



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

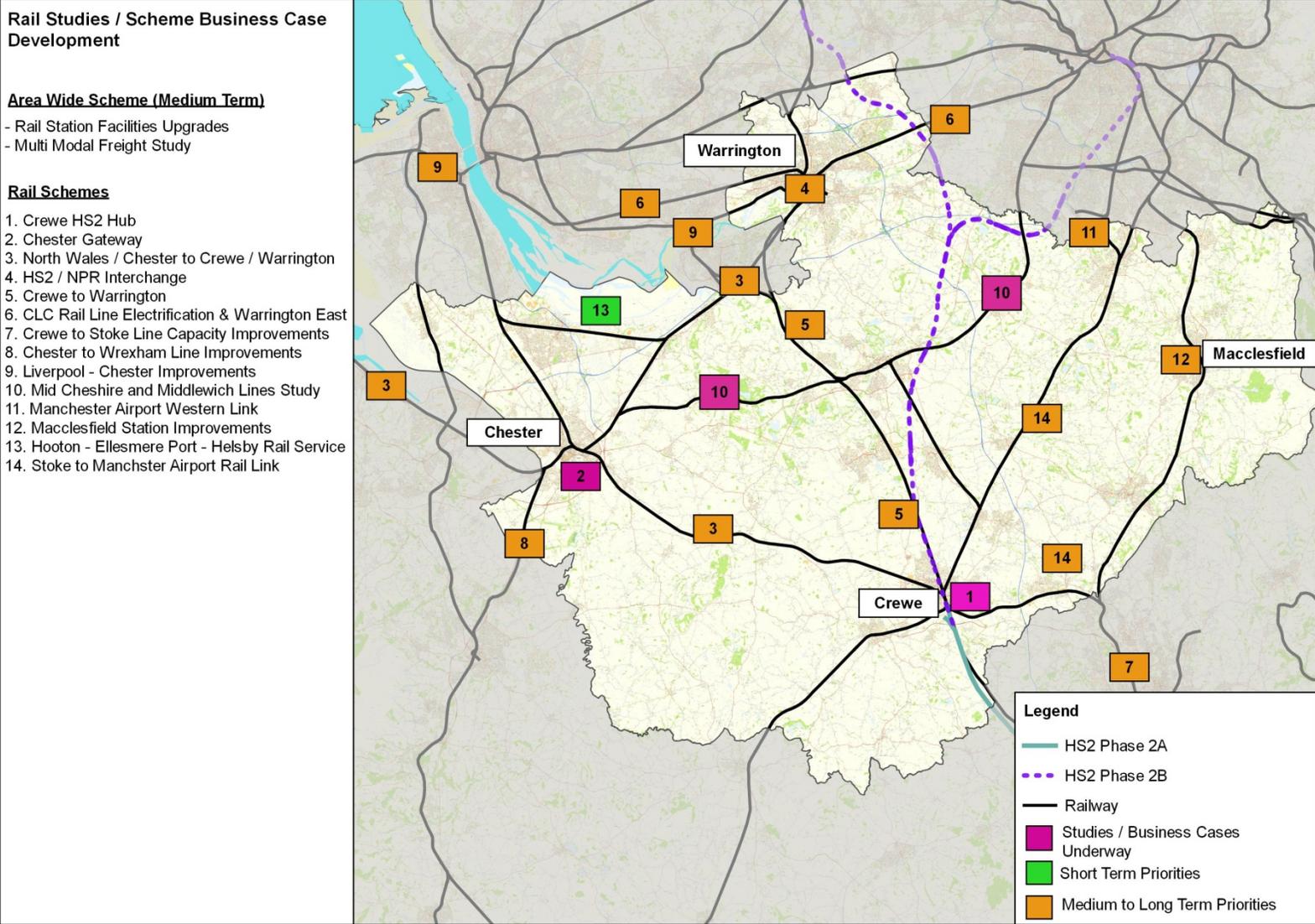
Local Highway Network

- 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

