

Sustainable Transport Working Group

End of Planning Phase report

Our Vision for Inclusive and Sustainable Travel in Cheshire and Warrington

Our Commission has developed plans that will deliver our overall ambition of full decarbonisation of all transport in Cheshire and Warrington by 2035

We propose this will be delivered through three priority activities:

- We will create an ecosystem which makes the adoption of electric cars the most cost effective and accessible means of private and business transport by 2030.
 - We will create a public transport system which is zero carbon, accessible and integrated across the sub-region making bus use a first choice for shoppers, commuters and visitors by 2030.
- We will make active travel, on bikes and walking, easy, clean and healthy option for all our residence and visitors, fully integrating it with other forms of travel.

Summary Table

| Proposed Recommendations to Sub Regional Leaders' Board | | | | | | | |
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| Theme | Component | Description | Benefits | Costs | Key Stakeholders | Potential Funding Sources | Proposed Actions |
| Encouraging active travel | Walk/bike to school/Work | Engagement with Active Cheshire on walk/bike to school, bike to work schemes | Decarbonisation through encouraging more travel by active modes | No direct costs but would involve staff time | Active Cheshire, Local Authorities | N/A | SIGC to recommend that Local Authorities engage with/lobby relevant organisations to achieve: <ul style="list-style-type: none"> • More walk/bike to school, bike to work schemes • More information being made available on active/sustainable travel modes when people move house • Securing more and better bike parking at train stations • Securing showers and changing facilities available for people to encourage more commuting by bike • Securing more bike racks on trains and buses • Encouraging the Dutch model of commuting |
| | Engagement with Estate Agents | Engagement with Estate Agents when people move, tell movers about local buses, cycle routes, walks, etc. | To remove lack of knowledge as a barrier to choosing active travel modes | No direct costs but would involve staff time | Larger Estate Agents, Local Authorities | N/A | |
| | Bike Parking | Encouraging more and better bike parking at train stations and large employment sites, with CCTV, consider underground automated bike storage. | To cater and facilitate increased demand for biking infrastructure | Costs will need to be determined and considered by the station operator | Local Authorities, GB Railways, Train Operating Companies, Larger Employers, Business Parks, Transport Advisory Group, Transport users groups | GB Railways, Train Operating Companies, Larger Employers, Developers, DfT | |
| | Showers and Changing Facilities | Encouraging train stations and workplaces to make showers and changing facilities available for people who commute by bike. | To remove barriers to commuting by bike | Costs will need to be determined and considered by the station operator/workplace | Local Authorities, GB Railways, Train Operating Companies, Larger Employers, Business Parks, Transport Advisory Group, Transport users groups | GB Railways, Train Operating Companies, Larger Employers, Developers, DfT | |
| | Bike Racks | Encouraging train operators to respond to demand by installing bike racks on trains and buses. | To cater and facilitate increased demand for biking infrastructure | Costs will need to be determined and considered by the train/bus operator | Local Authorities, GB Railways, Train Operating Companies, Bus Companies, Transport | GB Railways, Train Operating Companies, Bus Companies, Developers, DfT | |

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| | | | | | Advisory Group, Transport users groups | | |
| | Encouraging the adoption of the Dutch Model of Commuting | Campaign and advertise the Dutch model of commuting with 1 bike stored at home to get to train station and 1 bike stored at the destination station to get to work | Cultural change will be required to shift from high emission and space-consuming car trips towards more sustainable means of commuting | Links to costs of provision of Bike Parking and Showers/Changing facilities | Local Authorities, GB Railways, Train Operating Companies, Larger Employers, Business Parks, Transport Advisory Group, Transport users groups | GB Railways, Train Operating Companies, Larger Employers, Developers, DfT | |
| Encouraging Bus Use | Increase the attractiveness of subregional bus services | <p>While developing enhanced partnerships, consider the subregional implications and opportunities of electronic ticketing and real-time passenger information (timetabling + tracking) which cross local authority boundaries.</p> <p>Use the opportunity to develop a wide variety of discounted tickets to encourage more people to travel more journeys.</p> <p>Also, use the enhanced partnerships to increase storage space on buses for luggage and bikes.</p> | <p>To make bus travel more attractive, more comfortable and easier to navigate resulting in decarbonisation benefits and reduction in traffic congestion.</p> <p>Justification: Bus use as a mode of travel was very low before covid which declined further during covid. Buses are important as part of the mix to deliver sustainable growth. Therefore, we need to increase bus usage in the future.</p> <p>Barriers to increasing bus usage are the lack of integrated ticketing (tickets from different operators can't necessarily be used on other operator's buses), lack of real-time passenger information, lack of luggage space and lack of bike racks.</p> <p>Buying tickets on the bus also slows the buses down due to the queues at the first door. Pre-purchased online tickets would speed the service up.</p> | Costs will need to be determined and considered when developing the enhanced partnerships. | Local Authorities, Bus Operators, Transport Advisory Group, Transport users groups | <p>DfT</p> <p>Bus Back Better has funding that LA's can bid into to help deliver the system but local authorities will need to consider how best to fund ongoing revenue costs.</p> <p>Cost savings from ticketing.</p> | <p>SIGC to recommend that Local Authorities develop a joint proposal for consistent electronic real-time passenger information and ticketing across the sub-region as part of their work on their Bus Service Improvement Plans and prepare a bid for DfT funding for implementation.</p> <p>SIGC to recommend the use of open access platforms for electronic ticketing so that they are readily usable by different companies.</p> <p>SIGC should recommend that Local Authority bus service improvement plans should also include the need for bus companies to make provision for more luggage space and bike racks to encourage more journeys.</p> <p>SIGC to endorse the LEP working closely with local authorities (via the Transport Advisory Group) utilising the work being undertaken by consultants for the sub-regional bus strategy.</p> <p>SIGC to recommend that Local Authorities develop and implement bus priority measures in their Bus Service Improvement Plans.</p> |
| | Implement bus priority measures and support current efforts possibly without taking away from cars. | While developing bus service improvement plans, take account of the subregional implications and opportunities of bus priority measures such as bus gates, bus lanes, traffic signal pre-emption, bus-only routes etc. and include appropriate measures in the plans. | <p>To make bus travel more attractive, more comfortable and easier to navigate resulting in decarbonisation benefits and reduction in traffic congestion.</p> <p>Justification: Bus use as a mode of transport was very low before covid which declined further during covid. Buses are important as part of the mix to deliver sustainable growth. Therefore, we need to increase bus usage in the future. One of the barriers to increasing bus usage is the lack of reliability of bus journeys. One of the causes is due to buses being stuck in traffic. Bus priority measures can help to reduce that.</p> | Costs will need to be determined and considered when developing bus service improvement plans. | Local Authorities, Bus Operators, Transport Advisory Group | <p>DfT</p> <p>Bus Back Better has funding that LA's can bid into to help deliver the measures.</p> | <p>SIGC to endorse the LEP working closely with local authorities (via the Transport Advisory Group) utilising the work being undertaken by consultants for the sub-regional bus strategy.</p> |

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| Encouraging zero-emission Vehicles | Transitioning to zero-emission fleets | Encouraging early adoption of zero-emission vehicles by local authorities and potentially the wider public sector as part of their fleet replacement/renewal policies. | The LAs would be leading by example, contribute to air quality, decarbonisation. It will start to increase the number of electric vehicles in the subregion which would encourage charging rollout and standardisation. | The lobbying exercise is free, the speed of rollout would define the cost of the program. There would be higher initial costs but lower running costs. | Local Authorities initially but potentially other public sector organisations including health authorities, emergency services etc. | LA budgets, Potential Government funding e.g. Zebra for zero-emission busses. | SIGC to lobby LAs to replace their fleets with EVs as part of their regular replacement programs and to avoid wherever possible buying/leasing fossil fuel vehicles. |
| Liveable city and town centres | Managing parking | Develop parking policy to encourage the use of more sustainable modes of transport and support the transition to electric vehicles. This could include, for example, reducing on-street parking places in order to increase space for pedestrians, bike/scooter usage and local businesses. It could also include the provision of safe and secure cycle and scooter parking. | To encourage zero-emission vehicle use and ownership and improve quality of living/environment in town centres. | No direct cost | Local Authorities, Car park operators, Key local businesses/groups, transport user groups. | LEP study/business case fund and local authority contributions | SIGC to recommend that Local Authorities review parking policy in city and town centres to encourage the use of more sustainable modes of transport and support the transition to electric vehicles. |
| Influencing HS2 | Influence HS2 Project to lower environmental impact | Influence the HS2 project to lower its environmental impact by upfront tree planting and develop integrated travel plans. Helping HS2 to improve its stakeholder engagement to win "hearts and minds" so as to win greater support for the project. | Reduced carbon footprint, better connectivity nationally from the subregion. More freight going by rail instead of the road. | No direct cost | Local Authorities and HS2 | HS2 and DfT | SIGC to recommend LAs and the LEP to lobby HS2 to improve stakeholder engagement, integration with wider transport networks and reduce environmental impacts. |
| Road building and repair | Use of Low Carbon Materials | Road repair and build using low carbon tarmac. This would be achieved by convincing the LAs to consider this new technology as advantageous in their procurement procedures. | Reduce carbon footprint when maintaining/improving the highways network | Materials may be potentially more expensive than standard materials | Local Authorities and Developers | Local Authority Maintenance Budgets, potentially DfT for improvement schemes, Developers | SIGC to recommend LAs adopt low carbon materials for highway maintenance and improvement schemes, and for new developments. |
| Establishing Sub-regional Stakeholder Group | Establish Subregional Stakeholder Group | Establish a Sub-regional Stakeholder Group. There are only smaller dispersed organisations at the moment. A civil sector leader could be identified and supported to recruit a number of local people. An app could also be created to allow local people to report issues found in the transport infrastructure. | To give greater voice to local transport enthusiasts in shaping policy and address local issues like timetabling. | No direct costs but would involve staff time | Local Bus companies, Local Authorities, Local Groups (e.g. walking, cycling) | The commission's own resources | SIGC to work with the LEP and Local authorities to establish a sub-regional stakeholder group to engage with when developing transport policy and strategy. |

Proposed Investable Projects – Short-Term Priorities

| Theme | Project | Description | Benefits | Costs | Key Stakeholders | Potential Funding Sources | Proposed Actions |
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| Encouraging zero-emission Vehicles | Creation of a zero-emission transport infrastructure plan | <p>Develop a coordinated plan and a roadmap for implementation for the subregion which links up initiatives, identifies gaps, identifies examples of best practices that are suitable for the sub-region and identifies the key actions needed for the sub-region to transition towards zero-emission vehicle ownership and the standardisation of charging infrastructure.</p> <p>The work should also take account of shared mobility (including using local authority fleets for shared services) and how to encourage modal shifts linked to spatial planning.</p> | <p>Faster rollout of zero-emission vehicles in the subregion and greater standardization of charging infrastructure.</p> <p>Shared transport lowers the number of vehicles on the roads. Linking spatial planning to modal shift also reduces the overall number of vehicles on the roads.</p> | Estimate £75k-£100k | Electricity providers, EV charging companies e.g. Gridcharge, LAs. | LEP study/business case fund and local authority contributions | <p>Commission consultants to develop a sub-regional zero-emission transport plan which links up initiatives, identifies gaps, and identifies examples of best practices. It should identify the key actions needed for the sub-region to transition towards zero-emission vehicle ownership and the standardisation of charging infrastructure</p> <p>The project should also develop guidance to help Local Authorities to understand the issues, opportunities and solutions to rolling out charging infrastructure, including any implications for planning policies.</p> <p>Scope to be agreed and determined by a project steering group.</p> |
| | Local planning policy to support the roll out charging infrastructure in a coordinated way | <p>Ensuring that the planning system supports the roll-out of EV charging points with the help of companies like grid serve. Ideally on a commercial basis.</p> <p>Identify and input specific charging issues that need to be looked at in the EV transport plan.</p> <p>Ensure equality of access to EV charging between urban and rural areas.</p> | To remove barriers from EV ownership and serving demand with a solid, long term business model. | | Local Authorities, charging infrastructure companies, power companies. | LEP study/business case fund and local authority contributions | |
| | EV charging infrastructure for new developments | <p>Local planning policy requirements to consider the needs of EV charging infrastructure required at or to support developments. Consider lowering the requirement for parking spaces</p> <p>Ensuring that the planning system supports the transition to electric vehicles but also supports greater use of active travel and public transport modes.</p> <p>Larger development should contribute to the delivery of shared mobility e.g. EV car clubs, bike hire.</p> | To remove barriers and encourage EV ownership. | | Local Authorities, charging infrastructure companies, power companies | LEP study/business case fund and local authority contributions | |

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| Liveable city and town centres | A step by step guided development of streets for all | <p>Develop a road map and guidance to a successful transition to car-free city and town centres in the next 30 years.</p> <p>The steps would gradually improve the environment for visitors, residents and businesses in the centres and give back space to pedestrians and other sustainable modes of travel.</p> <p>The guidance would need to consider what measures would need to be implemented over what timescale and set out how to overcome barriers to implementation.</p> <p>A key component should be to ensure that investment is undertaken in alternative modes prior to any charging mechanisms being introduced.</p> | <p>To improve quality of living/environment in town centres.</p> <p>To encourage more sustainable modes of travel.</p> | Estimated £50k | Local Authorities, Car park operators, Key local businesses/groups, transport user groups. | LEP study/business case fund and local authority contributions | Commission consultants to develop step by step guide to help Local Authorities to understand the steps that would be necessary to successfully transition to car-free city and town centres. |
| Encouraging Bus Use | Integrated Electric Ticketing and Timetabling system Study | <p>Carry out a feasibility study on how a subregional integrated ticketing and timetabling system could be rolled out building on and pulling together any related strategies from the LA Bus Service Improvement Plans.</p> | <p>To make bus travel more attractive, more comfortable and easier to navigate resulting in decarbonisation benefits and reduction in traffic congestion.</p> <p>Justification: Bus use as a mode of travel was very low before covid which declined further during covid. Buses are important as part of the mix to deliver sustainable growth. Therefore, we need to increase bus usage in the future.</p> <p>Barriers to increasing bus usage are the lack of integrated ticketing (tickets from different operators can't necessarily be used on other operator's buses), lack of real-time passenger information, lack of luggage space and lack of bike racks.</p> <p>Buying tickets on the bus also slows the buses down due to the queues at the first door. Pre-purchased online tickets would speed the service up.</p> | Estimated 50k | Local Authorities, Bus Operators | LEP study/business case fund and local authority contributions | Commission consultants to carry out a feasibility study on how a subregional integrated ticketing and timetabling system could be rolled out building on and pulling together any related strategies from the LA Bus Service Improvement Plans. |

| Proposed Investable Projects – Longer-Term Priorities | | | | | | | |
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| Encouraging Bus Use | Create a shared transport (town to rural areas) for young people to attend events in towns. | Carry out a pilot study to assess how such a scheme could be best rolled out, how much it would cost, how many people would it benefit. Consider shared cars, taxis, minibuses, ideally electric, possibly self-driving. The study would need to consider the work currently being undertaken by Cheshire West and Cheshire East Councils on the rural bus mobility grant. | To increase inclusivity and access to zero/low emission, affordable public transport and support businesses and reduce carbon emissions. The current system encourages: <ul style="list-style-type: none"> • Costly taxi and polluting rides • Additional journeys e.g. parents taking people to and from venues Some people not attending the venues due to not being able to get there | Estimate £30k-40k | Venue operators, Local Authorities, Transport operators, Youth reps | LEP study/business case fund and local authority contributions | A pilot study to develop shared transport solutions (town to rural areas) for young people to attend events in towns. |
| Encouraging zero-emission Vehicles | Strengthening the second-hand EV market | Understanding what measures could be undertaken to support and encourage affordable electric vehicles via the second-hand market. | To replicate what works in Chester and London to other parts of the subregion. | Estimate £30k-40k | Local Authorities, car sales businesses | LEP study/business case fund and local authority contributions | Commission consultants to help Local Authorities and the LEP to understand the issues, opportunities and solutions to supporting the second-hand EV market. |
| Alternative Fuels | Waste Plastic to Fuel | Consider supporting projects turning plastic waste into fuels. | To reduce plastic exports and dependence on fossil fuels. | Estimate £30k-40k | Local Authorities | LEP study/business case fund and local authority contributions | Commission consultants to help Local Authorities and the LEP to understand the issues, opportunities and solutions to supporting projects that turn plastic into fuel. |

The working group will also consider various Phoenix projects regarding the suitability of the subregion to be involved in them as additional longer-term priorities.