

# Connecting the Atlantic Gateway

Local Sustainable Transport Fund - Application Form

March 2014



# Connecting the Atlantic Gateway LSTF 2015-16 Application Form

## Appendices

### Appendix 1

**Supporting Figures** (see separate document - download available)

### Appendix 2

**Cycling Scheme Plans and Access Improvements** (see separate document – download available)

### Appendix 3

**Key “Connect to Jobs” Partners and Stakeholders providing Letters of Support:**

(see separate document – download available)

Arriva North West and Wales	Merseytravel
Arriva Trains Wales	Muir Group HA
Cheshire & Warrington Local Enterprise Partnership (LEP)	Muse Developments
Chester Business Park	Neptune Developments
Chester Cycle Campaign	North Cheshire Rail Users Group
Chester Renaissance	Northern Rail (Abellio)
Chester Zoo	Our Place
City Car Club	Peel Holdings
Countess of Chester Hospital NHS	Public Health
Cyclists Touring Club (CTC)	Quinn Glass
Denbighshire County Council	Stagecoach
Ellesmere Port Development Board	Sustrans
Employment Skill and Learning	TAITH
Flintshire County Council	The Mid Cheshire Line Community Rail Partnership
GHA Coaches Ltd	Travel Planning Services (TPS)
Lloyds Banking Group	University of Chester
Marks and Spencer	Vauxhall Motors
Mersey Dee Alliance	Waitrose
Merseyrail (Electrics)	West Cheshire College
	Wrexham Borough Council

### Appendix 4

**Joint letter of support from the local authority’s Section 151 Officer and Head of Procurement confirming that a legally compliant Procurement strategy is in place** (see separate document – download available)

### Appendix 5

**Economic Appraisal Report – Value for Money Methodology** (see separate document – download available)

### Appendix 6

**LSTF 15/16 Revenue Competition – Schemes Impact Pro-Forma** (see separate document – download available)

### Appendix 7

**LSTF 15/16 Revenue – Application Form Checklist** (see separate document – download available)

### Appendix 8

**LSTF 15/16 Connecting the Atlantic Gateway Monitoring and Evaluation Framework** (see separate document – download available)

## Local Sustainable Transport Fund 15/16 Revenue Application Form

### Applicant Information

**Local transport authority name(s):** Cheshire West and Chester Council

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### SECTION A - Project description and funding profile

#### A1. Project name: *Connecting the Atlantic Gateway*

#### A2. Headline description:

This *Connecting the Atlantic Gateway* package builds on the existing LSTF Connect to Jobs programme, focussing on supporting the significant existing and emerging employment opportunities outlined in the Cheshire & Warrington Strategic Economic Plan. The package is considered essential to help deliver the Atlantic Gateway, the North Cheshire Science Corridor and Chester Central vision and objectives. We propose to build and extend on our current Connect to Jobs activities and achievements, focusing on key travel to work corridors between Chester, Ellesmere Port, Merseyside and Deeside (North East Wales) and capitalising on our strong partnership working. We propose a three themed package:

1. **Achieving for more sustainable longer distance commuter trips;**
2. **Addressing local trips to work and training; and**
3. **Marketing, promotion and smarter choices activities**

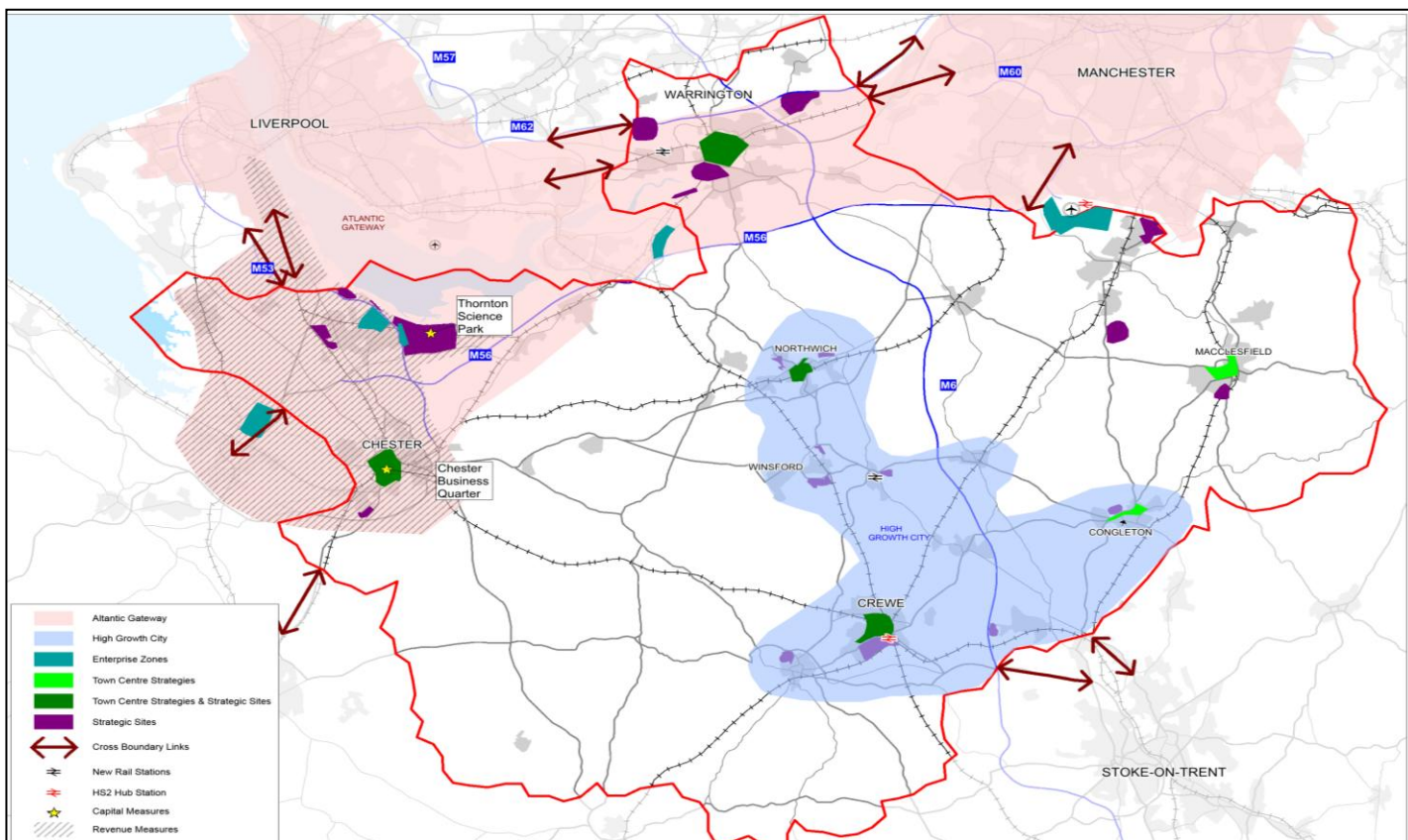
This will **support local jobs and training, boost economic growth and cut carbon emissions**, whilst supporting our objectives to address deprivation and health issues, by embedding sustainable travel initiatives focused on walking and cycling.

#### A3. Geographical area:

This bid supports the ambitious future economic development outlined in the Cheshire & Warrington Strategic Economic Plan (SEP), "Cheshire and Warrington Matters" ensuring the Borough capitalises on its growth assets. The SEP area has a major economy with a large cohort of world-leading firms, with an annual Gross Value Added (GVA) of over £20bn making it one of the best performing economies in England, and the strongest in the North of England with employment approaching 430,000.

The SEP area has a well-balanced, private sector-led economy, with a high density of private sector jobs relative to its population, one of the highest outside of London. The area boasts a large private sector business base, containing a well-defined mix of international firms, established medium-sized firms, and a dynamic and growing small business base. This includes a significant visitor economy, worth over £2.7bn a year, & supporting over 30,000 jobs in the area.

The single geographic area for our bid focuses on the north-west part of our Borough that forms part of the *Atlantic Gateway* international trade corridor, recognised as England's second most important opportunity for economic growth (as shown in Figure 1). This priority area outlined in the SEP covers the City of Chester, Ellesmere Port Town, and the strategic major growth sites at Thornton Science Park located within the North Cheshire Science Corridor, Northgate and Chester Business Quarter that form part of the Chester Central investment programme, offering major real potential for both new homes and job creation. However, these areas need unlocking by investment in transport infrastructure and smarter choice interventions in order to reach their true economic potential.



**Figure1: Map showing the Cheshire and Warrington Strategic Economic Plan (SEP) area – Spatial Profile and Investment opportunities**

The Borough has a population of 328,000 and covers 91,664 hectares and this area shares strategic multi modal transport corridors and borders with North Wales and Merseyside. The map clearly shows the extent of the strategic motorway, trunk road and rail networks through the bid area with the networks accommodating large flows of national, regional and local traffic across neighbouring LEP areas of Merseyside and Manchester. The strong sub-regional relationship between West Cheshire & North East Wales has a significant impact on cross-border commuting patterns.

This **Connecting the Atlantic Gateway** package will **support 23,895 local jobs worth £995 million per annum** to the local economy, **save 820 tons of carbon** per annum while addressing health issues. The package will focus on building and extending our current LSTF Connect to Jobs activities and achievements by improving access to key travel to work corridors, where there are both existing and future job opportunities. By making best use of existing rail, bus and cycle networks and improving access to these through a package of modest but effective interventions, this will encourage a reduction in car dependency and a more sustainable approach to how people reach work and training opportunities.

The emerging Local Plan for Cheshire West identifies major housing and employment growth within the bid area. The strategic employment sites at Rossfield Park, New Bridge Road, Port Bridgewater, Cabot Carbon, Former BP site and Hooton Park are central to the plans for economic growth in Ellesmere Port, as well as other key employment and housing sites within the City of Chester, specifically housing sites at Saighton, Wrexham Road and employment at Deeside Northern Gateway Enterprise Zone in Flintshire (North East Wales) as part of the greater Chester sub-region.

In 2013 the City of Chester has seen 5% growth in retail and attractions, building on its well established and growing visitor economy and an increasing need for sustainable transport links identified in the Chester Transport Strategy to bring wider economic benefit. To support this, the Council is making significant capital investment in a wealth of proposed new cultural and leisure offers including; new theatre, sport and leisure facilities. Sustainable transport provision is key to unlocking the potential for growth at these sites.

The key travel to work corridors that will be the focus for this bid are:

- (i) **The Chester – Ellesmere Port – Wirral – Merseyside corridor (linking to the strategic sites in Ellesmere Port and Thornton Science Park); and**
- (ii) **Links between Chester and Ellesmere Port and the Deeside Enterprise Zone in Flintshire, North East Wales (linking to the strategic sites in Chester Central including the Central Business Quarter)**

#### **A4. Total package cost (£m): £8.608m (£6.5255m in 2015/16)**

The revenue package to be funded through the LSTF comprises a £0.635m contribution from the DfT. This revenue bid has been aligned to a separate £0.950m Local Growth Fund bid for complementary capital infrastructure through the SEP (which includes a £0.285m local capital contribution). This is supplemented by a £4.94m package of local authority and third party capital and revenue measures with a total package cost of **£6.5m (to 2015/16)**. In the period up to up to 2020/21, future Local Authority and third party contributions bring the total cost of the package to **£8.608m**.

## A5. Total DfT revenue funding contribution sought (£m): £0.635m

## A6. Local contribution (£m): £4.940m



We have secured significant financial contributions towards the *Connecting the Atlantic Gateway* package which are summarised in Table 1 and below. Letters of support confirming financial commitments are shown in Appendix 3.

**Table 1: Summary of Financial Local Contributions (2015/16)**

		2015-16 (£) Local Contribution
	Programme Management (includes bid preparation)	20,000
<b>Theme 1 - Improve Local Access to Longer Distance Commuter Trips</b>	CBQ: new public realm, gateway and station car park improvements	3,800,000
	Chester to Thornton Science Park – Staff & Student Shuttle Bus	100,000
	Bus Service (Cheshire Oaks to Ellesmere Port Railway Station)	120,500
	Park and Ride bus subsidy for staff out side Chester green zone	60,000
	Chester Station to Chester Zoo Improvements	59,500
	Chester to West Cheshire College, Ellesmere Port – Student Shuttle Bus	70,000
	Waitrose Development: footbridge, public realm improvements, new car park, junction improvements along Boughton Road (£40m total scheme)	500,000
	Neptune Development: car park and public realm improvements (£10m total scheme)	100,000
<b>Theme 2 - Addressing Local trips and Active Modes</b>	University of Chester to offer staff a cycle salary sacrifice scheme	6,000
	Thornton Science Park, future bus stop maintenance and repair costs	500
	Facilities for staff at The Countess of Chester Hospital encouraging walking and cycling.	60,000
	Site Travel Plan for Thornton Science Park	4,000
<b>Theme 3-Smarter Choices</b>	Smarter Choice Delivery – New Sustainability & Energy/Travel Officers	40,000
	<b>TOTAL</b>	<b>4,940,500</b>

### Theme 1 (Addressing local access for longer distance commuter trips)

**Chester Renaissance:** As part of the One City Plan, a remodelling of part of the Grade II\* listed Railway Station and adjoining Queen Hotel complex to create a new landscaped public realm area, car park and 'gateway' from the station into the Business Quarter (**total £3.8m capital, £617K capital from the European Regional Development Fund and £3.2m from the Cheshire West and Chester Council's capital programme &/or loan**).

**University of Chester** to provide a direct regular and straightforward Shuttle bus service connection for staff and students between Chester and Thornton Science Park (**total £100k revenue and capital per annum**).

**Cheshire West and Chester Council / M&S (S106) / Merseyrail:** Continuation of improved bus/rail connections at Ellesmere Port Station linking to Cheshire Oaks and Deeside Industrial Estate (**total of up to £130k revenue**).

**Cheshire West and Chester Council** to provide Park and Ride bus subsidy for employees living outside the Chester green zone area, reducing congestion and carbon emissions (**total of up to £60k revenue**).

**Chester Zoo:** underwriting the provision of a new bus service between Chester Station and the Zoo – utilising spare Park and Ride bus capacity and other measures to promote smarter choices (**up to £59.5k revenue**).

**West Cheshire College** to provide a direct regular and straightforward Shuttle bus service for students between Blacon, Chester & Ellesmere Port Campus (**total £70k revenue & capital, £30k revenue support beyond 2015-16**).

**Waitrose:** New Waitrose scheme providing new at grade footbridge and public realm improvements linking to the Chester Business Quarter, new car park, junction improvements along Boughton Road, and the creation of new smaller retail units (**total £40m revenue and capital, £500k relating to transport infrastructure**).

**Neptune Developments:** Redevelopment of Shot Tower former lead works, planning 530 homes (residential apartments), ground floor commercial space of 9,000 sq ft, parking and public realm improvements (**total £10m revenue and capital, £100k relating to transport infrastructure**).

### Theme 2 (Addressing local trips to access employment and training)

**University of Chester:** Appointed Travel Plan Services to prepare a travel plan for their new Thornton Science Park campus, this will host between 20–40 business start up incubator units to retain skills in local economy (**£4k revenue**).

**Cheshire West and Chester Council:** Any future maintenance and repair costs of the proposed bus stop infrastructure improvements at Thornton Science Park will be met by the Council (**total £0.5k revenue p/a**).

**University of Chester:** University of Chester to offer staff a cycle salary sacrifice scheme (**£6k revenue**).

**The Countess of Chester:** Investment in an increase in the quantity and quality of storage and changing facilities for staff commuting to and from the hospital (**total £60k capital**).

### **Theme 3 (Smarter Choices)**

**University of Chester:** Employing two new sustainability & energy/travel officers, delivering Smarter Choice interventions to staff, students and potential partners at Thornton Science Park and other sites (**£40k revenue**).

## **A7. Equality Analysis**

All elements of the scheme will be designed and implemented in accordance with the Equalities Act 2010 and in conjunction with Cheshire West and Chester's own equality regulations which are set out in accordance with the Disability Discrimination Act 2005. As part of the detailed design process an Equality Impact Assessment will be carried out to ensure conformity with the Equalities Act.

Has any Equality Analysis been undertaken in line with the Equality Duty?

Yes  No The Equality Analysis Form undertaken for the bid can be made available upon request.

## **A8. Partnership bodies:**

We plan to work with a number of key partners in delivering the **Connecting the Atlantic Gateway** package. The expected role and responsibilities of our partners has been outlined below, with letters of support providing evidence of their willingness to participate in delivering our proposals, see Appendix 3.

**Bus and Rail Operators:** The Council has already built an excellent relationship with principal bus / rail operators in the bid (i.e. **Stagecoach, Arriva, Avon Buses, GHA / Merseyrail and Northern Rail** operated by Serco-Abellio). Building on the success of the previous LSTF interventions has enabled extremely constructive and exciting projects to be delivered in the area. We are therefore planning to extend these schemes by delivering a range of Station Travel Plans and improved and enhanced cycling facilities, enabling transport to unlock potential new growth, employment and housing sites identified within the bid area.

**Land Owners: Peel Holdings Ltd** is the major land owner within the proposed Atlantic Gateway area with land owned in the bid area extending from the Mersey estuary along the Manchester Ship Canal. Peel has tremendous aspirations for growth in Ellesmere Port including proposals for developments that include 7,000 new homes at Ellesmere Port Waterfront, plus a new "Energy from Waste" plant proposing 1,000 new jobs at Ince nearby.

The **University of Chester** has been a fundamental partner of the Connect to Jobs project and has acquired the Thornton Science Park site in Ellesmere Port, neighbouring the **ESSAR** oil site and the University has appointed **Travel Plan Services (TPS)** to prepare a travel plan for their new campus. From September 2014, the site will be home to 400 students increasing to 1,200 students over the next 3 years, undertaking degrees that have employability at their core. The Science Park will also offer between 22-42 'incubator spaces' for young and developing enterprises, with surplus land available to accommodate new multi-national companies on site.

Other potential delivery partners from the 'Cheshire West and Chester and Warrington Framework Agreement' include consultants; **ATKINS, AECOM, Halcrow, Mott McDonald and WSP**. These consultants will be essential for assisting with delivering our LSTF programme and other complimentary scheme objectives;

**Chester Renaissance**, along with key partners **Muse Developments** and **Neptune Developments** are delivering the first phase of the Chester Business Quarter from CWAC's Strategic Planning Committee, creating 3,500 new jobs.

**Cheshire and Warrington Local Enterprise Partnership (LEP)** has been an important partner ensuring the revenue package aligned to the SEP to assist with the wider sub-regional economic growth aspirations.

The **Cheshire and Warrington Local Transport Body (CWLTB)** is a publicly-accountable body with a single strategic objective: "To improve transport infrastructure to secure significant connectivity gains in the support of economic growth and prosperity". CWLTB have the power to invest capital in Local Sustainable Transport Fund.

**Cheshire West and Chester Council Public Health** – Discussions have taken place regarding opportunities to link the proposals outlined in this bid with existing public health programmes run by the authority. Public Health are already engaged in the current LSTF programme, assisting us with developing walking and cycling schemes that target health and transport initiatives.

**Ellesmere Port Area Delivery Board:** The board comprises members of both public bodies and private organisations across the bid area. Its membership includes business leaders who have an important stake in the regeneration and growth of Ellesmere Port and developers (such as Peel Holdings). Our LSTF proposals and objectives are outlined within **Ellesmere Port Vision and Strategic Regeneration Framework** and will play an important part in its delivery.

**Cheshire Oaks:** We will build on our existing engagement & delivery activities with our two key partners/land owners: McArthur Glen Management Company of Cheshire Oaks Designer Outlet Village and The Crown Estate who own the Coliseum Leisure Park, with 15% growth per year in visitors. Travel plans include; Marks & Spencer and Debenhams.

**Ellesmere Port - Our Place:** The Our Place initiative crosses the full range of services being successfully delivered at neighbourhood level by a multitude of agencies including the third sector. Our Place has facilitated the introduction of local centres such as the Housing, Health, Employment, Enterprise and Training (HHEET) Centre in Ellesmere Port and Chester to tackle worklessness and social issues; the Council delivers its Work Programme locally at these centres (on behalf of Job Centre Plus). Our LSTF proposals are to advise with the HHEET Centre to assist a transition of a small number of long term unemployed people back into real jobs.

**Cross Border Authorities:** The bid area borders closely with Wales where the provision of transport is funded by the **Welsh Assembly Government**, through **TAITH** and **Flintshire Council** in the bid area, to deliver transport priorities for Wales. Deeside Industrial Estate sits just across the Welsh border in Flintshire and is an important employer for residents in our bid area. The industrial estate is a newly created Enterprise Zone that predicts job growth from the existing number of 9,000 to 14,000 within five years. The LSTF has, therefore, provided the Council with a fantastic opportunity to work with Flintshire Council between Wales and England to improve access to jobs and open up wider labour markets.

**Cross Boundary Authorities:** The bid area focuses on improving transport links between Chester – Ellesmere Port, the Wirral and Merseyside. The bid will facilitate easier cross boundary travel to job and training opportunities by bus, rail and bike. **Merseytravel** are the Agent for the **Merseyrail** franchise which operates a frequent rail service through our bid area. We have worked closely with **Merseytravel** (and the metropolitan district of **Wirral Borough Council**) to develop our cross boundary schemes aimed at modal shift through park and ride capacity increase proposals for Hooton Station, bus/rail interchange improvements and smart ticketing developments.

**Cross Boundary Authorities:** The Mersey Dee Alliance (MDA) forms a strategic working group that brings together local authorities of Cheshire West and Chester, Chester University, Denbighshire, Flintshire, Glyndwr University, Wirral, Wrexham, and the Welsh Assembly Government and Merseytravel, built from recognition of shared economic, social and environmental interests across the area, providing joint working to ensure a sustainable economic future.

**Chester Zoo:** The Zoo is situated within the bid area and is one of the major tourism attractions in the UK. During busy peak periods the A41, a main route into Chester and Ellesmere Port, can become more congested with Zoo traffic. Chester Zoo is working closely with the Council supporting bus service improvements to address the congestion and to facilitate its future expansion plans that will create an additional 300 jobs. The LSTF provides opportunities to work with the Zoo on the promotion of active and sustainable travel measures.

## **A9. Local Enterprise Partnership**

The three transport authorities within the Cheshire and Warrington LEP (Cheshire East, Cheshire West and Chester and Warrington) are each submitting bids to the LSTF which are fully aligned with the SEP document “Cheshire and Warrington Matters” and its long term transport vision and objectives. The LSTF revenue projects complement the sustainable transport capital projects listed in the SEP as they help to lock-in improved connectivity to key strategic growth sites by sustainable travel, and in doing so, provide links for all people to access jobs and training opportunities across the LEP area.

The proposed revenue package of wider smarter choices, behavioural change and promotional activities for our **Connecting the Atlantic Gateway** package will deliver connectivity to key strategic growth sites by sustainable modes, and in doing so, provide links for all people to access jobs and training opportunities. Building on the experience, lessons learnt and success of the first round of LSTF funding, and the development of the bids has been co-ordinated across the sub region to maximise opportunities for joint working and collaboration.

**Cheshire and Warrington Local Enterprise Partnership (LEP)** has been a critical partner in preparing this bid ensuring the proposed package assists the wider sub-regions economic growth aspirations. The LEP has provided a Letter of Support included with this application, (included in Appendix 3).

The SEP for the whole sub-region is both sustainable and inclusive, and due to the extensive reach of our economy it will generate economic, social and environmental benefits not only to Cheshire and Warrington but to our neighbouring LEP's, and to North and mid-Wales. It will support the long term ambition to become a £35bn economy by 2030, bringing forward national and local strategies and programmes for economic growth beyond 2016-21. Supporting strategic housing, employment and training sites within the Borough including; Chester Central, University of Chester expansion, Chester Business Quarter and other key strategic developments outlined in the Chester Transport Strategy. These schemes all underpin our ambitious long term strategy and vision for behavioural change.

The Strategic Framework sets out how we will achieve this Vision, with a set of strategic imperatives that will frame and guide our actions and investments going forward. Linking to strategic national growth policies as well as local policies. Proposals are also closely aligned with key objectives set out in a number of our framework strategies and policy documents and those of our partners including:

- **Sustainable Community Strategy 2010–2026;**
- **Altogether Better, Council Plan 2011-15;**
- **Cheshire West and Chester Council LTP3 (2011–2026);**

- **Cheshire West and Chester Local Development Framework (Local Plan);**
- **Vision 2050 – A sustainable future for Cheshire West and Chester;**
- **Cheshire and Warrington Sustainability Commission;**
- **Merseyside Local Transport Plan; and**
- **North East Wales Area Based Transport Study.**

We have the capacity to accommodate and have a proven track record in delivering growth. We have demonstrated the ability to deliver through our successful Connect to Jobs package, which is supporting 17,000 local jobs worth £333m per annum to the local economy, whilst saving 903 tons of carbon. Cheshire and Warrington hosts some of the UK’s most significant growth locations, including the wider Atlantic Gateway in Cheshire and Warrington, and capitalises on the potential for High Speed Rail, & Thornton Science Park (Energy), Science Corridor. These represent major innovation and enterprise opportunities in strategically important sectors sub-nationally, nationally, and internationally. The LEP fully endorse our LSTF bid, supporting the economic growth aspirations outlined in the SEP.

The respective bids from the three constituent local authorities in the Cheshire and Warrington LEP area (Cheshire West and Chester Council, Cheshire East Council and Warrington Borough Council) will be cross referenced within the final SEP document that will also be submitted on 31 March to Government. The specific page references to sustainable travel projects are (although page numbers are subject to change):

- Reference to “Intervention Priorities”, big ticket actions Atlantic Gateway and Science Corridor, page 8;
- Reference to “Enabling Programmes” linking to the Atlantic Gateway and Science Corridor, page 15;
- Reference to sustainable transport measures, pages 17, 18 and 19 in the table of “Foundation Investments”;
- Details of scheme costs and funding profile are set out in “Annex A: Transport Investment Programme”; and
- The “Proforma LGF Enabling Transport Infrastructure” highlights LSTF funding as critical for delivery of objectives.

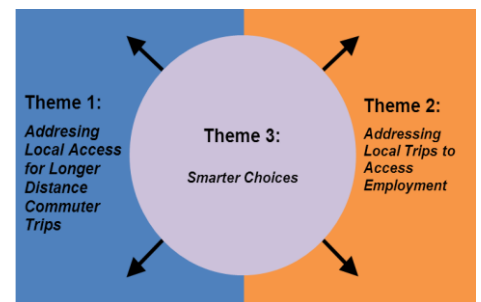
## **SECTION B – The Business Case**

### **B1. The Scheme – Summary**

#### **Package Description**

Our package is based around a series of effective and proven investments which we believe will provide a more sustainable approach to help people reach jobs and training opportunities, focussing largely on walking and cycling. This package has been designed following national guidance; Door to Door Strategy, the Cycling Revolution paper and other cycling/walking strategies. The bid has been developed around three over-arching themes as shown in the diagram to the right:

**Diagram 1: Over arching themes**



The **Connecting the Atlantic Gateway** package focuses on supporting the significant existing and emerging employment and training opportunities, considered essential to help deliver the Atlantic Gateway, Thornton Science Park within the North Cheshire Science Corridor and Chester Central vision and objectives. It builds and extends on our current LSTF Connect to Jobs programme and former Cycle Demonstration Town activities and achievements, focusing on key travel to work corridors between Chester, Ellesmere Port, Merseyside and Deeside. We propose a three themed package in order to tackle current vehicular traffic levels and provide sustainable travel choices to enable local people to access existing and future employment and training opportunities along these travel corridors.

The bid will run in parallel with a separate bid for capital funding of £950k (£665k LGF & £285k from other sources) which has been submitted as part of the Cheshire and Warrington Local Enterprise Partnership’s SEP. Both bids have been aligned to compliment each other by delivering schemes which encourage sustainable travel initiatives focused on walking and cycling. This revenue bid of £635k is designed to successfully deliver the Smarter Choices package independently of the capital measures, although joint delivery will provide wider economic benefits & value for money.

The schemes outlined are realistic, affordable and deliverable within the 12 month delivery window. The proposed package has been split by revenue and capital components with these having been developed to combine modest capital infrastructure improvements funded by the SEP. Table 2 outlines the revenue measures and the specific issues and objectives they seek to address.

**Table 2: Revenue Measures sought from LSTF 2015-16**

<b>Package Measure</b>	<b>Brief Description</b>	<b>Issues Identified</b>	<b>Objective</b>	<b>Overall Impact</b>	<b>Cost (£m)</b>
Promotion & Signing of Cycle Routes	Promotion, materials and signing of Ellesmere Port cycle Greenway routes for businesses & residents	High levels of car ownership and use. High level of carbon emissions.	Reductions in proportion of travel to work journeys by car.	Tackling climate change. Improving Air Quality	0.050
Business Travel Planning	Support in the development/delivery of travel plans and encouraging collaboration	Support economic growth without creating additional traffic problems.	Growth, regeneration and job creation supported by enhanced sustainable accessibility. Reduced traffic impact of new developments on local and strategic transport network.	Supporting economic growth.	0.080

Personalised Travel Planning	Targeted, destination-based travel advice at businesses, railway stations & town centres	Complex travel patterns and majority of commuter trips made by car.	Increased mode share by sustainable modes to existing and future job opportunities. Reduced congestion. Improved journey time reliability.	Supporting economic growth.	0.120
Railway Station Travel Planning	Access audits, travel surveys, improving access at rail stations within the target area	Support economic growth without creating additional traffic problems. Need to improve health by promoting active forms of transport.	Increased levels of walking and cycling to/from stations linking to employment sites. Wider benefits of increasing levels of active transport by wider community.	Improving safety. Actively promote increased physical activity and health benefits.	0.080
Delivery and Promotional Campaign	Deliver a focused, well-targeted campaign promoting the benefits of sustainable transport activities	High levels of car ownership and use.	Reductions in proportion of travel to work journeys by car.	Tackling climate change. Improving Air Quality	0.100
Smarter Choices	Engagement, delivery and promotion of sustainable transport at businesses and for residents	Need to encourage changes in travel behaviour.	Increase mode share for travel to work journeys by sustainable modes. Wider benefits of increased levels of cycling, walking, bus use and car sharing for all trips types.	Tackling climate change. Improving Air Quality. Improving health and wellbeing. Building more sustainable communities.	0.180
Monitoring & Evaluation	Manage objectives against targets set, monitor & evaluate outcomes & performance	Building on good practice to improve scheme delivery, accountability for future projects beyond 2016.	Collection information from proposed package; Learn from experiences to improve practices and activities for future schemes; improve accountability of resources, promote beneficiaries of the initiative.	Supporting economic growth. Tackling climate change. Improving Air Quality. Improving health and wellbeing.	0.025
<b>TOTAL</b>					<b>0.635</b>

**Table 3: Capital Measures sought from SEP 2015-16**

Package Measure	Brief Description	Issues Identified	Objective	Overall Impact	Cost (£m)
Access to Chester Business Quarter	Improved pedestrian access to Chester Business Quarter / crossings / cycle facilities	Support economic growth without creating additional traffic problems. Need to improve health by promoting active forms of transport.	Increased levels of walking and cycling to/from stations linking to employment sites. Wider benefits of increasing levels of active transport by wider community. Reductions in proportion of travel to work journeys by car.	Improving safety. Actively promote increased physical activity and health benefits. Tackling climate change.	0.2
Thornton Sustainable Infrastructure	Cycle network / bus stop infrastructure improvements to Thornton Science Park & EP	Support economic growth without creating additional traffic problems. Need to encourage changes in travel behaviour.	Increased levels of walking and cycling to training & employment sites. Reductions in proportion of travel to work and training journeys by car.	Supporting economic growth. Access to employment & training	0.75
<b>TOTAL</b>					<b>0.95</b>

The capital measures outlined in Table 3, form part of the wider SEP capital programme that will complement and underpin the LSTF objectives within this revenue bid e.g. access to Cheshire Business Quarter and new bus interchange in the City of Chester.

### THEME 1: Achieving for more sustainable longer distance commuter trips

**Thornton Sustainable Infrastructure** – The SEP (£700k capital) investment would unlock access to training and employment sites. It includes the formalisation of two separate segregated cycle routes to Thornton Science Park:

- Pedestrian/cycle route along A5117 linking Chester to Thornton Science Park (£450k capital);
- Pedestrian/cycle route along Oil Sites Road linking Ellesmere Port to Thornton Science Park (£150k capital); and
- Promotion, signing and minor permeability connectivity to existing cycle routes linking to Thornton Science Park and other major strategic employment, training and housing sites within Ellesmere Port (£100k capital).

### THEME 2: Addressing local trips to work and training; and

**Thornton Sustainable Infrastructure** – Bus Service (36, 36A Ellesmere Port – Cheshire Oaks – Thornton Science Park – Elton – Frodsham – Runcorn, Halton Lea North). The SEP (£50k capital) will formalise bus stops near the site entrance to Thornton Science Park to make travelling by bus a more attractive option, with local contributions funding all future maintenance, cleaning and repair costs estimated to be (£0.5k revenue local contribution) per annum. The existing bus service is subsidised by the Council at (up to £20.5k revenue local contribution) per annum.

**Access to Chester Business Quarter** - The SEP (£200k capital) for access and facility improvements at Central Business Quarter to include;

- Access and facility improvements including crossing at Boughton Gyatory (£180k capital); and
- General cycle permeability measures within the Chester Business Quarter (£20k capital).

Revenue measures will achieve a modal shift for short trips through changing travel behavior. Combining a number of tools, infrastructure, information, training, marketing and incentives into a package targeted at specific group of people, enables us to achieve significant increases in sustainable travel.

### THEME 3: Marketing, promotion and smarter choices activities

The Smarter Choices package will see an extensive campaign of behavioral change techniques being targeted at the new Thornton Science Park, the new Chester Business District and surrounding existing workplaces to encourage modal shift. With both development sites creating thousands of jobs and University placements, it is imperative that best practice from LSTF 2012/15 is applied at these sites to address travel behaviour before car dependency is embedded.

Under the Smarter Choices theme there will be real opportunity to work with third sector partners, support and develop social enterprises to develop and deliver Smarter Choice interventions, building on successful delivery and analysis of the LSTF 2012/15 Programme so far.

Smarter choices can be described broadly under three key headings; Business Engagement, Travel Planning and Smarter Choices Delivery.

**Business Engagement** – LSTF revenue funding will support the Smarter Choices team, working across all modes of transport, to deliver the behavioural change and delivery elements of our proposals. This will include workplace travel plan advisers to assist employers to develop smarter choice activities; working with the unemployed (alongside partner organisations such as Job Centre Plus) to provide the advice and means to get back to employment; the development of new partnerships with businesses to encourage use of the rail network. The Smarter Choices team will include: Mapping routes to employment – targeting the unemployed; Personalised journey planning – targeting employers and jobseekers.; How to get to resources – targeting the more independent or self sufficient; A business and community rail partnership – to engage with key local businesses.

**Travel Planning** – A range of travel planning methods will be applied in the proposed formats;  
**Business Travel Planning** – This will deliver travel plans to large employment sites in the Atlantic Gateway area, to assist workplaces in influencing workplace travel, provide travel information to unlock development opportunities to further job creation opportunities.

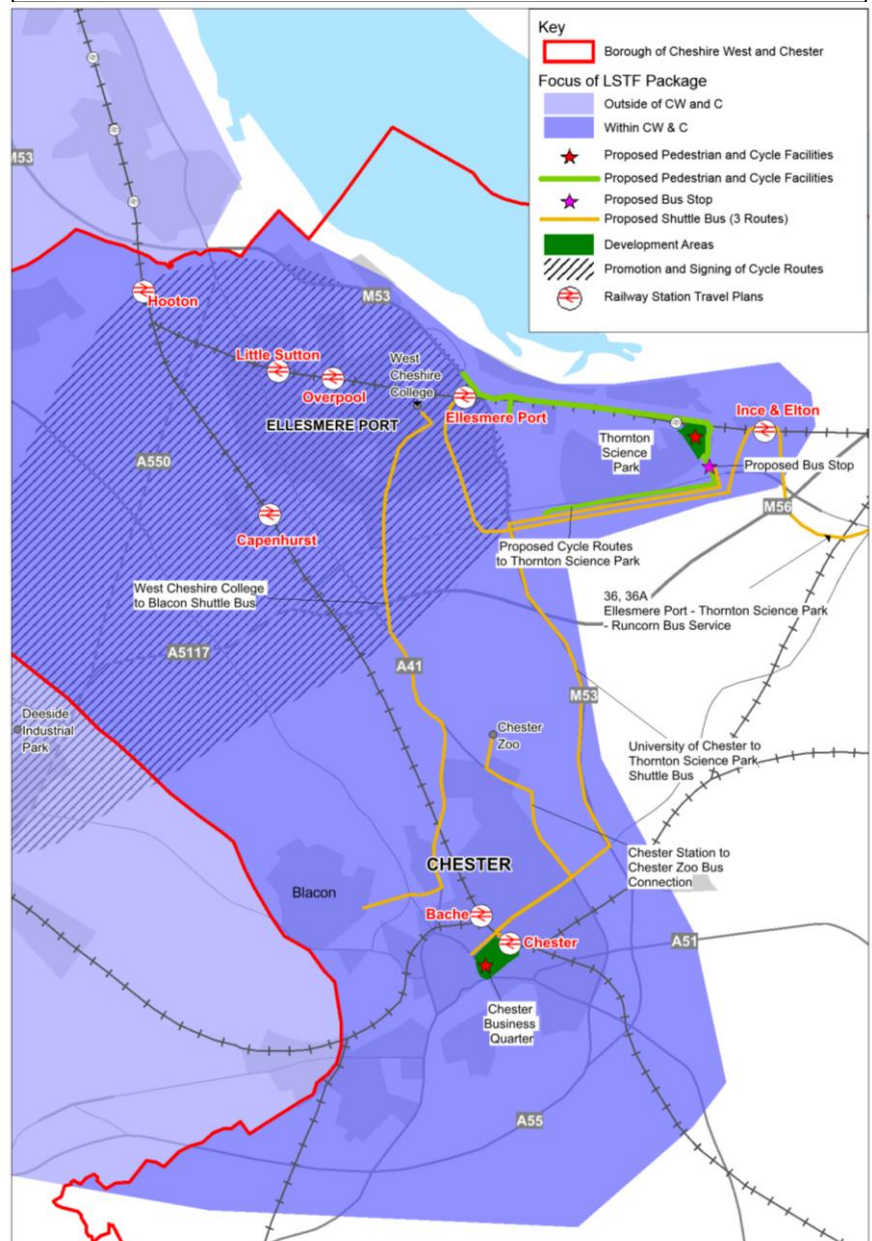
**Station Travel Planning** – Comprehensive assessments of Rail Stations in the Atlantic Gateway to assess accessibility, visual impact, information exchanges and promotion of services to actively increase use of public transport systems for commuter purposes.

**Personalised Travel Planning** – Highly successful in LSTF 2012/15, a large scale PTP project will enable us to not only change existing travel behavior, but to provide information necessary for workplaces and prospective employees to understand and influence travel options in the Atlantic Gateway area, thereby opening up travel horizons for potential employees.

**Smarter Choice Delivery and Promotion** – The Council recognises the importance of sustaining and incentivising activities to encourage modal shift. Projects identified through the business engagement and travel planning processes (revenue) will be assisted from development through to delivery, with actions being addressed through the delivery element of LSTF 2015/16. This will encourage workplaces to engage further with the LSTF Programme as tangible results will be evidenced.

Once modal shift has been achieved, promotion and active encouragement is required to maintain the transition into long term use, important for sustainable employment in the longer term. Evidence from the current 'Connect to Jobs' Programme demonstrated considerable behavioural change with many of the promotional events delivered. In addition

Figure 2: Connecting the Atlantic Gateway package schemes



to this, any infrastructure, public transport and wider promotions of LSTF and wider sustainable travel opportunities will be widely promoted to encourage individuals and workplaces to make use of new and existing sustainable transport options.

Overall, the package of Smarter Choice revenue measures will embed sustainable travel behaviour ensuring the longer term viability of all our interventions and investment post the LSTF period and well into 2021 and beyond.

Overall, the package of Smarter Choice revenue measures will embed sustainable travel behaviour ensuring the longer term viability of all our interventions and investment post the LSTF period 2015-16. The key elements of the bid that would be put in place in support of sustainable transport:

- Targeted infrastructure to help unlock developments and address barriers to sustainable access;
- Enhanced public transport links and sustainable travel opportunities to Chester Business Quarter and Thornton Science Park; and
- Improve awareness of sustainable travel options through the development of a package of travel choices that will provide enable employees and residents to adopt more sustainable travel behavior.

## B2. The Strategic Case

### Rationale for investment

The **Connecting the Atlantic Gateway** package targets a **key corridor of opportunity** linking residential areas to existing and emerging employment opportunities in Ellesmere Port and Chester. The package addresses the specific transport conditions and travel patterns within the area through the promotion and enhancement of sustainable travel options. It is also designed to build upon the success of the existing LSTF Connect to Jobs package through the established themes of: achieving more sustainable longer distance commuter trips; addressing local trips to work and training; and marketing, promotion and smarter choices activities.

The geographical coverage and measures identified in the bid are aligned with the Strategic Economic Plan (currently in draft form) that seeks to respond to the Government's challenge to maximise economic growth through a local approach to solutions and maximising opportunity. It also seeks to address wider national agendas relating to maintaining and enhancing transport infrastructure, housing provision and enhancing skills. The growth agenda set out in the SEP looks to build upon the specific strengths of the sub region which are identified as being:

- Open for business, with sites and premises available for commercial, industrial, and residential development;
- An attractive location where people want to live and put down roots;
- One of the best performing economies in England and the strongest in the North of England with GVA per head above the England average; and
- A diversified, balanced and increasingly knowledge orientated economy.

Whilst positive there is an acknowledgement that there are a number of challenges facing the area that are holding back its economic potential. Transport is one such challenge, in particular the internal transport network. In creating the conditions for sustainable growth transport is therefore highlighted as a priority including as part of investment in the key 'big ticket interventions' which are cross cutting investment opportunities.

Through supporting accessibility the proposals set out in this bid directly link to two of these big ticket locations through the Atlantic Gateway in Cheshire and Warrington and Thornton Science Park. At a SEP theme level transport is also identified as having a key role in improving access to strategic employment and housing areas and sites across the area to unlock sustainable growth. The aspirations outlined in the SEP are long term and strategic in nature seeking to embed the themes and actions up to 2021 and beyond thereby providing long term support for improvement in these areas.

In addition to the SEP, proposals are also closely aligned with key objectives set out in a number of our framework strategies and policy documents including:

*Sustainable Community Strategy 2010–2026* – Sets out a vision of a prosperous and attractive Borough including a priority to develop a thriving, strong and sustainable world class economy for the future, supported by highly skilled motivated people and a sustainable transport system.

*Altogether Better, Council Plan 2011-15* – Recognises that transport is central to delivering economic growth and a sustainable future. There is a focus on ensuring that transport links opportunities to areas of need, reducing carbon emissions from local transport and encouraging healthier and more active lifestyles.

Cheshire West and Chester Council LTP3 (2011–2026) - The bid is closely aligned with the objectives that we have set out in our current LTP published in 2011. The principal objectives that this bid support are:

- Reduce traffic congestion and enhance the capacity of the Borough's local and strategic transport networks;
- Develop transport schemes and measures that help support economic viability;
- Support the delivery of new developments and housing while limiting the impact of additional traffic;
- Improve connectivity between West Cheshire and the surrounding area;
- Improve and encourage the use of sustainable (low carbon) transport;
- Encourage healthier lifestyles by promoting more active forms of transport such as cycling and walking;
- Reduce transport related air quality problems

- Increase accessibility to employment and training opportunities; and
- Improve physical accessibility and remove barriers to mobility

*Cheshire West and Chester Local Development Framework (Local Plan)* – Seeks to support sustainable economic growth in the Borough with a particular focus on supporting new development in accessible locations. The Plan will be subject to Public Examination in June 2014.

Cheshire and Warrington Sustainability Commission – The Council and its partners are driving the carbon reduction agenda by setting up a Commission of Inquiry with the goal of a carbon neutral Borough. Moving towards a more sustainable approach to transport is one of the themes that will be reviewed. If this bid is successful, our proposals will provide useful evidence to inform the work and recommendations of the Commission.

### **Contribution to the local economy**

As outlined above transport and accessibility are fundamental to the growth aspirations of the local area. Enhancing connectivity, both internal and external, will be vital to maximise potential for businesses and residents as we emerge from the recession. The proposals will raise awareness of sustainable access to key economic sites within the Atlantic Gateway, Thornton Science Park part of the North Cheshire Science Corridor and Chester Central are accessible. Building on current initiatives in the Connected to Jobs package the proposals will also support access to important developments that are planned to come forward over the lifetime of this bid and which will increase employment opportunities within the target area (as summarised in Table 4). Although the package only covers a limited timeframe it is planned that the methods used and implemented will be sustained through developer contributions at large sites.

**Table 4: Future Employment Growth**

	<b>New Jobs</b>
A new Debenhams superstore at Cheshire Oaks	150
A new mixed-use development at Rossfield Park, Ellesmere Port	150
A new Waitrose store and hotel development in central Chester	400
Bank of America based at Chester Business Park	1,000
British Aerospace, Broughton	650
Cabot Carbon distribution centre, Ellesmere Port	850
Camel Lairds, Birkenhead Docks	2,000
Chester Business Quarter adjacent to Chester Railway Station	3,500
Former BP Stanlow Site (Major Recycling / Waste to Energy Hub Investment)	300
Gorse Stacks Integrated Development Centre (NHS super clinic, office space)	300
Hooton Park (Industry and Distribution)	500
Ince Energy from Waste Plant	1,000
Northern Gateway Enterprise Zone, Deeside	5,000
Port Bridgewater (multimodal port hub)	1,400
Technology Park Newbridge Road, Ellesmere Port	2,000
Tetra Pak at Chester Business Park	70
Thornton Science Park, Ellesmere Port - Incubator units within the University for SME	125
Thornton Science Park, Ellesmere Port - University and Private Sector	4,500
<b>Total future jobs supported by the Package</b>	<b>23,895</b>

Access to training is also a key component of economic development and ensuring access to the new University campus at Thornton will be vital to maintain its long term sustainability and growth as a science hub. CW&C is working with the University to maximise the opportunities that exist at this site by ensuring a range of travel options remain available.

In addition to employment, the Council has ambitions to significantly increase the amount of new housing in the Borough. The emerging Core Strategy is based around a growth scenario of between 1,000 and 1,300 new dwellings being provided each year. Current assumptions suggest that 25% of these new homes could be built in Chester and a further 20% in Ellesmere Port. There is currently planning permission granted for 3,038 new dwellings within the bid area.

### **The *Connecting the Atlantic Gateway* package would address the following areas of economic opportunity:**

- **Need to provide and support sustainable transport to access new and existing job opportunities and training both within Cheshire West and with surrounding areas;**
- **Need to support economic growth without creating additional problems; and**
- **Respond to complex travel to work patterns and high levels of travel to work by car.**

**The package is estimated to support the creation of 23,895 jobs, helping to facilitate an increase in GVA of £995m per annum.**

The proposals are also seen to be a vital tool in helping to address deprivation and promoting equality through providing access to employment and training. Although comparatively affluent, the Borough has a number of areas of significant deprivation and there is a danger that these are masked by an overall impression of wealth and prosperity. A number of wards in Ellesmere Port, and Blacon and Lache in Chester, fall within the top 5% most deprived wards in England. The population affected is summarised in Table 5 whilst a map demonstrating areas in the Borough with high level so deprivation is shown in Appendix 1.

**Table 5:** Number of People living in IMD Ranked Wards in Chester and Ellesmere Port

IMD Rank	Ellesmere Port	Chester
1-5%	2,707	2,925
6-10%	2,787	3,167
11-15%	6,808	2,934
16-20%	8,850	4,489
21-25%	5,288	1,437

These areas tend to suffer from a combination of complex problems such as reduced life outcomes and significant differences in life expectancy (e.g. a 13 year disparity between the most deprived and prosperous wards in the Borough). This translates as high unemployment, low skills and qualifications, low incomes, high levels of crime, higher incidence of road traffic collisions, poor housing and health outcomes. Consequently, in key wards in Ellesmere Port, more than 85% of children are living in child poverty. We know that the travel horizons for people living in deprived areas tend to be much lower than those living in more affluent areas.

The average household income in Ellesmere Port is 9% below that for the rest of the Borough and 5% below Great Britain. Ellesmere Port contains some of the highest levels of deprivation in Cheshire with 12 lower level Super Output Areas being in the highest 20% in England on the Index of Multiple Deprivation 2007. The wards of Westminster and Central Ellesmere Port have the highest levels of unemployment in the Borough at 9% of working age.

Raising awareness of travel horizons through the presentation of travel choices has a clear role in promoting access to employment and training opportunities. Although at 18.6% the proportion of households without a car is lower than the regional (28%) and national averages (25.6%) but this still represents a significant number of residents that are reliant on other modes. In Chester City the figure is even higher at 46.1%.

In addition to supporting employment there is clear evidence of the wider economic benefits of promoting sustainable travel. Active transportation, including transportation by bicycle, is a way of incorporating physical activity into everyday life and can thus contribute to public health gains by increasing the level of physical activity in the population.

If one third of car journeys under five miles were transferred to foot or cycle it would save as many lives as all other heart disease prevention measures put together. Economic analysis of cycling interventions also suggests that average benefit per additional cyclist is £590 per year, and that small increases in cycling numbers can justify investment in new cycling infrastructure principally due to the health benefits which accrue.

**Connecting the Atlantic Gateway package contributes to tackling the following deprivation and social issues:**

- Although relatively affluent the Borough has a number of areas where there are significant deprivation issues;
- Need to raise travel horizons, address level of deprivation and promote equality of opportunity to access job and training opportunities;
- Need to improve health by promoting more active forms of transport.

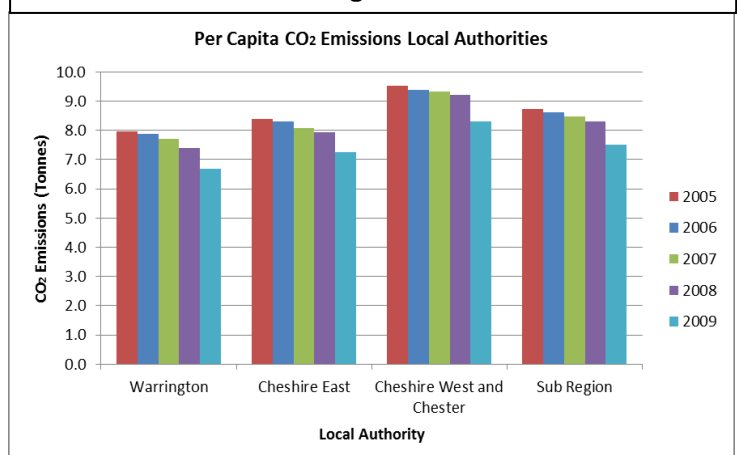
**Impact on transport**

Although a slight decline was experienced in traffic levels following the economic downturn levels are now starting to rise again. The emerging developments and growth opportunities outlined above will further increase demand for travel on the network. Overall traffic is expected to grow in the bid area by around 13% over the lifetime of the current LTP. Whilst there has also been a decline in per capita emissions in West Cheshire, Diagram 2 demonstrates that per capita emissions remain higher per head than for its neighbouring authorities within the sub region with transport a significant contributor to CO<sub>2</sub> emissions.

In summary, a number of specific transport challenges have been identified that the package will seek to address:

- Complex travel patterns and areas of high congestion and network stress, in particular on key radials and the Inner Ring Road in Chester;
- Over-reliance on the use of the car including for longer distance commuter trips adding to increased congestion and delays on the sub-regional road network – the percentage of Cheshire West and Chester employed residents who travelled to work as a driver or passenger of a car or van was 73.9% compared to a national average of 63%;
- A do nothing approach is likely to encourage increased levels of car borne commuting to

**Diagram 2: Per Capita Emissions for the Local Authorities in the Sub Region:**



- existing and new job opportunities unless steps are taken to promote more sustainable alternatives;
- Opportunity to invest and sustain smarter choices programme to “nudge” people towards more sustainable modes of transport to reach work and training; and
- Address poor perception about quality and reliability of alternatives to the car for commuter trips - the percentage of employed Cheshire West and Chester residents who travelled to work by public transport was 5.7% compared to a regional figure of 11.7% and national figure of 16.4%.

The Connecting the Atlantic Gateway package provides a real opportunity to build upon the legacy and lessons learnt from the Cycle Demonstration Town project and the LSTF Connect to Jobs package to embed a culture of sustainable travel. LTP consultation revealed strong community support for steps to be taken to promote smarter choices as a means to reduce traffic congestion and carbon emissions. The proposals set out in this package respond to this support and take advantage of the considerable scope to promote and encourage greater use of existing sustainable transport links to new and existing employment sites.

A broad approach has been taken in targeting travel choices and behavioural change. Primarily the focus is on access to employment and supporting access to key employment sites in the City Centre and Ellesmere Port. A targeted approach is to be taken to the provision of travel advice to ensure that opportunities are linked to infrastructure while promotional activity will widen awareness of sustainable travel options. The proposed supporting infrastructure measures will also target walking and cycling links to Chester Business Quarter and Thornton Science Park, where CW&C will continue to work with the University to develop sustainable travel options. There is also an identified opportunity to make greater use of the rail network for sustainable access and interchange. Station travel plans present the opportunity to maximise the use of existing infrastructure.

#### **Connecting the Atlantic Gateway package contributes to tackling the following transport issues:**

- **Increased demand for travel as new economic opportunities are brought forward.**
- **High car ownership and perceived over reliance on travel by car – inherent challenges associated with changing travel behaviour;**
- **Need to encourage and promote existing and new sustainable travel options in particular to employment sites;**
- **Higher than average carbon emissions and a need to manage emissions from transport, in particular in the Air Quality Management Areas (AQMA). The package is estimated to result in reductions carbon emissions of 820 tonnes per annum.**

#### **How the proposal meets the objectives of the fund.**

The proposed package, as set out in section B1, has been carefully designed to maximise potential for economic and environmental benefits. Smarter choices and promotional activities, complemented by targeted improvements in infrastructure have been designed to address specific challenges and opportunities in the area.

The following table provides an overview of how the package measures align with the objectives of the fund.

**Table 6: Individual package measures align with the core and wider objectives of the fund**

<b>Core objective</b>	<b>Package alignment</b>
Support the local economy and facilitate economic development	The package has a <b>strong economic focus</b> with a clear objective of enhancing access to core employment generators in the Atlantic Gateway. Capitalising on the existing partnership based approach the package of measures seeks to build upon existing success to strengthen employment catchments and improve economic opportunities for all. The package is estimated to support the creation of 23,895 jobs, helping to facilitate an increase in <b>GVA of 995m per annum</b> .
Reduce carbon emissions	Cheshire West and Chester has higher carbon emissions per capita than its neighbours Cheshire East or Warrington and is higher than the average for the Sub Region. Transport plays a significant contribution to carbon emissions in the Borough therefore, promoting sustainable travel has the potential to reduce the contribution of travel. The promotion of sustainable travel options is expected to annually take <b>132,000 car journeys off the road</b> reducing carbon emissions by 820 tonnes per annum.
<b>Wider Objectives</b>	
Help deliver wider social and economic benefits for the community;	Although comparatively affluent, the Borough has a <b>number of areas of significant deprivation</b> . Tailored travel advice through Personalised Travel Planning complemented by sustainable transport promotional campaigns would help link people to existing and emerging employment opportunities and also training. In doing so the programme would help to address arrange of social issues including unemployment, low skills and qualifications, and health problems.
Improve safety	Support for modal shift will help to address overall levels of injury accidents through reduced traffic levels.  Cyclists will benefit from <b>improvements to the cycle network to Thornton Science Park and Ellesmere Port</b> . Enhanced levels of segregation will improve safety for cyclists and ensure that the routes are highly accessible to a cross section of users.  <b>Improved facilities for pedestrians accessing the Chester Business Quarter</b> will help to address safety concerns for pedestrians accessing employment opportunities in this area (there were 21 collisions involving pedestrians in the area between the city centre and business quarter between Jan-2009 and Dec 2013).
Bring about improvements to air quality and wider environmental benefits	Two Air Quality Management Areas have been designated within the Borough and both are within the area covered by this bid. Awareness raising and promotion of sustainable travel will support more sustainable travel choices and reductions in single occupancy car trips with the associated reductions in emissions. Reductions in traffic and congestion can also support improved amenity.
Actively promote increased levels of physical activity and associated health benefits.	It has been recognised that there has been a steady decline in physical activity in recent years with the associated impact on overall health. A large proportion of trips are distances that are suitable for replacement with cycling trips increasing by 355,300. The proposals, through targeted travel advice and enhanced infrastructure, would look to address real and perceived barriers to walking and cycling.

### B3. The Economic Case – Value for Money

#### Summary

A cost-benefit analysis has been undertaken for the 'Connecting the Atlantic Gateway' package in order to derive a Value for Money (VfM) case for the proposals. A summary of the forecast monetised benefits of the scheme over the first five years of the appraisal is shown in Table 7, which reports a **Present Value of Benefits of £2.6m**. For the purpose of the appraisal a 30 year assessment has been carried out which shows that the package is forecast to deliver a 'very high' level of VfM, with a benefit cost ratio of **4.58:1**.

The methodology used for the appraisal is outlined in summary form in this section, with more detailed information provided in the Economic Appraisal Report (**Appendix 5**). The Scheme Impact Proforma is included in **Appendix 6**.

The appraisal includes the following measures:

- An area wide revenue package for which DfT funding is being sought - this comprises travel planning, signing, and marketing and promotional campaign; and
- Capital measures associated with improved cycle facilities to access the Thornton Science Park campus; and
- A shuttle bus service (to be funded by the University of Chester) which will operate for the first four years of the campus opening (September 2014).

#### Demand Assumptions

Demand for the cycle infrastructure measures at the Thornton Science Park site was estimated based on existing demand levels and mode share information at other out of town campus sites. Assumptions for changes in demand from the revenue package were made based on experience from the existing LSTF programme in addition to monitoring and evaluation information, including research commissioned by the DfT.

#### Benefits

The revenue package including travel planning, marketing and proportional campaigns is expected to generate the majority of benefits, including absenteeism and health benefits, decongestion benefits and environmental benefits. In terms of the capital measures, a significant amount of benefits within the appraisal are from the 'Journey Ambience' benefits provided by the introduction of the two cycle corridors, along with cycle parking provided at the Thornton Science Park campus. In addition, new users to cycling generate a number of other benefits within the appraisal, including decongestion benefits due to a transfer from car to cycling trips. A reduction in absenteeism and health benefits through increased cycling also generates health benefits. A small level of accident reduction is also included, resulting from a reduction in car accidents due to a transfer to cycling, with existing on-highway cycling replaced with fully segregated cycle corridors. A summary of how the benefits were considered is provided below:

- **Journey Ambience Benefits** – these represent the improved environmental quality and reduced fear of being involved in an accident following the implementation of new infrastructure. The benefits were estimated for the proposed cycle infrastructure measures (route improvements and cycle parking) by applying unit rates from WebTAG (A5.1) to the estimated level of demand.
- **Physical Fitness Benefits (Health)** - the Health Economic Assessment Tool (HEAT) was used to estimate the improvements in health due to long term increases in physical activity. Benefits are calculated from the prevention of deaths per person due to people taking up moderate exercise, including cycling and walking.
- **Physical Fitness Benefits (Absenteeism)** – improved health following increased physical activity as a result of the scheme will translate into reduced absence from work. WebTAG A5.1 was used to calculate the value of this from the package.
- **Cycle Accident Benefits** – the accident rate for cyclists is expected to reduce following a transfer from unsegregated to segregated routes.
- **Decongestion and Environmental Benefits** – increased used of sustainable modes will result in a transfer of trips from car, resulting in decongestion and environmental benefits. Unit rates in WebTAG were applied to the forecast reduction in car km as a result of the package.
- **Bus Journey Time Savings** – Value of Time rates in WebTAG were applied to the change in generalised time from the introduction of the new shuttle bus service compared with the existing bus services.

The assumptions are provided in detail in the Economic Appraisal Report (**Appendix 5**).

#### Scheme Costs

##### *Investment and Renewals Costs*

Investment costs for the scheme comprise of the following (in 2014 prices & values):

- Capital Package – £950,000;
- Revenue Package - £635,000.

In addition, regular renewal of infrastructure is assumed throughout the appraisal period. These values are assumed as a percentage of the overall capital cost – the renewals profile assumed is included in the Economic Appraisal Report (**Appendix 5**).

**Table 7: Present Value Benefits over first 5 years of appraisal** (All values in £000s in 2010 prices and values)

Benefit	£000s
Journey Ambience	£ 183
Physical Fitness	£ 467
Bus User Time Savings	£ 514
Decongestion	£ 1,087
Vehicle Accidents	£ 101
Cycling Accidents	£ 186
Environmental	£ 39
	£ 2,577

### Operating Costs

In addition, a small level of on-going annual maintenance of cycle parking has been included. For the bus package, an annual operating cost of £100,000 has been assumed to cover the running costs of the service.

### Treatment of Costs within the Appraisal

Below is a summary of the key appraisal assumptions:

- The appraisal period for the scheme is assumed to be 30 years;
- 15% was included in the scheme costs for risk and optimism bias
- Benefits resulting from new cyclists due to the scheme - a ramp up by 20% increments was assumed over the first 5 years of the scheme
- All costs and benefits were discounted to 2010 prices and values in line with recommendations within WebTAG guidance.
- Construction inflation was assumed to increase by RPI+1% between 2014 and 2030, applied to investment and renewals costs.
- The Tax correction factor of 1.19 (WebTAG) was applied to all scheme costs.
- No do minimum costs were assumed.

A breakdown of the benefits of the scheme demonstrates that the largest proportion of the benefits are from 'Decongestion' (49% of the total), followed by 'Physical Fitness' (26% of the total).

**Table 8** presents a summary of the forecast monetised costs and benefits of the scheme, which reports a **Net Present Value of £13.2m** and a **Benefit to Cost Ratio of 4.58:1**. More broadly, the West Cheshire LSTF2 bid is expected to **support 23,895 local and regional jobs, helping to facilitate £995 million of additional GVA per annum to the local economy**. The package is forecast to result in the following impacts:

- The West Cheshire LSTF2 bid expected to take 150,800 vehicle trips per year off the network;
- The West Cheshire LSTF2 bid expected to result in 355,300 additional cycle trips per annum and 49,907 additional bus trips per annum; and
- The West Cheshire LSTF2 bid is expected to reduce annual carbon emissions by 820 tonnes per annum.

Noise	£53
Local Air Quality	£10
Greenhouse Gases	£157
Journey Ambience	£1,028
Accidents	£1,708
Physical Fitness	£3,731
Consumer Users	£1,560
Consumer Users (Other)	£5,508
Business Users and Providers	£318
Reliability	
Wider Public Finances (Indirect Taxation Revenues)	-£780
Option Values	
<b>Present Value of Benefits (see notes) (PVB)</b>	<b>£13,292</b>
<b>Broad Transport Budget</b>	<b>£2,901</b>
<b>Present Value of Costs (see notes) (PVC)</b>	<b>£2,901</b>
<b>OVERALL IMPACTS</b>	
<b>Net Present Value (NPV)</b>	<b>£10,392</b>
<b>Benefit to Cost Ratio (BCR)</b>	<b>4.58</b>

**Table 8: Monetised Costs and Benefits (AMCB) Table**

### B4. The Financial Case – Project Costs

For our proposals to be successful, the Council recognises that actions and benefits will need to be sustained beyond the period for which the LSTF funding will be available to provide a legacy for the initial investment. In line with the objectives set out in our LTP and wider corporate objectives, the Council will continue to invest a significant proportion of our LTP Integrated Block funding in sustainable transport measures that act to support economic growth and regeneration, reduce carbon emissions and promote more active forms of transport.

We will also ensure that the Local Plan and our Planning Development Control activities secure developer contributions, where appropriate, to provide and support sustainable access to new developments and planning commitments that lead to the adoption of travel plans and associated measures. With this in mind, it is anticipated that developer contributions will be utilised to continue to support the longer term use of the proposed Smarter Choices Team to advocate and deliver the longer term development of our smarter choices agenda.

Additional support for new or enhanced bus routes to new developments will also be introduced through the negotiation of future developer contributions to add to those already secured (eg M&S S106 £100k p/a for 10 years).

**Table 9: Funding profile (Nominal terms)**

£000s	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Total
<b>DfT funding sought</b>	635						<b>635</b>
<b>Local Authority contribution</b>	3,284	81	81	81	81	81	<b>3,689</b>
<b>Third Party contribution including LGF</b>	2,606.5	335.5	335.5	335.5	335.5	335.5	<b>4,284</b>
<b>TOTAL</b>	<b>6,525.5</b>	<b>416.5</b>	<b>416.5</b>	<b>416.5</b>	<b>416.5</b>	<b>416.5</b>	<b>8,608</b>

In addition to the overall package funding the following tables provide a breakdown of the three key areas of funding which are: local authority contributions (**Table 10**), third party contributions (**Table 11**) and the capital infrastructure sought through the LGF by the SEP (**Table 12**).

**Table 10: Local Authority Contribution** towards the revenue funding sought 2015-16 (excluding LGF capital element) exceeds 500%, with £0.081m identified post LSTF equal to 12% of revenue sought.

Local Authority Contribution - Project Description (revenue and capital components)	2015-16 £000s	2016-21 per annum £000s
Programme Management (includes bid preparation)	20	0
Chester Business Quarter: public realm Improvements	3,183	0
Bus Service Subsidy (Cheshire Oaks to EP Station)	20.5	20.5
Park and Ride bus subsidy for staff outside of green zone	60	60
Future bus stop infrastructure maintenance & repair costs	0.5	0.5
<b>Total</b>	<b>3,284</b>	<b>81</b>

**Table 11: Third Party contributions** have been identified as joint funded projects or delivering complimentary measures.

Third Party Contribution - Project Description (revenue and capital components)	2015-16 £000s	2016-21 per annum £000s
Chester Business Quarter: public realm Improvements European Regional Development Fund (ERDF)	617	0
University of Chester - Chester to Thornton, Shuttle Bus	100	100
M&S S106 - Bus Service Subsidy (Cheshire Oaks to Ellesmere Port)	100	100
Chester Zoo – Bus Improvements Chester Station to Zoo	59.5	59.5
West Cheshire College - Shuttle Bus (Chester to Ellesmere Port)	70	30
Waitrose - footbridge, public realm improvements	500	0
Neptune - car park and public realm improvements	100	0
University of Chester staff a cycle salary sacrifice scheme	6	6
Countess of Chester – Improved staff active travel facilities	60	0
University of Chester - Thornton Travel Plan	4	0
University of Chester - Smarter Choice Delivery	40	40
<b>Total</b>	<b>1,656.5</b>	<b>335.5</b>

**Table 12: Capital Infrastructure** sought through the LGF by the SEP along with the match contributions (30%)

Measure	Brief Description	Total Costs £000s	Other Funds £000s	LGF £000s
Access to Chester Business Quarter	Improved pedestrian access to Chester Business Quarter / crossings / cycle facilities	200	60	140
Thornton Sustainable Infrastructure	Cycle network / bus stop infrastructure improvements to Thornton Science Park & EP	750	225	525
<b>Total</b>		<b>950</b>	<b>285</b>	<b>665</b>

Future maintenance of new capital infrastructure will be addressed through our LTP Maintenance Block expenditure. The total cost of our package including revenue and capital funding sought from LSTF and LGF is **£6.525m (2015/16 at 2014 prices)**. Including the additional Local Authority and third party contributions up to 2020/21 the total cost of the package is **£8.608 million**. The Council's Risk Assessment Template has not identified any areas of high risk and the potential for significant cost uplifts and delays to implementation are not anticipated to be a major concern therefore a full QRA has not been undertaken.

The most obvious legacy that we hope to achieve is that we improve sustainable access to new and existing jobs, reduce levels of unemployment in our deprived areas and that we increase and maintain an increased proportion of commuters who continue to use sustainable transport to their reach workplace beyond the initial LSTF funding period which ultimately will embed real culture change.

## B5. Management Case – Delivery

Our programme of development has already begun to start to deliver some of the fundamental key milestones that the **Connecting the Atlantic Gateway** package of measures proposes to build on. These include locally funded projects to improve sustainable access to the Chester Business Quarter; and redevelopment of Thornton Science Park. We are therefore in an excellent position to continue our successful partnership approach, built around the current LSTF

project (Connect to Jobs) activities and achievements. We are confident that the schemes we propose can be built and delivered within the timescales we have set out below:

**Table 13: Project Plan**

Theme			2014-15				2015-16			
			Q1 Apr- Jun	Q2 Jul- Sep	Q3 Oct- Dec	Q4 Jan- Mar	Q1 Apr- Jun	Q2 Jul- Sep	Q3 Oct- Dec	Q4 Jan- Mar
<b>Theme 1 - Achieving for more sustainable longer distance commuter trips</b>										
Capital Schemes	Pedestrian / Cycle Route along Oil Sites Road to Thornton Science Park (On carriageway option)	Detailed Design								
		Consultation Period								
		Delivery								
	Pedestrian / Cycle Route along A5117 School Lane to Thornton Science Park	Landowner agreements								
		Procurement - tender/contracts								
		Delivery of all New Services								
	Promotion and signing of EP cycle Greenway routes with employees, residents and educational establishments	Route definition								
		Design and permissions/Risk assessments								
		Delivery & Operation								
		Promotion								
<b>Theme 2 - Addressing Local Trips to Work and Training</b>										
Capital Schemes	Bus stop upgrades	Design brief								
		Consultation Period								
		Tender preparation and assessment								
		Delivery								
	Central Business Quarter	Detailed Design								
		Consultation Period								
		Delivery								
	General permeability (Chester Business District)	Consultation Period								
		Detailed Design								
		Delivery								
<b>Theme 3 - Smarter Choices</b>										
Revenue Schemes	Smarter Choices Delivery	Ongoing								
	Green Route promotions	Route finalisation								
		Route assessment/accessibility								
		Design procurement								
		Design finalisation								
		Official launch of Green Loop								
		Print and dissemination								
	Railway Station Travel Plans	Preparation of brief								
		Issue competition via framework								
		Commission								
		Delivery								
		Monitoring								
		Reassessment								
	Personalised Travel Planning	Preparation of brief								
		Issue competition via framework								
		Commission								
		Delivery								
		Monitoring								
		Reassessment								
	Workplace Provision (Local Business/Company Travel Plans)	Preparation of brief								
		Issue competition via framework								
		Commission								
		Delivery								
		Monitoring								
		Reassessment								
Smarter Choices / Promotion and Marketing	Business Engagement									
	Green Route promotions									
	Car share databases									
	Cycle parking									
	Small grants									
	Ongoing promotion of all SC activities									
Monitoring and Evaluation										

## B6. Management Case – Statutory Powers and Consents

- a) Please list separately each power / consents etc obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.

There are currently no statutory powers or consents in place in relation to the LSTF2 bid.

b) Please list separately any outstanding statutory powers / consents etc, including the timetable for obtaining them.

The revenue components of the bid will not require any statutory consents or approvals. The capital components are to be delivered from land within existing highway boundaries. As a consequence no land purchases or compulsory purchase orders are required. Traffic Regulation Orders will be required in order to deliver certain elements of the cycle routes. Appropriate allowances have been made within the programme to allow for relevant consents to be made within the funding timescales.

## B7. Management Case – Governance

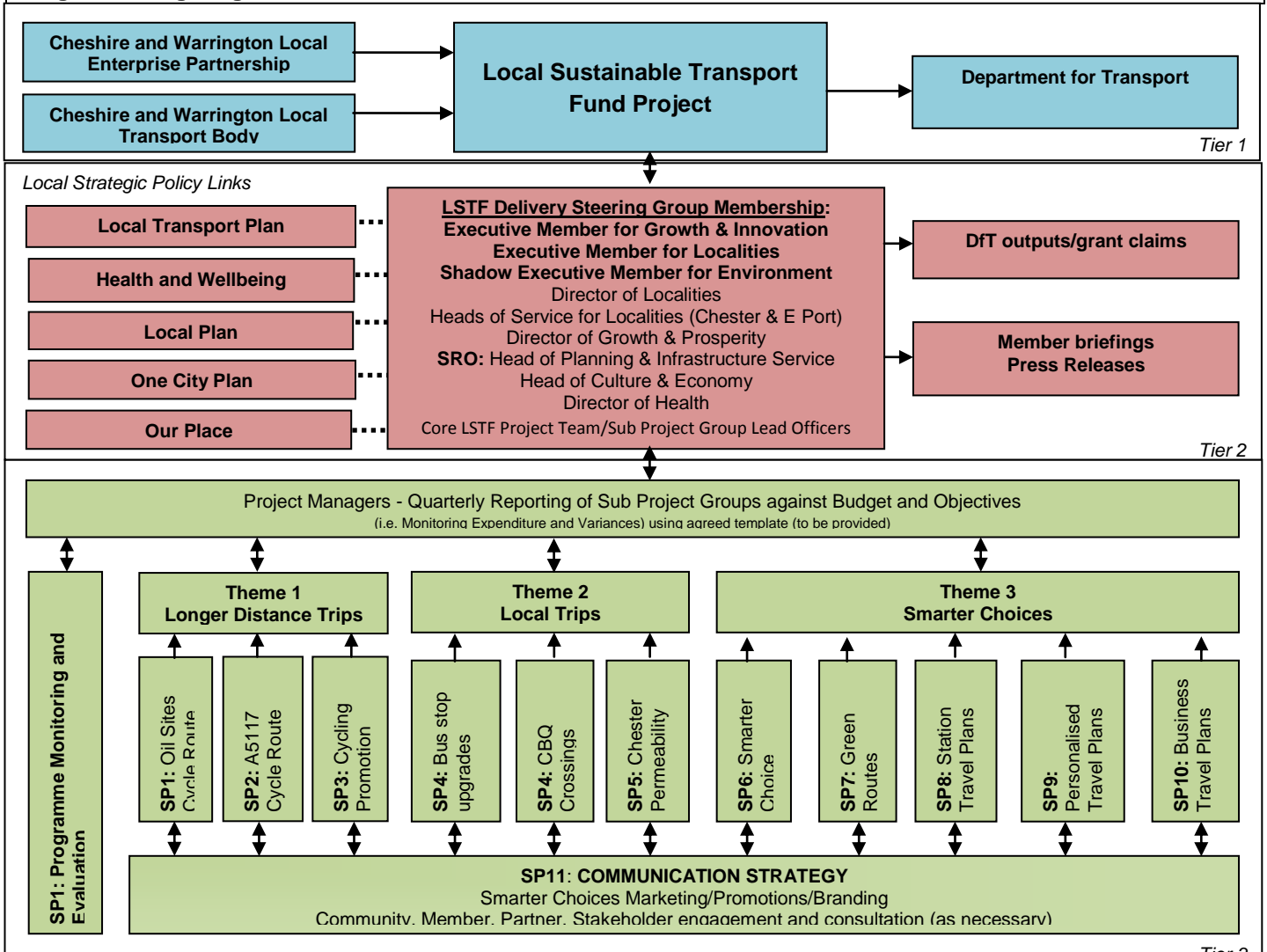
Implementation will be managed using a similar approach to that undertaken by the Council and its partners to deliver the successful Chester Cycle Demonstration Town project and current LSTF (Connect to Jobs) Project.

A joint Member / Officer Steering Group has already been established in order to support the development of this bid. Key work-streams within this bid have been directed by the Member-lead Policy Development Board. A number of task and finish groups were established to direct, inform and challenge our proposals to ensure they dovetail within the wider agenda of the Council and its strategic partners.

The Senior Responsible Owner (SRO) for the delivery of the project will be Chris Hindle who is the Head of Planning and Transport. The SRO will report to the LSTF Member Steering Group (a local authority led group). Managers and officers responsible for the delivery of the various components of this bid will report ultimately to this Steering Group. Processes are already in place to facilitate the delivery of all the elements of the bid. The SRO will appoint Project Managers for each of the elements as appropriate, to manage either in-house or partner delivery, and to maintain contact with our stakeholders, engaging with local communities, and ensuring that all shared implementation is taking place on time and within agreed costs.

At an officer level, project development, delivery and monitoring will be managed as part of our wider LTP programme management arrangements to support effective delivery and to ensure that work is meeting our wider LTP and corporate objectives. At a Member level, the overall delivery of the programme will be monitored by the Community and Environment Policy Development Board. A summary of the overall governance structure is provided in the diagram below.

**Diagram 4: Organogram**



## B8. Management Case - Risk Management

The bid has been subjected to an assessment using the Council's Performance and Risk Assessment template. The principal risks that have been highlighted and will be monitored as part of this project are set out below.

**Table 14: Risk Management**

Risk	Description	Level of risk	Mitigation controls
Funding	Failure to secure matched funding from partners / developers and / or Council's own budgets <b>resulting in</b> delays to delivery or reduced programme of activity.	Likelihood = 2 Impact = 4 Risk rating = 8 (Medium)	Partner funding largely identified from existing committed sources. Use of formal agreements including S106 and associated developer contributions. Use of memorandum of understanding between Council and delivery partners. Joint member / officer steering group support Council's own budget setting process in order to ensure own match funding is allocated from LTP and revenue budgets.
Partnerships	Potential for partners to withdraw from activities <b>resulting in</b> reduced impact of programme.	Likelihood = 1 Impact = 3 Risk rating = 3 (Low)	Effective liaison and dialogue with partners used to identify and agree on shared objectives and commitment to work together. Long standing approach to collaborative working including Strategic Partnership Area Boards and pilot for Community Budgets. Use of memorandum of understanding.
Delivery	Failure to deliver programme on time or to budget <b>resulting in</b> delays to implementation.	Likelihood = 1 Impact = 4 Risk rating = 4 (Low)	Monitoring by Steering Group and LTP Delivery Group. Use of performance management framework to monitor and review delivery to ensure schemes progress within agreed budgets, financial controls and timetable.
Staff resources	Failure to promptly establish a smarter choices team <b>resulting in</b> delays to the initiation of this aspect of the programme.	Likelihood = 2 Impact = 4 Risk rating = 4 (Low)	Approvals for recruitment to be secured in advance of funding confirmation. Extensive experience in recruitment and management of range of skills for Cycle Demonstration Town, Cycle Development Officers and Travel Plan projects.
Uptake	Failure to secure buy in and take up of aspects of proposed programme by key clients groups <b>resulting in</b> failure to meet output milestones.	Likelihood = 2 Impact = 4 Risk rating = 8 (Medium)	Programme developed around strong evidence and community support. Regular assessment of output milestones by Steering Group to assess outputs and outcomes. Ongoing dialogue and liaison with partners, stakeholders and key client groups.

The Council will continue to monitor and assess risks associated with the delivery of this programme utilising the experienced gained within the Council through delivering the current phase of the LSTF.

## B9. Management Case - Stakeholder Management

This bid has been built around extensive dialogue with stakeholders who have provided input into the refinement of the scheme components. Discussions with stakeholders have been integral in shaping the definition of the package so that there are strong links between the proposals and local strategic aspirations.

Effective engagement with stakeholders is essential for the programme to succeed. As a priority area within the SEP the programme has been clearly aligned with the aspirations of stakeholders involved in its development and has the full support of the LEP. Ongoing partnership with stakeholders will also be essential in continuing to deliver and maintain sustainable travel choices as future employment opportunities are unlocked as evidenced by the ongoing commitment to sustainable travel supported by the third party contributions.

The delivery of the current LSTF programme in Cheshire West and Chester, demonstrates a clear ability to manage multiple stakeholders. The current phase of LSTF received 28 letters of support. In addition through this work we have established good working relationships between Sustainable travel officers and key strategic bodies and stakeholders that we would seek to continue to maintain and develop thorough this bid.

A key principle of the bid is supporting regeneration and development at strategic sites. To maximise opportunities in this area ongoing discussions have been held with developers and regeneration practitioners to ensure that the revenue measures support the transformational development that is taking place or planned in the Atlantic Gateway Corridor.

In addition, the establishment of a University campus at Thornton has required careful consideration of access requirement. CW&C have played a key role in identifying transport requirements for the site and working with the University to ensure that the site is integrated with its existing campus.

**Table 15** provides an overview of the role of key stakeholders and their association with the proposals outlined previously. Associated letters of support are contained in **Appendix 3**.

**Table 15: Summary of Stakeholders**

Stakeholder	Influence/interest	Letter of support
Local Enterprise Partnership (Cheshire and Warrington)	Proposals have been aligned to support the strategic aspirations of the LEP through alignment with the objectives of the SEP	YES
Cheshire and Warrington Local Transport Body	Body responsible for overseeing transport investment in the region and alignment with the strategic objectives of the LEP.	YES
Cheshire West and Chester Public Health	Discussions have taken places regarding how the LSTF programme can be integrated with public health programmes in the borough.	YES
Chester Renaissance	Board overseeing programme of major investment in Chester – includes representatives from Education, Property Agents, Cheshire West and Chester Council, Legal Profession, and Local Business owners.	YES
University of Chester	The University is establishing a new campus at Thornton Park and working with CW&C Council to establish sustainable access to the site (including through provision of a shuttle bus to the site)	YES
Peel Holdings	Key partner and landowner in the development of the Atlantic Gateway.	YES
Thornton Science Park	Current owners overseeing transition to the University of Chester	YES
Muse Developments and Neptune Developments	Delivering the first phase of the iconic Chester Business Quarter scheme	YES
Local businesses	Businesses targeted for travel advice and promotion of sustainable travel.	YES
Cross Boundary Authorities	Working with cross boundary organisations to facilitate easier cross boundary travel to job and training opportunities by bus, rail and bike.	YES
Bus and rail operators operators	CW&C will continue to build upon existing public transport providers in the delivery and promotion of sustainable travel measures and will work with relevant station facility owners for the stations receiving travel plans.	YES

a) Can the scheme be considered as controversial in any way?  
 Yes  No

If yes, please provide a brief summary (in no more than 100 words) - **N/A**

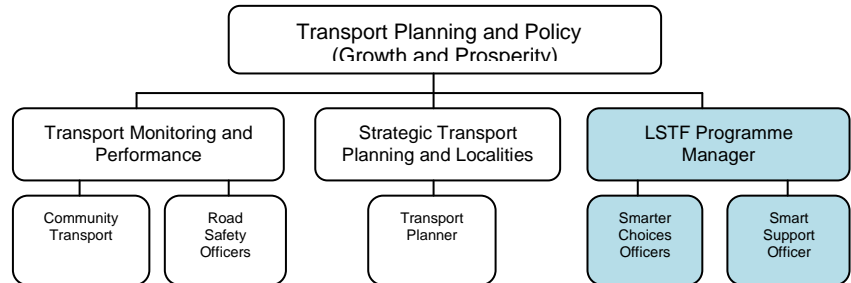
b) Have there been any external campaigns either supporting or opposing the scheme?  
 Yes  No

If yes, please provide a brief summary (in no more than 100 words) - **N/A**

**B10. The Commercial Case**

**Diagram 5: Organisation structure: Transport Planning & Policy**

The Council is in a position to mobilise and begin to deliver the **Connecting the Atlantic Gateway** package once notification that funding has been successfully secured in July 2014. Preliminary design works can be drawn-up for the capital component of the schemes funded through the SEP before the actual start of the funding period 2015-16.



We plan to build on the extensive skills, knowledge and experience within the existing LSTF delivery team, as illustrated in Diagram 5 (subject to review). Officer through extensions in current employment contracts. This team is critical in delivering the Smart Choices, behavioural change elements of this bid recognised as the key factor in engaging and encouraging; people to change their personal travel habits.

The required procurement strategies complying with; the Councils own Commissioning and Procurement Strategy, Public Contracts Regulations, UK legislation and European Union guidance are in place to engage the market, ensure viability and scheme delivery i.e. on time and to budget. A joint letter from the local authority's Section 151 Officer and Head of Procurement confirms this in **Appendix 4**. The procurement frameworks/strategies to be called upon to support the delivery of the LSTF proposals include:

Warrington Borough Council in conjunction with Cheshire West and Chester Council recently awarded a new **Transportation and Public Realm Consultancy Services Framework Contract** in 2014 for a period of 2 years with possible extensions. The successful consultants appointed include ATKINS, AECOM, Halcrow, Mott McDonald and WSP who will provide multi-disciplinary professional and technical advice, design, guidance, negotiation & assistance on construction and other Transportation and Public Realm issues. In the event of any reductions in LSTF staff levels, the Council will call upon resources from this contract, by direct appointment or mini competition awarded within 1 week.

If successful, the capital infrastructure schemes funded through the LGF by the SEP will be delivered by the Council's **Highways and Environment Contractor, Ringway Infrastructure Services Ltd**. The contract has been awarded for a period of 6 years from 2012. The work package would be added to the existing delivery programme in July 2014 allowing time for initial design works to be carried out, before construction starts in early 2015.

## SECTION C – Monitoring, Evaluation and Benefits Realisation

### **C1. Monitoring and Evaluation**

Monitoring and evaluation are integral components of any investment programme. As part of *Connecting the Atlantic Gateway* monitoring and evaluation would be undertaken to help understand how the schemes have responded to the key strands of economic growth and cutting carbon and the wider objectives of the fund and SEP.

The approach taken would be developed in line with the Department's Local Sustainable Transport Fund Monitoring and Evaluation Framework. Whilst full evaluations are not required a monitoring and evaluation programme will be set up to understand whether the anticipated benefits have occurred. An outline Logic Model has been developed and is included in **Appendix 8** which represents a framework for the monitoring and evaluation process. The framework has been designed to consider impacts on the three package themes: achieving for more sustainable longer distance commuter trips; addressing local trips to work and training; and marketing, promotion and smarter choices activities. It also highlights the anticipated outcomes and impacts.

The monitoring and evaluation package looks to build upon the existing monitoring and evaluation programme that is being delivered as part of the 'Connect to Jobs' package. A summary of the current LSTF monitoring programme is included in **Appendix 8** which includes the indicators that are being monitored. The monitoring of indicators would be confirmed as part of the development of a monitoring and evaluation plan for the '*Connecting the Atlantic Gateway Package*' although it is likely to continue to monitor the following:

- Traffic flow;
- Bus use;
- Train use (in particular at stations participating in station travel planning);
- Park and ride use;
- Cycling levels
- Pedestrian interviews; and
- Modal shift.


Provision has been made in the overall budget for monitoring and evaluation which will take place from 2014 (to establish a baseline) and it is expected that this will continue until 2016 to enable the assessment of any initial impacts. Monitoring will take place on an annual basis and will record and report on inputs and outputs. The findings from the annual reporting will be used to evaluate the anticipated impact on outcomes using the causal links identified in the logic model. The evaluation programme will also be conducted in partnership with the Cheshire and Warrington LEP to co-ordinate the measurement of impact of LSTF measures across the LEP area. This will include the alignment of indicators that will provide area wide metrics with which to monitor sustainable travel and will be an important part of knowledge sharing.

## SECTION D – Declarations

### **D1. Senior Responsible Owner Declaration**

As Senior Responsible Owner for *Connecting the Atlantic Gateway* I hereby submit this request for approval to DfT on behalf of Cheshire West and Chester Council and confirm that I have the necessary authority to do so.


I confirm that Cheshire West and Chester Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

Name: <u>CHRIS HINDLE</u>	Signed: 
Position: <u>HEAD OF PLANNING &amp; INFRASTRUCTURE</u>	

### **D2. Section 151 Officer Declaration**

As Section 151 Officer for Cheshire West and Chester Council declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that of Cheshire West and Chester Council.

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution;
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties;
- accepts responsibility for meeting any ongoing revenue and capital requirements in relation to the scheme;
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided after 2015/16;
- confirms that the authority has the necessary governance / assurance arrangements in place and the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place.

Name: <u>JULIE ELL</u>	Signed: 
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*\*This is only required from the lead authority in joint bids*



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