

Local Authority Self-Assessment for Active Travel

Section 1: Background

Q1. Are you:

Submitting a response for the first time

Q2. What is the name of your Authority?

Cheshire West and Chester

Q3. Please provide your contact details

Name Kristy Littler

Email Kristy.littler@cheshirewestandchester.gov.uk

Q4. What is the approximate total budget your authority holds for transport this financial year? This includes capital and revenue funding.

20836000

Q5. We recognise that many schemes you deliver will have elements of active travel alongside other areas of focus such as maintenance. In that context:

What is the approximate total funding your authority expects to invest in Active Travel initiatives this financial year? In addition to dedicated active travel budgets, you should include funding from cross-modal schemes, other DfT sources of funding and non-DfT sources.	22 15 00 0
Over the past five years, approximately what proportion of s106 and s278 transport contributions have been spent on active travel? Please provide a percentage.	37 .5
What is the approximate total dedicated active travel budget your authority holds in this financial year? You should only include DfT active travel grants and any local funds specifically committed to active travel.	17 70 00 0

Q6. Please use this box to share any further relevant information in relation to the headcount and budget questions.

Re: Q5b: In relation to S278 agreements in the last 5 years we have had around 200 S278 agreements, with an average value of approximately £40,000. We have provided the average 35%-40% spend on active travel which represents elements such as footways/cycleways/improved lighting/crossings etc.

Re: Q8: We currently have unspent ATF2 revenue funds of £102,000, however we have an identified programme of initiatives to commit these funds to. This includes preparations for an Active Travel Festival, adult and child cycle training, and secondment support to deliver loans for cycle storage, walking and cycling group engagement and active travel focussed Monitoring & Evaluation. We have also commissioned Sustrans to engage with Helsby High School their primary feeder schools and the community to support the use of the new segregated cycle facilities on the A56.

Re Q9 & Q10: There are 123.5 FTEs in Highways and Transport, of which 19.3 FTEs in Transport and Infrastructure. We have approximately 3 FTEs across Highways who have Active Travel in their roles and 2.2 FTEs in Transport who have Active Travel as part of their roles.

Re: Q13: Since LTN1/20 was published we have drafted design options which are non-compliant, however these did not go out to consultation, and we are in the process of changing the design to be fully LTN1/20 compliant. Since LTN1/20 was published we have refreshed our boroughwide LCWIP to ensure all proposed schemes are LTN1/20 compliant. The Council has also secured the support of Sustrans through the DfT to help design further schemes in Ellesmere Port and Winsford.

There are likely to be non-compliant S278 schemes which have been installed since the publication of LTN1/20 if these were permitted through planning prior to the publication of the updated guidance.

Q7. Are there any funds that you have received from DfT for Active Travel Fund 2 (ATF2) that are not yet contractually committed?

Yes

Section 1: Background

Q8. How much Active Travel Fund 2 funding is not yet committed?

102,000

Section 1: Background

Q9. What is the approximate total headcount working on transport at your authority?
Please provide the full time equivalent (FTE), including any contingent labour / temporary additional resource.

123.5

Q10. What is the approximate total headcount working on active travel at your authority?
Please provide the full time equivalent (FTE), including any contingent labour / temporary additional resource.

5.2

Section 1: Delivery of Schemes to date

Q11. Which of the following schemes have you delivered in the past 3 years or are in the process of delivering? Tick all that apply.

New segregated cycleway (permanent)

New junction treatment

New permanent footway

New shared use (walking & cycling) facilities

Installing segregation to make an existing cycle route safer

Improvements to make an existing walking/cycle route safer

Area-wide traffic management (e.g. modal filtering using ANPR, bollards, planters or similar)

Bus priority measures at single locations (e.g. bus gates)

Provision of secure cycle parking facilities

New road crossings

Restriction or reduction of car parking availability (e.g. controlled parking zones)

School streets

Q12. Which of the following schemes have you consulted on over the past 12 months or have plans to consult on? Tick all that apply.

New segregated cycleway (permanent)

New junction treatment

New permanent footway

New shared use (walking & cycling) facilities

Installing segregation to make an existing cycle route safer

Improvements to make an existing walking/cycle route safer

Area-wide traffic management (e.g. modal filtering using ANPR, bollards, planters or similar)

Bus priority measures at single locations (e.g. bus gates)

Provision of secure cycle parking facilities

New road crossings

Restriction or reduction of car parking availability (e.g. controlled parking zones)

School streets

Q13. Since the publication of LTN 1/20 guidance, have you installed or proposed any new infrastructure which is not LTN 1/20 compliant?

Yes

Q14. Do you agree that no scheme, now or in the future, will be removed prematurely?

The Network Management Duty requires real-world feedback to be taken account. This means schemes should be retained and adjusted to make them work. Schemes should not be removed unless there is substantial evidence to support this.

Yes, I agree to the above statement

Section 2: Local leadership and support

Q15. This question seeks to understand how supportive your leaders and elected members are of active travel. Please review the criteria for each of the levels and consider which of the criteria your authority satisfies, and which are yet to be met. It is likely that your authority will not fit neatly into one level, so please select the one that best reflects your authority.

Level 2

Local leadership and support - Level 2

Q18. You have selected Level 2 as being the most suitable for your Authority for local leadership and support.

Please select from the following statement which criteria your authority meets or exceeds.

Members (including leader and transport portfolio lead) in my authority are highly supportive of active travel

Members (including leader and transport portfolio lead) in my authority are committed to increasing active travel in line with the government vision set out in Gear Change

My authority has a track record of completing ambitious, LTN 1/20 / MfS compliant active travel schemes

My authority has a small number of road capacity reallocation schemes

My authority has some policies in place to support and deliver an increase in active travel, covering between 5 and 8 of those listed

My authority has recognised the need to adopt new approaches to planning such as 'Decide and Provide' and in adoptable standards by adopting LTN1/20 / MfS documentation to help support the position in insisting but is yet to do so

Section 2: Local leadership and support

Q21. Select from the list below the evidence you are submitting. Tick all that apply

Statements and manifesto commitments from mayors, local authority leaders or executive members, showing support for proposed schemes, local networks, and strategies

Statements from mayors, local authority leaders or executive members, showing opposition to proposed schemes, local networks, and strategies

Local health and education programmes and proposals that have direct connections between public health outcomes and active travel delivery

Active travel delivery is a key element of your authority's business plan and related strategies for sustainability and reducing carbon emissions from transport, with clear approaches that help to embed active travel in new developments such as decide and provide (e.g. TRICS guidance) and clear decisions that adopt LTN1/20 / MfS standards into local standards for development

High proportion of local transport funding allocated to active travel schemes (15% or more)

Details of roles and types of resource dedicated to active travel

Track record of effective and coherent funding bids under ATF and other funding initiatives, keeping schemes in place until they have properly bedded in before making modifications or removals (with nil removals unless backed by robust evidence over a minimum 12-month operating period)

Please list any ATF or other active travel schemes (including temporary schemes) that have been removed or significantly adapted, with explanation. Failure to accurately alert us to these will result in zero funding

Strong highway authority leadership and evidence of collaboration with constituent authorities (e.g. boroughs and districts) and National Parks etc to deliver local schemes and initiatives, as evidenced by MoUs and other joint working agreements such as design assurance processes

Development management approaches that support active travel, e.g. planning committees / officers shown to have a track record of testing [and applying conditions] to improve provision of cycling and walking

Traffic management approaches that support active travel, in compliance with the Network Management Duty guidance, last updated in April 2022

Q22. Briefly describe what supporting evidence you have available to justify why you have selected the level.

Statements and manifesto commitments from local authority leaders:

The Council Plan and manifesto states the following commitments:

- Rolling out Electric Vehicle Charging points and introducing a planning policy to encourage new developments to include EV charging points.
- To address public health issues, we will explore the implementation of clean air zones and other initiatives in parts of the borough where air quality is an issue (Air Quality 20/21). In addition, we will reduce emissions by completing the roll out of 20mph zones on all residential roads.

Member statements showing support for active travel schemes:

Active Travel Social Prescribing - Cheshire West and Chester Council successfully secured £100,000 of funding to develop 'social prescribing' options in Ellesmere Port, following a bid to the Department for Transport "This is really good news. We will now be able to build on our valuable cycling and pedestrian improvement projects that have already taken place in Ellesmere Port, so people can choose from a range of active travel options. If we are successful at the final stage, we will be able to build on existing social prescribing and develop a range of tailored cycling and walking activities with the ultimate aim to increase the number of "active travel" journeys taken by residents to improve their health and wellbeing." Cllr Karen Shore (Council's Deputy Leader and Cabinet Member for Environment, Highways and Strategic Transport)

Family Cycling Courses - Cheshire West and Chester Council's Road Safety team has again arranged free training for families in the borough looking to take up cycling or improve their skills - Starts summer 2022. "The health and wellbeing benefits of being outdoors cycling are well known and these Bikeability courses will develop skills and confidence while having fun along the way. Whether you and your family are relative novices to cycling or you all ride already but would like advice on specific routes, for example to school or work your instructor will tailor the session to meet your needs." Cllr Karen Shore (Council's Deputy Leader and Cabinet Member for Environment, Highways and Strategic Transport)

Local health and education programmes and proposals associated with active travel:

- GP Prescribing Pilot in Ellesmere Port
- Health Improvement Strategy: Eat Well, Be Active: <https://www.cheshirewestandchester.gov.uk/your-council/policies-and-performance/council-plans-policies-and-strategies/health-improvement-strategy/eat-well-be-active>
- Wellbeing Walks delivered by our health rangers. Walks are for a number of different groups and health needs (memory walks for example) and walks are being developed for Bowmere mental health unit residents. We have 78 people trained as walk leaders with more coming on board as the programme expands. Many of the walkers are referrals by which they either have referred themselves to the programme to improve their health and wellbeing or have been referred by their doctor or other agency. We are working with a number of agencies including parks friends of groups, Healthbox, GP surgeries and Active Cheshire.

Active travel delivery:

Active Travel is central to the authority's Council Plan and Place Plan and we have several strategies for sustainability and reducing carbon emissions from transport. Our Development Control team has clear policy and authority to embed active travel into new developments and make decisions against LTN1/20 and MfS standards.

Member Commitment:

Q22. Briefly describe what supporting evidence you have available to justify why you have selected the level.

Details of roles and types of resource dedicated to active travel:

- Councillor Louise Gittins - Our Leader of the Council is also a Cabinet Member for Poverty and Wellbeing and a huge advocate for active travel. In addition, Cllr Gittins holds the role of Vice-Chair of the TfN Board, providing excellent partnership collaboration across the north.
- Councillor Karen Shore - Our Deputy Leader of the Council is also significantly the Cabinet Member for Environment, Highways & Strategic Transport. Cllr Shore is very hands on with Officers and local walking and cycling groups in relation to active travel, fully supportive of approaches such as low traffic neighbourhoods and liveable streets. Cllr Shore Chairs our Integrated Sustainable Transport Task Force.
- Councillor Matt Bryan - Our Cabinet Member for Housing, Planning & Climate Emergency, has the designated role of being Climate Emergency Lead and advocate – he leads this through our Climate Task Force. Cllr Bryan works closely with Councillor Simon Eardley - Shadow Cabinet Member for Environment and Climate Change.

A total of 23 Members endorsed the LCWIP at Cabinet Committee.

We have developed and agreed a job description for a Decarbonising Transport Officer - The post holder will contribute to the development and achievement of the Council's Active Travel and Decarbonising Transport Programmes in support of Climate Change priorities linked to the development of the Climate Emergency Response Plan 2021-2045; ensure the actions necessary to deliver the Programmes are promoted across the organisation and with partner organisations, the community and business to further develop, deliver and monitor the programme of work and its outcomes.

Schemes that have been removed or significantly adapted:

- Emergency Active Travel Lanes were installed on a temporary basis during the COVID-19 pandemic along Boughton and Liverpool Road radial corridors in Chester. The schemes were removed early due to significant public feedback. The Council is progressing Do Something next steps options for these routes as we feel there is significant active travel potential with these gateways to the City, our learning is that more consultation is required as part of the process. This was communicated clearly to the public: <https://www.cheshirewestandchester.gov.uk/residents/transport-and-roads/highways/major-road-schemes/active-travel>
- A reduction in speed limit to 20mph was temporarily trialled across Grosvenor Bridge in Chester. The listed structure is not physically wide enough to deliver cycle segregation, as such reduction in vehicular speed was proposed. Unfortunately based on authority instruction from Cheshire Police the speed limit had to be reverted back based on them stating this speed was not been observed. However, new speed assessment data is being reviewed with Cheshire Police and plans drafted. The Integrated Sustainable Transport Taskforce is looking into this further.

Leadership and Collaboration

- We have strong highway authority leadership demonstrated through Rose McArthur, Director of Transport and Highways. Rose is passionate about active travel, leading by example as a senior voice, and has established specific action, task and finish groups related to sustainable travel.
- Senior Officers form a Travel Demand Management (Behaviour Change) Working Group.
- Cheshire West & Chester is a member of the Mersey Dee Alliance and Officers work very closely with Merseyside, Cheshire East and North Wales authorities given the significant cross boundary travel and related issues.
- The authority works closely with community groups such as the Chester Residents Association Group who are on the ISTT. CW&C is working with cycling groups to develop an Atfest Active Travel Festival next June. The A51 Tarvin Improvements scheme is as example of how Parish Council concerns were addressed and parishes are consultees on our TDM work.

Q22. Briefly describe what supporting evidence you have available to justify why you have selected the level.

Supportive policies and Cabinet papers / Delegated decisions:

- A significant £4.2M S106 agreement was secured through planning committee as part of the Saighton Camp residential development. A Travel Demand Study is in progress to define what measures the monies will be spent on. Sustainable and active travel is at the forefront.
- The authority is compliant with the Network Management Duty guidance, last updated in April 2022.
- The Council applied for delegation of powers in May 2022 and has adopted them for moving traffic offences.
- Restrictions in parking availability is demonstrated through Residents Parking Schemes, with restriction on pavement/verge parking currently being explored in certain areas.
- A new speed limit policy which will replace the existing 2013 document is in development and focusses on 20mph.
- The Council provided 50% match funding for the Helsby Active Travel scheme, a significant proportion of the total ITB.

Q23. Please provide links to any supporting evidence here.

List of policies and strategies which promote and support Active Travel:

- Council Plan 2020-2024:

<https://www.cheshirewestandchester.gov.uk/your-council/policies-and-performance/council-plans-policies-and-strategies/council-plan>

- Manifesto: <http://www.cheshirewestlabour.com/wp-content/uploads/sites/16/2019/02/CWaC-2019-Building-Stronger-Communities-web.pdf>

- Cheshire West Place Plan:

<https://www.cheshirewestandchester.gov.uk/your-council/policies-and-performance/council-plans-policies-and-strategies/cheshire-west-place-plan>

- Climate Emergency Response Plans:

<https://www.cheshirewestandchester.gov.uk/your-council/councillors-and-committees/the-climate-emergency>

- Stronger Futures: A Four-Year Plan for Recovery and Renewal Following COVID-19 2020-24:

<https://www.cheshirewestandchester.gov.uk/your-council/policies-and-performance/council-plans-and-strategies/stronger-futures/documents/stronger-futures-plan.pdf>

- Local Transport Plan 2011-26:

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https://inside.cheshirewestandchester.gov.uk/policies_plans_and_strategies/local_transport_plan_20112026

- Residents Parking Scheme:

<https://www.cheshirewestandchester.gov.uk/residents/transport-and-roads/parking-and-permits/residents-parking-scheme>

- School and College Transport:

<https://www.cheshirewestandchester.gov.uk/residents/education-and-learning/school-and-college-transport/policies-and-further-information>

- Local Cycling & Walking Infrastructure Plan (refresh and update in line with LTN1/20 imminently to be published):

- Our People Plan 2021-2024: <https://www.cheshirewestandchester.gov.uk/your-council/policies-and-performance/council-plans-and-strategies/documents/our-people-plan-2021-2024.pdf>

- Enforcement Policy: Building greener, fairer and stronger communities:

<https://www.cheshirewestandchester.gov.uk/your-council/policies-and-performance/council-plans-and-strategies/documents/enforcement-policy.pdf>

- Local Plan:

https://inside.cheshirewestandchester.gov.uk/policies_plans_and_strategies/planning_policy/local_plan

Publications on Active Travel Schemes and initiatives:

- A5117 cycle improvement scheme:

<https://www.cheshirewestandchester.gov.uk/residents/transport-and-roads/highways/major-road-schemes/a5117-cycle-improvement-scheme>

- Stakeholder summary - Helsby and Frodsham scheme:

<https://www.cheshirewestandchester.gov.uk/residents/transport-and-roads/highways/major-road-schemes/active-travel/tranche-2-engagement-plan/appendix-2-stakeholder-summary-helsby-and-frodsham-scheme>

- School active travel initiatives:

<https://www.cheshirewestandchester.gov.uk/residents/education-and-learning/school-and-college-transport/initiatives>

Member Statements/ Support:

Q23. Please provide links to any supporting evidence here.

- Active Travel Prescribing
<https://www.cheshirewestandchester.gov.uk/news/cycling-and-walking-could-soon-be-on-prescription-in-ellesmere-port>
- Family Cycling Courses
<https://www.cheshirewestandchester.gov.uk/news/get-ready-for-back-to-school-with-free-family-cycling-training>
- Cheshire West & Chester is progressing elements within the BSIP for example the Enhanced Partnership with internal funding, this demonstrates member support and commitment to deliver.
- . Mini Holland submission

Q24. If you have unpublished evidence you want to submit, please upload here. You can upload up to 10 files. Maximum file size per file is 10MB.

- File: 20 mph zones_roads Cabinet Report.pdf
- File: BSIP Cheshire West and Chester Enhanced Partnership Plan_20-04-22.pdf
- File: ISTTF TOR Minutes.pdf
- File: Media release - active travel prescribing v6.docx
- File: Media release - Chester EATL scheme_Sutton Way_Northwich.docx
- File: Media release - Escooter trial update 2021 12 16.docx
- File: Media release - Winnington Cycle and Pedestrian scheme.doc
- File: Walk. Ride. Thrive. Local Cycling and Walking Infrastructure Plan - Cabinet Report.pdf
- File: Decarbonisation Officer Role Description.docx
- File: Media release - cycleway works in Jan 2022 and cycle safety campaign.pdf

Section 3: LCWIP Maturity

Q25. This question seeks to understand how developed your Local Cycling and Walking Infrastructure Plans (LCWIPs), or equivalent, are, including their coverage and status of delivery. Please review the criteria for each of the levels and consider which of the criteria your authority satisfies, and which are yet to be met. It is likely that your authority will not fit neatly into one level, so please select the one that best suits your authority.

Level 3

Section 3: LCWIP Maturity

Q29. You have selected Level 3 as being the most suitable for your authority for LCWIP maturity.

Please select from the following statement which criteria your authority meets or exceeds.

Most are published online

The schemes in them are compliant with LTN 1/20

Collectively the LCWIPs(s) cover most of the population in the Local Authority area

Completed extensive engagement with a wide range of stakeholders

Started delivering some elements of the LCWIP

An agreed 10-year pipeline of active travel schemes

Schemes that help to unlock development sites have been developed and designed to a sufficient stage of readiness for development contributions to be sought at appropriate levels

Section 3: LCWIP Maturity

Q31. Select from the list below what evidence you are submitting. Tick all that apply.

Development of plans – in progress or finalised LCWIP setting out proposed 10-year pipeline, with reference to agreement by Council transport portfolio leads and Council leaders, with document published and integrated into wider Local Transport Plans.

Stakeholder engagement – extent to which other experts and stakeholders have been involved in LCWIP development, breadth of engagement with local residents, businesses, road users, emergency services, disabled persons groups etc.

Delivery – percentage of proposals in LCWIPs either delivered or underway in support of the 2030 vision.

Coverage – percentage of LA area or population covered by LCWIPs, particularly coverage for urban areas / towns and cities.

Q32. Briefly describe what supporting evidence you have available to justify why you have selected the level.

Development of plans

The LCWIP covers the Borough and contains a delivery pipeline over the short, medium and long term – 10years+. This was formally adopted through Council transport portfolio leads and Council leaders, with the document published and integrated into wider Local Transport Plans. During 2022 the LCWIP has been refreshed to:

- o Review LCWIP scheme proposals against the latest design guidance (Local Transport Note 1/20, published after the LCWIP was developed).
- o Sense test the LCWIP schemes' feasibility and deliverability through stakeholder and consultation feedback and review the scheme impact on other modes of travel.
- o Progress a shortlisted set of agreed schemes to concept design standard.
- o Cost and appraise the schemes progressed to concept design.
- o Prepare a revised prioritised list of LCWIP schemes for delivery

Stakeholder engagement

There was extensive stakeholder engagement and public consultation to develop and adopt the LCWIP in 2019-2020, including local groups speaking at Committee to endorse the Plan. This has continued with Officer engagement across the Council for the Concept Design stage of priority schemes and Updates at the Integrates Sustainable Transport taskforce.

Delivery

The Ellesmere Port LUF Tranche 2 submission includes the LCWIP scheme within the town (includes full cycle segregation), demonstrating the desire to progress and deliver this scheme. An extension to the Northwich LCWIP scheme is currently being designed to Concept Design standard – this includes full cycle segregation. Additional concept design support was provided by DfT from Sustrans. Concept Designs have been developed for a total of 15-20km of priority routes across the Borough covering Chester, Ellesmere Port, Winsford, Northwich and Helsby, this places the Council in an excellent position to deliver as funding is available.

Coverage – The LCWIP covers all the major settlements in the Borough, covering approximately 34% of the population within the Borough (over 115,000 residents of a total approximate 343,000 population).

Q33. Please provide links to any supporting evidence here.

- Cabinet Committee – LCWIP formal approval with Documents.
<https://cmttpublic.cheshirewestandchester.gov.uk/ieListDocuments.aspx?CId=983&MId=6219&Ver=4>
- Public Consultation Survey and results supportive of adopting the LCWIP. Focusing on cycling and walking | Participate Now (cheshirewestandchester.gov.uk)

https://inside.cheshirewestandchester.gov.uk/get_involved/consultations/closed_council_consultations/active_travel_fund_consultation
<https://www.cheshirewestandchester.gov.uk/residents/transport-and-roads/highways/major-road-schemes/active-travel/tranche-2-engagement-plan>
<https://www.cheshirewestandchester.gov.uk/documents/parking-roads-and-travel/roads-and-roadworks/a51-improvement-scheme/a51-tarvin-feedback-report.pdf>

Q34. If you have unpublished evidence you want to submit, please upload here. You can upload up to 10 files. Maximum file size per file is 10MB.

- File: Chester LCWIP Concept Design - Route Overview.pdf
- File: EP LCWIP Concept Design - Route Overview.pdf
- File: Helsby LCWIP Concept Design - Route Overview.pdf
- File: LCWIP July 2020 Final_Optimized.pdf
- File: LCWIP Refresh Scheme Prioritisation.xlsx
- File: LCWIP Refresh Scheme_Technical Assessment.pdf
- File: LCWIP Refresh Technical Report v1.0 DRAFT ISSUE_Optimized.pdf
- File: Northwich LCWIP Concept Design - Route Overview.pdf
- File: Northwich LCWIP Concept Design extension - Constraints Plan (Draft).pdf
- File: Winsford LCWIP Concept Design - Route Overview.pdf

Section 4: Schemes Delivered

Q35. This question seeks to understand your track record for delivering capital and revenue active travel schemes, and the level of complexity of schemes delivered. Please review the criteria for each of the levels and consider which of the criteria your authority satisfies, and which are yet to be met. It is likely that your authority will not fit neatly into one level, so please select the one that best suits your authority. Please refer to Annex A when answering this question.

Level 2

Section 4: Schemes Delivered

Q38. You have selected Level 2 as being the most suitable for your authority for scheme delivery.

Please select from the following statement which criteria your authority meets or exceeds.

My authority has delivered a high number of LTN1/20-compliant low complexity schemes

My authority has also delivered a small number of medium complexity schemes

My authority meets at least the minimum statutory duty for consultation before implementing schemes, with more comprehensive consultation for some schemes

My authority is beginning to deliver an integrated network and this includes requiring developers to fund and contribute to this network through the planning process

My authority has delivered some capital schemes on time

My authority is delivering revenue schemes, most of which are on track to be delivered on time

Section 4: Schemes Delivered

Q41. Select from the below list the evidence you are submitting. Tick all that apply.

Evidence of delivering to time and budget, as set out in bids. This includes schemes funded through the following mechanisms: Active Travel Fund (Emergency Active Travel Funding, Active Travel Fund Tranche 2), Capability Fund, Transforming Cities Fund (TCF), City Regional Sustainable Transport Settlements (CRSTS), Levelling Up Fund (LUF) and other projects

Number (quantity and/or route length km) and type of schemes in progress and being delivered (including level of complexity)

Evidence of scheme quality, e.g. compliance with LTN1/20 and other guidance

Enabling building out of town or city-wide networks and key rural routes e.g. between villages or to green spaces

Evidence of data-driven post build monitoring with counters, surveys, and other means

Q42. Briefly describe what supporting evidence you have available to justify why you have selected the level.

We have selected the following sample of scheme evidence which reflects the selected Level 2 as per Annex A:

- New segregated cycleway (permanent): Medium/High: Northwich – under design and consultation (ATF3)
 - New junction treatment: Medium: Wrexham Road / The King's School, Chester – A new junction has been installed, which has Puffin and Toucan facilities and all-round crossing points.
 - New permanent footway: Medium: B5463 Ledsham – New footway S278
 - Installing segregation to make an existing cycle route safer: Low: Installing segregation: A56 Helsby to Frodsham - 1.4km segregated cycleway, side junction right-of-way treatments, shared path, toucan crossing (ATF 2)
 - Improvements to make an existing walking/cycle route safer: Medium/High: A41 Long Lane – reallocation of road space, (two lanes down to one) and provision of cycle lane segregated by white line hatching. Connects off-road route to Toucan crossing.
 - Area-wide traffic management (e.g. modal filtering using ANPR, bollards, planters or similar): Medium: Hoole, Chester and High Street, Neston - Widening foot traffic routes, segregating carriageway from pedestrians:
 - Bus priority measures at single locations (e.g. bus gates): High: Civic way Ellesmere Port – new bus station, bus only access, ANPR enforcement proposed. Bus lanes in Chester have been reinforced using ANPR. Bus filters have been installed as priority measures for the Northgate development.
 - Provision of secure cycle parking facilities: Medium: Northgate Development - Cycle facility upgrades and pedestrian crossing facilities. Location of secure cycle lockers agreed with local cycling groups. More secure cycle facilities will be provided to businesses through capability funded grants.
 - New road crossings: Medium: A56 near Helsby High School – New Toucan crossing installed
- School Streets: A full Programme of activities is available for schools to help children develop their road safety awareness from starting to finish their school education. Choosing a more active form of travel to get to school, such as walking, cycling or scooting, will also help cut air pollution near the school gates and will help towards the borough's target of becoming carbon neutral by 2045 as part of the Council's commitment to tackle the Climate. We will be trialling school streets this year. No idling around schools is enforced by the Council. Orders are being explored

In addition to the above we have the following evidence of active travel scheme delivery over the last 3 years:

- New junction treatment
 - o Middlewich Road / A530 King Street, Rudheath - A new junction has been installed, which has Puffin facilities and ASLs.
 - o Chester Road / Wetherby Way, Little Sutton - A new junction has been installed, which has Puffin facilities and additional crossing points
- New permanent footway
 - o Saighton Village - New footway
- New shared use (walking & cycling) facilities
 - o A41 – Toucan crossing and new shared use around roundabout under construction
 - o A483 Wrexham Road– wide shared use path set back behind hedge line 940 m length
 - o B5463 New Shared Use - S278
 - o A5117- new shared use facility 3.6 km including new Toucan at Pool Lane
 - o Smokehall Lane - New road with shared use
- Improvements to make an existing walking/cycle route safer

Q42. Briefly describe what supporting evidence you have available to justify why you have selected the level.

- o St. Martins Way / Hunter Street, Chester – Junction upgrade that now features additional Puffin facilities on the extra controlled crossing points.
- o St Martins Way / Princess Street - Junction upgrade that now features additional Puffin facilities on the extra controlled crossing points.
- o Nicholas Street / Watergate Street, Chester - Junction upgrade that now features additional Puffin facilities on the extra controlled crossing points.
- o Cycle safety campaign - Spring 2020 (and bus back adverts summer 2020)
- Area-wide traffic management (e.g. modal filtering using ANPR, bollards, planters or similar)
- o Ways Green traffic calming to enable 20 mph limit
- o B5393 Ashton Hayes, proposed 20 mph limit
- o 20 mph programme – 202 schemes delivered
- New road crossings
- o A41 Pearl Ln, Outer Ring Road, Chester - New toucan crossing
- o Moss Lane, Winnington - New toucan crossing
- o A41 near Rowton Bridge Lane, Christleton – New Puffin crossing installed
- o Watergate Street, Chester- New puffin crossing
- o A51 near Hare Lane, Chester – New Toucan crossing installed removing hazardous route
- o A540 near Aldi, Chester – New Puffin crossing installed
- o Deva Link near A540, Chester – New Toucan crossing installed.
- o Countess Way near Aldi, Chester – New Puffin crossing installed
- o King Street near Cooke's Lane, Rudheath – New Puffin crossing installed.
- o Moss Road near Birdcage Walk, Northwich – New Toucan crossing installed.
- o A41 Ring Road near Pearl Lane, Chester – New Toucan crossing installed
- o B5133 Hooton Road – new zebra crossing
- o A5117 / Pool Lane / Cryers Lane, Elton – New Toucan facilities installed within the existing junction.
- o Pepper St, Chester - New puffin crossing (Sept 22)
- o Cuddington - New zebra crossing (2022/23)

Other Active Travel Schemes:

- We have submitted a LUF Tranche 2 bid for a new bridge in Winnington which will mean the existing bridge can be a full green corridor/active travel link. Segregated and shared facilitates with toucan crossings are included.
- We commenced our DfT E-scooter hire trial 21 December 20

Other Traffic Signals Improvements (Crossings)

- McGarva Way, Ellesmere Port - Signal junction upgrade, toucans and puffins
- Hinderton Rd, Neston - Puffin upgrade
- Davenham Kingsmede - Signal junction upgrade, puffins
- London Rd Weir St, Northwich - Toucan upgrade
- A41 (Wirral one hundred) Little Sutton - signal junction upgrade
- Rossmore Road - Toucan upgrade
- Eaton Rd, Handbridge - Puffin upgrade
- Chester Road / Capenhurst Lane, Great Sutton - Junction upgrade that now features additional Puffin facilities on the extra controlled crossing points
- Hinderton Road near Breezehill Road, Neston – Toucan upgrade, from far sided facilities to nearside facilities.
- Rossmore Road / Rosssfield Road, Ellesmere Port - Junction upgrade that now has Puffin facilities.
- Weir Street near London Road, Northwich - Toucan upgrade, from far sided facilities to nearside

Q42. Briefly describe what supporting evidence you have available to justify why you have selected the level.

facilities.

- Chester Road / Ledsham Road, Little Sutton - Junction upgrade that now features additional Puffin facilities on the extra controlled crossing points.
- Chester Road / Station Road, Little Sutton - Junction upgrade that now features additional Puffin facilities on the extra controlled crossing points.
- Chester Road near Black Lion Lane, Little Sutton – Pelican replaced with Puffin crossing.
- Station Road / Meadow Lane, Ellesmere Port – Junction upgrade, which now has Puffin facilities and all-round crossing points.
- Whitby Road near York Road, Ellesmere Port – Pelican crossing upgraded to a Puffin crossing.
- Sutton Way near Thelwall Road, Ellesmere Port – Pelican crossing upgraded to a Toucan crossing.
- Sutton Way near Heswall Road, Ellesmere Port – Pelican crossing upgraded to a Toucan crossing.
- Wharton Road Gyratory, Winsford – Pelican crossing upgraded to a Toucan crossing.
- High Street, Tarporley – Pelican crossing upgraded to a Puffin crossing.
- A41 – Toucan crossing under construction
- Pepper Street Puffin Crossing.
- A533 Kingsmead London Road- additional Toucan facilities at existing junction.
- A41 Chester Road B5132 Sutton Way – proposed S278 upgrade to signal junction to incorporate Toucan Crossings

The authority meets at least the minimum statutory duty for consultation before implementing schemes, with more comprehensive consultation for some schemes.

The LCWIP provides a long term integrated network of investment priorities which has been designed to connect with existing NCN routes, PRoW etc creating a fully integrated and multi modal network. The LCWIP Routes designed Concept Design standard total 15km, covering links and junctions all to LTN1/20 standard, with a further 1km being designed in Northwich town centre. The ATF Tranche 2 scheme in Helsby covers 1km. The LCWIP designed priority routes are all within urban centres or linking suburban residential areas to town/city centres and key amenities.

Our planning team use the LCWIP, LTN1/20, MfS and the Local Plan to require developers to fund and contribute to the sustainable integrated network through the planning process.

Cheshire West has a track record of delivering complex capital schemes, including the Chester Bus Interchange, A51 Tarvin to Chester improvement scheme, Northgate Development and Ellesmere Port Hub and Bus Interchange.

The Council has an extensive data collection and monitoring programme with dedicated Officers to manage this. Schemes have data collected before and after implementation. We have included a list of all Permanent Count Sites (PCS) that we have in the Borough and we are in the process of upgrading these counters. We are installing City Radars which will count pedestrians and cyclists in a number of locations included in our attachment.

Q43. Please provide links to any supporting evidence here.

- Major road schemes: <https://www.cheshirewestandchester.gov.uk/residents/transport-and-roads/highways/major-road-schemes>
- A51 Tarvin to Chester improvement scheme - <https://www.cheshirewestandchester.gov.uk/residents/transport-and-roads/highways/major-road-schemes/a51-tarvin-to-chester-improvement-scheme>

Q44. If you have unpublished evidence you want to submit, please upload here. You can upload up to 10 files. Maximum file size per file is 10MB.

- File: A51 Tarvin design-drawing-for-stamford-bridge.pdf
- File: Bikeability Figures.xlsx
- File: Capability Fund 2122 Proforma 15.4.21 6_months.pdf
- File: Count Sites in Borough.xlsx
- File: Ellesmere Port Bus_Cycle Boulevard drawing.pdf
- File: Helsby ATF CYCLEWAY GENERAL ARRANGEMENT.pdf
- File: Long Lane A41_Cycle Scheme.pdf
- File: Press release - family cycling courses 2022 08 11 v2.doc
- File: Saighton Camp TDM Study brief_Optimized.pdf
- File: Wrexham Rd Site Access-Signals drawing.pdf

Finish

Q45. If there is any other relevant information that you want to share, and have not had the opportunity to share through the above questions, please do so below.

Walk Ride Thrive Consultation: <https://participatenow.cheshirewestandchester.gov.uk/your-views-on-cycling-and-walking-investment>

Local Plan Consultation: <https://participatenow.cheshirewestandchester.gov.uk/local-plan-travel>

Climate Emergency Engagement: Climate Emergency | Participate Now (cheshirewestandchester.gov.uk)

We submitted a Mini Holland EOI for the Boughton Corridor in Chester which had full Councillor backing, this demonstrates our ambition and appetite to deliver high quality schemes.

We have recently consulted on extending pedestrianisation: Enhancing Chester City Centre Pedestrianisation | Participate Now (cheshirewestandchester.gov.uk)

Q46. Do you have any feedback on this self-assessment that you would like to share?

We would welcome the opportunity to discuss our submission with ATE to provide fuller answers and evidence illustrating our work and commitment in this field, given the limited time afforded to fulfil this task.

Q47. Has this self-assessment been agreed by the Senior Responsible Officer for the cycling and walking programme?

Yes

Q48. Are you happy to submit your responses?

Yes