council

15. **Any Other Appropriate Business**

To consider any items of other appropriate business.

16. **Date of Next Meeting**

To confirm the date of the next meeting.

This page is intentionally left blank

CHESHIRE EAST COUNCIL

Minutes of a meeting of the **Cheshire and Warrington Local Transport Body**

held on Friday, 21st September, 2018 at Council Chamber, Municipal Buildings, Earle Street, Crewe CW1 2BJ

PRESENT

Councillor B Clarke (Vice-Chairman in the Chair)
Councillors Rachel Bailey and H Mundry

R Newton	Cheshire and Warrington Local Enterprise Partnership
D Boyer	Warrington Borough Council
R Perry	Department for Transport
B Parker	Highways England
S Hunter	Warrington Borough Council
F Hore	Cheshire West and Chester Council
K Littler	Cheshire West and Chester Council
P Cox	Cheshire and Warrington Local Enterprise Partnership
C Hindle	Cheshire East Council

11 WELCOME, INTRODUCTIONS AND APOLOGIES FOR ABSENCE

Apologies for absence were received from Pete Waterman (LTB Chairman), Andrew Ross (Cheshire East), Lisa Harris (Cheshire West and Chester), Richard Ellis Hobbs (Network Rail), Andrea Haynes (Network Rail) and Johnathan Spruce (Transport for the North).

12 DECLARATIONS OF INTEREST

There were no declarations of interest.

13 MINUTES OF PREVIOUS MEETING

The minutes of the meeting held on 22 June 2018 were approved as a correct record.

14 PUBLIC SPEAKING TIME/OPEN SESSION

A51 South of Nantwich – Newcastle Rd/Ellwood Way/London Road

Phillip Jackson had spoken on behalf of Stapeley Parish Council regarding the above, at the Local Transport Body's meeting in April 2018. He reported that, as at today's date he had yet to receive a promised response to the questions he had raised.

It was reported that the developer was being pursued in relation to the matters raised and that action was unlikely to be taken to rectify the adverse camber at the junction as the data did not support an upgrade.

Middlewich Rail Line

Andrew Needham referred to the campaign to reopen the Middlewich Rail Line and spoke on the present position. He also sought clarification on matters relating to HS2 mitigation works (included embankments heights), details of which remained confidential.

Consideration was being given as to how Northern Powerhouse Rail link would utilise and interact with the mechanics and infrastructure associated with HS2, which was the reason for the legislative delay in parliament. It was confirmed that the relevant partners would continue to lobby for world class mitigation measures to be put in place.

Action for the A51

Matthew Waterhouse of the Action for the A51 Group Steering Committee queried the apparent lack of progress on the connectivity feasibility study for the A51 corridor; given no indication had been provided as to where the monies would come from.

Funding for the consultation study had yet to be identified. The draft transport plan identified a number of studies across the sub-region and others had been suggested during the consultation process. Hence, following finalisation of the strategy by the LEP, a prioritisation exercise would need to be undertaken and a report would be brought back to the next meeting of the Local Transport Body.

A general discussion then ensued about the matters raised, comments/responses being made as follows:

- Cheshire East had acknowledged the route as a strategic corridor and was lobbying for it to be classified as a major road network which would give access to funding opportunities
- A consultation exercise on the Major Road Network (MRN) was due to be published shortly
- At a meeting of Transport for the North (TftN), support was given in principle to the investment plan, which was to be revisited in December 2018. The plan was ambitious but could not cover everything
- Cheshire West and Chester Council was developing a scheme which would tackle pinch points along the northern part of the A51
- It was pointed out that the government's processes for developing schemes are complex and hence time consuming

Declarations of Interest

Roy Cartlidge sought clarification on whether the Chairman of the Local Transport Body had been consistent in declaring interests at meetings he had recently attended.

In the Chairman's absence, it was AGREED that the matter would be raised with the Chairman and that a response would be provided to Mr Cartlidge and the Local Transport Body.

15 SUB REGIONAL TRANSPORT STRATEGY CONSULTATION

The Transport Co-ordinator spoke to the report which set out the background to the draft Sub-Regional Transport Strategy and gave details of the stakeholder engagement process which had run for 12 weeks from May 2018.

The report before the Local Transport Body, set out the consultation approach adopted during the process and an executive summary, circulated at the meeting, provided summaries of responses received from 28 organisations and 5 individuals.

Having considered the comments received (which, in the main had been supportive), a number of changes to chapters, 4, 5, 6 and 7 of the report were proposed, set out on pages two and three of the executive summary. Should the changes be approved, the final version would be taken to the next LEP Board meeting.

AGREED: That a) proposed changes to the draft sub-regional transport strategy be approved in principle; and b) delegated approval for detailed drafting changes be granted to the Chief Executive of the LEP in consultation with the Chair of the Local Transport Body.

16 TRANSPORT FOR THE NORTH UPDATE

The Local Transport Body noted that Transport for the North (TftN) was now a statutory sub-national body, its powers having been awarded to it under the 2016 Cities and Devolution Act. Councillor Dixon (Leader of Cheshire West and Chester) had been appointed as a vice chair.

In addition to the updates set out in paragraphs 2.1 and 3.1 of the report, the following additional matters were reported:

Cathy Mitchell would chair the Scrutiny Committee established as part of the governance arrangements. IPSO Mori had been commissioned to consult on the Strategic Transport Plan. A strategic outline business case for Northern Rail Powerhouse (NRP) was being developed to deliver transformational journey times; the outline business case being expected to be published at the end of the year. TftN had made a strong statement about the May timetable changes and was working with DfT to identify what had caused the issues. TftN had identified 9 Strategic Development Corridors (SDCs) which covered the north of which the Wales and West corridor was the most relevant to the sub-region. The output of the SDC studies would feed into the Strategic Transport Plan and the Investment Plan, which was due to be published around February 2019. Finally, TftN was planning a trial roll-out of integrated and smart ticketing, the first stage of which would be the replacement of season tickets.

AGREED: That the Local Transport Body notes the Transport for the North developments and continuing activities.

17 NPR UPDATE

Warrington Borough Council continued to lobby for the route chosen by Northern Powerhouse Rail to serve the centre of Warrington (via Bank Quay station), and is pressing very hard for mitigation of environmental impacts.

18 HS2 UPDATE

Updates were given as follows:

Phase 2a

Phase 2a hybrid Bill was deposited with Parliament in 2017 and traffic management plans for Crewe (traffic movement and depots) had started to be received. Whilst the Bill proposed 2 trains an hour, partners were continuing to press for 5 – 7 HS2 trains per hour for Phase 2b. Proposals for the Crewe Campus area were being considered and would include the development of an Area Action Plan. A Crewe HS2 Masterplan would be published later this year to shape the environment and support access to and from the hub station. The layout of the hub would enable an enhanced pattern of local train services to be accommodated.

A presentation had been made to Crewe Members on the impact of HS2 on the Town Centre. The Local Transport Body noted that proposal for a hub at Crewe was different from the others, as the existing station would remain open whilst work was carried out on HS2.

Phase 2b

Stakeholder engagement events were being undertaken in October 2018. There are concerns over environmental impacts and Cheshire East Council is seeking world class mitigation measures.

19 GOLBORNE LINK UPDATE

Updates were given as follows:

Warrington Borough Council supported a high speed link to London but opposed the route selected (Golborne link). It continued to pursue two work streams; a case against that section of the route whilst looking to secure world class mitigation measures, should the route go ahead.

A report on the work being undertaken would be submitted to a subsequent meeting of the Local Transport Body.

20 CREWE HUB UPDATE

Matters under this heading were reported under HS2 update.

21 MID-CHESHIRE LINE STUDY UPDATE

Updates were given as follows:

WSP had been appointed to undertake the study and would look at service options (including revenue generated, operational and capital costs and what could be supported in the business case by way of infrastructure e.g. new stations at Middlewich link and Gadbrook Park) to improve connectivity to Crewe Hub/Manchester/Chester. It was anticipated that the study would report in January 2019 which would shape the development of a strategic outline business case as the mechanism for securing potential government funding.

A stakeholder meeting had been held, attendees being keen to become involved in this work. The reopening of the route would enhance connectivity into the Crewe Hub and would benefit other communities along the line. Feasibility work would be required to identify any constraints and to identify possible options.

22 DEPARTMENT FOR TRANSPORT UPDATE

Updates were given as follows:

Department for Transport

Secretary of State had announced a root and branch review which would look at all parts of the industry including the commercial model, structures and roles/fares systems. To be lead by Keith Williams, former Chief Executive of British Airways supported by an expert Challenge Panel. The report was expected next year which could result in a white paper by 2020.

Major Road Network (MRN) consultation responses had been published. Road investment strategy was expected to be published alongside the draft investment strategy.

The Government had launched an inclusive transport strategy, the aim of which was to achieve equal access for disabled people.

Highways England update

Smart motorway programme between junctions 16 – 19 on M6 due to be completed March 2019. Had commenced same work on junctions 10 – 12 of M62. M56 junctions 8 – 6 on track to start next financial year. M6 junction 21a – 26 which crept into Warrington had been slightly delayed, the plan was to commence that stretch in 2019. Due to amount of work being carried out on network, traffic was to be monitored.

The Local Transport Body welcomed investment in the areas around the M6 but expressed concern that during works, vehicles were either being diverted or had found alternative routes. A question was asked as to whether any action had been taken to take people off re-directed routes and other roads and back onto the M6. In response, it was confirmed that traffic movements were being tracked and that Highways England would work with local authorities to improve signage, if required.

23 UPDATE ON MAJOR SCHEME PROGRESS

CHESHIRE WEST AND CHESTER

- A51 congestion scheme being developed for Tarvin/Chester corridor – currently assembling land required and will be using the SCAPE framework to procure delivery of the scheme
- Gadbrook Park progressing
- Chester/Broughton growth corridor (Chester relief road) tender had been issued to look at alternative alignments

WARRINGTON

- Warrington West Station works ongoing, completion spring 2019
- Centre Park Link, due on site January 2019
- Birchwood phase 2 on site, phase 3 approvals now in place
- Junction 8, M62 further improvements on site
- Local Transport Plan 4 to be refreshed in parallel with Local Plan, consultation exercise to be undertaken in January/February 2019

CHESHIRE EAST

- Crewe Green roundabout, on programme and on budget. Due to open in November 2018
- Sydney Road bridge replacement to commence in November 2018
- Congleton Link Road contract due to be let and signed with Graham Construction. Enabling works to start before Christmas
- Middlewich eastern bypass – planning application expected in next two months. Will be parallel with Cheshire West and Chester as straddles boundary, commencement date expected to be 2020
- Poynton Relief Road has planning approval, Enquiry scheduled for November causing a delay of six months
- A500 dualling – outline business case drafted and outline planning application being consulted on. Hope to have planning approval by Christmas
- A6 Manchester relief road almost finished and opening in October. Poynton relief road will link to this.

24 DATE OF NEXT MEETING

It was agreed that the next meeting be held on Friday, 21 December 2018 in Chester.

The meeting commenced at 10.00 am and concluded at 11.45 am

Councillor B Clarke (Chairman)



Cheshire & Warrington Local Transport Body

Date of Meeting: Friday 21 December 2018
Report of: Roy Newton
Subject/Title: Priorities for Studies and Business Case Development

1. Report Summary

- 1.1. The sub-regional transport strategy identifies a list of studies and schemes for development and delivery to support the delivery of a £50 billion a year economy in terms of GVA by 2040. Officers from the LEP and the three local authorities have reviewed the long-list of 46 studies/ business cases to identify those which need to be progressed in the short term. These have been determined by considering a number of criteria including the:
- degree to which each of the studies supports the delivery of the objectives of the Strategic Economic Plan and Transport Strategy;
 - estimated cost of the study;
 - likelihood for attracting additional funding for the study and for delivery;
 - broad timing for scheme delivery; and
 - level of priority within the local authority.
- 1.2. Delivery of the outcomes of the studies/business case development will be the responsibility of the relevant transport authority and subject to securing funding; hence it will be important to engage closely with them to ensure that the work aligns with and where necessary influences their priorities. Similarly funding will need to be secured to deliver the studies and business cases, which can potentially come from a variety of sources including the local authorities, the LEP, Transport for the North, Highways England etc.
- 1.3. Funding is unlikely to be available this financial year, however, once the priorities have been agreed the next steps will be to develop briefs for the work in conjunction with funding partners and to identify and secure funding contributions. The availability of funding, and relative priority to the individual organisations will determine the order by which studies/business cases are developed.

- 1.4. The following business cases/studies are already underway:
 - Crewe HS2 Hub
 - Chester Station Rail Capacity (as part of the wider Chester Gateway)
 - Mid Cheshire and Middlewich Rail Lines Study

- 1.5. The following major schemes have developed business cases and are currently progressing through DfT/statutory processes:
 - A500 Dualling
 - Middlewich Eastern Bypass
 - Poynton Bypass
 - Warrington Western Link

- 1.6. The additional studies/business cases which have been identified as short-term priorities for taking forward are set out below:
 - A49 Corridor Study – M62 to Stockton Heath
 - A51/A500 Corridor study
 - Chester Gateway
 - Chester to Broughton Growth Corridor
 - Clive Green Lane upgrade and Middlewich Southern Link Road
 - Crewe HS2 Hub Station Access Improvements
 - Hooton - Ellesmere Port - Helsby Rail Service SOBC
 - Multi Modal access to Warrington Bank Quay station (links to HS2/NPR)

2. Recommendations

- 2.1. The Local Transport Body is recommended to approve the work programme for 2019, subject to any amendments the LTB wishes to make.

3. Priorities for Studies and Business Case Development

Background

- 3.1. The sub-regional transport strategy was approved by the LEP Board on 14 November 2018. To achieve the economic objectives of the LEP and deliver a £50bn economy in Cheshire and Warrington by 2040, the strategy identified that an integrated programme of transport improvements will be needed over the short, medium and long term.
- 3.2. To identify the requirements that will be needed to support transformational growth in the priority areas, Jacobs Consultancy was commissioned by the Cheshire & Warrington LEP (C&W LEP), along with the Local Authorities of Warrington, Cheshire East and Cheshire West, to undertake a study to identify the necessary transport improvements and core network requirements.
- 3.3. The work analysed the scale of challenge at the local level, especially in terms of growth and demands on local networks. From this, a series of transport interventions were generated and an evidence and objective led prioritisation exercise was completed to identify a suitably scaled and prioritised transport investment strategy, focussed on maximising economic growth.
- 3.4. To meet these requirements, and to achieve the necessary connectivity and capacity enhancements, the strategy identifies that sustained and targeted investment will be required over the short, medium and long term. In association with the respective Local Authorities, the strategy identified a list of proposed schemes that will be essential for achieving Cheshire and Warrington's growth plan. The immediate focus for the Strategy is on the short term measures to be delivered over the next five years and on scheme development for medium and longer term schemes.

Process to identify short-term priorities

- 3.5. The long-list studies/business cases identified in the strategy are for delivery to 2040. The next step of work has been to identify those studies/business cases which need to be developed in the short-term. To assist the process each study/business case has been considered against a number of criteria which included:
 - The degree to which the study/business case and its associated outputs would support the delivery of the objectives of the Strategic Economic Plan and Transport Strategy;
 - broad estimated costs of the study;
 - likelihood for attracting additional funding to undertake the study and which potential funding streams may be available for delivery e.g. Major Road Network, Large Local Majors, Transforming Cities Fund;
 - broad timing for scheme delivery, with a view that schemes for short to medium term delivery should be prioritised; and
 - what level of priority was attached to the study/business case by the relevant local authorities.

Funding

- 3.6. Delivery of the outcomes of the studies/business case development will be the responsibility of the relevant transport authority and subject to securing funding; hence it will be important to engage closely with them to ensure that the work aligns with and where necessary influences their priorities. Similarly, funding has not yet been secured to deliver the studies and business cases. Such funding could come from a variety of sources including the local authorities, the LEP, Transport for the North, Highways England etc. Funding is unlikely to be available this financial year. Transport for the North (TfN) is aiming to publish its Strategic Transport Plan and associated investment programmes around February 2019. TfN will be undertaking a piece of work to establish the mechanism for bringing these schemes to fruition which may involve leading, funding or part-funding business case development for identified schemes.

Next Steps

- 3.7. Funding is unlikely to be available this financial year, however, once the priorities have been agreed by the LTB the next steps will be to develop briefs for the work in conjunction with funding partners and to identify and secure funding contributions. The availability of funding, and relative priority to the individual organisations will determine the order by which studies/business cases are developed.

Recommended Priorities

- 3.8. Officers from the LEP and the three local authorities have reviewed the long-list on the basis of the criteria set out above and identified the following studies/business cases as short-term priorities for taking forward.

A49 Corridor Study – M62 to Stockton Heath

- 3.9. This study will look to address the high levels of traffic congestion suffered on this corridor and also look to identify measures to improve the access across this corridor for all sustainable modes of transport – in particular buses, cyclists and pedestrians and this route acts as a substantial barrier to movements by these modes currently. Much of this route (from M62 to Brian Bevan Island) forms part of the Major Road Network so measures could be a candidate for NRF monies. It is also linked to Warrington Borough Council's Transforming Cities Bid and also the Warrington New City programme listed in Table 4 of the TfN STP Investment Plan.

A51/A500 Corridor study

- 3.10. This study would consider options to tackle capacity constraints and network resilience along the A51 corridor between the M6 and A55, which currently suffers from congestion at pinch points and relatively large proportions of HGV traffic. It is largely a single carriageway route which runs through a number of villages and comprises a variety of speed limits and limited overtaking opportunities. The result is poor and unreliable journey times for travellers and severance amongst communities along the route. The route is an attractive short-cut to Chester and North Wales from the south instead of using the signed route via the M56. The problems are exacerbated during the times

when the M6 is closed. The route would also provide access to Crewe HS2 Hub and forms part of the Major Road Network.

Chester Gateway

- 3.11. Extensive work has been undertaken on Chester station capacity which is a key constraint to future rail growth aspirations across the sub-region. An SOBC is currently being developed by CWaC. The rail elements are one part of a wider redevelopment initiative which will also include highway improvements and a replacement for Hoole Bridge. The work will be to develop business cases for the relevant elements of the scheme.

Chester to Broughton Growth Corridor

- 3.12. A new route alignment investigation and subsequent business case development for a potential new road link between Cheshire West and Chester and Flintshire essentially linking Chester to Broughton and the A55, connecting to key growth areas.

Clive Green Lane upgrade and Middlewich Southern Link Road

- 3.13. These schemes were identified by the Mid-Cheshire Towns Study (Phase 1) for business case development and would unlock development land plus improve access from Winsford and Middlewich to Crewe and Crewe HS2 Hub.

Crewe HS2 Hub Station Access Improvements

- 3.14. 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.

Hooton - Ellesmere Port - Helsby Rail Service SOBC

- 3.15. This would develop the business case for the introduction of a regular passenger rail service between Helsby and Ellesmere Port, including potential stations at New Bridge Road and Thornton Science Park, plus the creation of a car park and potential bus service interchange at Helsby rail station. This will build on previous studies commissioned by CWaC and Merseytravel and take account of the new Merseyrail rolling stock that has potential for dual mode operation (i.e. electric power to Ellesmere Port, then battery power to Helsby). This would improve accessibility to the Science Corridor Enterprise Zone by rail.

Multi Modal access to Warrington Bank Quay station (links to HS2/NPR).

- 3.16. This is linked to Warrington Borough Council's Transforming Cities Bid and also the Warrington New City programme listed in Table 4 of the TfN STP Investment Plan. It would look to identify measures to improve multi modal access to the station to maximise the connectivity of the station when HS2 services commence in 2026 and then subsequently should NPR serve the station this would further increase the justification for improvements.

Appendix 1 – Long-List of Studies and Business Cases

Strategic Road Network Recommendations to Highways England

- M6 Capacity Study
- A550 Dualling
- M6 J16 Grade Separation
- M6 J17 improvement
- M6 J19 improvement:
- Smart Motorways (M6/M56/M53)
- M62 Capacity & Junction Improvements Business Case
- M56 J10 / M6 Junction 20 (Lymn Interchange) Study

Rail

- Crewe HS2 Hub
- CLC Rail Line Electrification & Warrington East
- Chester to Wrexham Line Improvements
- North Wales/Chester to Crewe/Warrington
- Mid Cheshire and Middlewich Lines Study
- Manchester Airport Western Link
- Crewe to Stoke Line Capacity Improvements
- Crewe to Warrington
- Liverpool - Chester Improvements
- Macclesfield Station Improvements
- Chester Station & Capacity Improvements
- Rail Station facilities upgrades
- HS2/NPR Interchange
- Multi Modal access to Warrington Bank Quay station (links to HS2 / NPR)
- Hooton - Ellesmere Port - Helsby Electrification
- Stoke to Manchester Airport Rail link

Major Road Network

- Chester to Broughton Growth Corridor
- A51/A500 Corridor study
- A523 Corridor Improvements
- A6 corridor improvements
- A34/A555 Junction Improvement
- A530 – A534 North Crewe Corridor
- A49 Corridor Study – M62 to Stockton Heath

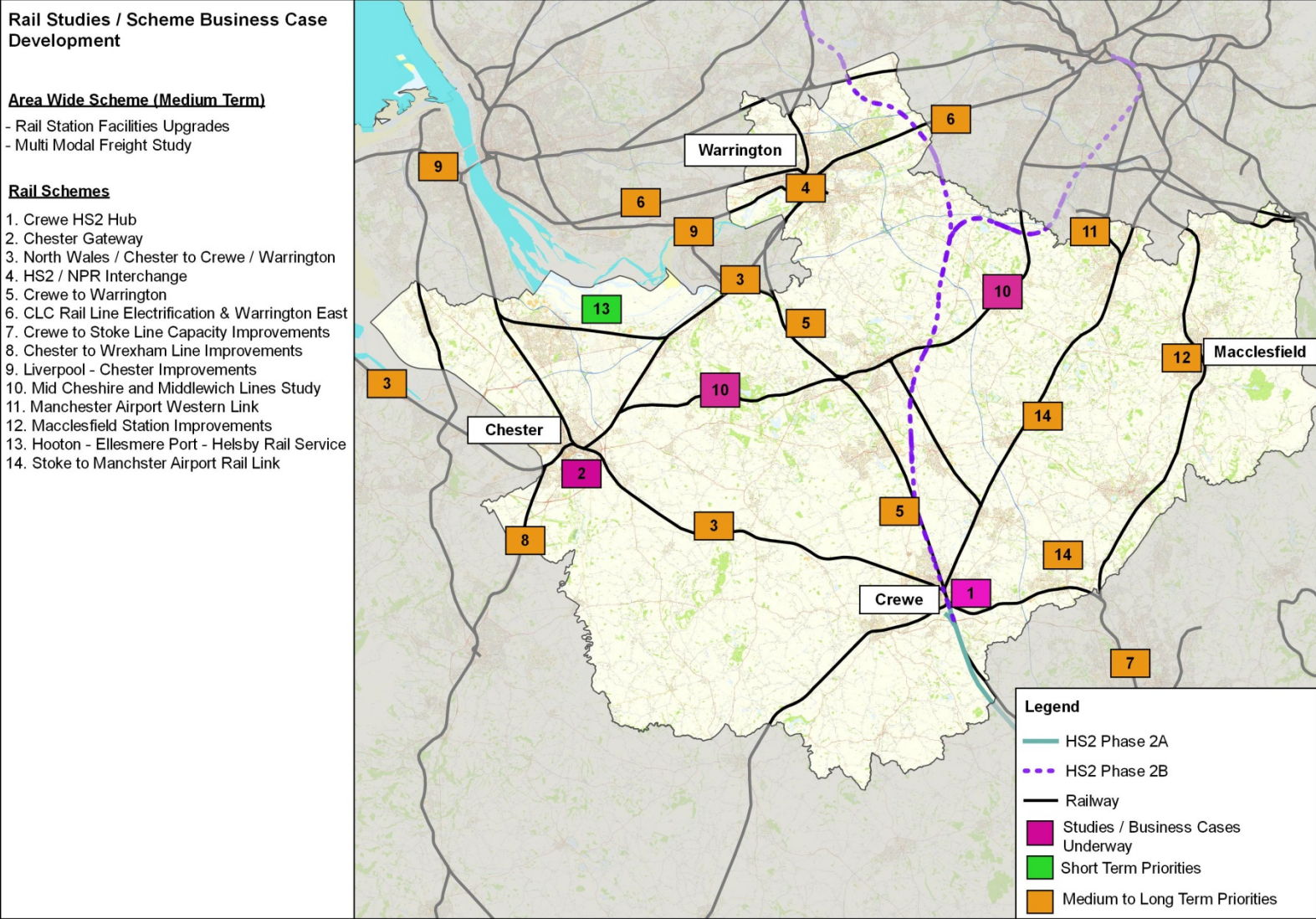
Local Highway Network

- Mid Cheshire Towns Study Phase 2 (area wide)
- Segregated Bus Priority on key corridors
- Bus Rapid Transit Stockport to Airport via Handforth
- A50 Corridor Study
- Warrington Mass Transit Study
- Crewe HS2 Hub Station Access Improvements
- Chester Pinch Point Schemes
- A54 to A530 / HS2 Depot corridor
- Warrington South – Local Transport Access
- Workplace Parking Levy Study – Warrington
- Local Cycling and Walking Infrastructure Plan (LCWIP)
- Middlewich Southern Link
- Clive Green Lane upgrade
- A533 Winnington Swing Bridge

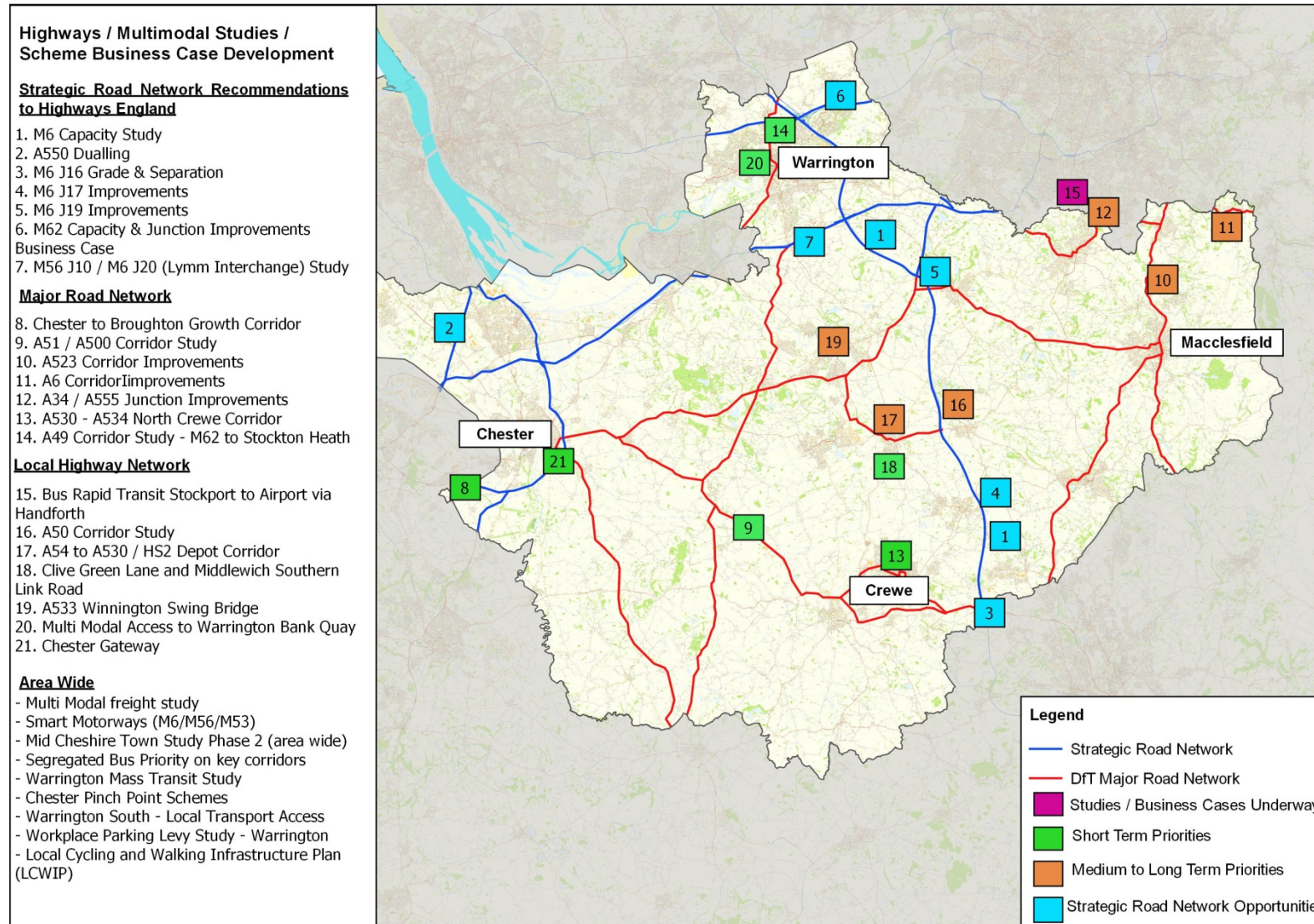
Sub-Regional

- Multi Modal Freight Study

Appendix 2 – Map Showing Locations of Rail Studies/Scheme Business Case Development



Appendix 3 – Map Showing Locations of Highway/Multimodal Studies/ Scheme Business Case Development





Cheshire & Warrington Local Transport Body

Date of Meeting: Friday 21 December 2018
Report of: Roy Newton
Subject/Title: Draft Work Programme for 2019

1. Report Summary

- 1.1. The LEP Board approved the Transport Strategy at its meeting on 14 November 2018. This report sets out suggested elements of work for 2109 which are designed to take key elements of the strategy forward:
- Developing a Bus Strategy;
 - Developing Infrastructure Investment Priorities, including prioritising studies/business cases and sequencing rail investment priorities;
 - Supporting the Development of the Local Industrial Strategy;
 - Supporting the delivery of Crewe Hub; and
 - Continuing Engagement with HS2 and Northern Powerhouse Rail

2. Recommendations

- 2.1. The Local Transport Body is recommended to approve the work programme for 2019, subject to any amendments the LTB wishes to make.

3. Proposed Work Programme for 2019

Developing a Bus Strategy

- 3.1. 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. A significant contributor to the underutilisation of bus use across the sub region is the poor quality of connections and frequencies currently displayed across the network. The limited nature of services is encouraging greater dependency on car use as the dominate mode of travel, which is putting greater pressure on parking facilities at stations and places of employment. The changing economy from traditional 9-5 to more flexible employment means that poor bus connectivity is also constraining job opportunities, because many services are not operating in alignment with changing shift patterns or accommodating more flexible working (e.g. part time work or working across multiple locations).
- 3.2. The introduction of 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 Strategy proposes that the LEP works collaboratively with the local authorities and bus industry to identify how 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.
- 3.3. The aim of the Bus Strategy will be to identify how we can collectively improve the quality and frequency of public transport links to and from key locations such as educational institutions, places of work, hospitals, and towns and cities. It will seek to identify opportunities to reduce the need to transfer between bus services across the network where possible, but where a change is necessary it will look at how the quality of integration and interchange can be improved. A key component of the strategy will be to identify measures which are affordable to deliver and which will attract additional usage to make services sustainable over the long-term. It will also need to identify solutions which accommodate older users, particularly those experiencing isolation.
- 3.4. It will also be necessary to work closely with Merseytravel and TfGM to align cross boundary strategies.

Developing Infrastructure Investment Priorities

- 3.5. The work undertaken to develop the sub-regional prospectus also identified a long-list of infrastructure requirements, a large proportion being transport proposals. These are consistent with the schemes identified in the Transport Strategy. From a transport perspective the next step will be to identify the timing of and funding for business case development and is discussed in a separate paper on the agenda. The work currently underway to identify the sequencing of rail investment will also need to be completed in 2019 and feed into the overall investment priorities.

Supporting the Development of the Local Industrial Strategy

- 3.6. Cheshire & Warrington has been chosen as one of six areas to take part in the second wave of Local Industrial Strategy development. Key themes for the strategy include maintaining our competitive advantage, raising productivity,

increasing earning power and increasing the resilience of our business base. Work has been underway to develop a robust evidence base, which from a transport perspective has been drawn from the work undertaken to develop the Transport Strategy. The work on investment priorities will need to feed in to and be influenced by the developing LIS alongside ensuring that the LIS considers the “Grand Challenge” of the “future of mobility” which will need to take account of likely changes in how people, goods and services move around the towns, cities and countryside, driven by innovation in engineering, technology and business models. It will also need to consider the implications of Connected and Autonomous Vehicles and opportunities for digital technology to help improve customers’ experience, drive efficiency and enable people to move around more freely.

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 on sub-regional 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.

Continuing Engagement with HS2 and Northern Powerhouse Rail

- 3.8. 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.
- 3.9. Transport for the North will shortly be publishing a Strategic Outline Business Case for NPR. It will be important to continue to engage with TfN to ensure that the option selected best serves the sub-region.

This page is intentionally left blank



Cheshire & Warrington Local Transport Body

Date of Meeting: Friday 21 December 2018
Report of: Steve Hunter – Transport for Warrington Service Manager
Subject/Title: Transport for the North Update

1. Report Summary

- 1.1 This report provides an update on progress made with Transport for the North (TfN). It follows on from a series of written reports considered by LTB meetings held over the last 3 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 progress reported on two key items, the formation of TfN as a Statutory Sub National Transport Body and on preparation of its Strategic Transport Plan. Section 3 briefly lists other TfN work streams on which a verbal update will be provided on progress at the meeting. A link is provided within this section to the papers of the most recent TfN Board meeting which took place on Thursday 6th December.

2. Recommendations

- 2.1 That the CWLTB note the Transport for the North developments and continuing activities:
1. On the 1st April 2018 TfN became the first **Sub-National Transport Body with statutory powers** (which were awarded under the powers set out in the 2016 Cities and Local Devolution Act);
 2. That membership of TfN consists of the 20 Local Transport / Combined Authorities across the North of England and that therefore Warrington Borough, Cheshire West and Chester and Cheshire East Councils are all members, following the consent given by all of them during 2017.
 3. That the Cheshire and Warrington LEP is also a co-opted member of TfN.
 4. That the Local Enterprise Partnership and all three Local Transport Authorities across Cheshire and Warrington are fully represented on the TfN Partnership Board, TfN Board (Members and LEPs) and Executive Board (Local Transport Authority Officers) by Pete Waterman (LEP) Cllr Terry O'Neill (Warrington Borough Council), Cllr Sam Dixon (Cheshire West and Chester Council (Vice Chair of the Board) and Cllr Rachel Bailey (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) Strategic Rail – including Northern Powerhouse Rail
- d) Rail Performance in the North
- e) Strategic Roads
- f) Strategic Development Corridor work
- 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 most recent TfN Board meeting which took place on 6th December 2018 and also a link to details of the TfN Board:

- Details of the TfN Board can be found at:
<https://transportfornorth.com/about-transport-for-the-north/our-board/>
- Papers from the most recent meeting of the TfN Board held on 6th December 2018:
<https://transportfornorth.com/calendar/transport-north-board-6-december-2018/>