

OUTLINE BUSINESS CASE – A5117 Cycle Scheme, Ellesmere Port

CHESHIRE & WARRINGTON ENTERPRISE PARTNERSHIP

LOCAL GROWTH FUND BUSINESS CASE TEMPLATE



The Local Growth Fund is awarded on a competitive basis and as such the LEP has to ensure that it is presenting a compelling case to Government and that the projects it submits show a clear rationale and well defined benefits. Further guidance on the Local Growth Fund is available at: -

<https://www.gov.uk/government/publications/growth-deals-initial-guidance-for-local-enterprise-partnerships>

In order for the LEP Executive and others to appraise proposals, all Promoting Organisations are required to complete this Local Growth Fund Business Case Template. In addition to headline project details, the form comprises six sections: -

- B: Strategic Case
- C: Economic Case
- D: Financial Case
- E: Management Case – Delivery
- F: Commercial Case
- G: Evidence and Supporting Information

Please complete the form as fully as possible ensuring that all information requested is included. If there are elements that you are not yet in a position to complete please indicate clearly when this information will be available.

Where additional information is requested, such as location maps or Gantt charts, please supply these as separate documents or files, rather than attempting to embed them within this form.

Please note that questions B6 and C3 are only applicable to Transport Schemes.

Additional information may be requested for projects seeking funding from specific streams of LGF (e.g. FE Skills Capital).

Note that all project proposals must align to the priorities identified within the LEP's Strategic Economic Plan.

On completion, please return the form to Rachel Laver at

Rachel.Laver@871candwep.co.uk

Section A: Scheme Details

This section asks you for basic information on your scheme, including a brief description, type of scheme, scheme location and contact details for further information.

A1: Scheme Name	A5117 Cycle Scheme, Ellesmere Port (shared use pedestrian and cycle pathway)
A2: Promoting Organisation	Cheshire West and Chester Borough Council
A3. Accountable Body	Cheshire West and Chester Borough Council
A4: Main Point of Contact	<i>Kristy Littler (Transport Manager): 01244 977269</i> kristy.littler@cheshirewestandchester.gov.uk <i>Location: Nicholas House, Transport and Infrastructure Floor 2, 1 Black Friars, Chester, CH1 2NU</i> <i>Postal address: 4 Civic Way, Ellesmere Port, CH65 0BE</i>
A5: Type of Scheme	<i>Please indicate the type of scheme being submitted</i>
	<input checked="" type="checkbox"/> Transport infrastructure <input type="checkbox"/> Regeneration <input type="checkbox"/> Enabler
	Other (please specify):
A6: Scheme Description	<i>Please give a brief description of your scheme (in no more than 100 words)</i> Provision of a new shared use (pedestrian / cycle) pathway adjacent to the northern side of the carriageway enhancing the A5117 cycle route (National Cycle Route 5), a 5km cycleway between M53 junction 10 and M56 Junction 14. The facility will provide local residents with a safe walking and cycling route to access; education, employment, retail and leisure opportunities presented in Ellesmere Port Town Centre, Cheshire Oaks and the Cheshire Science Corridor, Enterprise Zone. The employment opportunities in the area are dynamic and at present they include access to; Thornton Science Park, Essar Stanlow, Encirc and the Protos cluster employment.
A7: Total Project Cost	<i>Please indicate the total capital cost of your project</i> £1,044,085
A8: LGF Requested	<i>Please confirm the total amount of LGF requested</i> £699,537 Percentage [67%] of total project costs

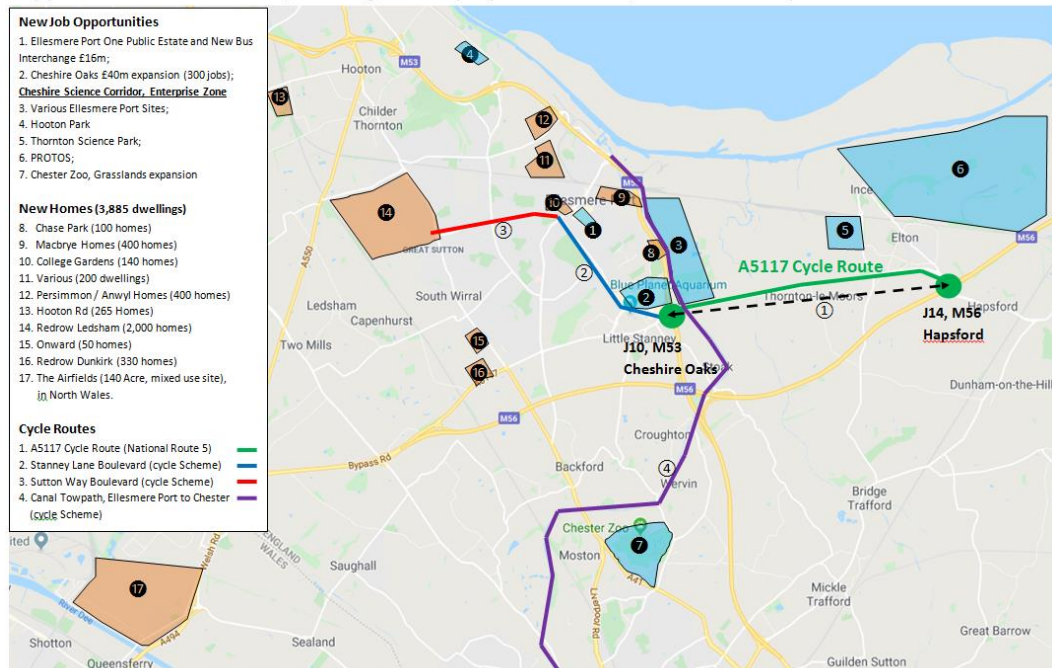
Please provide a short description of area covered by the Scheme (in no more than 100 words)

The proposed scheme runs along the northern side of the A5117 (National Cycle Route 5) in Ellesmere Port / Thornton-Le-Moors and creates, a new off-road shared use pathway and crossing facilities catering for both pedestrians and cyclist. The postcode for the scheme is CH2 4HU.

The scheme links the wards of; Wolverham, Whitby Groves, Gowy Rural, Sandstone and Helsby within the borough of Cheshire West and Chester. While connecting to the existing Stanney Lane Boulevard and Canal Towpath corridors linking; Ellesmere Port Town Centre and Enterprise Zone, Chester, the Coliseum Leisure Park and Cheshire Oaks Designer Outlet.

Please supply a location map and where possible a map showing the site boundary (and Mapinfo Table(s) where available). If possible please highlight existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.

Appendix 1: Ellesmere Port, Housing and Employment Growth/Investment Map



A9: Geographical Area

A number of **Ellesmere Port** growth investment schemes are located within the vicinity of the new A5117 Cycle Route scheme. These have been identified as part of the Ellesmere Port Regeneration Master Plan and Industrial Strategy and include; the Council lead project for the new public service hub and new bus interchange, private sector investment at Chester Oaks expansion (£40m), and the first commercial scale BioSNG plant at Protos (£150m) for clean fuel to power up to 1,000 low carbon HGV's and Buses every year.



We want to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey.

<p>A10: Alignment to Strategic Economic Plan and National Policies</p>	<p><i>Please select which strategic priorities the scheme aims to support. Please select all categories that apply.</i></p>
	<p> <input type="checkbox"/> Constellation Partnership <input checked="" type="checkbox"/> Cheshire Science Corridor <input type="checkbox"/> Crewe High Growth City <input type="checkbox"/> Warrington New City <input checked="" type="checkbox"/> Mersey Dee Economic Alliance <input type="checkbox"/> Other(s), Please specify – </p>
	<p><i>Please provide evidence of how your proposal also aligns with and supports relevant National policies or initiatives.</i></p> <p>The project is aligned with various government policies, which include; National Planning Policy Framework (NPPF 2018), Department for Transport (DfT) Single Departmental Plan, Building our Industrial Strategy Green Paper (2017), Creating Growth, Cutting Carbon Making Sustainable Local Transport Happen (2011), Transport and Engine for Growth (2013), the Growth Agenda and Cities and Local Government Devolution Act (2016), and also in supporting the government’s Cycling and Walking Investment Strategy (2017). Please refer to Appendix E for details.</p> <p>The Project has the following SMART objectives</p> <p>The primary objectives of the scheme are as follows:</p> <ul style="list-style-type: none"> • Provision of a safe and direct route for pedestrians and cyclists between; Stanney, Wolverham, Whitby Groves, Gowyl, Sandstone and Helsby while connecting to; education, employment and retail opportunities at Ellesmere Port town centre, Cheshire Oaks and the wider Cheshire Science Corridor, Enterprise Zone; and to • Minimise the risk of collisions between cyclist and motor vehicles on the road, by providing predominantly off-road shared use facility for cyclists with upgraded crossing facilities. <p>The wider strategic objectives are as follows:</p> <ul style="list-style-type: none"> • To improve the health of residents by allowing them to travel in a more sustainable manner, providing a low cost and credible alternative to private car travel; • To improve the safety and personal security of residents; • To improve the quality of life for residents by creating a more pleasant travelling environment; • To provide economic opportunities for residents; • To benefit the wider environment and support the Climate Emergency by reducing carbon emissions, traffic pollutants and traffic noise as a result of more people walking and cycling between the town centre, Cheshire Oaks and the Enterprise Zone. Connecting the new residential and employment developments within Ellesmere Port to the wider existing walking and cycling network; • To enhance and strengthen the sense of arrival at the Cheshire Science Corridor, Enterprise Zone in Ellesmere Port, supporting the unlocking of future investment.

B: Strategic Case

This section should set out in more detail the rationale for making the investment and evidence on the strategic fit of the Scheme.

B1: Current LEP Challenges / Market Failures / Opportunities Addressed by Scheme

What are the current problems or market failures to be addressed by your Scheme? (Describe any economic, transport, skills, environmental, social problems or opportunities which will be addressed by the scheme). Please provide quantitative examples of how the problems will be addressed by your Scheme.

The Cheshire and Warrington SEP is targeting a £35bn economy with GVA per head at 115% of the UK average by 2030. However, a number of challenges remain with respect to increasing sustainable travel behaviour as part of everyday life, creating a sense of place improving access to employment opportunities and housing sites and realising the true economic potential of key strategic areas and sites.

At the LEP scale, the development of land allocations within the Council's adopted Local Plans are supported, ensuring housing is provided in the right locations to meet the needs of the current and future population. The various housing sites under development/refurbishment deliver a good mixture of properties in terms of type, tenure and affordability reflective of today's society.

Sustainable transportation and connectivity to key sites is limited and the scheme lies within a designated Air Quality Management Area (AQMA). The network is patchy, currently unable to offer a realistic alternative to car travel, because the supporting transport infrastructure is lacking. The scheme seeks to enhance connectivity, unlocking quick and affordable access to residents from some of our more deprived wards to new development sites. In some wards car ownership is low and access to more sustainable and low cost travel links is required to both unlock the sites and ensure that they are accessible for low income groups - providing opportunity for all.

Parts of Ellesmere Port remain within the top 5% most deprived in the country. In recent years Job Seeker Allowance claimant rates were over twice the borough average in several wards of Ellesmere Port. These areas also have the highest rate of unemployment, lowest educational attainment, worst health deprivation and low levels of car ownership. Car use for commuting in the borough continues to increase at 74%, compared to 13% who either walk or cycle. Car usage is well above the national average at 57.5%, with 63% of residents working within the borough.

Sustainable transport improvements and a shift from car travel to walking and cycling will release capacity in the highway network and enable the network to accommodate increased travel demand that arises from new developments, improve local air quality and increase GVA through enabling job seekers to access employment, and further education opportunities.

The scheme will enable a step change in promoting sustainable transport. By creating a major 'sustainable travel connection' between the residential villages along A5117 into Cheshire Oaks and the Enterprise Zone, linking to existing and emerging employment, education and retail opportunities. The scheme is part of the Ellesmere Port area development framework for New Bridge Road and wider Enterprise Zone, directly supporting local economic growth, removing barriers, while enabling people to enter, or re-enter the labour market and attain further education.

Improvements to the physical fitness and wellbeing of residents and local workforces within the entire strategic area will also have both direct and indirect linkages to economic productivity. This will stimulate improvements to deprivation levels and air quality throughout the Borough as well as promoting improved health, as set out in the Council's Health and Wellbeing Strategy.

Are there any problems you have identified that will occur in the future that your Scheme is intended to address? (e.g. congestion, road safety, access to services and opportunities etc.).

Enabling sustainable access to housing, education and employment by improving walking and cycling infrastructure, the scheme will deliver measurable congestion benefits to the highway network, while seeking to improve air quality and the health and wellbeing of our residents in this part of Ellesmere Port. Congestion in key development areas ultimately affects access to a suitably qualified pool of labour, suppliers and markets, and both congestion and labour are two crucial factors when investors, developers and businesses consider locations.

The aspirations of the Cheshire and Warrington Strategic Economic Plan together with the targets set out in the Council Plan and adopted Local Plan will inevitably lead to increased pressure on all transport networks. This growth and the complexity of travel patterns, mean that congestion will remain a problem for the foreseeable future. Good transport access and connectivity will be vital to unlock these growth opportunities. Current trends suggest that much of this demand will be car-borne unless interventions and investment is achieved for other modes, most notably walking and cycling.

The Cheshire and Warrington Transport Strategy identifies transport and connectivity as being central to achieving the sub-region's aspirations for growth and supporting economic development. Effective transport networks will be crucial for the continued success of the sub region as an attractive place in which to live and do business.

There is a concern that even if funding is provided for large scale capital investment on highway schemes identified within the Transport Strategy, the highway network would be unlikely to cope with the additional demand, without investment in more sustainable modes. The resulting traffic congestion could therefore act as a throttle to growth and prevent access to education, jobs and labour, stifling inward investment. In addition this may lead to a negative impact on local air quality with further Air Quality Management Areas needing to be declared.

The Council has recently declared a climate emergency and proactive investment in sustainable transport is key to delivery. The scheme will improve local connectivity, accessibility and mobility, most significantly in terms of improved access to employment, housing, training and education. It will also provide health, congestion and environmental benefits, promoting a well-connected and accessible borough

Alternatives to car travel have a valuable role to play in strengthening the economic resilience of the region and therefore must be viewed as a priority for investment to turn our shared vision, and that of our partners, into a reality.

B2: Future LEP Challenges / Opportunities Addressed by Scheme

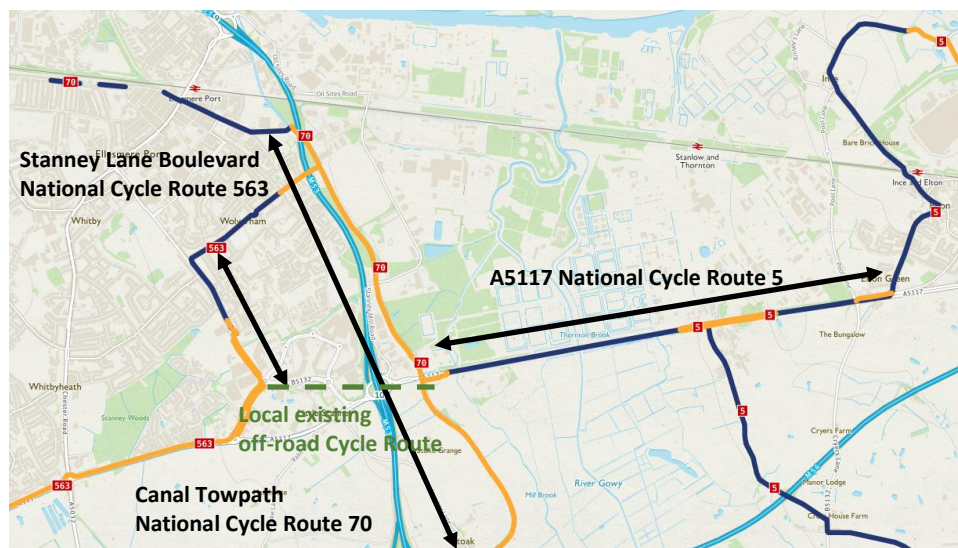
Please provide information on any potential impacts the project may have outside of Cheshire and Warrington, for instance does it involve partnership working with another LEP or organisation. You should indicate those areas that will directly benefit, areas that will indirectly benefit and those areas that will be impacted adversely.

The scheme is solely located within the rural industrial area of Ellesmere Port's, Cheshire Science Corridor, Enterprise Zone, within the boundary of Cheshire West and Chester Council. The scheme has a direct link with the wider longer distance National Cycle Network Route 5, and route 70 "Ellesmere Port to Chester Canal Towpath". The canal towpath scheme is subject to a separate funding bid for complementary investment from the CWLEP Local Growth Fund.

Due to the success of this scheme gaining "conditional funding approval", the Council has since leveraged complimentary funding investment from Highways England. Their Road Investment Strategy, "Designated Funds Programme" looks to improve the surroundings of their Strategic Road Network in a way that supports and protects people and the things we value for quality of life, both now and in the future. The key criteria for securing the funding was to remove cycling severance, improve safety and integration, while unlock growth along the wider A5117 corridor by improving access at and through Junction 14 of the M56 by active modes.

Meetings were held with Highways England and their contractors, identifying and designing the enhanced (widened) walking and cycling infrastructure at this key pinch point, while improving road safety for vulnerable road users.

B3: Wider Geographic Impact



The complimentary funding enables the Council and Highways England to provide environmental, social and economic benefits to the people, communities and businesses that live and work alongside the M56 Strategic Road Network, and wider A5117 local network.

Please describe what alternative options and funding sources have been considered and why these have been rejected. Include information on the likely implications of the intervention not happening. How have you prioritised the options considered in order to reach an optimal solution?

Several alternatives to the project were considered and prioritised based on the ability of each alternative to meet the project objectives as follows:

- Do nothing – people will continue to walk on the existing grassed verges with limited off-road footpath provision, with cycling mostly on road along A5117. This would not be considered acceptable by local people or invite new users due to road safety concerns from perceived traffic speeds and congestion during peak times (AM and PM).
- Do something option 1 – long distance solution, connecting from Junction 9 M53 (and Lees Lane) from Ellesmere Port Town Centre to Pool Lane in Elton, along private unadopted Oil Sites Road.
- Do something option 2 (preferred option) – short distance solution, a new shared used 3 metre path alongside the road within the Council’s existing adopted highway boundary. Providing links from Cheshire Oaks at M53 Junction 10 to M56 junction 14 at Hapsford.

Do Something option 2 was supported by the local ward member, as this would address road safety concerns raised by local residents with low cycle proficiency skills and confidence, reducing the potential conflict with on-road vehicles. The preferred route is the most direct and shortest route from existing and new residential areas connecting back to existing or proposed new sustainable transport network. This enables access for local residents to education, employment, retail and leisure opportunities.

A fuller description of these options are provided in Appendix A.

The value of the scheme (estimated at £1.044m) is far higher than the local transport capital resources available. Cheshire West and Chester’s Local Transport Plan budget has been allocated up to 31st March 2021 for sustainable transport projects, providing the ring-fenced match to deliver other sustainable transport projects i.e. Sutton Way Boulevard, Ellesmere Port to Chester Canal Towpath and 20 mile speed limit reductions/zones.

Similar to our previously delivered transformational footpath/cycleway schemes such as; Stanney Lane Boulevard and Lees Lane in Ellesmere Port, the Council have only been able to successfully delivery these projects with government funding support. Former projects include; Cycle Demonstration Town, Local Sustainable Transport Fund and Regional Growth Fund programmes. Therefore, securing the CWLEP LFG funding for this scheme is essential for its delivery, with local match funding from the Council.

The original joint Active Travel Investment Strategy submitted by the C&W LEP authorities was included within the LGF3 Growth Deal. This outlined schemes that best support sustainable access to economic growth, within the prescribed timescales. All projects (including A5117 Cycle Route) scored very high BCRs and offer wide economic, social and environmental benefits in terms of promoting alternatives to car dependence, reducing congestion, promoting regeneration and improving personal safety, security and health and wellbeing.

Should the project fail to be delivered, there would continue to be a high dependency on car travel for access to; education, employment and retail opportunities in Ellesmere Port. Non-car owning residents, low skill workers etc. would miss opportunities presented from improved sustainable travel options, creating a sense of disenfranchisement in terms of their ability to access opportunities.

**B4:
Alternative
Options**

**B5:
Contingency
Planning**

If Local Growth Fund monies are not available for your Scheme, do you have a contingency plan for this Scheme? If your answer is 'no' please comment on the potential impacts of this scheme not being implemented. Include both qualitative and quantitative information on the potential negative impacts likely to occur.

Without LGF monies this project as referred to in section B4, would be unaffordable and therefore not deliverable. The alternative funding scenario would be for the Council to take on the full cost of the scheme through reallocation of existing Council resources and priorities or await any future development obligations that may or may not arise.

The impacts of failing to deliver the walking and cycling connection improvements to new houses and links to education of this scheme are numerous:

- Spending on highway maintenance will increase as a result of a rise in car-kms;
- Spending on health and social services will increase as a result of a failure to tackle obesity and low physical activity levels as well as health inequalities arising from traffic emissions and noise levels;
- Spending on benefit payments will increase as a result of a failure to tackle worklessness. A report from the Joseph Rowntree Foundation entitled 'The benefits of tackling worklessness and low pay' indicates that for every £1 saved from the annual £6,900 spend per person on benefits, 80p accrues to the Department for Work and Pensions (DWP), and HM Revenue and Customs (HMRC), 10p to NHS commissioners, 7p to the local authority and 3p to criminal justice services, fire services, and social housing providers. Savings on benefits can therefore contribute a significant benefit to wider society; and
- Continuation of car dominance for local trips, increasing on-road congestion due to the failure of not improving 'journey quality' for sustainable modes with potential impact on road safety, climate change and reduced air quality, with a reduction in benefits from time saving impacts due to increased traffic volumes;
- Inward investment within Ellesmere Port and the Cheshire Science Corridor, Enterprise Zone could reduce as businesses and developers will not perceive the area to have adequate transport links and local workforce to enable them to operate a financially viable business.

No direct interdependencies have been identified for this scheme.

B6: Policy Fit with LTB Policy Objectives (Transport Schemes Only)

For transport schemes please provide a description for how your Scheme will meet the LTB objectives (in no more than 100 words against each objective):

Reduce congestion and improve the efficiency of the network to support economic growth and regeneration

- Development of the new shared use paths, improves connectivity by walking and cycling to key existing and future housing development sites, and supports further growth opportunities; employment and education.
- The new route will encourage modal shift towards cycling and walking as a means of travel for regular short-distance journeys, removing vehicles from the surrounding highway network and improving the attractiveness of the area to new investors and developers.
- High decongestion benefits as demonstrated by the Cheshire & Warrington LSTF economic evaluation report. The LSTF schemes across the C&W LEP area for 2012/15 generated £44.5m decongestion benefits.

Reduce the impact of traffic on the environment, reduce carbon emissions and adapting the transport network to the effects of climate change

- This scheme will support modal shift towards methods of travel that support carbon reduction and contribute to improved air quality.
- This scheme provides improved walking and cycling connections to the existing and new residential areas within Ellesmere Port back to the retail sites at Cheshire Oaks. It connects to employment opportunities within the Cheshire Science Corridor, Enterprise Zone, thereby reducing the frequency at which private vehicles are used as a mode of travel. This will facilitate an improvement to local air quality and daily congestion levels.
- The economic evaluation for the LSTF 2012/15 schemes in Cheshire & Warrington also assigned a £2.9m benefit from improved local air quality, reduced greenhouse emissions and lower levels of noise across the LEP area.

Maintain large transport structures

- Not applicable in this instance.

Contribute to safe and secure transport and promote types of transport that are beneficial to health

- The scheme, directly contributes to the Government's ambitions within the Cycling and Walking Investment Strategy and local Cycling and Walking Investment Plan to improve access for all users to safe and attractive walking and cycling routes.
- The route will encourage active travel as the natural mode of choice for shorter journeys. Walking and cycling for just 10 minutes can contribute towards the recommended 150 minutes of moderate intensity physical activity for adults per week, reducing the risk of e.g. cardiovascular disease and type 2 diabetes.
- The LSTF Economic Evaluation for Cheshire & Warrington estimated that LSTF schemes delivered £9.2m benefits from reduced traffic accidents and £4.6m from increased physical activity, a demonstration of both the safety and health benefits that investment in active travel can deliver.

Improve accessibility to jobs and key services, particularly for disadvantaged communities or groups

- This scheme enables sustainable access to over 5,000+ existing jobs in the Ellesmere Port Town Centre, Cheshire Oaks and Coliseum Leisure Park. While unlocking and connecting to the 100 hectare Cheshire Science Corridor Enterprise Zone potentially generating over 20,000 new jobs and creating 500 new businesses within the enterprise zone designation (mostly within Ellesmere Port).
- The new route will be constructed to allow safe, direct and accessible routes for people with mobility impairment.

C: Economic Case

This section should set out the case for the Scheme in supporting and accelerating the economic growth of Cheshire & Warrington. It is important that the benefits provided by the proposed project take account of issues including deadweight and displacement and as such benefits and outputs should be shown as net.

Please indicate (where possible) the scale of direct and indirect employment opportunities being created as a result of implementing this Scheme.

Based on the total capital cost of the A5117 Cycle scheme (estimated at £1,044,085), the construction phase itself could support 9 direct job years and 1 Full Time Equivalent (FTE) job. The construction benefits have been calculated using regional data for the North West and (where possible) the Cheshire West and Chester Local Authority area. The methodology for calculating the construction benefits for this scheme can be found in Appendix G.

A high-level qualitative assessment was undertaken of the wider economic benefits of the impact the A5117 Cycle Scheme may have on the local economy. These impacts include:

- **Supporting the housing developments and wider growth:** The delivery of the A5117 Cycle Scheme will support the sustainable delivery of the various Ellesmere Port Town Centre and Stanney residential sites, creating an additional 2,000 new dwellings in Ellesmere Port, as well as public realm improvements connecting to Cheshire Oaks and Cheshire Science Enterprise Zone. The scheme's ability to support housing growth in Ellesmere Port not only helps meet housing demand in the local area but also helps achieve the overall housing delivery objective of Cheshire West and Chester. In turn, improved connectivity linking the developments and their future residents back to the future employment opportunities at Cheshire Oaks and the Cheshire Science Corridor Enterprise Zone has the potential to support employment (up to 20,000 jobs) and greater spending in the local economy, via increased footfall along the wider corridor, Town Centre and Cheshire Oaks.
- **Improved accessibility to employment, education and other key services:** Improved opportunities to access employment and education can serve to address issues of inequality and improve social mobility. This would benefit the Ellesmere Port area, especially the town centre, as this area is one of the most deprived areas in Cheshire West and Chester, as well as being within the top 10% most deprived LSOA areas in the UK. Improved connectivity between neighbourhoods may also provide better access to social infrastructure including facilities for health, early years provision, education, community, worship, play and recreation.
- **Transport related benefits:** Improvements to walking and cycling facilities will lead to less car usage and reduce congestion, providing transport user benefits. There are a number of related benefits that could also be quantified including the reduction in casualties and reduced CO² emissions.
- **Health and well-being benefits:** Cumulative health benefits can be realised through schemes that promote exercise through active travel, while simultaneously improving local air quality by reducing motor vehicle use. For example, increased exercise through active travel can contribute positively to improving cardiovascular health, and help tackle positive health outcomes. This would benefit the local area greatly, as nearby LSOAs rank amongst the top 10% most health deprived areas in the UK¹.

C1: Job and Wealth Creation and Impact on Skills Across Cheshire & Warrington

¹ IMD Data 2019, Ministry of Housing, Communities and Local Government. Available at: <https://app.powerbi.com/view?r=eyJrIjoIOTdjYzlyNTMtMTcxNi00YmQ2LW11YzgtMTUyYzIxMzQzNzQ2IiwidCI6ImMzQ2ODUwLTIjIn2QtNDNkZS1hODcyLTl0YjZlZjM5OTVhOCJ9>

- **Environmental related benefits:** Although, the AQMA is not designated on transport emissions, the scheme will facilitate use of alternative modes to access employment and education, improving air quality by encouraging zero emission travel modes. Research has shown that there is a link between both long and short-term exposure to particulate matter emissions, respiratory health, and long-term health outcomes.

Please provide an estimate of the impact of your Scheme in growth of Gross Value Added. Indicate how this estimate has been arrived at including details of any impact assessment model that you have used.

Based on the total capital cost of the A5117 Cycle Scheme (estimated at £1,044,085) the construction phase itself could support 9 direct job years, 1 Full Time Equivalent (FTE) job, and approximately £55,000 in GVA per annum over a period equivalent to 10 years.

The construction benefits have been calculated using regional data for the North West and (where possible) Cheshire West and Chester local authority area. To calculate the construction benefits of this scheme a series of assumptions have been made which are shown in the table below.

Data required for calculations	Value	Source
% of cost spent on salaries within the construction sector in the North West	30%	Annual Business Survey, ONS, 2018 (construction sector) by region
Full time mean salary for construction sector – North West region	£32,000	Annual Survey of Hours and Earnings, ONS, 2018 (Full time mean wages in construction sector)
Equivalent of 1 FTE in employment years	10	Best Practice Assumption
Leakage of Cheshire West and Chester Local Authority residents (refers to % of travel to work trips in CW & C filled by CW & C residents)	39%	Origin Destination statistics, 2011 Census, ONS
Composite multiplier of 1.3	0.29	HCA Additionality Guide 2014, for local level.
Average GVA per worker, construction sector, North West	£45,200	GVA (Balanced) per filled job, ONS, 2017

C2: Growth in GVA

<p>C3: Productivity Benefits to Business</p>	<p><i>Please describe how the Scheme will improve travel times, accessibility changes to business, unlocking land for development etc.</i></p> <p>As highlighted by the economic evaluation of the LSTF programme already undertaken in the Cheshire and Warrington LEP area, investment in walking and cycling can deliver local productivity benefits to business and a demonstrable impact for the Strategic Economic Plan (SEP) Strategic Imperatives (SI):</p> <ul style="list-style-type: none"> • Help retain and attract talent and businesses in target sectors and locations, by minimising the adverse impacts of road traffic congestion (SI2); • Boost productivity and GVA, by increasing access to jobs and labour and helping to create a healthier population (SI1, SI3 & SI5); • Unlock strategic development sites for employment and housing, ensuring that road traffic congestion does not threaten future growth (SI2 & SI4); and • Improve local, regional and international connectivity, enabling businesses to forge better connections with each other, suppliers, and markets (SI6). <p>The CWLEP LSTF programmes delivered £44.5M in decongestion benefits, providing benefits to road users through increasing the accessibility of employment sites and freeing up capacity for additional development (in turn stimulating economic activity). Walking and cycling investment derived £4.6M benefit in from increased physical activity which results in a healthier more productive workforce and reduced absenteeism.</p>
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Please provide evidence of how your proposal offers value for money. For a transport scheme this can be a BCR figure. Please state numerically. If no BCR available please provide explanation of when it may be available or other justification (including for non-transport schemes an indication of return on investment or unit costs).

The benefit cost ratio (BCR) has been calculated using the Department for Transport's (DfT) Active Mode Appraisal Toolkit (AMAT) with all benefits referenced in TAG A5.1 Active Mode Appraisal calculated. No impacts were scoped out. Baseline demand has been extracted from Census 2011 Travel to Work data and demand with the proposed scheme has been calculated by applying an uplift to the baseline figures based on a similar comparative scheme (Case Study 20: Devon Road, Bristol) as set out in Section 2.2 TAG A5.1.

The appraisal is based on commuting trips from Census 2011 Travel to Work for MSOAs that are adjacent to the scheme and movements that are likely to use the scheme. This has been factored to represent all purposes using purpose proportions from TEMPRO 7.2 for the MSOAs used in the appraisal. It does not include any additional trips due to the proposed 2,000 new houses in Ellesmere Port town centre, or the 20,000 new jobs generated within the Cheshire Science Corridor Enterprise Zone. Therefore, this appraisal represents a conservative estimate of the demand and value for money of the scheme. The demand with and without the scheme is presented in the table below.

Mode	Pre Scheme Demand	Post Scheme Demand	% Uplift
Cycling	296	387	31%
Walking	165	248	50%
Total	461	636	38%

C4: Value for Money

The table below presents the scheme costs used.

Item	Value
Base Cost	£937,070
Risk	£107,015
Risk adjusted cost	£1,044,085
Optimism Bias (15%)	£156,613
Total	£1,200,698

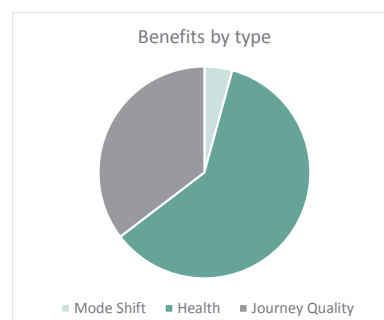
A BCR of **2.27** has been calculated for the scheme, which according to DfT criteria, represents high Value for Money. The scheme has a Present Value of Benefits of £1.9m against a Present Value of Costs of £0.85m (both in 2010 prices and discounted to 2010). The summary below shows the makeup of benefits, mode shift and BCR from the AMAT outputs.

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	74.81
Infrastructure	0.26
Accident	10.02
Local Air Quality	0.33
Noise	0.67
Greenhouse Gases	1.38
Reduced risk of premature death	888.77
Absenteeism	277.50
Journey Ambience	683.48
Indirect Taxation	-5.05
Government costs	852.49
Private contribution	0.00
PVB	1931.91
PVC	852.23
BCR	2.27

Benefits by type:

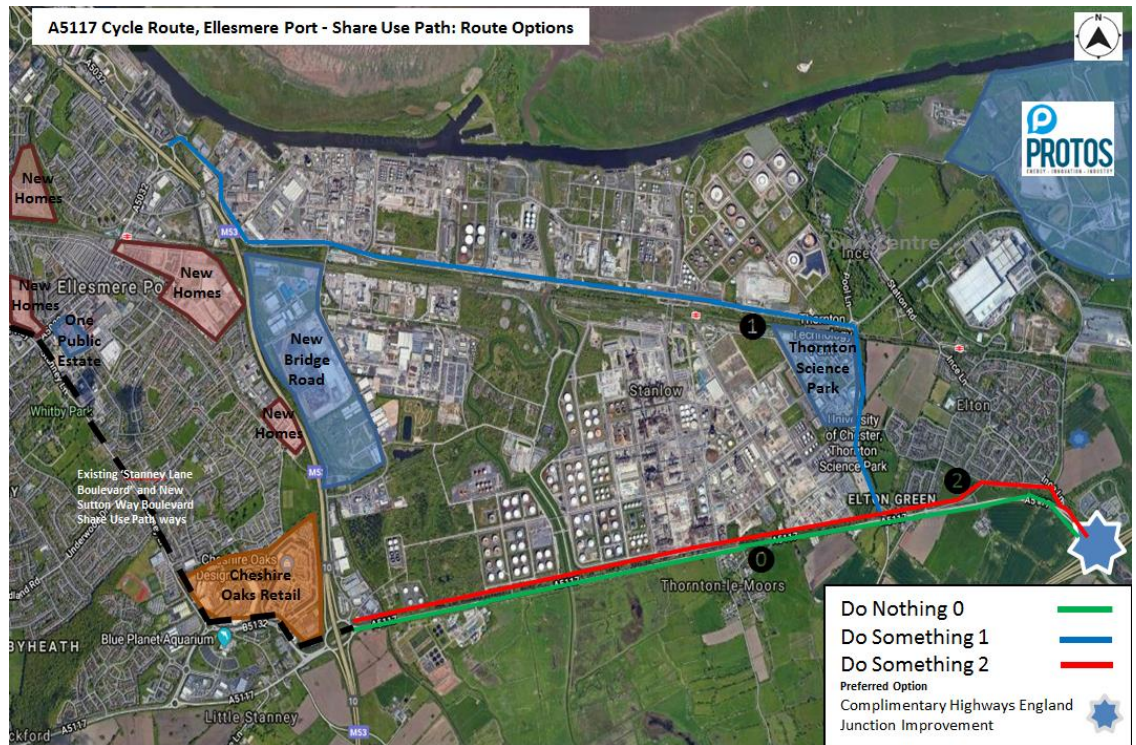
Mode Shift	82.42	4.3%
Health	1166.27	60.4%
Journey Quality	683.48	35.4%



Please quantify any other benefits or outputs arising from the project, stating whether these are direct or indirect. You will need to provide evidence of how you have arrived at your benefit and output figures.

- The scheme will provide amenity value to those that use it regularly and form part of the local network of route ways and pathways used by local people. It will improve the sense of community and allow residents to access employment, education and other opportunities.
- Complementary to the scheme are upgrades at M56 Junction 14 to include widened shared used (cycling and pedestrian) footpaths and new dropped crossing points (see below plan). These are being funded by Highways England's Designated Fund Programme at a cost of £1m and will further enhance the amenity value and potential usage of the scheme.
- A number of housing developments are proposed within the scheme area, including Ellesmere Port Town Centre (2,000 dwellings), expansion of existing high-density retail units at Cheshire Oaks (£40m investment, 300 new jobs), and 20,000 new jobs within the Cheshire Science Corridor Enterprise Zone.
- Future savings to the exchequer as a result of reduced crime or improvements in health from greater levels of walking and cycling to work.

C5: Other Outputs



If an Appraisal Summary Table (AST) or other Assessment Summary is available for this Scheme, please append to this Information Form.

No AST was considered necessary for a project of this value.

D: Financial Case

This section is asking you to set out the financial case for your Scheme.

Before putting forward a Scheme proposal for potential funding, Scheme promoters should ensure they understand the financial implications of developing the Scheme (including any implications for future resource spend and ongoing costs relating to maintaining and operating the asset), and the need to secure and underwrite any necessary funding outside the Local Growth Fund contribution.

Please provide details of a funding profile (by year) for the Scheme in terms of:

- ***Total annual cost***
- ***Local Growth Fund funding sought;***
- ***Promoting Organisation contributions;***
- ***Third Party contributions (public and private).***

	Pre-18/19 spend	£M 2018/19	£M 2019/20	£M 2020/21	£M Totals	%
LGF3 Grant	0	0	0	0.699	0.699	67
Public Sector Leverage CW&CC	0	0	0	0.345	0.345	33
Total project £m	0	0	0	1.044	1.044	100

D1: Scheme Costs

A full breakdown of scheme costs for scheme feasibility, detailed design, construction, contingency and other land/legal/planning costs are summarised in the table below.

	£M
A. Land acquisition	0
B. Professional fees	0.124
C. Statutory undertakings	0.100
D. Works	0.713
E. Equipment	0
F. Risks and Contingency	0.107
Total expenditure	1.044

Risk and contingencies of £107,015 has been included in the costs for the scheme and BCR calculation; this consists of Civils (15%) at £107,015. The Council considers this an appropriate level of risk allowance, excluding inflation as the scheme is programmed to be delivered and money spent within one financial year (2020/21).

If applicable please show capital and revenue costs as separate lines. You may attach the funding profile as a separate appendix if required.

Not applicable

<p>D2: Promoting Organisation Contributions</p>	<p><i>Please provide a commentary on your commitment to spend. Scheme promoters must demonstrate that they can commit a minimum contribution fund of at least one third of the total scheme cost and any cost increases incurred after Final Approval will be borne in full by the promoting authority.</i></p> <p>Cheshire West and Chester Council commit to the minimum contribution of one third of scheme costs. This funding will be sourced from existing secured Council capital programme for 2020/21, with the Council liable for any cost increases against Council Resources i.e. Local Transport Plan’s capital programme.</p>
<p>D3: Third Party Contributions and Leverage</p>	<p><i>Please provide further details on any third party contributions for your Scheme. This should include evidence to show how any third party contributions are being secured, the level of commitment and when they will become available. Please include contributions of cash and in-kind (e.g. land and buildings). Also provide information on any additional resources that your project will leverage in as a result of the initial investment.</i></p> <p>The project budget includes £0.345M funding from the Council capital programme for 2020-21, Transport budget allocations.</p> <p>The scheme has been managed and supported across multiple services within the Council; Transport Strategy, Highways, Regeneration, Localities and Total Environment. Local businesses and organisations, including ward members have all expressed their full support for the Local Growth Fund bid for the A5117 Cycle Route, shared use path.</p> <p>Highways England (HE) through their Road Investment Strategy, “Designated Funds Programme” have made improvements at Junction 14 (M56). Where the Strategic Road Network meets the local network, these junctions can be difficult to navigate by active modes. This HE investment removes cycling severance, improves safety and integration, whilst supporting our scheme to unlock growth along the wider A5117 corridor by improving access at and through Junction 14 of the M56 by active modes.</p>

**D4:
Affordability
and Financial**

How resilient is your proposal to changes in financial circumstances? What risk allowance has been applied to the project cost (e.g. QRA / Optimism Bias, Contingency)?

How will cost overruns be dealt with? How will these costs be shared with any third party funding partners?

The investment proposals and enabling works will be delivered by stage and by exception in accordance with Chester West and Chester Council's project delivery framework and public sector procurement regulations. Cheshire West and Chester Council has a proven track record in the delivery of capital and revenue programmes on time and to budget, and delivering sustainable access corridor improvement projects i.e. Stanney Lane Boulevard and Lees Lane in Ellesmere Port. This project therefore provides a low risk investment.

An assumed Contingency and Risk allowance of 15% has been applied to the project construction costs though for projects of this type this is considered proportionate.

Any costs overruns will be underwritten by Cheshire West and Chester Council.

The asset will be on the adopted highway network, and as such the longer term maintenance costs will be managed/funded from the Councils wider annual highways Maintenance Block grant funding allocation and Asset Recovery budgets in future years.

Please provide information on any legacy benefits of your Scheme.

The legacy benefits of this Active Travel Investment Strategy can be broadly split into four categories: economic growth, connectivity, accessibility and health and wellbeing, as demonstrated in the infographic below.

**A5117 Cycle Route, Ellesmere Port (Shared Use Path)
LEGACY BENEFITS**

Building upon the LSTF programme to provide new and upgraded walking and cycling routes that will embed a culture of sustainable travel in Ellesmere Port

We want to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey.

Improve local air quality with reduced traffic congestion, improved road safety, improved physical health and wellbeing across Ellesmere Port

Increase accessibility to employment and training opportunities, with improved physical accessibility and remove barriers to mobility, encouraging healthier lifestyles

Improve connectivity for all income groups to employment, housing, education and key amenities including; Health Care, Retail and Bus and Railway Stations

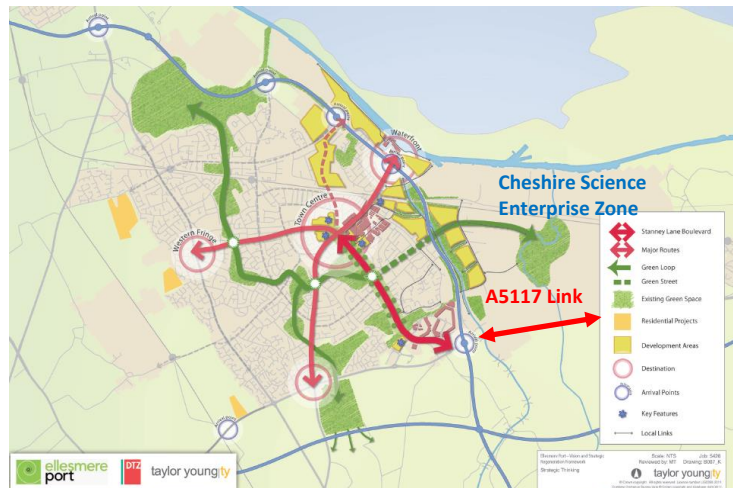
Support sustainable access to existing and new housing and employment sites, promoting investment and driving forward economic growth

D5: Legacy Benefits

In addition, the project provides a new permanent link on to the Ellesmere Port cycling and walking network, promoting active travel. Anticipated legacy benefits are improved sustainable access to new and existing jobs within the Cheshire Science Enterprise Zone, reducing levels of unemployment in our deprived areas and increasing the proportion of use by sustainable transport.

Ellesmere Port Vision and Strategic Regeneration Framework

Key Corridors / Gateways requiring connectivity Improvements



E: Management Case - Delivery

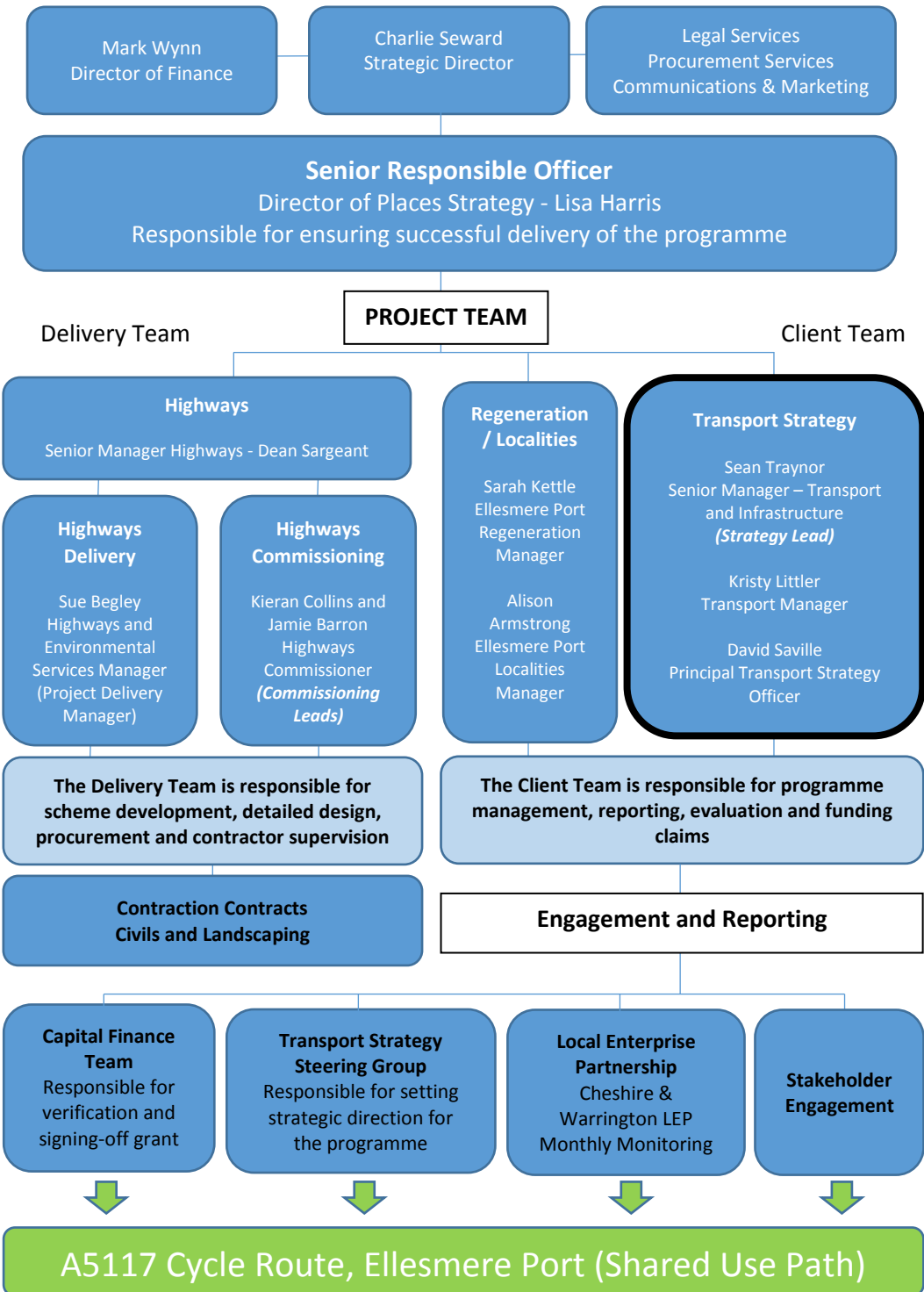
This section is asking you to demonstrate how you intend to assess whether your Scheme is deliverable in the next spending round or at some future date as well as providing assurance that you have the capacity and capability to deliver the project as proposed.

E1: Current Scheme Status	<p><i>Please state scheme status e.g. Is the scheme at the conceptual stage? Has a business case been developed? What if any internal and external approvals does it require? Is the project reliant on external funding? If so, has a bid for funding been submitted/ was it successful?</i></p> <p>The scheme is currently at the preliminary design stage. The following work has taken place to date:</p> <ul style="list-style-type: none">a. Engagement with key stakeholders, Ward, Highways England, (CW&C) Active Travel Group, Ellesmere Port Development Board and Executive Members;b. Internal capital funding sources have been secured through the Council capital programme for 2020-21;c. Approval for receipt of LGF3 grant and the overall budget package was approved at Full Council in June 2016, along with all other LGF3 schemes;d. Highways site surveys and photos taken;e. Preliminary drawings and cost estimates produced using the Ringway terms maintenance cost schedule;f. Land referencing – all works are within the adopted Highway;g. Site clearance and site investigation works underway by CW&C Highways, to refine scheme designs, with a walk talk and build with Ringway.
E2: Project Plan	<p><i>Please provide a scheme programme and phasing showing key activities and milestones.</i></p> <p>A full scheme programme is provided in Appendix B.</p>

<p>E3: Other Partners Involved in Scheme Delivery</p>	<p><i>Please provide details of the partnership bodies (if any) you plan to work with in the design and delivery of the proposed scheme. This should include a short description of the role and responsibilities of the partnership bodies.</i></p> <p>Scheme design and supervision of delivery will be undertaken in house using the Council’s Highways Service.</p> <p><i>Please provide specific information on any private sector partners.</i></p> <p>‘Ringway Infrastructure Services’ is the Council’s appointed Highways Term Maintenance contractor as from 2013 up to 2023; they’ve provided the baseline price estimate and works will be direct awarded to Ringway. Direct awarding the contract in line with internal governance processes, achieves value for money with reduced mobilisation periods, local knowledge and availability of resources and pre agreed pricing schedules, ensuring the project is delivered on time and to budget.</p> <p><i>Stakeholder engagement</i></p> <p>Individual engagement events have already been held for this project, these have shaped the development and will support for the scheme, in line with the Council’s standard practice on this matter. The following events were held:</p> <ul style="list-style-type: none"> • Cabinet and Council to secure funding approvals (July 2016) • Councillors, Local Ward Member and Cabinet Member - Economic Development and Infrastructure (April 2018) • Active Travel Forum (June 2018) • Cheshire Oaks Management Peak Traffic Plan Meeting, with McArthurGlen, Cheshire Constabulary and Highways England (January 2020). • Debrief informal update with Activate Cheshire (February 2020) • Councillors, Local Ward Member and Cabinet Member - Environment, Highways & Strategic Transport (February 2020) <p>As the project further developed over the past few years, further engagement with elected members, a variety of Council officers, and members have continued to shape the project.</p> <p>An interest and influence diagram has been provided in Appendix C, which highlights the key stakeholders for which engagement has or will be undertaken.</p>
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Please provide the proposed project management structure:

An overview of the governance structure for the project is indicated in the organogram below. The Senior Responsible officer for the project will be Lisa Harris (Director of Places Strategy) and the Programme Manager will be Kristy Littler supported by David Saville as Project Manager.



E4: Operational Issues

The work programme for the scheme is shown in Appendix B which shows the main gateways and approval stages required for this project.

<p>E5: Scheme Acceptability</p>	<p><i>Please comment on any community support for this Scheme.</i></p> <p>There is strong community support for the scheme. Both local ward members, including the Deputy Leader of the Council and Cabinet Member - Environment, Highways & Strategic Transport, Councillor Karen Shore are very keen to see the shared use path constructed and is supported by; Cheshire Police, Highways England, McArthurGlen Designer Outlet and Active Cheshire.</p> <p><i>Has public consultation on the Scheme demonstrated its public acceptability?</i></p> <p>Yes, customer engagement has been progressed to date, although with limited active frontages to properties along the A5117 corridor, reduces the number of direct consultees. The various engagement events outlined in section E3, have demonstrated full support, acceptability and demand for the scheme to be delivered. To unlock economic growth, provide realistic sustainable travel options for those on low incomes, while connecting the deprived areas of Ellesmere Port with low car ownership, to new job opportunities within the wider Cheshire Science Corridor Enterprise Zone area and Cheshire Oaks Retail offer.</p> <p>An additional stakeholder engagement exercise will take place prior to the start of works, to inform local residents and interested parties along A5117 corridor of the forthcoming traffic management programme.</p> <p><i>Is the scheme likely to invoke objections or involves damage to the local environment? For example use of greenbelt land, destruction of heritage of cultural landscape including listed buildings, or development in an area with special landscape designations e.g. SSSI, AONB</i></p> <p>No objections are expected, as the current design proposals incorporate and mitigate any potential issues.</p> <p>There will not be any significant damage to the local environment as all the land used to construct the scheme is classified as adopted highway and an enhancement of the existing limited footpath provision, adjacent to the existing highway. The existing grass verge has a low environmental and amenity value, a small number of mature trees are to be removed, with replacement trees planted along the wider A5117 corridor at a minimum ratio of 2:1. Refer to Appendix H, for a copy of the General Alignment Civil design drawings. These are subject to further refinement during the detailed design stage i.e. landscaping details, to be commissioned as part of the civils work package.</p>
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E6: General Risk to Scheme Delivery

Please describe the principal risks (and risk mitigation) associated with your Scheme, including:

- **Planning e.g. likelihood of a public inquiry**
- **Political**
- **Commercial**
- **Land acquisition**
- **Legislative – if additional legislative powers are required to deliver the Scheme, please state. Have legislative powers being awarded (yes/no)**
- **Procurement**
- **Policy**
- **Management**

The scheme is classed as Permitted Development and does not require planning permission. All land required is within the adopted highway. A project management framework is identified above and identifies roles and responsibilities.

Cheshire West and Chester Council has a proven track record delivering capital and revenue programmes to support sustainable access to employment and training opportunities. For example the LSTF programme implemented between 2012 and 2015 through DfT grant (£5.2m), upgrade of New Bridge Road, Ellesmere Port in 2015 (£1.5m), the Chester Bus Interchange and Frodsham Street Public Realm Improvements completed in early 2017 (£13.5m). The proposed A5117 shared use pathway, therefore provides a low risk investment compared with other high value projects delivered by Cheshire West and Chester Council i.e. Barron Quay, Northwich (£80m) in 2016 and Story House, Chester in 2017 (£37m).

An assessment of the key risks for the project is provided in Appendix D. This demonstrates that the project is low risk and that a number of mitigation controls can be used to guarantee successful implementation of the schemes. All risks highlighted will be monitored as part of this project.

Risk of £107,105 for Civils (15%) has been included in the costs for the scheme and BCR calculation. The Council considers this an appropriate level of risk allowance, excluding inflation as the scheme is programmed to be delivered and money spent within one financial year (2020/21). The contract tender specification for the civils works package will be awarded on fixed price contract.

How will any identified risks be managed between Scheme delivery partners?

The Council's highways client team will maintain a risk register/management and control overview for the work programme. Ensuring risks are transferred to the appointed contractor(s), with insurance requirements in places prior to contract commencement i.e. Public Liability, Employers Liability and Professional Liability.

Prices will be fixed for the life of the contract, tenders will include all costs associated with the provision of the services/works e.g. rates, expenses, delivery, installation, materials, training and warranties. No claim for additional payment will be considered for items that have not been included. As specified within the tender briefs. Payments to be made monthly in arrears, in accordance with the Councils contract terms and conditions. A 10% retention value will be held until satisfactory completion of the works/project.

E7: Monitoring and Evaluation

Please indicate proposed arrangements for monitoring progress of the project and post project evaluation. The LEP would expect such evaluations to be made publicly available as part of its transparency and accountability agenda.

Cheshire West and Chester Council have well established mechanisms for monitoring and evaluating the outputs, outcomes and monetary benefits resulting from investment in sustainable travel programmes. The Council would ensure that monitoring data from previous, current and future projects is collected and evaluated to justify investment. For example:

- Installation of an automatic traffic counter (atc) as part of the scheme design for ongoing cycle counts along the new path and also the adjacent highway, to capture volumes and frequencies of trips.
- Feedback from sustainable users, utilising the new shared use path. Manual numerators completing on site location survey forms with users, to understand origin and destination and trip purpose.
- Feedback from employers in the Cheshire Science Corridor Enterprise Zone, and travel plan survey data feedback from the University of Chester, Thornton Science Park.

The cost of these monitoring and evaluation activities undertaken during the scheme delivery are covered within the funding ask (*as part of internal Highways support and project management costs*). Additional activities completed after scheme completion will be covered by Cheshire West and Chester Council.

F: Commercial Case This section outlines the proposed deal in relation to the preferred option outlined in the economic case.

<p>F1: Products and Services</p>	<p>What goods and or services are being procured? E.g. are you going to procure a building contractor and project management support?</p> <p>The works for the scheme have been developed into one works package, for a highway engineering civils contract that covers, ground clearance and construction of the new shared use path, that will be procured via specialist external contractor(s).</p> <table border="1" data-bbox="368 533 1209 645"> <thead> <tr> <th>Tender Item</th> <th>Estimated Budget £M</th> </tr> </thead> <tbody> <tr> <td>Highway engineering civils contract</td> <td>1.044</td> </tr> <tr> <td>TOTAL</td> <td>1.044</td> </tr> </tbody> </table> <p>Project management will be carried out in house. The client for the project is the Transport Strategy Team, supported by the Highways Client Management Team within the Council.</p>	Tender Item	Estimated Budget £M	Highway engineering civils contract	1.044	TOTAL	1.044
Tender Item	Estimated Budget £M						
Highway engineering civils contract	1.044						
TOTAL	1.044						
<p>F2: Procurement</p>	<p>Please state how the project will be procured</p> <p>The delivery of the scheme can be undertaken by specialist external contractor(s) with tender packages prepared, suppliers will be appointed using a restricted tender process via Due Norths, The Chest tender portal.</p> <p>The Council reserves the right to direct award the whole scheme to the Council’s Highway’s Term Maintenance framework/contractor Ringway Infrastructure Services Limited. Based on the recommendations from the recently approved, best value, contract performance review report. This has increased the financial threshold values for directing works under the existing contract, and has been previously approved for delivery of the Sutton Way Boulevard Scheme. The direct awarding of the schemes work package to Ringway Infrastructure Services Limited will help to save time with the procurement process, ensuring works are being undertaken by a contractor with local experience, with pre-agreed work rates, with a proven track-record of delivering schemes on time and to budget.</p> <table border="1" data-bbox="368 1355 1437 1429"> <thead> <tr> <th>Tender Item</th> <th>Delivery Period</th> </tr> </thead> <tbody> <tr> <td>Highway engineering civils contract</td> <td>August 2020 to February 2021</td> </tr> </tbody> </table> <p>The procurement process has been approved by the Council’s Procurement and Highways Management Team.</p>	Tender Item	Delivery Period	Highway engineering civils contract	August 2020 to February 2021		
Tender Item	Delivery Period						
Highway engineering civils contract	August 2020 to February 2021						
<p>F3: Value for Money</p>	<p>How will you ensure value for money?</p> <p>As noted in “F2 Procurement” the Council reserve the right to direct works directly to Ringway Infrastructure Services Limited. All of the companies on Council’s Highway’s Term Maintenance framework/contract with Ringway Infrastructure Services Limited have been proven to deliver a range of highway projects in keeping with the standards required by the framework process. It follows that the mini competition within the framework for the civil works to seek the best price and quality, ensuring the best value for money for the construction civil works for the project.</p>						

G: Evidence and Supporting Information

G1: Evidence	<p><i>Please list here and provide copies of all technical reports documenting the evidence base for the Scheme and the Scheme's performance</i></p> <ol style="list-style-type: none">1. Evaluation of Economic Benefits of LSTF projects in the Cheshire and Warrington area (2016);2. Active Travel Investment Strategy submission to the LGF3 Growth Deal process;
G2: Supporting Information	<p><i>Please include any additional facts which may assist the Local Enterprise Partnership to assess this Scheme against strategic fit and deliverability.</i></p> <p>This project fits with local and national transport strategy as provided in detail in Appendix E.</p> <p>National transport objectives</p> <ul style="list-style-type: none">• National Planning Policy Framework (2018);• Department for Transport (DfT) Single Departmental Plan;• Building our Industrial Strategy Green Paper (2017);• Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (2011);• Transport and Engine for Growth (2013);• Cycling and Walking Investment Strategy (CWIS);• Cities and Local Government Devolution Act (2016);• Growth Agenda. <p>Local transport strategies</p> <ul style="list-style-type: none">• The Local Plan, Part One and Two (2015-2030)• Local Transport Plan 2017-2030 (LTP3 Refresh)• Draft Local Cycling and Walking Investment Plan (LCWIP) <p>Non transport local strategic aspirations</p> <ul style="list-style-type: none">• The Council Plan (2016-2020);• Health and Wellbeing Strategy (2015-20)• Air Quality Action Plan (2018)• Ellesmere Port, Vision and Strategic Regeneration Framework (2011)• Ellesmere Port Master Plan (2019)• Climate Emergency Declaration (2019) <p>A logic map for the scheme has been provided in Appendix F.</p>

Appendix A

Alternative projects (Ref section B4)

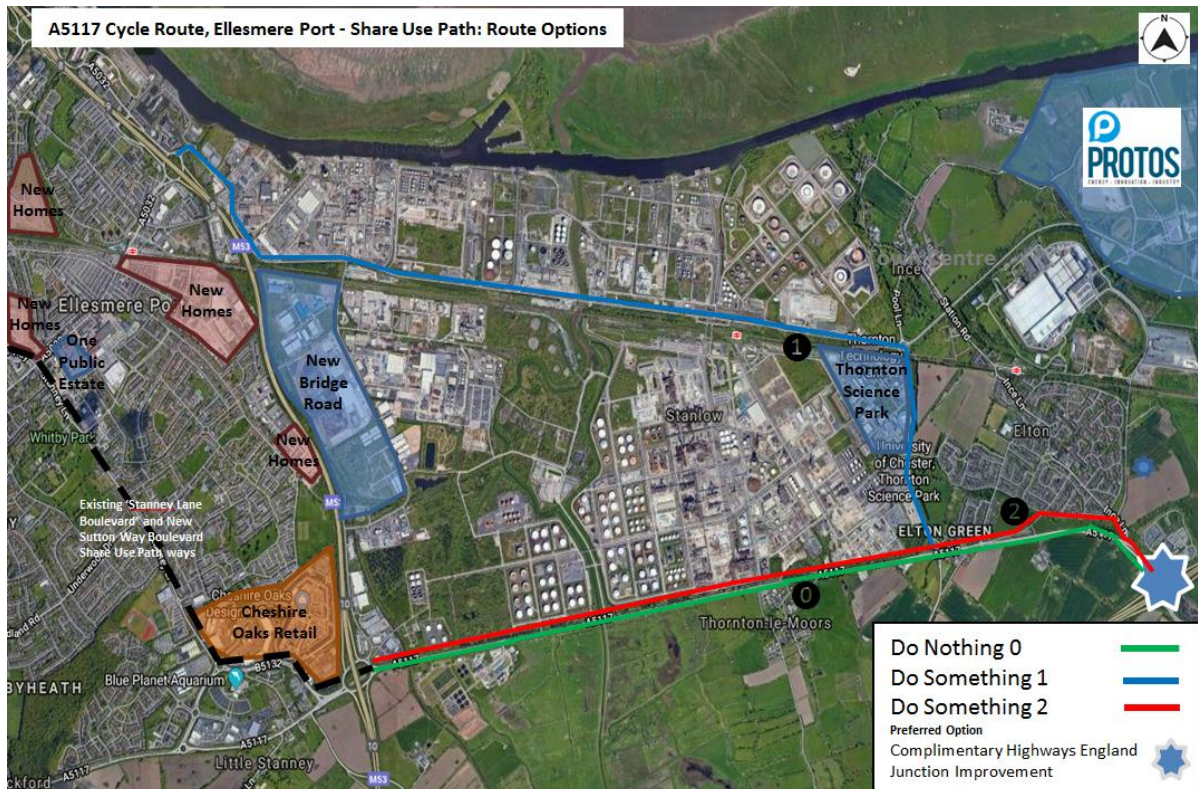
As part of the schemes development, Cheshire West and Chester Council considered a number of options to address the problem of a lack of a shared use path provision between Cheshire Oaks and Ellesmere Port Enterprise Zone while linking the wider communities of Elton, Thornton-Le-Moors and Helsby to existing and new job opportunities. These are listed below in table 1.

Table 1

Options	Description	Comment
Do nothing	Allow residents to continue walking on the grassed verges and narrow footpath sections where provided, with cycling predominantly on road.	Not acceptable due to safety risks, potential conflict between road traffic and cyclists, with lack of cycle proficiency skills for those more vulnerable, accessing existing and future job opportunities.
Do Something 1	<p>This option to create a 3 metre off-road path along the whole of the blue route, would require significant land acquisition and adoption of existing private roads i.e. Oil Sites Rd from various owners of existing well established businesses and properties e.g. Essar Stanlow Oil Refinery.</p> <p>This would be considered too expensive and outside of the budget availability for the scheme, including its deliverability within the timescales set i.e. constructed by 31/03/2021.</p> <p>It is considered that the existing on-road segregated cycle lane provision along sections of the A5117 corridor provide the; safest, most direct journey experience for cyclists (noting existing land and road adoption limitations) of Oil Sites Rd.</p>	<p>This option was rejected as:</p> <p>(a) There are safety concerns due to the existing large number of HGV's and high vehicle speeds using this route, perceived as being hard, and too dangerous and uncomfortable to navigate and 'understand' for cyclist with limited cycle proficiency skills. Therefore deemed a more hostile, less attractive, safe and secure route.</p> <p>(b) The route is largely in private ownership, whereby the Council has no control over the quality of the route's ongoing maintenance. Sections of the route have physical barriers that are enforced, restricting vehicular traffic (no through road) and pedestrian access at specified times.</p> <p>(c) Large sections of existing off-road footpath along this route are constrained by existing developments along the corridor, with some sections below 2m wide. It is therefore not suitable or possible to widen those paths for cycle usage. Therefore, preventing the scheme from meeting one of its primary objectives in creating a shared used path.</p>
Do something 2 Preferred Option	Construct a new shared use path on the northern sides of the A5117 in Ellesmere Port from Cheshire Oaks junction 10, M53 to Elton Junction 14, M56. Creating a new secure off-road gateway into the Cheshire	<p>This is the preferred option as:</p> <p>(a) The path is continuous and predominately off-road, therefore creating a faster and more attractive</p>

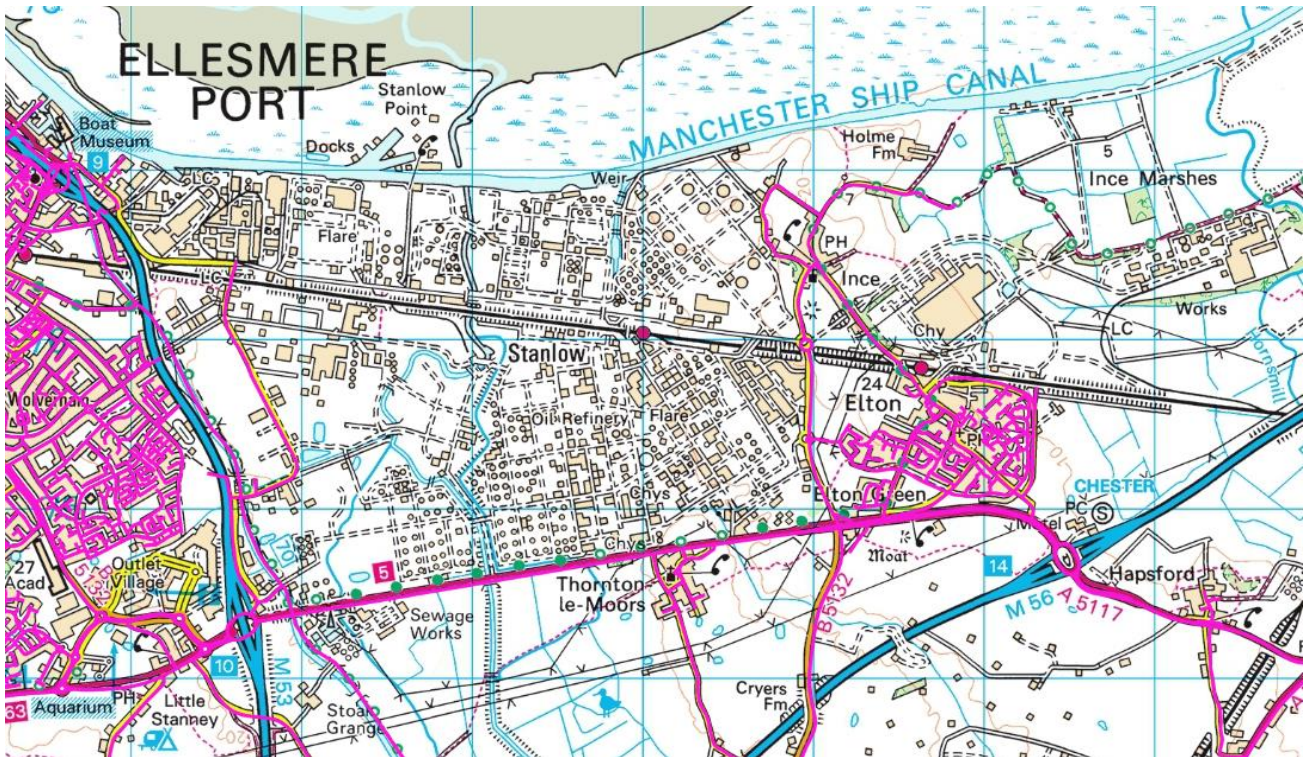
Options	Description	Comment
	<p>Science Corridor, Enterprise Zone and Cheshire Oaks Retail Park.</p> <p>This option would be fully built within the existing adopted highway boundary, with no planning permissions required (permitted development).</p> <p>The scheme would provide a missing link, joining the existing off-road elements of other shared used paths at:</p> <ul style="list-style-type: none"> - Stanney Lane Boulevard (national cycle route no. 563); - Canal Towpaths (national cycle route no. 70); and - A5117, Ellesmere Port (national cycle route no. 5) – currently predominately on road. <p>Linking Ellesmere Port Town Centre, the Cheshire Science Corridor Enterprise Zone and Cheshire Oaks retail offer.</p>	<p>experience for the users with limited cycle proficiency skills.</p> <p>(b) It is safer as it reduces conflict with road traffic vehicles and introduces pedestrian and cycle phasing into the key traffic signals.</p> <p>(c) It is more secure as there is natural security provided by building adjacent to the existing highway, improving visibility and the feeling of being safe, with good existing lighting levels.</p> <p>(d) There is limited impact on traffic flow compared to cycling throughout the route on road.</p> <p>(e) Providing a safe and direct route for more vulnerable road users seeking jobs and further education at; Thornton Science Park, Cheshire Science Corridor Enterprise Zone, Essar, Cheshire Oaks linking the communities of; Elton, Helsby, Thornton-le-moors and Ellesmere Port.</p>

These options are illustrated on the plan below



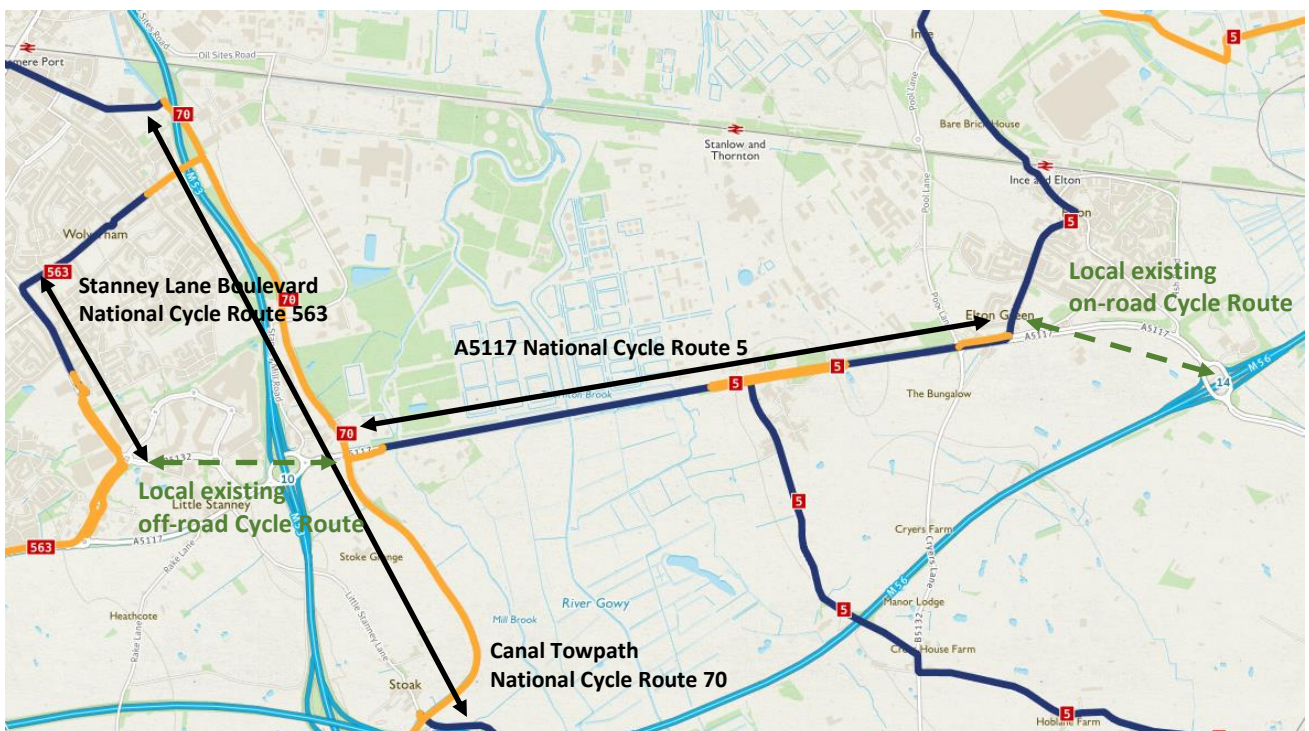
The common feature of all the Do Something route options is the upgrade of A5117 from J10 M53 to J14 M56, as the preferred desire line; offering a secure and safe route, while linking to existing off-road infrastructure.

The extents of the existing adopted highway network are illustrated on the plan below:



Information accessed from Cheshire West and Chester Council's online interactive "Adopted Roads Gazetteer" using Highways Act 1980 Section Information. Web link: <https://maps.cheshirewestandchester.gov.uk/cwac/webmapping/>

The extents of the existing declared National Cycle Network illustrated on the plan below:



Information accessed from Sustrans online interactive "Map of the National Cycle Network" using Ordnance Survey data. Web link: <https://www.sustrans.org.uk/national-cycle-network/>

Option Appraisal Process for A5117 Cycle Scheme, Ellesmere Port

An options appraisal process was undertaken to develop and assess highway improvements options which are best positioned to address the identified issues noted in the Strategic Case. The preferred option was selected using an appraisal process which aligns with the objectives of the DfT's transport appraisal model, which applies scoring to each option based on how well an option meets identified criteria, along with a Do Minimum option for comparison.

OVERVIEW OF ROUTE OPTIONS																				
No.	Name	I. Headline description	Funding viability		Deliverability						Alignmnet with Objectives									
			Can the intervention be delivered within secured funding	Can the intervention be delivered within the funding timeframe (up to 2021)	Land ownership / acquisition issues	Physical barriers	Relative cost	Public Support	Stakeholder Support	Conclusion	Primary Objectives		wider strategic objectives							Alignment with Objectives
											Safe and direct route for pedestrians and cyclists between key locations and destinations	Reduce risk of a collision with vehicles, with off-road shared use path and upgraded crossing facilities	To improve the health of residents by allowing them to travel in a more sustainable manner	To improve the safety and personal security of residents	To improve the quality of life for residents by creating a more pleasant travelling environment	To provide economic opportunities for residents	To benefit the wider environment by reducing carbon emissions, traffic pollutants and traffic noise	To enhance and strengthen the sense of arrival into Ellesmere Port	To preserve and enhance the existing landscape of the site and provide an appropriate landscape setting for future investment	
1	Do Nothing	Allow residents to continue walking on the grassed verges and narrow footpath sections where provided, with cycling predominantly on road (National cycle route 5). <i>Green Route (refer to separate map A)</i>	Yes, secured funding covers all costs	Yes	Very positive: Marginal or no issues	Very positive: Marginal or no barriers	Very positive: Costs can be met with spare funds for other schemes	Very negative: Very marginal or no support	Very negative: Very marginal or no support	Low deliverability	✓✓	✓	✓	✓	✓	✓✓	✓	✓	✓	Low
2	Do Something 1	Construct a new shared use path on the north side of Oil Sites Road (private road) and Pool Lane in Ellesmere Port, between junction 9, M53 and junction 14, M56, creating a gateway into the Cheshire Science Corridor Enterprise Zone. <i>Blue Route (refer to separate map A)</i>	No and no additional funding can be sourced to cover	Unsure	Very negative: Complex/difficult issues with multiple land owners	Very negative: Many complex/difficult issues with multiple barriers	Very negative: Greatly exceeds amount secured at Programme Entry; no prospect of raising sufficient additional funds	Neutral: Mixed but balanced support	Positive: Some support for many components	Low deliverability	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓✓	✓✓✓	✓✓	✓✓	Medium
3	Do Something 2	Construct a new shared use path on the north side of A5117 in Ellesmere Port (National cycle route 5), between junction 10, M53 and junction 14, M56, creating a gateway into the Cheshire Science Corridor Enterprise Zone. <i>Red Route (refer to separate map A)</i>	Yes, secured funding covers all costs	Yes	Very positive: Marginal or no issues	Positive: Few simple barriers at a few sites	Very positive: Costs can be met with spare funds for other schemes	Very positive: Strong support for most or all components	Very positive: Strong support for most or all components	High deliverability	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓	✓✓	High

Appendix B

Scheme Programme (Ref section E2.)

Activity	Days	Start	End	Nov '19	Dec '19	Jan '20	Feb '20	Mar '20	Apr '20	May '20	Jun '20	Jul '20	Aug '20	Sep '20	Oct '20	Nov '20	Dec '20	Jan '21	Feb '21	Mar '21
Contract Delivery prepare P&I info for Transport Strategy – GA's, costing, programme	60	01/11/19	07/01/20																	
P&I Board Papers – Business Case & Peer Review	12	06/01/19	17/01/20																	
P&I Board decision to continue (full funding approval).	1	26/02/20	26/02/20																	
Detailed Design	-	01/03/20	30/05/20																	
Produce “tender” documents	-	01/03/20	30/05/20																	
Tender Period	20	08/06/20	27/06/20																	
Tender Assessment Period	16	06/07/20	21/07/20																	
Contract Award	0	27/07/20	27/07/20																	
Contractor’s Mobilisation Period	21	28/07/20	17/08/20																	
Construction Period	135	26/08/20	28/02/21																	

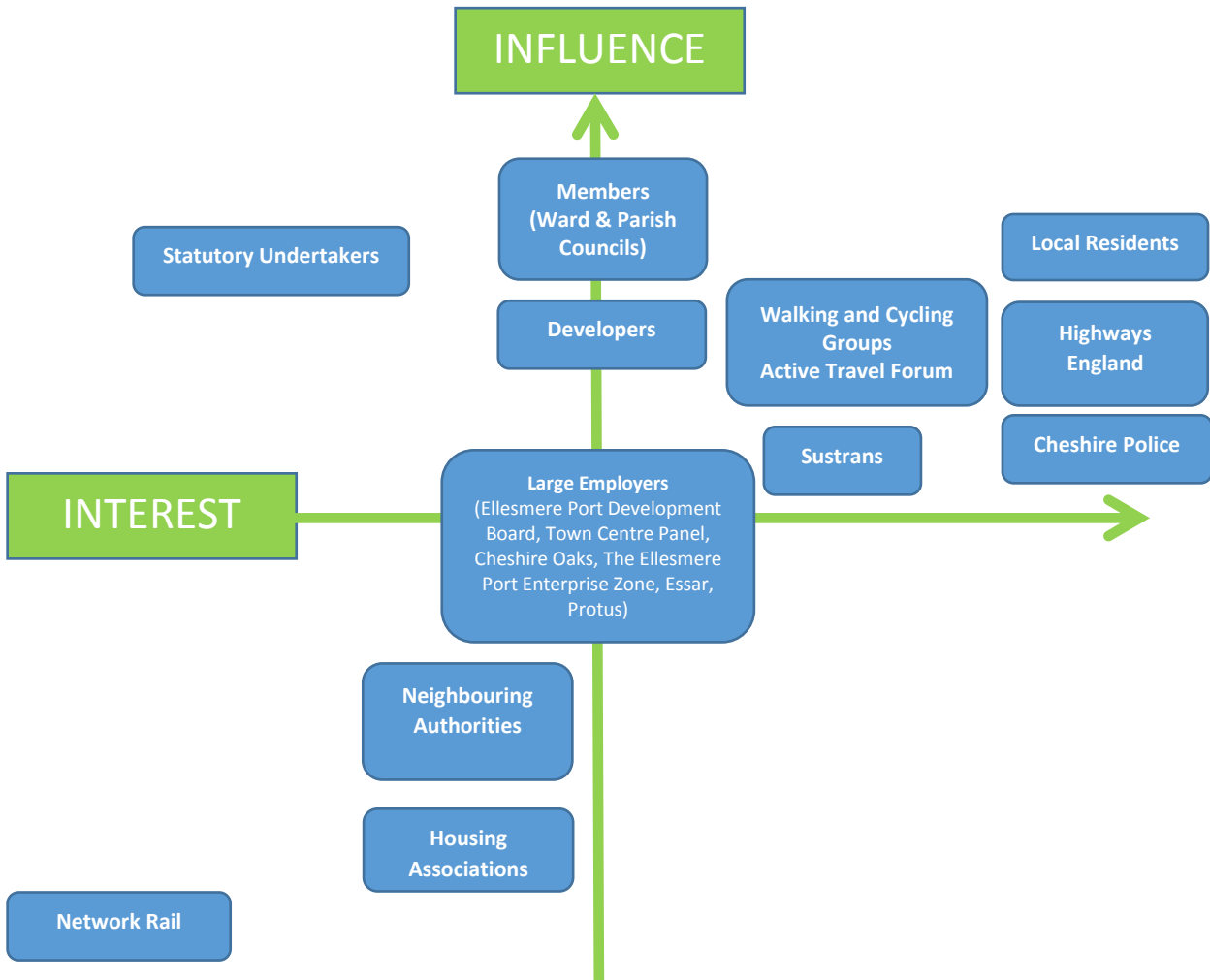
In summary, the civil works outlined above will start from the beginning of August 2020 and be completed in late February 2021.

The above work programme sets out the main gateways and approval stages required for the project. The P&I board meeting will be held on the 26th February 2020 and the decision to continue funding the scheme will be made during the meeting. Upon receiving full funding approval from the CWLEP, the Transport Strategy Team will produce regular monthly update reports to the CWLEP, in accordance with the terms of conditions of the grant funding i.e. Risk log update, Key Issues Update, Budget vs actuals expenditure update. The governance structure set out in section “E4: Operational Issues” states that the Transport Strategy Team (Kristy Littler and David Saville) will produce these reports, providing regular updates to the Transport Strategy Steering Group chaired by the schemes SRO (Lisa Harris). At the end of each financial quarter (*covering three monthly periods from 1st April to 31st March*) a grant claim will be prepared by the Transport Strategy Team, and cross checked and audited by the Capital Finance Team, who is responsible for verification and signing-off grant claim each quarter.

Appendix C

Other partners to be engaged prior to scheme delivery (Ref section E3.)

An interest and influence diagram has been produced below, that highlights the key stakeholders that the scheme may impact/benefit.



Appendix D

Risk Assessment (Ref section E6.)

Key

Likelihood (1 = remote, 2 = unlikely, 3 = possible, 4 = probable)

Impact (1 = minor, 2 = low, 3 = moderate, 4 = high)

Risk Rating (1-6 = low, 7-11 = medium, 12-16 = high)

Risk	Description	Level of risk	Mitigation controls
Financial	Operating costs vary from budget and additional revenue is required	Likelihood - 2 Impact - 3 Risk Rating = 6 (low)	Develop detailed project appraisal schedules and ensure regular monitoring of expenditure
Management	Changes in the team responsible for delivery of the project	Likelihood - 3 Impact - 3 Risk Rating = 9 (medium)	Respond quickly to changes to delivery staff and ensure that staff outside of the immediate team are aware of the project
Funding	Failure to secure funding from partners/developers or Council's own budgets, resulting in delays or a reduced programme of activity	Likelihood - 2 Impact - 4 Risk Rating = 8 (medium)	Use of formal agreements (i.e. S106 and developer contributions); partner funding largely identified from committed sources; officer steering groups to support LGF budget setting process
Uptake	Failure to secure buy in and take up of aspects of the project, resulting in failure to meet output milestones and modal shift targets	Likelihood - 2 Impact - 4 Risk Rating = 8 (medium)	Project has been developed around a strong evidence base and community support. Regular assessment of outputs is needed alongside liaison with partners, stakeholders and key client groups
Political	Reversal of support from local councillors	Likelihood - 1 Impact - 2 Risk Rating = 2 (low)	Ongoing involvement of councillors to ensure their buy in. Council has declared a Climate Emergency
Delivery	Failure to deliver elements of the project on time or to budget, resulting in delays to implementation	Likelihood - 1 Impact - 4 Risk Rating = 4 (low)	Ensure ongoing monitoring takes place by officers to ensure that schemes progress within agreed budgets and on time
Partnerships	Potential for partners to withdraw from activities, resulting in a programme with a reduced impact	Likelihood - 1 Impact - 3 Risk Rating = 3 (low)	Council undertaking effective liaison with partners. Continue to work with Ellesmere Port regeneration lead to update businesses and stakeholders in the industrial area.

Appendix E Other Strategic fit evidence (Ref section G2.)

National Transport Objectives

The key drivers for transport investment associated with the Scheme align with national transport objectives aimed at improving the environment, public health and wellbeing, and quality of life.

1. National Planning Policy Framework (2018)

The National Planning Policy Framework ("NPPF") sets out the Government's planning policies for England and how they are expected to be applied. The NPPF identifies three mutually dependent dimensions to achieving sustainable development, namely the economy, environment and society. These are the three tenets against which all transport infrastructure projects should be assessed in planning terms. At the heart of the NPPF is a presumption in favour of sustainable development.

There is a very strong emphasis on sustainable transport. Chapter 9 states that planning policies should:

- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
- b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking drawing on Local Cycling and Walking Infrastructure Plans (LCWIPs).

The Scheme therefore fully complies with the NPPF in that it is providing for sustainable travel.

2. Department for Transport (DfT) Single Departmental Plan

This sets out details about how the government is investing to make journeys better, simpler, faster and more reliable to support jobs, enable business growth and bring the country closer together. The plan sets out the following objectives:

- **Boosting economic growth and opportunity** -Transport is at the heart of the economy, moving people and goods around, connecting homes and businesses. There is a recognition that better transport provides opportunity and increase productivity. It directly reduces the cost to businesses of getting materials they need and delivering their goods to market. Better transport also increases the range of jobs people can access.

- **Building a One Nation Britain** – Ensuring that every part of Britain benefits from a growing economy and that everyone who works hard has an opportunity to succeed. Transport investment and improved connectivity is key to unlocking the potential economic growth.

- **Improving Journeys;** while promoting **Safe, Secure and sustainable transport** for all users.

3. Building our Industrial Strategy Green Paper (2017)

This sets out a vision to build on the UK's strengths, closing the productivity and wealth gap between different regions and making Britain one of the most competitive places in the world to start and grow businesses. Upgrading infrastructure is one of the ten pillar that help drive growth. This will be addressed by: "keeping costs down for commuters and making transport accessible to all".

Supporting wider government objectives to protect the environment and public health and ensuring that transport plays its part in delivering the government's climate change obligations, the delivery of the national air quality plan and promoting the use of active transport.

4. Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (2011)

This sets out how the Government intends to boost economic growth but to do so in a way that is also greener and safer and improves quality of life in our communities as well. This recognises that walking and cycling should be promoted for shorter journeys, although they may not represent a viable alternative to the private car for all journeys. In response the Government is also encouraging greener car travel by promoting the use of electric and other ultra-low emission vehicles and public transport for longer distance journeys.

5. Transport and Engine for Growth (2013);

Ensuring we build a good transport network, that makes our economy stronger and our lives easier. Achieved through smoother and safer journeys, tackling congestion to reduce delays and stimulate economic growth, while protecting the environment and continuing to fund innovative transport improvements including: *"Continuing to fund innovative smaller schemes that improve local economic growth and reduce CO2, including walking and cycling, public transport infrastructure, real-time information, car clubs, and electric vehicle charging points"*.

6. Cycling and Walking Investment Strategy (CWIS)

The national Cycling and Walking Investment Strategy (CWIS) sets out the Governments ambition to: "...to make cycling and walking the natural choice for shorter journeys, or as part of a longer journey"

It seeks to achieve this through three methods:

- Better safety – making cycling safer through reducing the severance effect of roads, reduced speeds and creating streets where cyclists and pedestrians feel they belong;
- Better mobility – offering world class cycling facilities, a denser network of routes and safe paths along busy routes; and
- Better streets – streets designed for people not vehicles, more routes through green spaces and better public realm.

Local authorities are expected to support the CWIS by developing and delivering their own walking and cycling schemes and these should be described in Local Cycling and Walking Infrastructure Plans (LCWIPs). The Scheme clearly meets the government objectives as it is a scheme which meets the safety and mobility objectives of the CWIS and it is designed for people rather than for vehicles.

7. Cities and Local Government Devolution Act (2016)

Government outline their commitment to; devolving control over transport, housing, skills and healthcare with elected mayors. Throughout 2016 Government worked with local authorities to agree a number of 'devolution deals' that give these areas control over their own transport issues. In this changing landscape, we will enable and support new mayors and combined authorities to harness the benefits available through "walking and cycling in boosting economic prosperity and healthier communities".

The proposed scheme builds on the objectives set out in the draft Cycling Delivery Plan based on the four themes of; vision, leadership and actions; funding; infrastructure and planning; and safety and perceptions of safety. Each of these areas are covered within the business case and seen as fundamental to achieving central governments headline objectives.

8. Growth Agenda

The two key policy documents at the sub-regional level that are driving the need for increased economic growth include:

- a) Cheshire and Warrington Matters – A Strategic Economic Plan and Growth Plan for Cheshire and Warrington; and
- b) Cheshire and Warrington Growth Deal;

(a) Cheshire and Warrington SEP

The Cheshire and Warrington LEP (C&W LEP) is one of 38 Local Enterprise Partnerships across England created in 2011 by Government. They are local business led partnerships between local authorities and businesses and play a central role in determining local economic priorities and undertaking activities to drive economic growth and the creation of local jobs. The C&W LEP is responsible for projects within Cheshire East, Cheshire West and Chester, and Warrington unitary authorities.

The C&W LEP produced Strategic Economic Plan (SEP) provides a vision and strategic framework for the next decade to guide the prioritisation and decision making processes for Cheshire and Warrington, enabling major growth and transformation to the local, North West and UK economies.

To achieve the growth targets contained within the SEP, there is a need to deliver transport investment schemes for infrastructure that drive growth and productivity, tackle congestion, maximise housing growth, and provide a broader housing offer in order to support the region's economic aspirations, maximising infrastructure growth assets, including property and place.

Reflecting the role of transport in this the SEP is underpinned by a Transport Strategy within which 6 priorities are identified. The A5117, shared use path would address 4 of these priorities, as follows:

1. Improve connections to support development of priority employment sites including those within the Cheshire Science Corridor and Mersey Dee Economic Alliance;
2. Resolve pinch points and congestion in the transport network, both road and rail, which act as barriers to growth if left unaddressed. Delays and unpredictable journey times affect business activity directly (e.g. the supply of components to the automotive sector) and indirectly, and influences commuting flows;
3. Address network resilience issues to deliver predictable and efficient journey times to support business productivity; and
4. Make best use of the existing road (e.g. smart motorways) and rail network (e.g. electrification and enhancements) to capitalise on existing infrastructure, offering efficient mechanisms for improvement, and helping deliver best value for money from investment.

(b) Cheshire and Warrington Growth Deal

In July 2014, the Government announced the first wave of Growth Deals, which provided the LEPs money from the Local Growth Fund ("LGF") for projects that benefit the local area and economy. The Growth Deal provided an 'in principle' allocation of funding for a LEP area wide Sustainable Transport project. This was made up of 10 cycling and walking projects from across the sub-region which all aimed to improve sustainable connections between residential areas and employment areas. Indicative funding was awarded for three projects within Cheshire West and Chester one of which is the A5117 shared use footpath.

The justification for awarding LGF3 grant to the Scheme is that it directly contributes to the aims of the SEP including the tackling of traffic congestion (by offering alternative means of travel) and strengthening connectivity (for example between home and jobs). The Cheshire Oaks employment site is a key location within the Borough for inward investment and has been very successful over the years in attracting major employers including; McArthurGlen Cheshire Oaks Designer Outlet, Coliseum Shopping and Leisure Park, M&S Cheshire Oaks, Blue Planet Aquarium, Cheshire Oaks Business Park and more recently various luxury

car showrooms as well as Encirc and the Protos cluster. Connecting the residential and employment areas is key, as there are many people who live in Ellesmere Port and wider travel to work corridor area for whom a continuous connection would be very beneficial.

9. The Local Plan, Part One and Two (2015-2030)

The Council's Local Plan (Part One – Strategic Policies) was adopted in January 2015. This will deliver at least 22,000 new dwellings and 365 hectares of employment land up to 2030. The Plan set out a strategic objective to *“Provide and develop reliable, efficient transport networks that support sustainable growth and improve accessibility to jobs and services.”*

The Local Plan (Part Two – Land allocations and Detailed Policies) preferred approach was formally adopted in 2019.

The scheme mirrors the Local Plan's objectives and aligns with the policy (as set out below) which states that new development will be required to demonstrate;

- Additional traffic can be accommodated safely and satisfactorily within the existing, or proposed, highway network;
- Satisfactory arrangements can be made to accommodate the additional traffic before the development is brought into use;
- Appropriate provision is made for access to public transport and other alternative means of transport to the car; and
- Measures have been incorporated to improve physical accessibility and remove barriers to mobility, especially for disabled and older people. The safety of all road users should be taken into account in the design and layout of new developments.

10. Cheshire West and Chester Council, Local Transport Plan (2017-2030)

The Local Transport Plan is a vital tool to help each local authority work with its stakeholders to strengthen its place-shaping role and its delivery of services to the community. The document helps address local transport issues by;

- Providing a framework for decisions on future investment;
- Setting objectives for transport to support our wider goals and ambitions;
- Establishing policies to help us achieve these objectives; and
- Containing plans for implementing these policies.

Cheshire West and Chester Council's current Local Transport Plan is LTP3 refresh, and was adopted in May 2017 and sets out the Local Transport Plan Strategy for the period 2017-2030. Its overall goal is to work towards providing and managing; *“a well maintained, safe, integrated, sustainable transport network for the future. This is essential to support the Council's wider social, economic and environmental goals and priorities. It will also help to underpin our approach to localism and aspirations to help the Borough thrive as we work to boost our economy, address inequalities, tackle health and wellbeing, enhance our local environment and neighbourhoods and improve safety and security”*.

Promotion of active sustainable travel is one of the policy's key goals and objectives, and the key challenges identified for active travel include:

Provide and develop reliable and efficient transport networks that support sustainable economic growth in West Cheshire and the surrounding area. The scheme achieves this through;

- Reduced traffic congestion and enhanced the capacity of the Borough's local and strategic transport networks, encouraging modal shift towards active travel modes such as walking and cycling, by removing perceived barriers to travel.

- Develop transport schemes and measures that help support the economic viability of towns, villages and leisure attractions in West Cheshire. The scheme connects the Thornton- Le- Moor area and Ellesmere Port Industrial area with the canal tow path route 70 and the Town Centre via Stanney Lane and Sutton Way, thus linking to education establishments and key transport interchanges (bus and rail)
- Support the delivery of new developments and businesses whilst limiting the impact of additional traffic.

Reduce carbon emissions from transport and take steps to adapt our transport networks to the effects of climate change. The scheme achieves this as it;

- Improves and encourages the use of sustainable, low carbon transport, through improved shared use infrastructure;
- Ensures that the industrial area is accessible by low cost and sustainable modes
- Ensure that local transport networks are resistant and adaptable to the impacts of climate change, including adverse weather conditions.

Manage a well maintained transport network;

- Improve the condition of our highway network, through the infrastructure enhancement making walking and cycling a more attractive travel option (for short and long distance journeys);
- Maintain the highway network in a safe and serviceable condition for the use of cyclists and, pedestrians. The route will be upgraded to the latest DBRM standards for shared use pathways including enhanced crossing facilities.

The scheme also delivers on all of the supporting priorities

Contribute to safer and secure transport in West Cheshire and to promote types of transport that are beneficial to health.

- Reduce the number of people killed or seriously injured on our roads;
- Encourage healthier lifestyles by promoting more active forms of transport such as cycling & walking;
- Work to reduce transport related air quality problems;
- Ensure that new transport schemes improve public safety and help reduce fear of crime; and
- Plan for and respond to incidents that may have a significant impact on the transport network.

Improve accessibility to jobs and key services which help support greater equality of opportunity.

- Ensure that new developments and local services are built in accessible locations;
- Increase accessibility to employment and training opportunities, to key services from rural areas, and to health services; and
- Improve physical accessibility and remove barriers to mobility especially for disabled and older people.

Ensure that transport helps improve quality of life and enhances the local environment in West Cheshire.

- Ensure that new transport schemes complement local character and enhance the built and natural environment and biodiversity;
- Promote access to leisure activities by improving pedestrian, cycle, greenway and Public Rights of Way networks; and
- Work to reduce noise levels that arise from transport.

11. Cheshire West and Chester Council's, Local Cycling and Walking Infrastructure Plan (LCWIP)

Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Government's Cycling and Walking Investment Strategy, are a new strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.

The key outputs of LCWIPs are:

- A network plan for walking and cycling which identifies preferred routes and core zones for further development;
- A prioritised programme of infrastructure improvements for future investment; and
- A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network. By taking a strategic approach to improving conditions for cycling and walking, LCWIPs will assist Local Authorities to:
- Identify cycling and walking infrastructure improvements for future investment in the short, medium and long term;
- Ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies; and
- Make the case for future funding for walking and cycling infrastructure.

Cheshire West and Chester Council are currently preparing a LCWIP for the borough, with a specialist transport consultant appointed by the Council to provide the required technical support. To help identify and tackle many of the crucial infrastructure, related issues that are preventing people from walking and cycling in the Borough. These include addressing the 'last mile' into key urban centres within the borough and the dis-connect with rural communities and key urban centres.

Other Non-Transport Local Strategies

The following paragraphs outline how the scheme could contribute to the Acquiring Authority's non transport local strategic aspirations, including reference to the following key policy documents:

- The Council Plan (2016-2020);
- Health and Wellbeing Strategy (2015-20);
- Low Emission Strategy (2018 - 2021);
- Air Quality Action Plan (2018).
- Ellesmere Port, Vision and Strategic Regeneration Framework (2011)
- Ellesmere Port Master Plan (2019)
- The Council Plan (2016-2020);
- Council Climate Emergency Declaration (as at 21st May 2019)

12. Our over-arching vision – The Council Plan (2016-2020);

The Strategy outlines the Acquiring Authority's vision for Cheshire West and Chester Council up to 2020. The Acquiring Authority intends to work with residents, businesses and partners "to help the Borough, including residents, communities and the local economy, to thrive by 2020." The vision links into three themes and ten specific priorities. The themes are:

- Thriving Economy;
- Thriving Communities; and
- Thriving Residents.

Amongst the actions identified in the Plan to make a difference relating to transport, the A5117 scheme is aligned to delivering those commitments, these include;

- **Promote cycling** across the Borough by providing better facilities for cyclists and challenging perceptions about cycling. This will include a widespread education and training programme on cycling safety, promoting cycling to council staff, and a marketing campaign to promote the benefits;

- Ensure that **new development takes place in accessible locations** which minimises the need for travel;
- Work with our partners to make sure that we continue to put action in place to **reduce the numbers of people killed and seriously injured** on our roads;

- **Promote public health** through healthy eating and active lifestyles such as promoting active travel; and
- **Reduce carbon emission**, for example, by reducing unnecessary travel.

The Scheme achieves these objectives by creating a new transport link which benefits people who do not have access to a car or who prefer not to use a car. It is therefore socially equitable and has a wider community benefit, supporting businesses and employees accessing employment and education corridor. The Strategy also identifies the need to invest in, maintain and build Cheshire West and Chester Council's economic and environmental infrastructure, in order to grow a strong economy. With regard to the Scheme, this is achievable as the new path will provide a continuous route (using A5117, Stanney Lane and Sutton Way Boulevards) between the Cheshire Oaks retail developments which are still being developed/expanded and Ellesmere Port Industrial Area therefore offering job opportunities to local people.

13. Health and Wellbeing Strategy (2015-20)

The Council's Health and Wellbeing Strategy was published in 2015. The Strategy sets out the Council's Health and Wellbeing Board's and Partnership's, ambitions to improve the health and wellbeing of the boroughs residents. Board members include representatives from key Council services, Cheshire and Wirral Partnership (CWP) and National Health Service (NHS) organisations, in the area and a number of other private and voluntary sector services.

The strategy looks at how all organisations working across public service provision in borough can work better together, how services are commissioned and the changes that need to take place so that residents are supported with the right care, by the right person at the right time.

The new Strategy sets out a vision; "To reduce health inequalities and improve the health and wellbeing of people in the borough, enabling our residents to live more fulfilling, independent and healthy lives. We will do this by working with communities and residents to improve opportunities for all to have a healthy, safe and fulfilling life".

This includes a priority to ensure that people have healthier lifestyles under the theme of "Living Well". Factors relating to transport within this theme, are supported by the A5117 scheme, as these assist with this priority by;

- Promoting physical activity for all age groups including increased levels of walking and cycling;
- Addressing the number killed and seriously injured on our roads; and
- Air quality including steps to respond to the problems found in our Air Quality Management Areas.

14. Low Emission Strategy (2018 - 2021)

The Council's Low Emission Strategy was published in 2018. The primary objective of this Low Emission Strategy (LES) is to reduce traffic emissions by promoting and encouraging sustainable transport including the adoption of low emission vehicles and technologies while discouraging the use of high emitting vehicles wherever possible.

The Council LES has been developed with a broad consensus amongst stakeholders to ensure their support and help deliver a strategy that is workable. The LES is based upon three key principles for the reduction of emissions:

- **Shift:** change mode from cars to public transport, cycling and walking;
- **Avoid:** reduce vehicle kilometres driven, emissions from stationary vehicles, chimneys and construction; and
- **Improve:** improve the vehicle technology to reduce emissions and specifically low emission vehicles (LEVs).

The scheme delivers the above objectives with the promotion of; Healthy sustainable travel options

such as walking and cycling with enhancing existing infrastructure, during dependency on private car for short trips.

15. Air Quality Action Plan (2018)

The Cheshire West and Chester Council, Air Quality Action Plan (AQAP) has been produced as part of the Council's statutory duties required by the Local Air Quality Management framework. It outlines the actions the Council will take to improve air quality in declared AQMA zones within the borough.

Initial actions will focus on a framework of policies and plans to improve air quality and to support wider action to promote health and wellbeing and tackle social injustice. One of the specific measures is the delivery of the A5117 shared use path which would encourage more walking and cycling and therefore reduce traffic emissions from cars.

15. Ellesmere Port, Vision and Strategic Regeneration Framework (2011)

This Vision and Framework is owned by the EPDB, supported by CW&C, local businesses and other key stakeholders who were involved in its inception and preparation. The Vision and Framework has had a positive effect on securing long lasting social, economic and environmental regeneration for the Town and its people. The scheme links to the policies overarching objectives, these include;

- **Connecting Places** – by ensuring that our existing facilities and attractions are well connected to each other to ensure that they can be accessed by local residents, workers and visitors.
- **Delivering Quality Housing** - ensuring that the quality of our existing housing stock is improved and that an appropriate choice of quality new housing options are available to meet the needs of our existing residents and to attract new residents.
- **Improved physical environment** particularly at key gateways, corridors including “A5117 shared path scheme” that forms one of the elements/links of the Town Centre Cross spatial concept back to the Cheshire Science Corridor, Enterprise Zone.

16. Ellesmere Port Master Plan (2019)

The Council's 15-year strategy for the town centre was adopted in 2019, focussed on improving access, diversifying its cultural and leisure offering, and reducing the proportion of retail. While improving connectivity across the wider area into the heart of the town centre using sustainable travel modes (walking, cycling and public transport) with investment in a new bus interchange.

17. Climate Emergency Declaration (2019)

Cheshire West and Chester Council unanimously declared, on 21 May that the borough is in a Climate Emergency. The Council agreed that:

- Climate Change presents a threat to our way of life;
- the Council recognised the need to act in-line with worldwide agreements on Climate Change and the best available evidence, which states that, to limit emissions to 1.5°C, there is a requirement to reach 'net zero' by 2045;
- the Council must play its part by evidencing leadership on this issue.

In response to this declaration, the Council has established a cross-party taskforce to understand and plan for the implications, risks and new opportunities for the borough presented by climate change.

The objective of the taskforce will be to shape how the borough responds to the threats and opportunities presented by the Climate Emergency, and develop practical recommendations for the Council to take forward, using an evidenced based approach in shaping a strategy with targets.

Planning consent

This Scheme does not require planning consent as it is permitted development under Part 9 Class A of the Town and Country Planning Order 2015, General Permitted Development document. This states that permitted development by highway authorities includes:

The Carrying out by a highway authority –

- (a) on land within the boundaries of a road, of any works required for the maintenance or improvement of the road, where such works involve development by virtue of section 55(2)(b)(g) of the act; or
- (b) on land outside but adjoining the boundary of an existing highway of works required for or incidental to the maintenance or improvement of the highway.

Appendix F

Figure 1: Logic Model for A5117 Cycle Scheme, Ellesmere Port

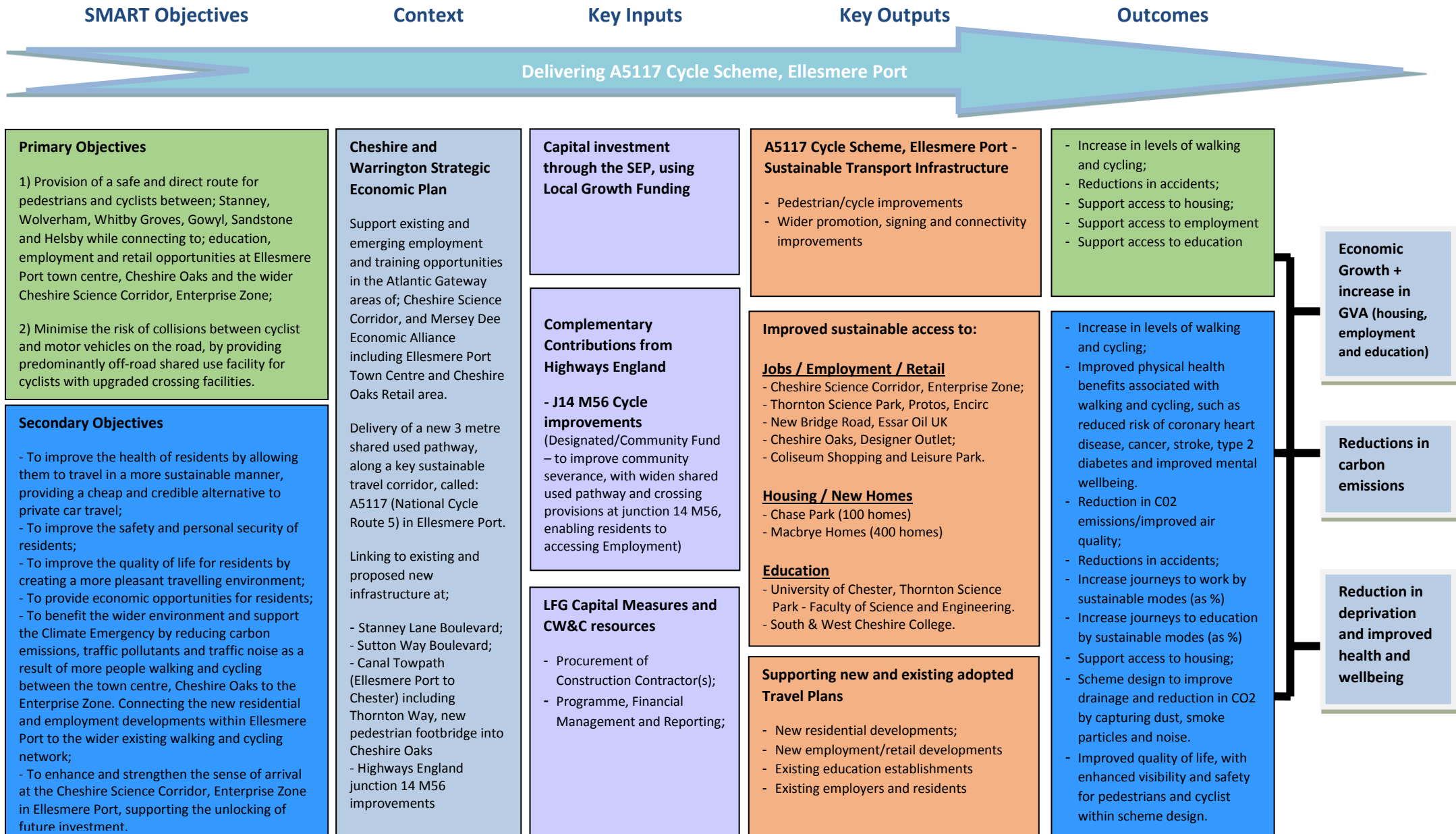


Table 1: A5117 Cycle Scheme, Ellesmere Port: Monitoring Programme

Indicator	Process	Frequency	Responsibility	Reporting
Cycling Levels	Permanent cycle counters will be installed as part of the construction works.	Data available monthly, collated annually. Data obtained annually.	Road Safety (SB) to send annual overview to Transport Strategy.	Part of annual monitoring report.
Pedestrians	Annual user surveys/interviews will be carried out to understand user behaviours i.e. Origin and Destination, trip purpose and trip frequency etc.	Data obtained annually.	Road Safety (SB) to send annual overview to Transport Strategy.	Part of annual monitoring report.

Monitoring and evaluation activities need to be undertaken during scheme delivery to ensure the scheme is delivered on time, to budget and to specification (measuring inputs and outputs) and following scheme completion to evaluate to what extent outcomes and impacts have been realised. The cost of these monitoring and evaluation activities undertaken during the scheme delivery are covered within the funding ask (*as part of internal Highways support and project management costs*). Additional activities completed after scheme completion will be covered by Cheshire West and Chester Council.

A further detailed Monitoring and Evaluation programme will be developed as the scheme moves forward.

Appendix G

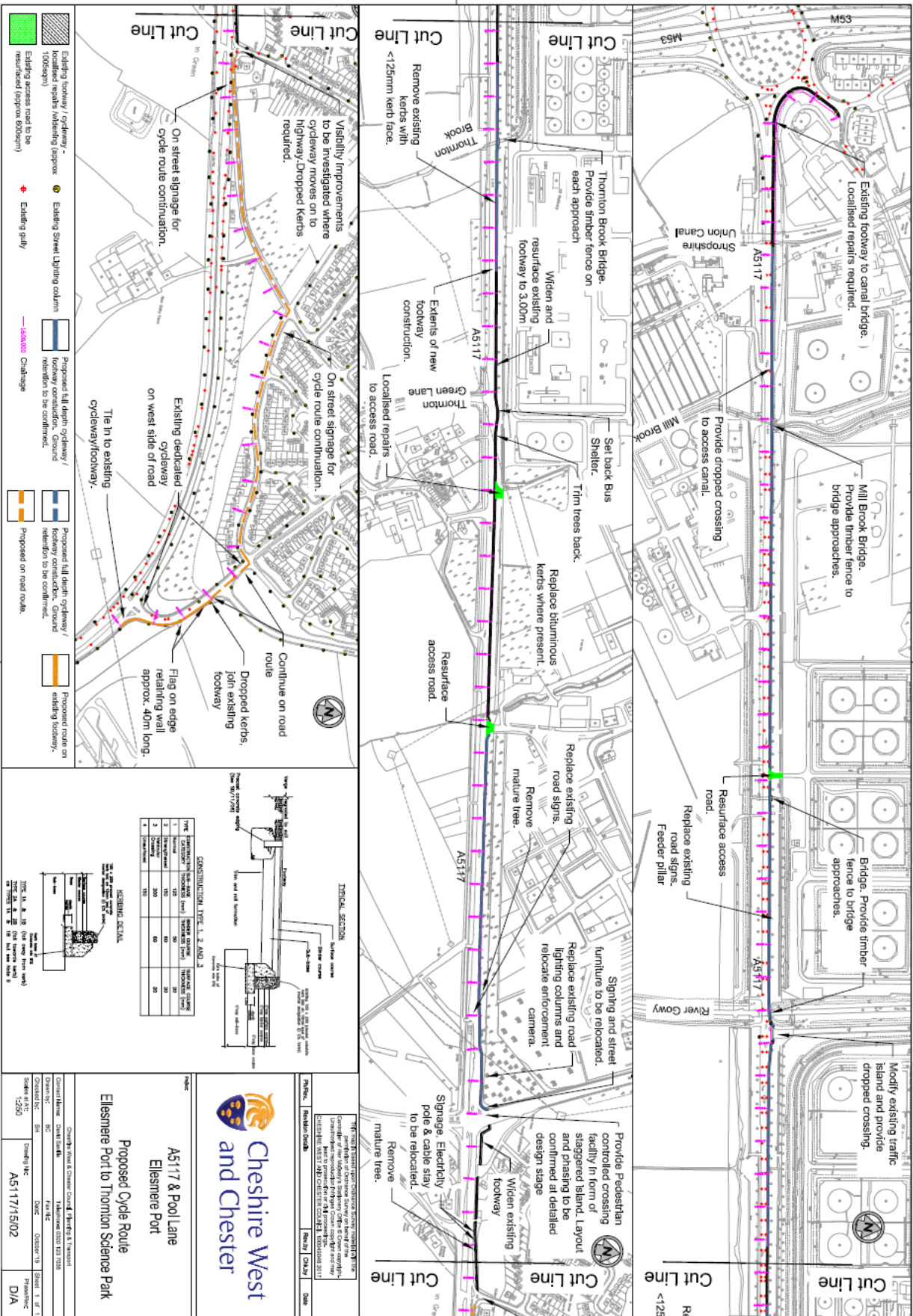
Methodology for calculation construction benefits

	Value	Formula	Source
Construction Cost	£ 1,044,085.00	(a)	Project information
% of cost spent on salaries	26.96%	(b)	Annual Business Survey, ONS, 2018 (construction sector) by region
Salary expenditure in North West	£ 281,513.85	(c)=(a)*(b)	Calculation
Average mean salary for North West	£ 31,982.00	(d)	Annual Survey of Hours and Earnings, ONS, 2018 (Full time mean wages in construction sector)
Direct job years supported	8.80	(e)=(c)/(d)	Calculation
1 FTE= 10 employment years	10	(f)	Best Practice Assumption
Direct jobs supported	0.88	(g)=(e)/(f)	Calculation
Leakage	38.80%	(h)	
Net direct FTEs	0.54	(i)= (g)-(g*(h))	Calculation
Composite multiplier of 1.29	1.29	(j)	HCA Additionality Guide 2014
Indirect & induced jobs (Composite multiplier of 1.29)	0.69	(k)=(j)*(i)	Calculation
Total jobs (Direct and Indirect)	1.23	(l)=(k)+(i)	Calculation
Average GVA per worker, North West Construction	£ 45,184.60	(m)	Region by industry labour productivity, ONS, 2018
Total GVA supported	£ 55,740.58	(n)= (l)*(m)	Calculation

Appendix H

Scheme Design / General Alignment

Refer to separate Appendix H, for a more detailed pdf copy of general alignment design drawing.



Cheshire West and Chester

Proposed Cycle Route
A5117 & Pool Lane
Ellesmere Port
Ellesmere Port to Thornton Science Park

Contract Name	DAW S16/4	Telephone	01203 733333
Contract No.	88	Contract Title	Sheet 1 of 1
Contract No.	1250	Project No.	D/A

Appendix I

Local Match Funding

The Council's local match funding for the A5117 scheme comes from the annual grant allocation from the Department for Transport's, Integrated Transport Block. This provides funding support for transport capital improvement schemes costing less than £5 million. Schemes can include small road projects, road safety schemes, bus priority schemes, walking and cycling schemes and transport information schemes.

Cheshire West and Chester Council, Highways Delivery Programme for 2019/20

Capital Funding breakdown	£ '000
Integrated Transport Block LTP	£1.954m
Highway Maintenance Block Needs Element	£6.398m
Highway Maintenance Block Incentive Fund Element	£1.333m
CW&C Funded Asset Recovery	3.000m
Pothole fund	£0.436m
TOTAL Highways Capital Budget	£13.121m

The budget book is endorsed and approved by Cabinet and Full Council, with the local Highway Delivery Programme. Allocated programme budget is approved/signed-off by the Cabinet Member - Environment, Highways & Strategic Transport.

The local funding match identified for the committed A5117 scheme of £0.345m (33%) has been ring-fenced, using the Integrated Transport Block LTP resources in 2019-20, with budget carried forward into 2020-21 for scheme delivery/construction.

Cheshire West and Chester Council: Budget Book, and Highway Delivery Programme.

