

OUTLINE BUSINESS CASE: Chester – Ellesmere Port Canal Towpath

CHESHIRE & WARRINGTON ENTERPRISE PARTNERSHIP

LOCAL GROWTH FUND BUSINESS CASE TEMPLATE



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

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

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

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

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

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

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

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

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

On completion, please return the form to Rachel Laver at

Rachel.Laver@871candwep.co.uk

Section A: Scheme Details

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

A1: Scheme Name	Chester – Ellesmere Port Canal Towpath (shared use pedestrian and cycle pathway)
A2: Promoting Organisation	Cheshire West and Chester Council
A3. Accountable Body	Cheshire West and Chester Council
A4: Main Point of Contact	<i>Kristy Littler (Transport Manager): 01244 977269</i> <i>kristy.littler@cheshirewestandchester.gov.uk</i> <i>Location: Nicholas House, Transport and Infrastructure</i> <i>Floor 2, 1 Black Friars, Chester, CH1 2NU</i> <i>Postal address: 4 Civic Way, Ellesmere Port, CH65 0BE</i>
A5: Type of Scheme	<i>Please indicate the type of scheme being submitted</i>
	<input checked="" type="checkbox"/> Transport infrastructure <input type="checkbox"/> Regeneration <input type="checkbox"/> Enabler
	Other (please specify):
A6: Scheme Description	<i>Please give a brief description of your scheme (in no more than 100 words)</i> Enhancement of 3 towpath sections along the Shropshire Union Canal between Ellesmere Port and Chester (National Cycle Routes 5, 45 and 70), creating widened and improved surfacing. The scheme also provides a new off-road shared used path on Thornton Road, linking the Canal Towpath to Cheshire Oaks retail area via a new pedestrian footbridge. The scheme provides safe walking and cycling access to education, employment, retail and leisure opportunities at Chester Business Quarter, Countess of Chester Hospital, Cheshire Oaks and the Cheshire Science Corridor Enterprise Zone in Ellesmere Port. The scheme covers a total length of 4.7km.
A7: Total Project Cost	<i>Please indicate the total capital cost of your project</i> £1,222,717
A8: LGF Requested	<i>Please confirm the total amount of LGF requested</i> £459,463 Percentage [38%] of total project costs

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

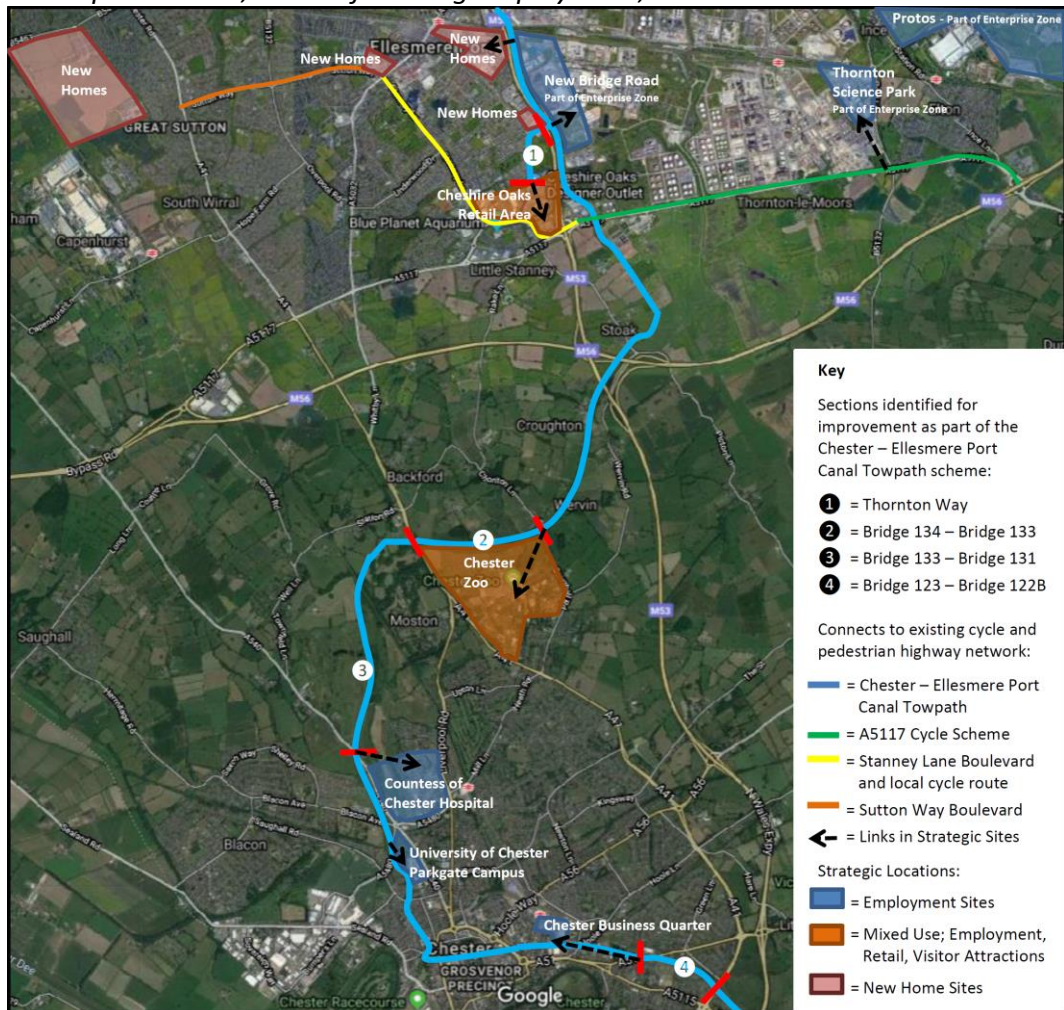
The proposed scheme upgrades sub-standard sections of the Canal Towpath between Ellesmere Port and Chester, wherever possible introducing a 3m shared use path, providing a continuous safe route that connects housing, education and employment. The scheme connects with National Cycle Routes, 5, 45 and 70 to provide an off-road alternative to commuting, whilst enhancing the leisure and tourism offer. The scheme also provides a connection for residents in areas of high deprivation to key employment and educational sites e.g. Cheshire Oaks, Chester Zoo, Chester Business Quarter, Ellesmere Port town centre, Ellesmere Port industrial area and Chester City Centre.

OS Grid Reference: X:339991 Y:370952

Postcode: CH2 4BH– postcode located near the middle of the Canal Towpath corridor.

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

**A9:
Geographical
Area**



A number of Ellesmere Port and Chester growth investment schemes are located within the vicinity Shropshire Union Canal. These are identified in the Ellesmere Port Regeneration Master Plan and Industrial Strategy and the Chester One City Plan. Chester Business Quarter will deliver 500,000 square feet of new office space, retail and residential accommodation. The historic character of the area and its close proximity to the city centre adds greatly to its attractiveness, as does the Shropshire Union Canal which runs east to west through the centre of the Quarter. The Countess of Chester single storey extension to the Neo natal unit has been approved. Plans for the expansion of the Accident and Emergency (A&E) unit involve new A&E entrance and waiting area to include a new

ambulance bay and canopy, hard and soft landscaping including new carparks and road alterations.

Chester Zoo has planning permission to create a Grasslands zone, a large, open African Savannah habitat with restaurant and the provision of overnight accommodation comprising of a reception building, 28 No lodges and 14 No tents. Visitor numbers to Chester zoo are now around 2m per annum.

In addition Cheshire Oaks have undergone £40m expansion and £16m investment in Ellesmere Port public sector Hub and bus interchange.



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

Please select which strategic priorities the scheme aims to support. Please select all categories that apply.

- Constellation Partnership
- Cheshire Science Corridor
- Crewe High Growth City
- Warrington New City
- Mersey Dee Economic Alliance
- Other(s), Please specify –

Please provide evidence of how your proposal also aligns with and supports relevant National policies or initiatives.

The project is aligned with government policy in terms of the; National Planning Policy Framework (NPPF 2018), Department for Transport (DfT) Single Departmental Plan, Building our Industrial Strategy Green Paper (2017), Creating Growth, Cutting Carbon Making Sustainable Local Transport Happen (2011), Transport and Engine for Growth (2013), the Growth Agenda and Cities and Local Government Devolution Act (2016), and also in supporting the government’s Cycling and Walking Investment Strategy (2017). Please refer to Appendix E for details.

The Project has the following SMART objectives

The primary objectives of the scheme are as follows:

- Provision of a safe and direct route for pedestrians and cyclists between; Grange, Rossmore, Blacon, Ellesmere Port Town centre, Chester City while connecting to education, employment and retail opportunities at Ellesmere Port town centre, Chester City centre, Cheshire Oaks, Chester Business Quarter, Chester Zoo and the wider Cheshire Science Corridor, Enterprise Zone; and to
- Minimise the risk of collisions between cyclist and motor vehicles on the road, by providing high quality off-road shared use facility for cyclists along the Shropshire Union Canal.

**A10:
Alignment to
Strategic
Economic
Plan and
National
Policies**

The wider strategic objectives are as follows:

- To improve the health of residents by allowing them to travel in a more sustainable manner, providing a low cost and credible alternative to private car travel;
- To improve the safety and personal security of residents;
- To improve the quality of life for residents by creating a more pleasant travelling environment;
- To provide economic opportunities for residents and increase the labour pool for employers;
- To benefit the wider environment and support the Climate Emergency by reducing carbon emissions, traffic pollutants and traffic noise as a result of more people walking and cycling between the Ellesmere Port town centre, Cheshire Oaks, Chester Zoo, Countess of Chester Hospital and Chester Business Quarter;
- Connecting the residential and employment developments to the wider existing walking and cycling network; and
- To enhance the amenity and functional viability of a key green corridor to provide a key gateway.

B: Strategic Case

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

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

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

The Strategic Economic Plan (SEP) confirms the revised ambition shared across the Cheshire and Warrington sub-region: to grow our economy's GVA £50 billion per annum by 2040. A number of challenges remain with respect to increasing sustainable travel behaviour as part of everyday life. This LGF scheme instils a sense of place and improves connections between employment opportunities and housing and contributes realising the true economic potential of not only key strategic areas and sites, but the population and employment catchments that surround them.

In terms of LEP priorities the development of land allocations within the Council's adopted Local Plans are supported, ensuring housing and development is provided in the right locations to meet the needs of the current and future population.

Sustainable transportation and connectivity to key sites is limited in places and there is need for a contiguous route network that improves access to key sites and destinations. Both Chester and Ellesmere Port have designated Air Quality Management Area (AQMA) on the basis of road transport emissions. Further to this the Council has declared a Climate Emergency, acknowledging we all have a role to play in actively seeking ways to address the crisis. Active travel modes are key to our success.

In particular, 3 stretches of the tow path network are substandard. There are key constraints on the Canal Towpath that restrict access or prevent continuous passage by sustainable modes and thus it is currently unable to offer a realistic alternative to car travel for the many. The scheme seeks to enhance connectivity, unlocking quick and affordable access to residents from some of our more deprived wards in Ellesmere Port to new development, employment, health, leisure and educational sites. In some wards car ownership is low and access to more sustainable and low cost travel links is required to both unlock the sites and ensure that they are accessible for low income groups - providing opportunity to employment and upskilling for all. The three CW&C LGF schemes combined form the basis of a contiguous network.

Parts of Ellesmere Port remain within the top 5% most deprived in the country. In recent years Job Seeker Allowance claimant rates were over twice the borough average in several wards of Ellesmere Port. These areas also have the highest rate of unemployment, lowest educational attainment, worst health deprivation and low levels of car ownership. Wards such as Grange, Rossmore, Blacon, Ellesmere Port Town centre, Chester City contains the highest rates of Job seekers Allowance and Universal Credit claimants in the borough (January 2018). These wards also have the highest levels of 16-17 year olds Not In Education or Employment (NEETS).

The scheme facilitates Improvements to the physical fitness and wellbeing of residents and the local workforce within the areas of Ellesmere Port and Chester. It will deliver direct and indirect benefits to economic productivity, reduce pressure on the National Health Service (NHS) and increase and extend the visitor economy offer. As such, improvements to deprivation levels and air quality throughout the Borough can be made. Promoting improved health, aligns with the ambitions set out in the Council's Health and Wellbeing Strategy, Climate Change Emergency and the aims of the Active Travel Forum.

B2: Future LEP Challenges / Opportunities Addressed by Scheme

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

The canal towpath scheme enables sustainable access to housing, education, employment and visitor attractions (Chester City centre, Cheshire Oaks) by improving walking and cycling infrastructure the scheme will deliver measurable benefits to in terms of the number of users. It will bring benefit to the local highway network in terms of reduced congestion and improved air quality, particularly important in the 2 designated AQMAs.

Congestion and the cost of transport in key development areas can affect access to labour pools suppliers and markets, and both congestion and labour are two crucial factors when investors, developers and businesses consider locations.

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

The Council has declared a Climate Emergency. Active and sustainable travel modes are key to reducing our carbon footprint and bringing a step change to the way we travel in and around the borough. The Council has submitted 3 LGF Sustainable Access Schemes in recognition that individually they deliver benefit and change, however when taken as a holistic package the basis of a contiguous route network is established to drive future change.

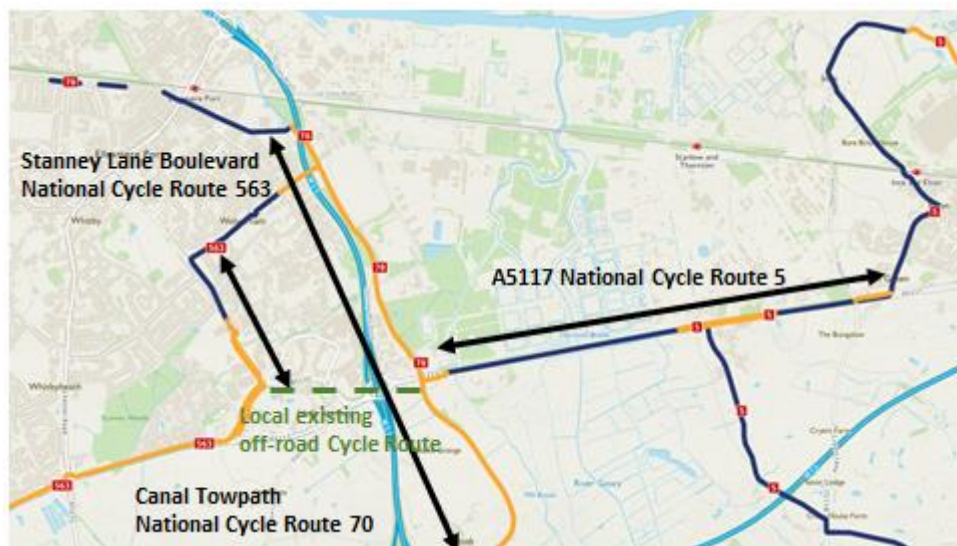
Please provide information on any potential impacts the project may have outside of Cheshire and Warrington, for instance does it involve partnership working with another LEP or organisation. You should indicate those areas that will directly benefit, areas that will indirectly benefit and those areas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

The Scheme involves close working with the Canal and River Trust who own the Shropshire Union Canal. The Shropshire Union Canal is a 66.5 mile long asset, connecting Ellesmere Port and Chester to Nantwich, Market Drayton, Wolverhampton etc. and areas such as Llangollen, Middlewich and Smethwick via canal branch lines. There is therefore potential to positively promote and benefit tourism beyond the Cheshire and Warrington LEP area by improving the towpath asset and the local cycling and walking network as a whole.

The scheme has a direct link with the wider longer distance National Cycle Network Route 5 (along A5117). The A5117 scheme is subject to a separate funding bid for complementary investment from the CWLEP Local Growth Fund.

As described in the introduction the scheme itself provides improved walking and cycling substrate and connectivity to and between Chester Business Quarter, Chester city centre, Countess of Chester Hospital, Cheshire Oaks, Chester Zoo and Ellesmere Port Town Centre. When coupled with our 2 other sustainable access LGF schemes the extent can be expanded to include Ellesmere Port Industrial Area, Stanney Lane and Sutton Way Boulevard.

B3: Wider Geographic Impact



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

A number of alternatives to the project were considered and prioritised based on the ability of each one's ability to meet the project objectives as follows:

- Do nothing – some pedestrians and cyclists will continue to use the tow path, however for those new users and those less familiar with its condition, the lack of penetrability and therefore onward connectivity will deter both new and existing users from continuing to use this valuable green infrastructure. The current standard of the canal towpath presents a risk to users.
- Do something option 1 – Create a new 3m shared used facility adjacent to the A41, rather than utilising the canal asset. This will require the additional expense of third party land acquisition, which would cause delay to the delivery programme. Street furniture and statutory undertaker equipment will require relocation, and road crossings would require upgrading or installing and in some instances replaced.
- Do something option 2 (preferred option) – Work with Canal and River Trust to update key sections of the Shropshire Union Canal Towpath, outlined in Appendix H. This is the preferred option as it involves upgrading a well-used, traffic free route which connects key destinations of Chester city centre, Cheshire Oaks, Chester Zoo, Ellesmere Port and the Industrial Area.

A fuller description of these options, are outlined in Appendix A.

The value of the scheme (estimated at £1.223m) is far higher than the local transport capital resources available. Cheshire West and Chester's Local Transport Plan budget has been allocated up to 31st March 2021 for sustainable transport projects, providing the ring-fenced match to deliver other sustainable transport projects i.e. Sutton Way Boulevard, A5117 and 20 mile speed limit reductions/zones.

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

The total length covered by the proposed scheme enhancements and new links, are outlined within the table below:

Section	M	KM
Bridge 134 – Bridge 133	1,350	1.350
Bridge 133 – Bridge 131	2,175	2.175
Bridge 123 – Bridge 122B	725	0.725
Thornton Road	453	0.453
TOTAL	4,703	4.703

B4: Alternative Options

**B5:
Contingency
Planning**

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

The impacts of failing to deliver the walking and cycling connection improvements are many:

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

No direct interdependencies have been identified for this scheme.

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

For transport schemes please provide a description for how your Scheme will meet the LTB objectives (in no more than 100 words against each objective):
Reduce congestion and improve the efficiency of the network to support economic growth and regeneration

- The scheme improves connectivity by active modes to key new and existing employment, housing, education, health, leisure and development sites, and supports further growth opportunities, including tourism.
- The scheme encourages modal shift towards cycling and walking as a means of travel for regular short-distance journeys, removing vehicles from the surrounding highway network.
- High decongestion benefits as demonstrated by the Cheshire & Warrington LSTF economic evaluation report. The LSTF schemes across the C&W LEP area for 2012/15 generated £44.5m decongestion benefits.

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

- This scheme will support modal shift towards methods of travel that support carbon reduction and contribute to improved air quality.
- This scheme provides improved walking and cycling connections between Chester and Ellesmere Port. It connects to employment opportunities within the Ellesmere Port Enterprise Zone, Cheshire Oaks and Countess of Chester Hospital, reducing the propensity to drive and improving air quality, health and congestion.
- The economic evaluation for the LSTF 2012/15 schemes in Cheshire & Warrington also assigned a £2.9m benefit from improved local air quality, reduced greenhouse emissions and lower levels of noise across the LEP area.

Maintain large transport structures

- Not applicable in this instance.

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

- Directly contributes to the Government's ambitions within the Cycling and Walking Investment Strategy and local Cycling and Walking Investment Plan.
- The route is traffic free, providing an attractive, well connected walking and cycling route.
- Encourages active travel as the natural choice for shorter journeys. Walking and cycling for 10 minutes can contribute towards the recommended 150 minutes of moderate intensity physical activity for adults per week.
- The LSTF Economic Evaluation for Cheshire & Warrington estimated £9.2m benefits from reduced traffic accidents and £4.6m from increased physical activity, demonstrating the safety and health benefits that investment in active travel delivers.

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

- This scheme enables sustainable access to over 5,000+ existing jobs in the Ellesmere Port Town Centre, Cheshire Oaks, Chester Business Quarter, Countess of Chester Hospital and Coliseum Leisure Park. Connecting to the 100 hectare Cheshire Science Corridor Enterprise Zone potentially generating over 20,000 new jobs and creating 500 new businesses within the enterprise zone designation (mostly within Ellesmere Port).
- The new route provides a safe traffic free, direct and accessible route for people with mobility impairment. Utilising the other LGF schemes the canal provides access to green infrastructure and amenities to communities, where access may otherwise be limited.

C: Economic Case

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

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

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

Based on the total capital cost of the Chester – Ellesmere Port Canal Towpath scheme (estimated at £1,222,717), the construction phase itself could support 10 direct job years and 1 Full Time Equivalent (FTE) job. The construction benefits have been calculated using regional data for the North West and (where possible) the Cheshire West and Chester Local Authority area. The methodology for calculating the construction benefits for this scheme can be found in Appendix J.

A high-level qualitative assessment was also undertaken of the wider economic benefits of the impact the Chester – Ellesmere Port Canal Towpath Scheme may have on the local economy. These impacts include:

- **Supporting wider growth:** Improved opportunities to access employment and education can serve to address issues of inequality and improve social mobility. This would benefit the Ellesmere Port area, especially the town centre, as this area is one of the most deprived areas in Cheshire West and Chester, as well as being within the top 10% most deprived LSOAs in the UK. It would also have positive benefits in Rossmore, Chester City and Blacon wards. The expansion plans at Chester Zoo (to launch in 2022) are estimated to create up to 50 new direct and 100 indirect jobs, and various expansions plans at the Countess of Chester Hospital site could generate up to 50 new jobs. Chester Business Quarter’s major redevelopment project will create over 1,100 new jobs for the area. Improved connectivity between neighbourhoods may also provide better access to social infrastructure including facilities for health, early years provision, education, community, worship, play and recreation.
- **Transport related benefits:** Improvements to walking and cycling facilities will support less car usage and reduce congestion, providing transport user benefits. There are a number of related benefits that could also be quantified including the reduction in casualties and reduced CO² emissions.
- **Health and well-being benefits:** Cumulative health benefits can be realised through schemes that promote exercise through active travel, while simultaneously improving local air quality by reducing motor vehicle use. For example, increased exercise through active travel can contribute positively to improving cardiovascular health and help tackle negative health outcomes. This would benefit the local area greatly, as nearby LSOAs rank amongst the top 10% most health deprived areas in the UK¹.
- **Environmental related benefits:** Schemes promoting sustainable modes of transportation, including active travel, can help to improve local air quality. Research has shown that there is a link between both long and short-term exposure to particulate matter emissions, respiratory health, and long-term health outcomes.

¹ IMD Data 2019, Ministry of Housing, Communities and Local Government. Available at:

<https://app.powerbi.com/view?r=eyJrIjoiaOTdjYzlyNTMtMTcxNi00YmQ2LW11YzgtMTUyYzYxMzQ2ODUwLTIjInQ2Q2tNDkZS1hODcyLTl0YTIzJm50TVh0Cj9>

C2: Growth in GVA

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

Based on the total capital cost of the Chester – Ellesmere Port Canal Towpath Scheme (estimated at £1,222,717) the construction phase itself could support 10 direct job years, 1 Full Time Equivalent (FTE) job, and approximately £65,300 in GVA per annum over a period equivalent to 10 years.

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

Data required for calculations	Value	Source
% of cost spent on salaries within the construction sector in the North West	27%	Annual Business Survey, ONS, 2017 (construction sector) by region
Full time mean salary for construction sector – North West region	£32,000	Annual Survey of Hours and Earnings, ONS, 2018 (Full time mean wages in construction sector)
Equivalent of 1 FTE in employment years	10	Best Practice Assumption
Leakage of Cheshire West and Chester Local Authority residents (refers to % of travel to work trips in CW & C filled by CW & C residents)	39%	Origin Destination statistics, 2011 Census, ONS
Composite multiplier of 1.3	0.29	HCA Additionality Guide 2014, for local level.
Average GVA per worker, construction sector, North West	£45,200	GVA (Balanced) per filled job, ONS, 2017

C3: Productivity Benefits to Business

Please describe how the Scheme will improve travel times, accessibility changes to business, unlocking land for development etc.

As highlighted by the economic evaluation of the LSTF programme already undertaken in the Cheshire and Warrington LEP area, investment in walking and cycling can deliver local productivity benefits to business and a demonstrable impact for the Strategic Economic Plan (SEP) Strategic Imperatives (SI):

- Help retain and attract talent and businesses in target sectors and locations, by minimising the adverse impacts of road traffic congestion (SI2);
- Boost productivity and GVA, by increasing access to jobs and labour and helping to create a healthier population (SI1, SI3 & SI5);
- Unlock strategic development sites for employment and housing, ensuring that road traffic congestion does not threaten future growth (SI2 & SI4); and
- Improve local, regional and international connectivity, enabling businesses to forge better connections with each other, suppliers, and markets (SI6).

The CWLEP LSTF programmes delivered £44.5M in decongestion benefits, providing benefits to road users through increasing the accessibility of employment sites and freeing up capacity for additional development (in turn stimulating economic activity). Walking and cycling investment derived £4.6M benefit in from increased physical activity which results in a healthier more productive workforce and reduced absenteeism.

Please provide evidence of how your proposal offers value for money. For a transport scheme this can be a BCR figure. Please state numerically. If no BCR available please provide explanation of when it may be available or other justification (including for non-transport schemes an indication of return on investment or unit costs).

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

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

C4: Value for Money

Mode	Pre Scheme Demand	Post Scheme Demand	% Uplift
Cycling	178	233	31%
Walking	894	1,340	50%
Total	1,072	1,573	47%

The tables below presents the scheme costs used.

Works Package 1: Canal Towpath Elements (KIER)

Item of work	KIER, Waterborne Plant Cost Estimate £
Bridge 134 – Bridge 133	295,000
Bridge 133 – Bridge 131	426,000
Bridge 123 – Bridge 122B	146,000
Accesses and additional works	84,000
Risk/contingency @15%	143,000
Optimism Bias	164,100
Total Estimate	1,258,100

Works Package 2: Thornton Road (Ringway)

Item of work	Ringway Actual £
Thornton Road, Ellesmere Port	128,717
Total Estimate	128,717

A **BCR of 2.5** has been calculated for the scheme, which according to DfT criteria, represents **high Value for Money**. The scheme has a Present Value of Benefits of **£2.50m** against a Present Value of Costs of **£1.00m** (both in 2010 prices and discounted to 2010). The summary below shows the makeup of benefits, mode shift and BCR from the AMAT outputs.

Analysis of Monetised Costs and Benefits (in £'000s)		Benefits by type:	
Congestion benefit	102.93	Mode Shift	113.40 4.5%
Infrastructure	0.36	Health	2341.86 93.7%
Accident	13.78	Journey Quality	43.39 1.7%
Local Air Quality	0.45		
Noise	0.92		
Greenhouse Gases	1.90		
Reduced risk of premature death	1688.93		
Absenteeism	652.92		
Journey Ambience	43.39		
Indirect Taxation	-6.95		
Government costs	998.42		
Private contribution	0.00		
PVB	2498.29		
PVC	998.06		
BCR	2.50		

The illustrative case study in WebTAG unit A5.1 uses slightly different assumptions on the valuation of decongestion benefits which result in a higher estimated benefit there. This is due to the specific nature of the case study and to fully replicate this approach here would have increased the complexity of this tool with no apparent benefit.

C5: Other Outputs	<p><i>Please quantify any other benefits or outputs arising from the project, stating whether these are direct or indirect. You will need to provide evidence of how you have arrived at your benefit and output figures.</i></p> <ul style="list-style-type: none"> • The scheme will provide amenity value to those that use it regularly and form part of the local network of route ways and pathways used by local people. It will improve the sense of community and allow residents to access employment, education health, leisure and other opportunities. • Complementary to the scheme is the construction of a new £0.500m footbridge at the rear of Cheshire Oaks Retail Area, funded by McArthur Glen Designer Outlet Cheshire Oaks. This connects directly onto the new Thornton Road link, providing access to the wider canal waterway network and will further enhance the amenity value and potential usage of the scheme. • A number of housing developments are proposed within the scheme area, including Ellesmere Port Town Centre (2,000 dwellings), expansion of existing high-density retail units at Cheshire Oaks (£40m investment, 2,600 existing jobs and 300 new jobs), and 20,000 new jobs within the Cheshire Science Corridor Enterprise Zone. • Linking Thornton Road back to the A5117 cycle scheme. • Chester Zoo’s Grasslands expansion (to launch in 2022) is estimated to create up to 50 new direct jobs and 100 indirect jobs, and various expansions plans at the Countess of Chester Hospital site generating up to 50 new jobs. • The Chester Business Quarter’s major redevelopment project will create over 1,100 new jobs for the area. <p>Future savings to the exchequer as a result of reduced benefit claimants or improvements in health from greater levels of walking and cycling to work.</p>
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If an Appraisal Summary Table (AST) or other Assessment Summary is available for this Scheme, please append to this Information Form.

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

D: Financial Case

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

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

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

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

	Pre-18/19 spend	£M 2018/19	£M 2019/20	£M 2020/21	£M Totals	%
LGF3 Grant	0	0	0	0.460	0.460	38
Public Sector Leverage CWaCC	0	0	0.128	0.440	0.568	46
S106 M&S	0	0	0	0.025	0.025	2
S106 Saughton Camp	0	0	0	0.170	0.170	14
Total project £m	0	0	0.128	1.094	1.223	100

D1: Scheme Costs

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

	£M
A. Land acquisition	0
B. Professional fees	0.110
C. Statutory undertakings	0
D. Works	0.970
E. Equipment	0
F. Risks and Contingency	0.143
Total expenditure	1.223

Risk and contingencies of £143,000 has been included in the costs for the scheme and BCR calculation; this consists of Package 1: Canal Towpath & Access Points Civils (15%) at £143,000. The Council considers this an appropriate level of risk allowance, excluding inflation as the scheme is programmed to be delivered and money spent within one financial year (2020/21).

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

Not applicable

<p>D2: Promoting Organisation Contributions</p>	<p><i>Please provide a commentary on your commitment to spend. Scheme promoters must demonstrate that they can commit a minimum contribution fund of at least one third of the total scheme cost and any cost increases incurred after Final Approval will be borne in full by the promoting authority.</i></p> <p>Cheshire West and Chester Council commit to the minimum contribution of £0.763M (62%) of scheme costs. This funding will be sourced from existing secured Council capital programme for 2020/21 and secured private sector S106 contributions, with the Council liable for any cost increases against Council Resources i.e. Local Transport Plan's capital programme.</p>
<p>D3: Third Party Contributions and Leverage</p>	<p><i>Please provide further details on any third party contributions for your Scheme. This should include evidence to show how any third party contributions are being secured, the level of commitment and when they will become available. Please include contributions of cash and in-kind (e.g. land and buildings). Also provide information on any additional resources that your project will leverage in as a result of the initial investment.</i></p> <p>The project budget includes £0.568M funding from the Council capital programme for 2020-21, Transport budget allocations. Supported by secured private sector, Section 106 contributions from Marks and Spencer Ellesmere Port at 0.025M and GMV EIGHT LIMITED (Commercial Estates Group Limited) from their Saighton Camp housing development, Chester at £0.170M.</p> <p>The scheme has been managed and supported across multiple services within the Council; Transport Strategy, Highways, Regeneration and Localities. Whereby local businesses and organisations, including ward members have all expressed their full support for the Local Growth Fund bid for the Chester – Ellesmere Port Canal Towpath, shared use path.</p> <p>McArthurGlen Designer Outlet Cheshire Oaks completed their recent site expansion during Autumn 2018, creating over 40,000 sq ft of additional retail space and generating up to 300 new jobs. The expansion included the construction of a new £0.500M footbridge to the rear of the site linking to Thornton Road. Providing improved access for both guests (over 8M visitors a year) and the 2,600 staff who work at Cheshire Oaks. This complimentary scheme directly interfaces with the new Thornton Road link, connecting the employment site back to the wider cycling and walking network. For this reason the Council had expedited the delivery of Thornton Road on the ground, ensuring the benefits of new development opportunities and model shift for the local work force could be maximised, through improved connectivity. Refer to Appendix G for evidence (photos and map) of completed scheme.</p>

**D4:
Affordability
and Financial**

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

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

The investment proposals and enabling works will be delivered by stage and by exception in accordance with Chester West and Chester Council's project delivery framework and public sector procurement regulations. Cheshire West and Chester Council and the Canal and Rivers Trust, both have proven track records in the delivery of capital and revenue programmes on time and to budget, and delivering sustainable access corridor improvement projects i.e. Stanney Lane Boulevard and Lees Lane in Ellesmere Port, and construction of new Canal Towpath access points from University of Chester's Parkgate Campus in Chester. This project therefore provides a low risk investment.

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

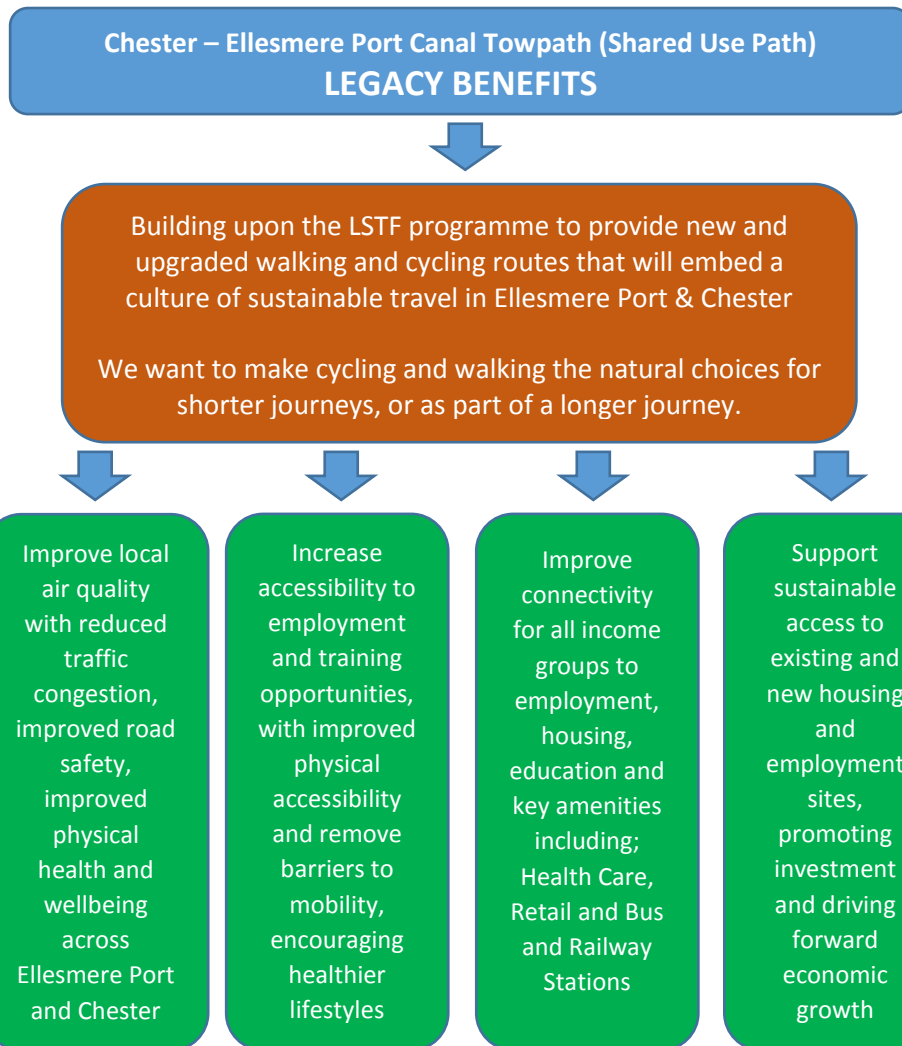
Any costs overruns will be underwritten by Cheshire West and Chester Council.

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

The enhanced Canal Towpath, is a private asset owned by the CRT under guardianship from Central Government. As such the longer term maintenance costs will be managed/funded from the CRT's wider annual maintenance grant funding allocation from Department for Environment, Food and Rural Affairs (Defra) and charitable donations, budgets in future years.

Please provide information on any legacy benefits of your Scheme.

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

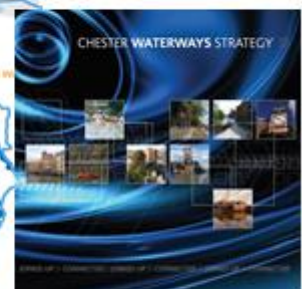


D5: Legacy Benefits

In addition, the project provides new permanent and enhanced links between Chester and Ellesmere, onto the wider waterway system and linking to the existing local and national cycling and walking networks, promoting active travel. Anticipated legacy benefits are improved sustainable access to sub-regional attractions, new and existing jobs within the scheme area, reducing levels of unemployment in our deprived areas and increasing the proportion of use by sustainable transport.

Chester Waterways Strategy

Key Waterway Corridors / Gateways connecting to sub-regional attractions



E: Management Case - Delivery

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

E1: Current Scheme Status	<p><i>Please state scheme status e.g. Is the scheme at the conceptual stage? Has a business case been developed? What if any internal and external approvals does it require? Is the project reliant on external funding? If so, has a bid for funding been submitted/ was it successful?</i></p> <p>The scheme is currently at the preliminary design stage. The following work has taken place to date:</p> <ul style="list-style-type: none">a. Engagement with key stakeholders; Canal and Rivers Trust, Active Travel Group, Active Cheshire, McArthurGlen Cheshire Oaks, Sanctuary Homes (Chase Park Developer), residents, Ward and Executive Members and local MP Justin Madders;b. Internal capital funding sources have been secured through the Council capital programme for 2020-21;c. Approval for receipt of LGF3 grant and the overall budget package was approved at Full Council in June 2016, along with all other LGF3 schemes;d. Highways and Waterway site surveys, asset condition map and photos taken;e. Preliminary drawings and cost estimates produced using both Kier (works package 1) and Ringway (works package 2) terms maintenance cost schedules;f. Land referencing – all works are within the adopted Highway;g. Works package 2: Thornton Road has since been constructed and built on the ground by Ringway between April and July 2019; andh. Works package 1: Site investigation works have been undertaken by the Council and CRT, to refine scheme designs, with a walk talk and build with Kier (January 2020).
E2: Project Plan	<p><i>Please provide a scheme programme and phasing showing key activities and milestones.</i></p> <p>A full scheme programme is provided in Appendix B.</p>

E3: Other Partners Involved in Scheme Delivery

Please provide details of the partnership bodies (if any) you plan to work with in the design and delivery of the proposed scheme. This should include a short description of the role and responsibilities of the partnership bodies.

Scheme design and supervision of delivery will be undertaken in house using the Council's Highways Service.

Please provide specific information on any private sector partners.

The Council has worked in partnership with the Canal & River Trust (CRT) throughout the scheme's development, as they hold the guardianship of the canal and towpath and that of other heritage buildings and structural assets on the canal network in England and Wales. This partnership approach helped to identify the sections in most need of standards upgrade and where intervention was required to facilitate access to the towpaths that connect to key strategic sites. The CRT was launched on 12 July 2012, the Trust took over the responsibilities of the former state-owned British Waterways.

'Ringway Infrastructure Services Limited' is the Council's appointed Highways Term Maintenance contractor as from 2013 up to 2023; they've provided the baseline price estimate for 'Package 2: Thornton Road' works, that has been direct awarded to Ringway. Direct awarding the contract is in line with internal governance processes, achieves value for money with reduced mobilisation periods, brings local knowledge and availability of resources and utilises pre agreed pricing schedules, ensuring the project was delivered on time and to budget.

'Kier MG Limited' is the CRT's appointed National Engineering & Construction Contractor as from 2015 up to 2021 with options to extend up to a maximum of 10 years. The contract covers most major works, such as channel lining and piling, culvert cleaning, lining, inspection and repair, towpath surfacing and repairs to historic locks, bridges and aqueducts. Kier has provided the baseline price estimate for 'Package 1: Canal Towpath' works, that will be direct awarded to Kier through the Canal and River Trust existing framework contract. Direct awarding the contract in line with internal governance processes, achieves value for money with reduced mobilisation periods, brings local knowledge of CRT policies for working by, in, and along the waterways, and delivers the resources and utilises pre agreed pricing schedules to ensure the project is delivered on time and to budget.

Stakeholder engagement

Individual engagement events have already been held for this project, these have shaped the development and will support for the scheme, in line with the Council's standard practice on this matter. The following events were held:

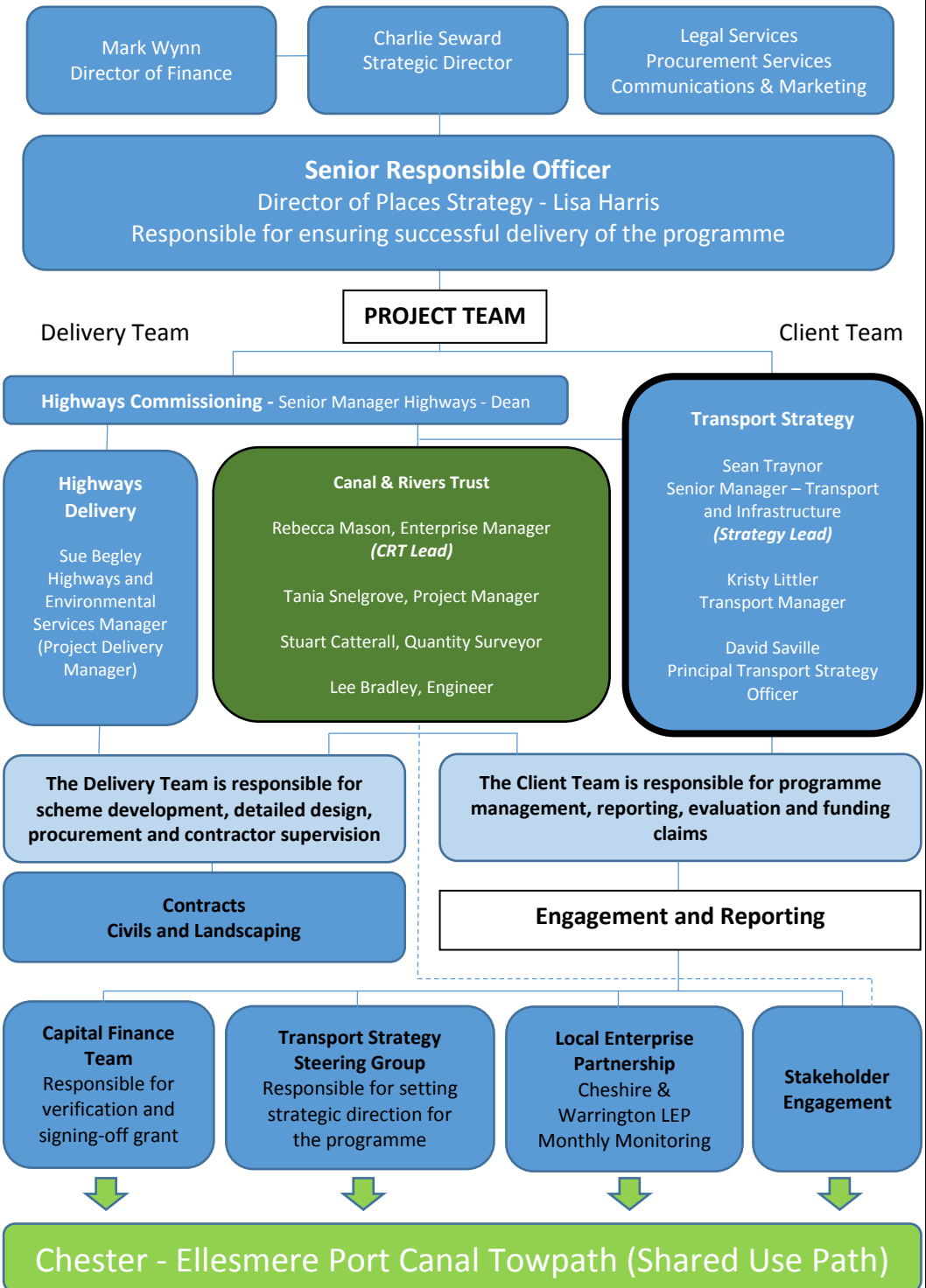
- Cabinet and Council to secure funding approvals (July 2016)
- Councillors, Local Ward Member and Cabinet Member - Economic Development and Infrastructure (April 2018)
- Active Travel Forum (June, November 2018)
- Members of the Chester sustainability forum
- Cheshire Oaks Management Peak Traffic Plan Meeting, with McArthurGlen, Cheshire Constabulary and Highways England (January 2020).
- Debrief informal update with Active Cheshire (February 2020)
- Sustainable Travel Forum (Chester Zoo, February 2020)
- Cabinet Member - Environment, Highways & Strategic Transport (February 2020)

As the project further developed over the past few years, further engagement with a variety of Council officers has continued to shape the project.

An interest and influence diagram has been provided in Appendix C, which highlights the key stakeholders for which engagement has or will be undertaken.

Please provide the proposed project management structure:

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



E4: Operational Issues

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

E5: Scheme Acceptability

Please comment on any community support for this Scheme.

There is strong community support for the scheme. Both local ward members and iCouncillor Karen Shore (Deputy Leader of the Council and Cabinet Member for Environment, Highways & Strategic Transport) are very keen to see the shared use path constructed and is supported by; Canal and Rivers Trust, Chester Zoo, McArthur Glen Designer Outlet, Active Travel Forum and Active Cheshire.

Has public consultation on the Scheme demonstrated its public acceptability?

Yes, customer engagement has been progressed to date although there are no direct active frontages to properties along the Chester to Ellesmere Port Canal Towpath corridor, removing any direct consultees. The various engagement events outlined in section E3, have demonstrated full support, acceptability and demand for the scheme to be delivered. To unlock economic growth, provide realistic sustainable travel options for those on low incomes, while connecting the deprived areas of Chester and Ellesmere Port with low car ownership, to new job opportunities at key strategic employment sites; Countess of Chester Hospital, Chester Zoo, Chester Business Quarter and Cheshire Oaks Retail offer.

An additional stakeholder engagement exercise will take place prior to the start of works, to inform local residents and interested parties along the Chester to Ellesmere Port Canal Towpath corridor. This will inform of the forthcoming; notices, temporary stoppages, restrictions and diversion management required for the programme. These will also be advertised on the CRT'S notice and stoppages website: <https://canalrivertrust.org.uk/notices>

Is the scheme likely to invoke objections or involves damage to the local environment? For example use of greenbelt land, destruction of heritage of cultural landscape including listed buildings, or development in an area with special landscape designations e.g. SSSI, AONB

No objections are expected, as the current design proposals incorporate and mitigate any potential issues. The scheme will greatly enhance access to a green corridor whilst facilitating access to jobs, health and education, whilst delivering benefits to leisure and tourism.

There will not be any detrimental damage to the local environment as all the land used to construct the scheme is classified as adopted highway. The existing limited footpath provision adjacent to the existing highway or waterway is greatly enhanced. The existing grass verge on Thornton Road has a low environmental and amenity value, and a small number of failed ornamental trees have been removed along Thornton Road, with replacement trees being planted in the area. Refer to Appendix H, for a copy of the General Alignment Civil design drawings and route section maps. These are subject to further refinement during the final detailed design stage.

E6: General Risk to Scheme Delivery

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

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

The holistic scheme is classed as Permitted Development and does not require planning permission. All land required is either within the existing CRT land ownership boundary (Class E), or forms part of the Council's adopted highway (Thornton Road). As the towpath is classified as a 'permissive path' and deemed as a private way, any works required for maintenance or improvements to the way are classed as permitted development. A project management framework is identified above and identifies roles and responsibilities.

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

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

Package 1: Highway engineering civils contract, using waterborne equipment for Canal Towpath improvements.

Risk of £143,000 for Package 1: Canal Towpath & Access Points Civils (15%) has been included in the costs for the scheme and BCR calculation. The Council and CRT considers this an appropriate level of risk allowance, excluding inflation as the scheme is programmed to be delivered and money spent within one financial year (2020/21). The contract tender specification for the civils works package will be awarded on fixed price contract.

No risk cost or contingencies are associated with Package 2: Thornton Road, as the scheme has since been constructed on the ground, following the initial conditional funding approvals secured from the CWLEP in 2016.

	<p><i>How will any identified risks be managed between Scheme delivery partners?</i></p> <p>The Council’s Highways and CRT client team’s will maintain a risk register/management and control overview for the work programme, and individual works packages. Ensuring risks are transferred to the appointed contractor(s), with insurance requirements in places prior to contract commencement i.e. Public Liability, Employers Liability and Professional Liability.</p> <p>Prices will be fixed for the life of the contract(s), tenders will include all costs associated with the provision of the services/works e.g. rates, expenses, delivery, installation, materials, training, roadside and waterborne equipment, permits and warranties. No claim for additional payment will be considered for items that have not been included, as specified within the tender briefs. Payments to be made monthly in arrears, in accordance with the Councils contract terms and conditions. A 10% retention value will be held until satisfactory completion of the works/project and upon receipt of certified completion.</p>
<p>E7: Monitoring and Evaluation</p>	<p><i>Please indicate proposed arrangements for monitoring progress of the project and post project evaluation. The LEP would expect such evaluations to be made publicly available as part of its transparency and accountability agenda.</i></p> <p>Cheshire West and Chester Council have well established mechanisms for monitoring and evaluating the outputs, outcomes and monetary benefits resulting from investment in sustainable travel programmes. The Council would ensure that monitoring data from previous, current and future projects is collected and evaluated to justify investment. For example:</p> <ul style="list-style-type: none"> • Installation of an Automatic Traffic Counter (ATC) as part of the scheme design for ongoing cycle counts along the enhanced towpath and new path at Thornton Road adjacent to the highway, to capture volumes and frequencies of trips. • Feedback from sustainable users, utilising the new shared use path. Manual numerators completing on site location survey forms with users, to understand origin and destination and trip purpose. • Feedback from employers such as; Countess of Chester Hospital, Chester Zoo, Cheshire Oaks and the wider Chester Business Quarter, and travel plan survey data feedback from the University of Chester, Parkgate Campus. <p>The cost of these monitoring and evaluation activities undertaken during the scheme delivery are covered within the funding ask (<i>included within the project management costs</i>). Additional activities completed after scheme completion will be covered by Cheshire West and Chester Council.</p>

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

F1: Products and Services

What goods and or services are being procured? E.g. are you going to procure a building contractor and project management support?

The works for the scheme have been developed into two works packages, both are highway engineering civils contracts that cover, ground clearance and construction of enhanced and new shared use pathways that will be procured via specialist external contractor(s).

Tender Item	Estimated Budget £M
Package 1: Highway engineering civils contract, using waterborne equipment for Canal Towpath improvements. <i>Preferred procurement route: KIER MG Ltd</i>	1.094
Package 2: Highway engineering civils contract, roadside construction of Thornton Road. <i>Preferred procurement route: Ringway Infrastructure Services Ltd</i>	0.129
TOTAL	1.223

Project management will be carried out in house by the Council.
The client for the project is the Transport Strategy Team, supported by the internal Highways Client Management Team working in partnership with the Canal and River Trust, overseeing site management and construction.

F2: Procurement

Please state how the project will be procured

The delivery of the scheme can be undertaken by specialist external contractor(s) with tender packages prepared.

The Council reserves the right to direct award the whole or part of the scheme to the Council's Highway's Term Maintenance framework/contractor Ringway Infrastructure Services Limited (thereafter Ringway). Based on the recommendations from the recently approved, best value, contract performance review report. This has increased the financial threshold values for directing works under the existing contract, and has been previously approved for delivery of the Sutton Way Boulevard and A5117 schemes. The direct awarding of the scheme's work packages to Ringway Infrastructure Services Limited will help to save time with the procurement processes, ensuring works are being undertaken by a contractor with local experience, with pre-agreed work rates, with a proven track-record of delivering schemes on time and to budget.

The Council also reserves the right to direct award the whole or part of the scheme to Kier MG Ltd. (thereafter Kier) through the Canal and Rivers Trust's (CRT) National Engineering & Construction Contract,. Kier were competitively appointed via an open OJEU tender process. The contract covers most major works, such as channel lining and piling, culvert cleaning, lining, inspection and repair, towpath surfacing and repairs to historic locks, bridges and aqueducts. Therefore, building on the Council's and CRT's well-established partnership working and utilising Kier's knowledge of CRT policies for working by, on and next to the waterways. This will bring major advantages in terms of improved efficiency, shorter mobilisation periods, pre-agreed work rates, a proven track-record of delivering schemes on time and to budget, whilst providing good customer service.

Tender Item	Delivery Period
Package 1: Canal Towpath & Access Points	September 2020 to March 2021
Package 2: Thornton Road	April 2019 to July 2019

The procurement processes have been approved by the Council's Procurement and Highways Management Team's, subject to the completion of an approved Officer Decision Notice prior to awarding the works packaged, in compliance with the Council's own Contracts Procedure Rules.

F3: Value for Money	<p>How will you ensure value for money?</p> <p>As noted in “F2 Procurement” the Council reserve the right to directly award the works to either Ringway or Kier via existing established tender frameworks. All of the sub-contractor companies on frameworks with Ringway and Kier have a proven track-record of delivering a range of highway and waterway projects in keeping with the standards required by the framework processes. It follows that mini competitions will be held within each of the frameworks for the retrospective civil works packages, to seek the best price and quality, ensuring the best value for money for the construction of each element of the wider project.</p>
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G: Evidence and Supporting Information	
G1: Evidence	<p><i>Please list here and provide copies of all technical reports documenting the evidence base for the Scheme and the Scheme’s performance</i></p> <ol style="list-style-type: none"> 1. Evaluation of Economic Benefits of LSTF projects in the Cheshire and Warrington area (2016); and 2. Active Travel Investment Strategy submission to the LGF3 Growth Deal process.
G2: Supporting Information	<p><i>Please include any additional facts which may assist the Local Enterprise Partnership to assess this Scheme against strategic fit and deliverability.</i></p> <p>This project fits with local and national transport strategy as provided in detail in Appendix E.</p> <p>National transport objectives</p> <ul style="list-style-type: none"> • National Planning Policy Framework (2018); • Department for Transport (DfT) Single Departmental Plan; • Building our Industrial Strategy Green Paper (2017); • Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (2011); • Transport and Engine for Growth (2013); • Cycling and Walking Investment Strategy (CWIS); • Cities and Local Government Devolution Act (2016); and • Growth Agenda. <p>Local transport strategies</p> <ul style="list-style-type: none"> • The Local Plan, Part One and Two (2015-2030); • Local Transport Plan 2017-2030 (LTP3 Refresh); and • Draft Local Cycling and Walking Investment Plan (LCWIP). <p>Non transport local strategic aspirations</p> <ul style="list-style-type: none"> • The Council Plan (2016-2020); • Health and Wellbeing Strategy (2015-20); • Air Quality Action Plan (2018); • Ellesmere Port, Vision and Strategic Regeneration Framework (2011); • Ellesmere Port Master Plan (2019); • Climate Emergency Declaration (2019); and • Waterways Strategy (2012). <p>A logic map for the scheme has been provided in Appendix F.</p>

Appendix A

Alternative projects (Ref section B4)

As part of the schemes development, Cheshire West and Chester Council considered a number of options to

address the problem the existing narrow, poorly quality shared use path provision between Chester and Ellesmere Port. Providing local residents situated within the top 10% of deprived wards with low car ownership in Ellesmere Port (Grange and Town Centre and Rossmore wards) and Chester (Blacon ward) to existing and new job opportunities. These are listed below in table 1.

Table 1

Options	Description	Comment
Do nothing	<p>Allow residents to continue using the existing narrow off-road Shropshire Union Canal towpaths, with existing poor quality surface dressing and restricted access points (National cycle route 5, 45 and 70), with existing on-road access for cyclists to the new pedestrian bridge at Cheshire Oaks Retail Area.</p>	<p>Not acceptable due to safety risks, with the break-up of the existing surfaces due to high usage and weathering, creating a high risk of cyclists and pedestrians tripping on potholes or loose chippings and uneven surfaces, causing damage to personal belongings or personal injury .</p> <p>The existing narrow towpath creates conflict between cyclists, pedestrians, vulnerable people with mobility aids and barge moorings.</p> <p>If left unmaintained to a high standard, there is a potential for slippage of the path and its embankments into adjacent canal. This may lead to the stopping-up of key sections of route, until CRT maintenance funding is identified and prioritised. In this event, the direct route will be lost and long on-road diversions routes would need to be sign posted. This would create potential conflict between road traffic and cyclists and deter more vulnerable users from using active travel modes to access existing and future job opportunities. In some cases long diversion routes may mean that access to employment is removed completely.</p>
Do Something 1	<p>Construct a new 3m off-road shared use path along the busy/congested A41 principal road corridor between Chester and Ellesmere Port. Constructing the missing links along this wider cycle network that's predominately on road, while linking to key employment and housing sites.</p> <p>This option would require some third-party land acquisition where the adopted highway is constrained by existing developments. This would increase scheme costs for statutory diversions and relocation of street furniture i.e. lighting columns and bus stop infrastructure.</p> <p>This is considered too expensive and outside of the budget availability for the scheme, including its deliverability within the timescales set i.e. constructed by 31/03/2021.</p>	<p>This option was rejected as:</p> <p>(a) There are safety concerns due to the existing large volumes of traffic and high vehicle speeds using this route at peak times, perceived as being hard and too dangerous and uncomfortable to navigate and 'understand' for cyclists with limited cycle proficiency skills. Therefore deemed a more hostile, less attractive, less safe and less secure route.</p> <p>(b) The route is largely within the existing adopted highway; with some pinch points where narrowing of existing off-road footpath provision reduces down to below 1.5 metres. Therefore, requiring third-party land acquisition to widen these sections to create a continuous 3m off-road shared used pathway.</p>

Options	Description	Comment
	<p>It is considered that the proposed enhanced off-road Shropshire Union Canal towpath provision provides the safest, most direct journey experience for cyclists and pedestrians (noting existing land limitations).</p>	<p>It is therefore not suitable or possible to widen those paths for cycle usage. Therefore, preventing the scheme from meeting one of its primary objectives in creating a shared used path.</p> <p>(c) A large number of existing uncontrolled crossing points, and large scale signalised junctions would need upgrading to formalised crossings and toucans.</p> <p>This would be considered too expensive and outside of the budget availability for the scheme, including its deliverability within the timescales set i.e. constructed by 31/03/2021.</p>
<p>Do something 2 Preferred Option</p>	<p>Construct an enhanced, widened and improved resurfaced Shropshire Union Canal towpath, and Thornton Road link. Connecting to growth opportunities in Chester and Ellesmere Port, while improving access points onto the canal corridor from the existing highway network.</p> <p>This option would be fully built within the existing CRT land ownership boundary and Council’s adopted highway (Thornton Road), as the towpath is classified as a “permissive path’ allowing members of the public to use them, with closures used during maintenance periods.</p> <p>No planning permission is required (permitted development), as stated under planning legislation (Class E) the carrying “<i>out on land within the boundaries of an unadopted street or private way of works required for maintenance or improvements of the street or way</i>”.</p> <p>The enhanced canal towpath will improve connectivity, encourage higher usage, while removing barriers to access the canal corridor and remove potential conflict with other towpath users.</p> <p>The scheme would also provide a missing link, joining the existing Cheshire Oaks pedestrian bridge back to the Canal Towpath and wider A5117 cycle scheme, while connecting to new residential developments in Ellesmere Port. Other key connections include:</p> <ul style="list-style-type: none"> - Stanney Lane Boulevard (national cycle route no. 563); - Canal Towpaths (national cycle route no. 70); and - A5117, Ellesmere Port (national cycle route 	<p>This is the preferred option as:</p> <p>(a) The path is continuous and fully off-road, therefore creating a faster and more attractive experience for the users with limited cycle proficiency skills. Providing an ambient route linking residents to local wildlife and the calming fabric of the waterways, improving mental health and wellbeing.</p> <p>(b) The enhanced towpath is safer as it reduces the potential conflict between cyclists, pedestrians, vulnerable road users with mobility aids and barge moorings. Compared to the alternative on road options, this route removes any conflict with motorised road vehicles.</p> <p>(c) It is more secure as there is natural security provided by the open green space, providing a high level of forward visibility and the feeling of being safe, with regular access and exit points.</p> <p>(d) There is limited impact on highway traffic flows, as the route is segregated and off-road. Compared to Do Something 2 - cycling adjacent to the live carriageway with side roads intercepting the route at regular intervals.</p> <p>(e) Providing a safe and direct route for more vulnerable road users seeking jobs and further education at; Chester Business Quarter, Countess of Chester Hospital, Chester Zoo, Thornton Science Park, University of Chester Parkgate Campus, Cheshire Science Corridor</p>

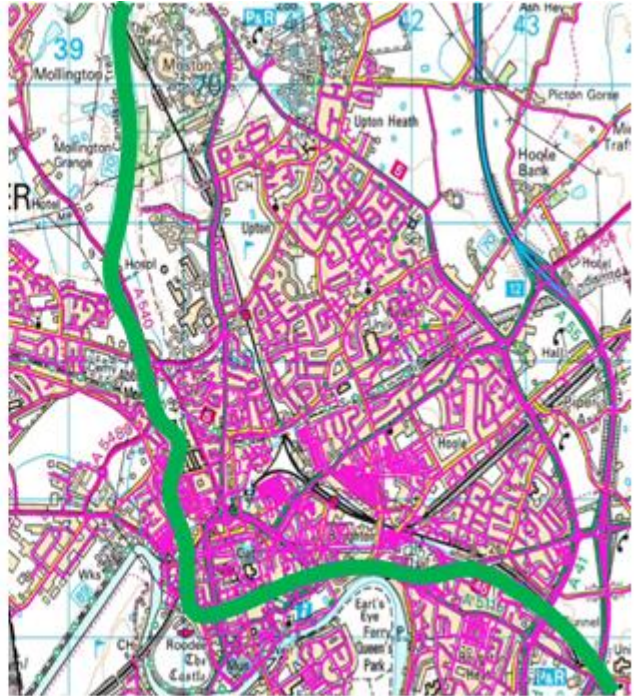
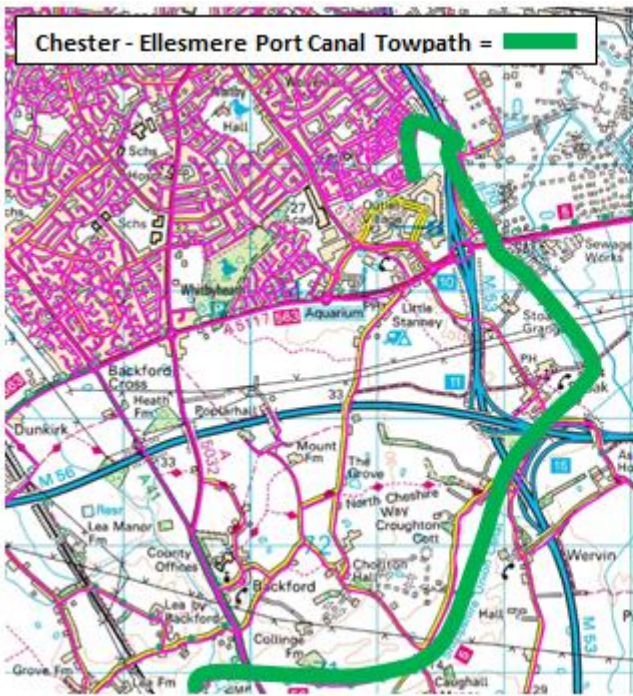
Options	Description	Comment
	<p>no. 5) – currently predominately on road.</p> <p>Linking Chester, Ellesmere Port residents to employment opportunities at Countess of Chester Hospital, Chester Zoo, the Cheshire Science Corridor Enterprise Zone and Cheshire Oaks retail offer.</p>	<p>Enterprise Zone, Cheshire Oaks linking the deprived residential communities within Ellesmere Port and Chester.</p>

These options are illustrated on the plan below



The key feature of the preferred Do Something route option, enhancement of existing Chester to Ellesmere Port Canal Towpath, provides an off-road preferred desire line to key strategic sites; offering a secure and safe route, whilst also giving route choice by linking to existing highway cycle network infrastructure

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



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

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



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

Option Appraisal Process for Chester – Ellesmere Port Canal Towpath

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

OVERVIEW OF ROUTE OPTIONS																				
No.	Name	I. Headline description	Funding viability		Deliverability						Alignment with Objectives									
			Can the intervention be delivered within secured funding	Can the intervention be delivered within the funding timeframe (up to 2021)	Land ownership / acquisition issues	Physical barriers	Relative cost	Public Support	Stakeholder Support	Conclusion	Primary Objectives		wider strategic objectives						Alignment with Objectives	
											Safe and direct route for pedestrians and cyclists between key locations and destinations	Reduce risk of a collision with vehicles, with off-road shared use path and upgraded access points	To improve the health of residents by allowing them to travel in a more sustainable manner	To improve the safety and personal security of residents	To improve the quality of life for residents by creating a more pleasant travelling environment	To provide economic opportunities for residents	To benefit the wider environment by reducing carbon emissions, traffic pollutants and traffic noise	To enhance and strengthen the connectivity between Chester and Ellesmere Port		To preserve and enhance the existing landscape of the site and provide an appropriate landscape setting for future investment
1	Do Nothing	Allow residents to continue using the existing narrow off-road Shropshire Union Canal towpaths, with existing poor quality surface dressing and restricted access points (National cycle route 5, 70 and 45), with existing on-road access for cyclists to the new pedestrian bridge at Cheshire Oaks Retail Area. Green Route (refer to separate map A)	Yes, secured funding covers all costs	Yes	Very positive: Marginal or no issues	Very positive: Marginal or no barriers	Very positive: Costs can be met with spare funds for other schemes	Very negative: Very marginal or no support	Very negative: Very marginal or no support	Low deliverability	√√	√√	√	√	√√	√√	√√	√	√√	Low
2	Do Something 1	Construct a new 3m off-road shared use path along the busy/congested A41 principal road corridor between Chester and Ellesmere Port. Constructing the missing links along this wider cycle network that's predominately on road, while linking to key employment and housing sites. Blue Route (refer to separate map A)	No and no additional funding can be sourced to cover	Unsure	Very negative: Complex/difficult issues with multiple land owners	Very negative: Many complex/difficult issues with multiple barriers	Very negative: Greatly exceeds amount secured at Program Entry; no prospect of raising sufficient additional funds	Positive: Some support for many components	Positive: Some support for many components	Low deliverability	√√	√	√√	√√	√	√√√	√√√	√√	√√	Medium
3	Do Something 2	Construct and enhanced, widened and improved resurfaced Shropshire Union Canal towpath, and Thornton Way link. Connecting to growth opportunities in Chester and Ellesmere Port, while improving access points onto the canal from the existing highway network. Red Route (refer to separate map A)	Yes, secured funding covers all costs	Yes	Very positive: Marginal or no issues	Positive: Few simple barriers at a few sites	Very positive: Costs can be met with spare funds for other schemes	Very positive: Strong support for most or all components	Very positive: Strong support for most or all components	High deliverability	√√√	√√√	√√√	√√√	√√√	√√√	√√√	√√	√√	High

Appendix B

Scheme Programme (Ref section E2.)

Activity	Days	Start	End	Nov '19	Dec '19	Jan '20	Feb '20	Mar '20	Apr '20	May '20	Jun '20	Jul '20	Aug '20	Sep '20	Oct '20	Nov '20	Dec '20	Jan '21	Feb '21	Mar '21
CRT and Kier prepare P&I info for Transport Strategy – route maps, costing, programme	55	02/11/19	24/01/20																	
P&I Board Papers – Business Case & Peer Review	10	20/01/19	05/02/20																	
P&I Board decision to continue (full funding approval).	1	26/02/20	26/02/20																	
Detailed Design	91	01/03/20	30/05/20																	
Produce “tender” documents	-	01/03/20	30/05/20																	
Tender Period	38	30/05/20	06/07/20																	
Tender Assessment Period (C&RT and CW&C)	16	06/07/20	21/07/20																	
Contract Award / Package Order Issued	-	27/07/20	03/08/20																	
Contractor’s Mobilisation Period	28	03/08/20	01/09/20																	
Construction Period - Accesses and additional works (7 weeks) - Bridge 133-131 (20 weeks) - Bridge 123-122B, 134-133 (20 weeks) - Time Risk Allowance + Completion Certificate (3 weeks) - Thornton Way complete in 2019/20 (0 days)	185	01/09/20	05/03/21																	

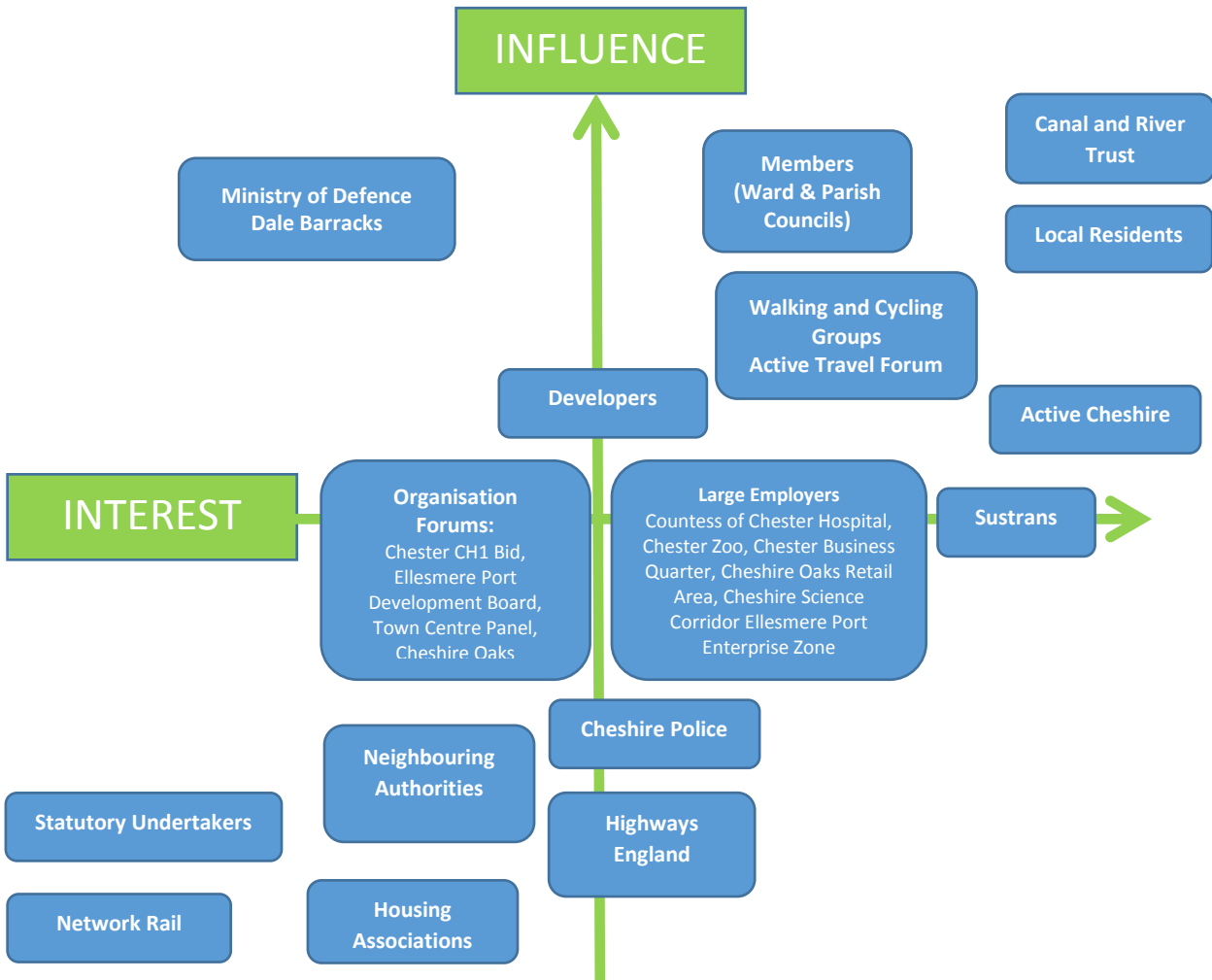
In summary, the civil works outlined above will start from the beginning of September 2020 and be completed in early March 2021.

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

Appendix C

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

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



Appendix D

Risk Assessment (Ref section E6.)

Key

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

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

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

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

Appendix E

Other Strategic fit evidence (Ref section G2.)

National Transport Objectives

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

1. National Planning Policy Framework (2018)

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

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

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

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

2. Department for Transport (DfT) Single Departmental Plan

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

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

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

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

3. Building our Industrial Strategy Green Paper (2017)

This sets out a vision to build on the UK's strengths, closing the productivity and wealth gap between different regions and making Britain one of the most competitive places in the world to start and grow

businesses. Upgrading infrastructure is one of the ten pillar that help drive growth. This will be addressed by: “keeping costs down for commuters and making transport accessible to all”.

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

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

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

5. Transport and Engine for Growth (2013);

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

6. Cycling and Walking Investment Strategy (CWIS)

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

It seeks to achieve this through three methods:

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

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

7. Cities and Local Government Devolution Act (2016)

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

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

8. Growth Agenda

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

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

(a) Cheshire and Warrington SEP

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

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

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

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

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

(b) Cheshire and Warrington Growth Deal

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

The justification for awarding LGF3 grant to the Scheme is that it directly contributes to the aims of the SEP including the tackling of traffic congestion (by offering alternative means of travel) and strengthening

connectivity (for example between home and jobs). The Cheshire Oaks employment site is a key location within the Borough for inward investment and has been very successful over the years in attracting major employers including; McArthurGlen Cheshire Oaks Designer Outlet, Coliseum Shopping and Leisure Park, M&S Cheshire Oaks, Blue Planet Aquarium, Cheshire Oaks Business Park and more recently various luxury car showrooms as well as Encirc and the Protos cluster. Connecting the residential and employment areas is key, as there are many people who live in Ellesmere Port and wider travel to work corridor area for whom a continuous connection would be very beneficial.

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

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

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

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

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

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

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

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

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

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

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

- Reduced traffic congestion and enhanced the capacity of the Borough's local and strategic transport networks, encouraging modal shift towards active travel modes such as walking and cycling, by removing perceived barriers to travel.
- Develop transport schemes and measures that help support the economic viability of towns, villages and leisure attractions in West Cheshire. The scheme connects Chester with Ellesmere Port town centre with Chester Business Quarter, Cheshire Oaks and Ellesmere Port Industrial area via Stanney Lane and Sutton Way and the A5117 shared use scheme. In total the schemes link people with education, employment, leisure and tourist attractions and key transport interchanges (bus and rail).
- Support the delivery of new developments and businesses whilst limiting the impact of additional traffic.

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

- Improves and encourages the use of sustainable, low carbon transport, through improved shared use infrastructure in and around 2 of our Air Quality Management Areas;
- Ensures that the industrial area is accessible by low cost and sustainable modes
- Ensure that local transport networks are resistant and adaptable to the impacts of climate change, including adverse weather conditions.

Manage a well maintained transport network;

- Improve the condition of our highway network, through infrastructure enhancements that make walking and cycling a more attractive travel option (for short and long distance journeys);
- Maintain the highway network in a safe and serviceable condition for the use of cyclists and, pedestrians.
- Package 1: The Canal Towpath will be upgraded and developed using the CRT standard details for civil works, including enhanced access points.
- Package 2: The Thornton Road route has been upgraded to the latest DBRM standards for shared use pathways including enhanced crossing facilities.

The scheme also delivers on all of the supporting priorities

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

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

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

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

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

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

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

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

The key outputs of LCWIPs are:

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

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

Other Non-Transport Local Strategies

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

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

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

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

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

The Chester to Ellesmere Port Canal Towpath scheme is aligned to delivering the commitments in the Council plan:

- **Promote cycling** across the Borough by providing better facilities for cyclists and challenging perceptions about cycling. This will include a widespread education and training programme on cycling safety, promoting cycling to council staff, and a marketing campaign to promote the benefits;
- Ensure that **new development takes place in accessible locations** which minimises the need for travel;
- Work with our partners to make sure that we continue to put action in place to **reduce the numbers of people killed and seriously injured** on our roads;
- **Promote public health** through healthy eating and active lifestyles such as promoting active travel; and
- **Reduce carbon emission**, for example, by reducing unnecessary travel.

The Scheme achieves these objectives by creating a new transport link which benefits people who do not have access to a car or who prefer not to use a car. It is therefore socially equitable and has a wider community benefit, supporting businesses and employees accessing employment and education corridor. The Strategy also identifies the need to invest in, maintain and build Cheshire West and Chester Council's economic and environmental infrastructure, in order to grow a strong economy. With regard to the Scheme, this is achievable as the enhanced Chester to Ellesmere Port canal towpath will provide a continuous route between the key urban areas of Chester and Ellesmere Port, while connecting to growth sites such as; Countess of Chester Hospital, Chester Zoo, Cheshire Oaks retail developments which are still being developed/expanded and Ellesmere Port Industrial Area and Chester Business Quarter, therefore offering job opportunities to local people.

13. Health and Wellbeing Strategy (2015-20)

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

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

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

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

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

14. Low Emission Strategy (2018 - 2021)

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

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

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

The scheme delivers the above objectives with the promotion of healthy sustainable travel options such as walking and cycling with enhancing existing infrastructure, during dependency on private car for short trips.

15. Air Quality Action Plan (2018)

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

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

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

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

- **Connecting Places** – by ensuring that our existing facilities and attractions are well connected to each other to ensure that they can be accessed by local residents, workers and visitors.
- **Delivering Quality Housing** - ensuring that the quality of our existing housing stock is improved and that an appropriate choice of quality new housing options are available to meet the needs of our existing residents and to attract new residents.
- **Improved physical environment** particularly at key gateways and corridors including the Chester to Ellesmere Port Canal Towpath enhanced shared path scheme. This forms an outer sustainable corridor connecting to the south-east side of the 'cross roads cycle network' spatial concept, linking both the Town Centre and Rossmore, new residential developments back to the Cheshire Oaks Retail offer, while connecting to New Bridge Road and the wider Cheshire Science Corridor, Enterprise Zone through the A5117 corridor back to the canal waterway network.

17. Ellesmere Port Master Plan (2019)

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

18. Climate Emergency Declaration (2019)

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

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

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

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

19. Waterways Strategy

This Waterways Strategy for Chester is a direct deliverable from the Councils, Chester's One City Plan focusing in detail on the opportunities that the waterways present. The key aims are:

- Provide clear direction for how developments related to waterways can contribute to the growth agenda.
- Improve the connectivity between the canal, river and city to encourage increased inward investment and increased tourism.
- Encourage increased employment relating to the leisure economy and maximise the potential of the waterways for recreational purposes.
- To complement the Chester transport strategy, cycling strategy and importantly, provides input to the statutory Local Plan which guides development.

The report continues to note that the 2010 Urban Land Institute Report highlights both the River Dee and Shropshire Union Canal (the scheme area) are within the top ten assets of Chester, promoting economic growth, prosperity while improving quality of life – making Chester an attractive and vibrant place to live and work.

Planning consent

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

The Carrying out by a highway authority –

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

Appendix F

Figure 1: Logic Model for Chester – Ellesmere Port Canal Towpath (shared use pedestrian and cycle pathway)

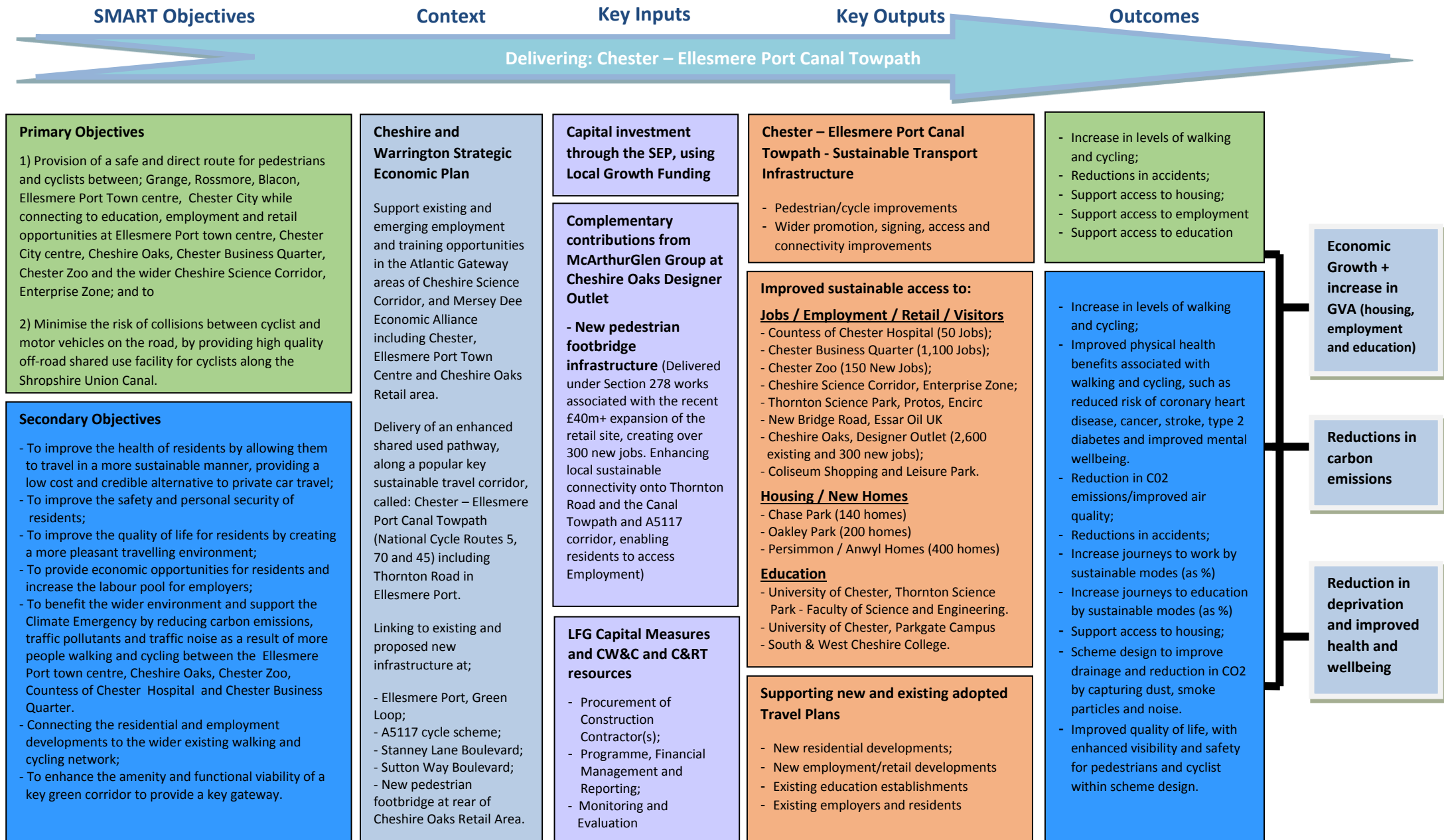


Table 1: Chester – Ellesmere Port Canal Towpath: Monitoring Programme

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

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

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

Appendix G

Delivery of Thornton Road, leading onto Thornton Way to the Canal Towpath and Cheshire Oaks new footbridge.



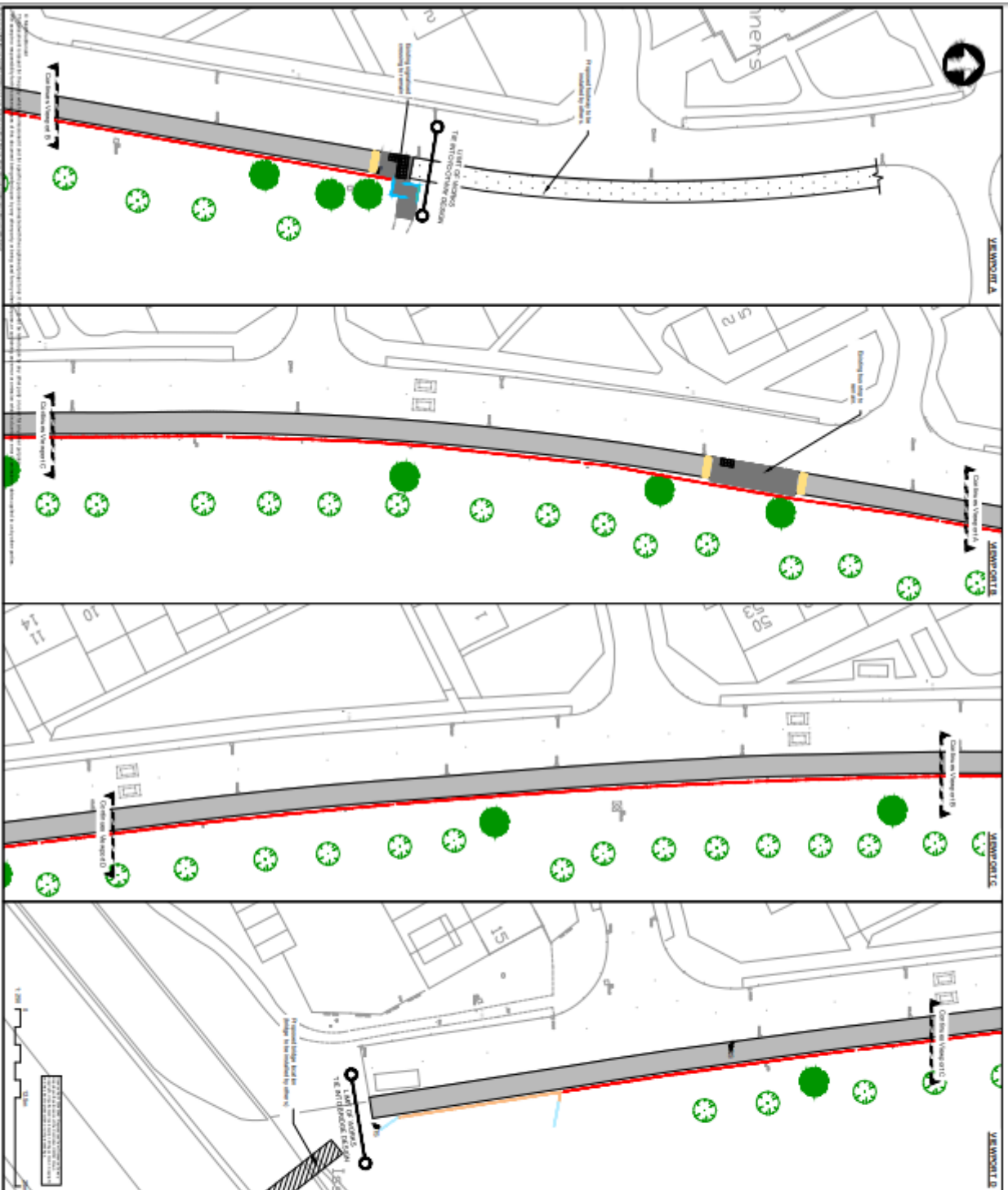
Appendix H

Scheme Design / General Arrangement

Refer to separate Appendix H, for a more detailed pdf copies of general arrangement design drawings:

- Thornton Road, Ellesmere Port;
- Canal Towpath Access Points; and
- Chester – Ellesmere Port Canal Towpath Enhancement Sections.

GA Design Drawing for Thornton Road, Ellesmere Port:



Notes:

1. Symbols of equipment located on a property that are being replaced by equipment of the same type should be shown with a dashed outline.
2. The drawing should be read in conjunction with all other drawings in the project.

- Key:**
- Existing Structure Footings
 - Proposed Structure Footings
 - Existing Traffic Parking
 - Proposed Vehicle or Motor Vehicle
 - Existing Tree
 - Proposed Tree
 - Existing Fences
 - Proposed Fences
 - Existing Driveway and Access Driveway
 - Proposed Driveway and Access Driveway
 - Existing Footpaths and Paths
 - Proposed Footpaths and Paths
 - Existing Utility
 - Proposed Utility
 - Existing Utility
 - Proposed Utility



NO	DATE	BY	DESCRIPTION	SCALE
01	2017/07/10	MHT	Issue for RFP	1:500
02	2017/07/10	MHT	Final Design	1:500
03	2017/07/10	MHT	Final Design	1:500
04	2017/07/10	MHT	Final Design	1:500

MHT
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Fax: +44 (0)11 492 9912
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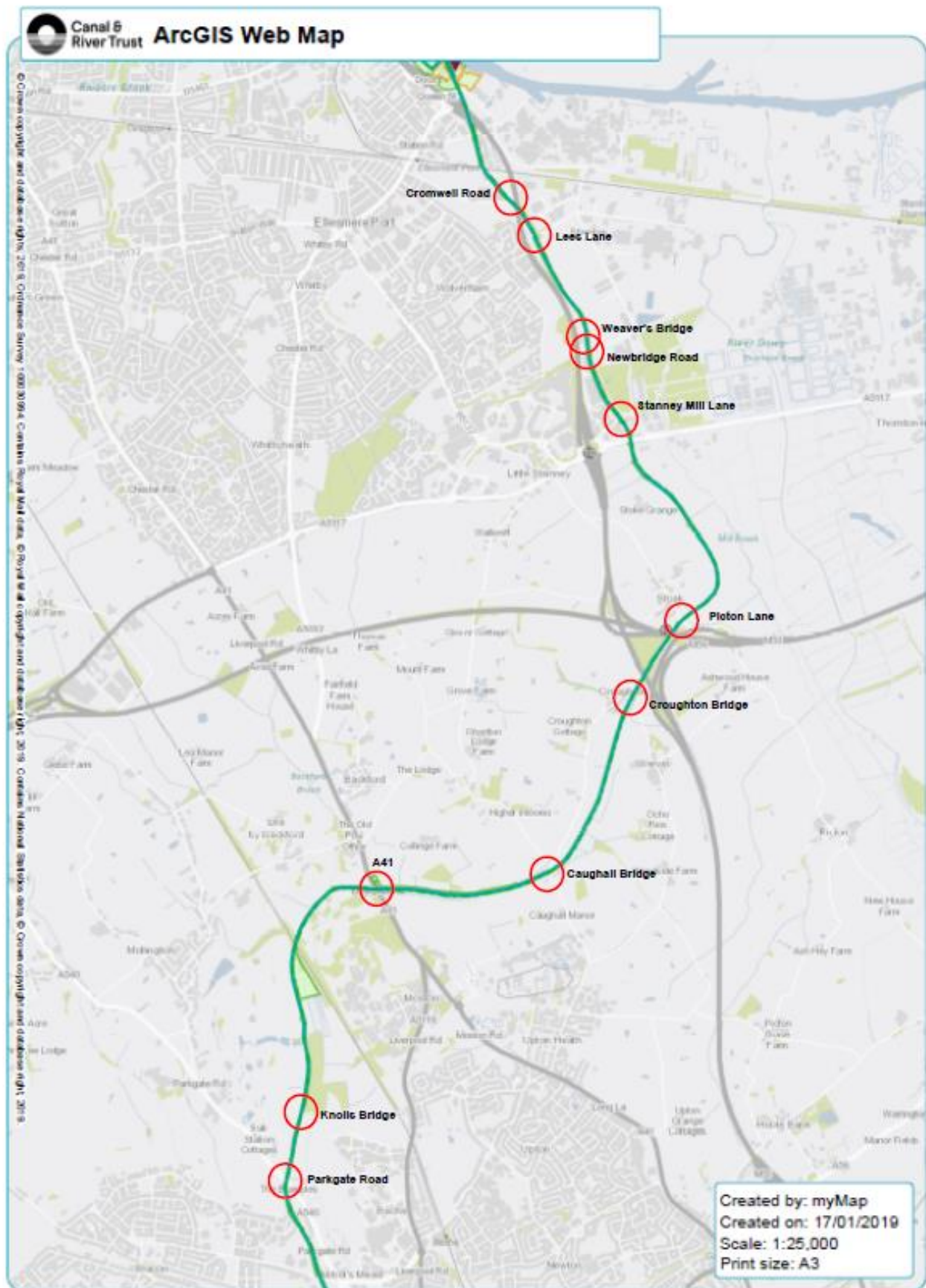
Eleamers Port
Gateway Loop
Link 41 Thornton Road
General Arrangement

NO	DATE	BY	DESCRIPTION	SCALE
01	2017/07/10	MHT	Issue for RFP	1:500
02	2017/07/10	MHT	Final Design	1:500
03	2017/07/10	MHT	Final Design	1:500
04	2017/07/10	MHT	Final Design	1:500

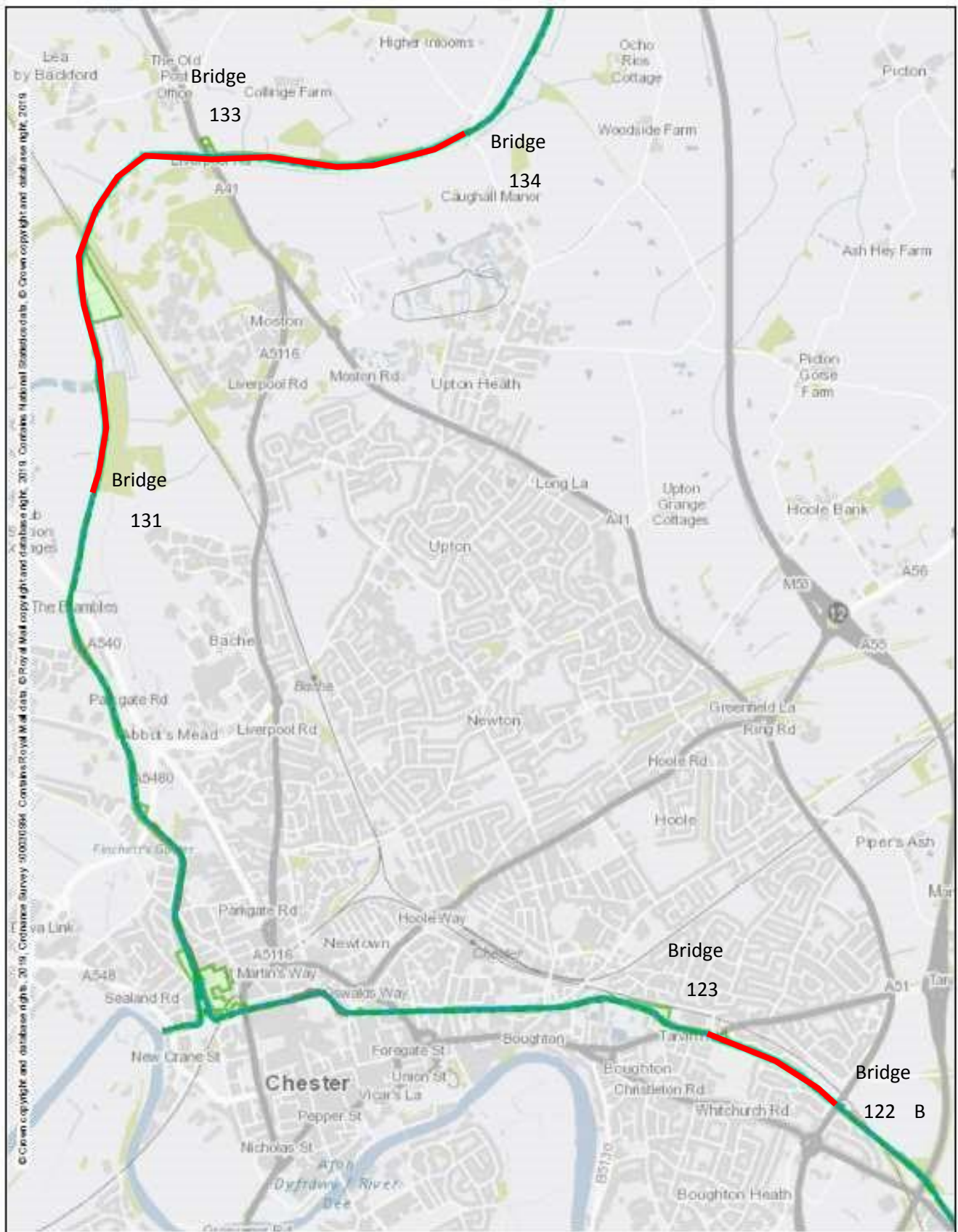
1:250 PRE P3 STD

382127AM-D-41-XX-DR-C-0101

Design Location Drawing for Canal Towpath Access Points:



Design Location Drawing for Canal Towpath Section Improvements:

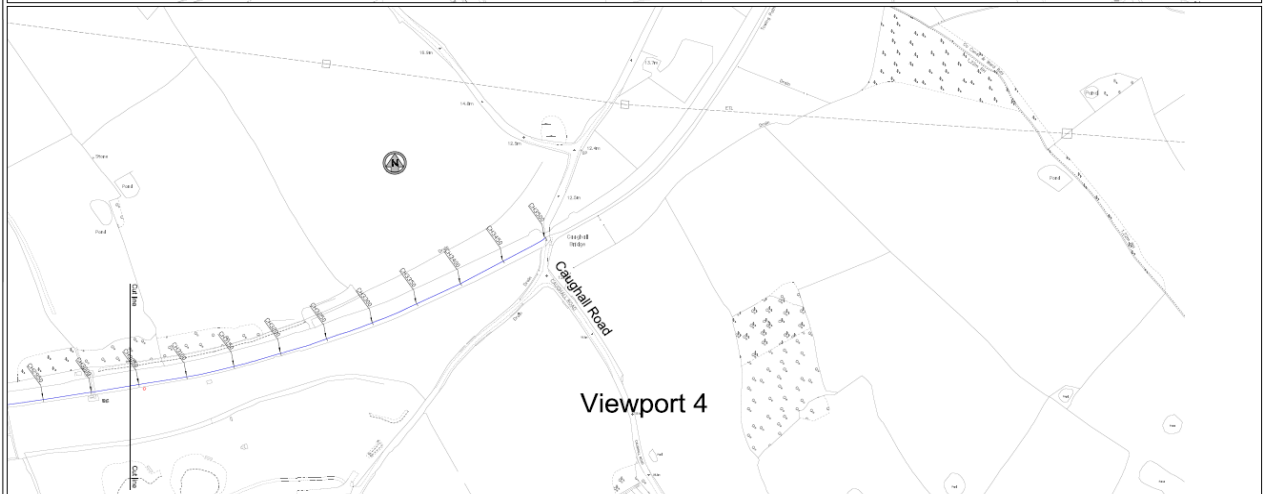
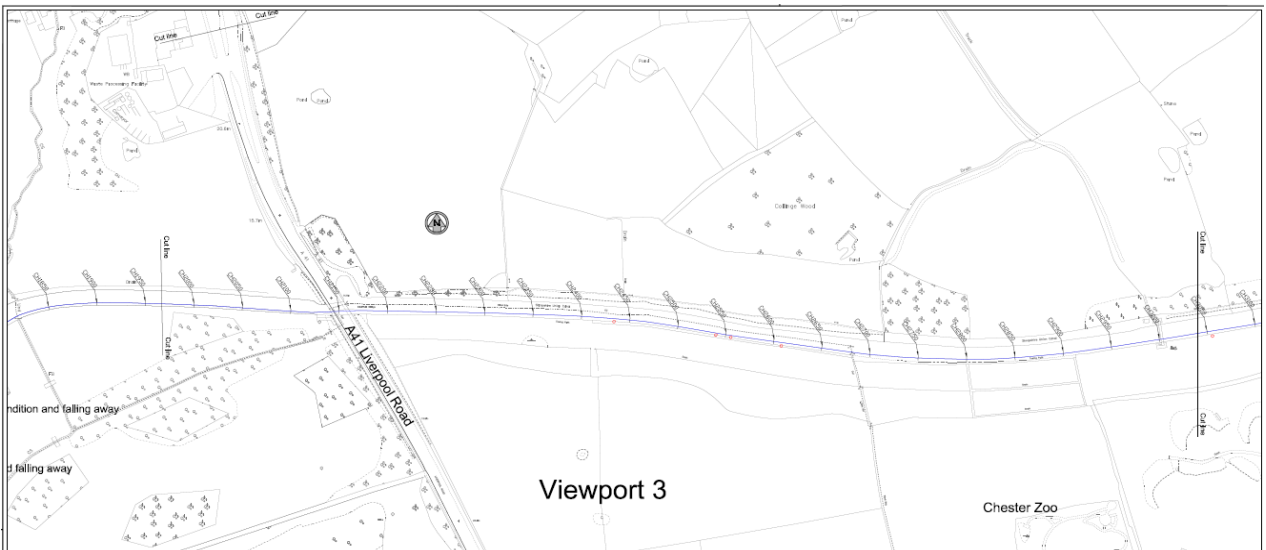
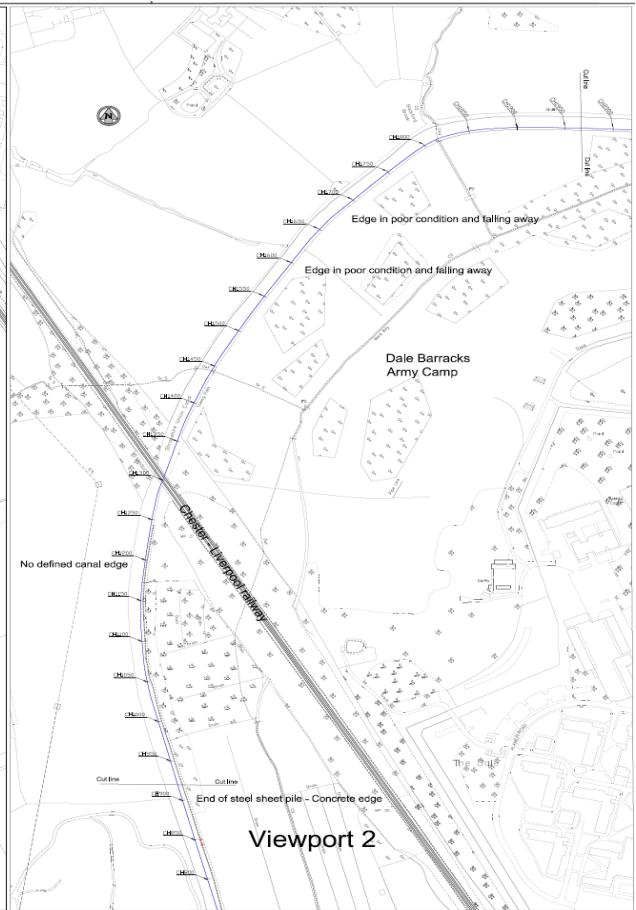
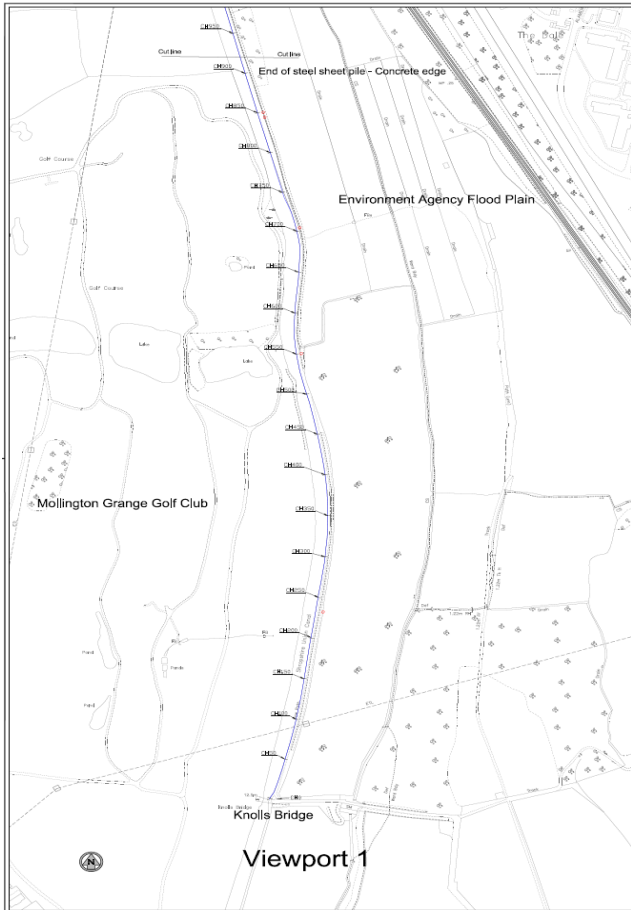


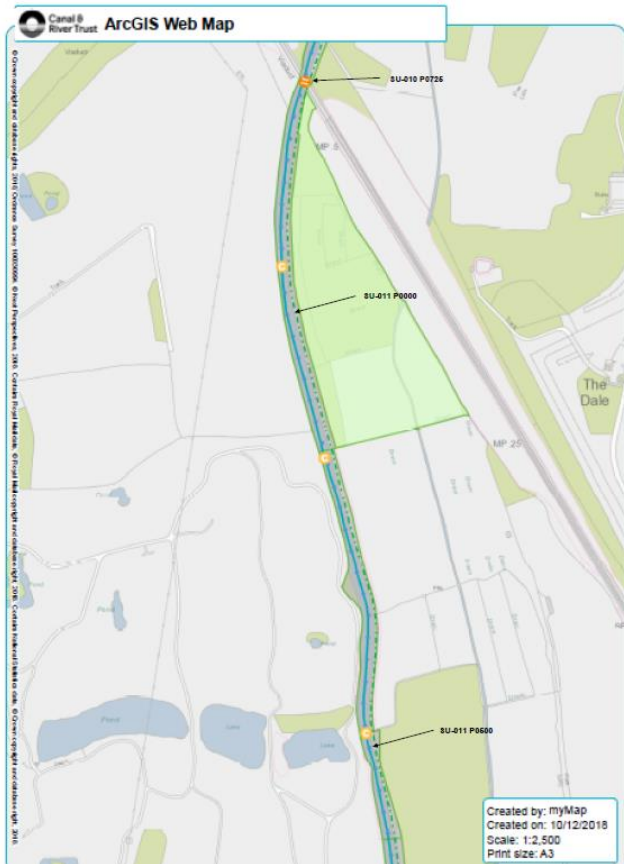
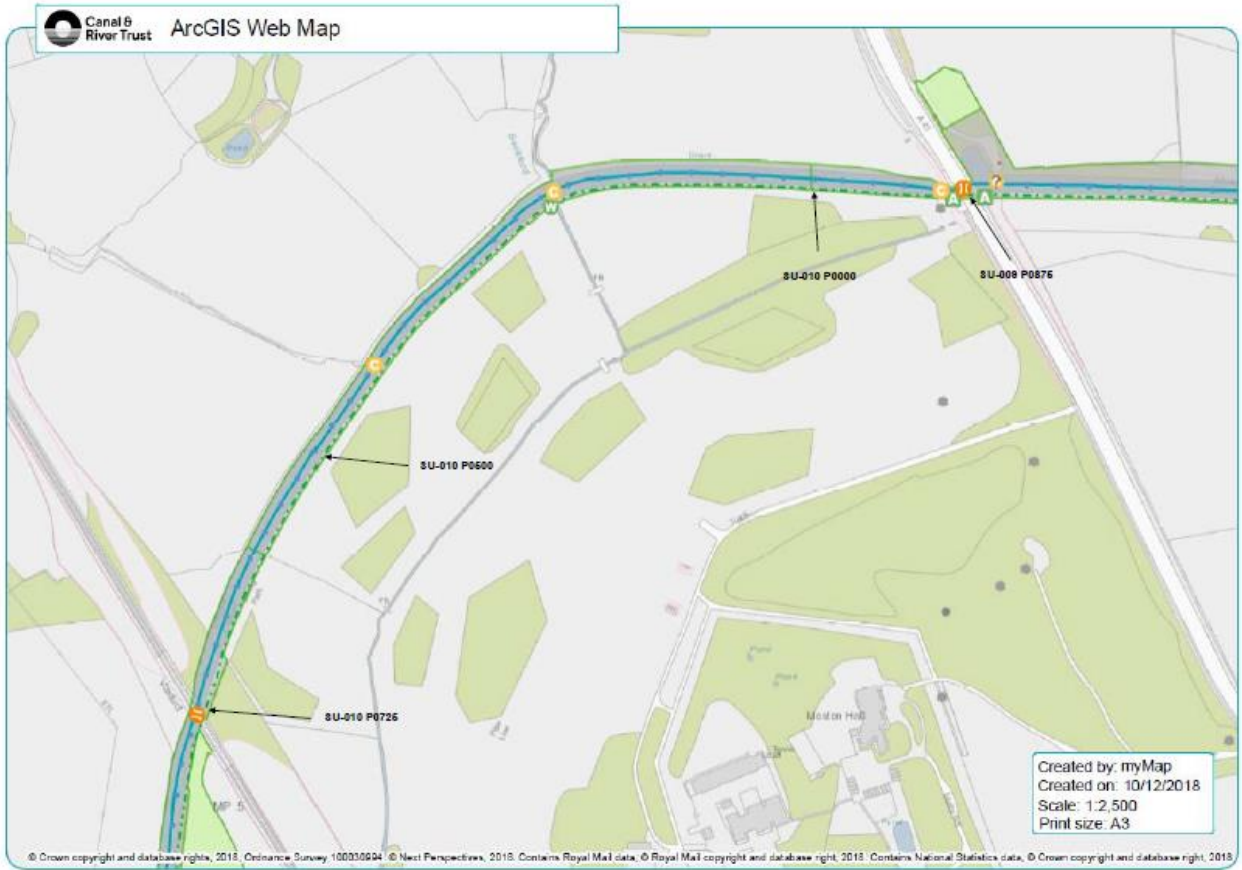
ArcGIS Web Map

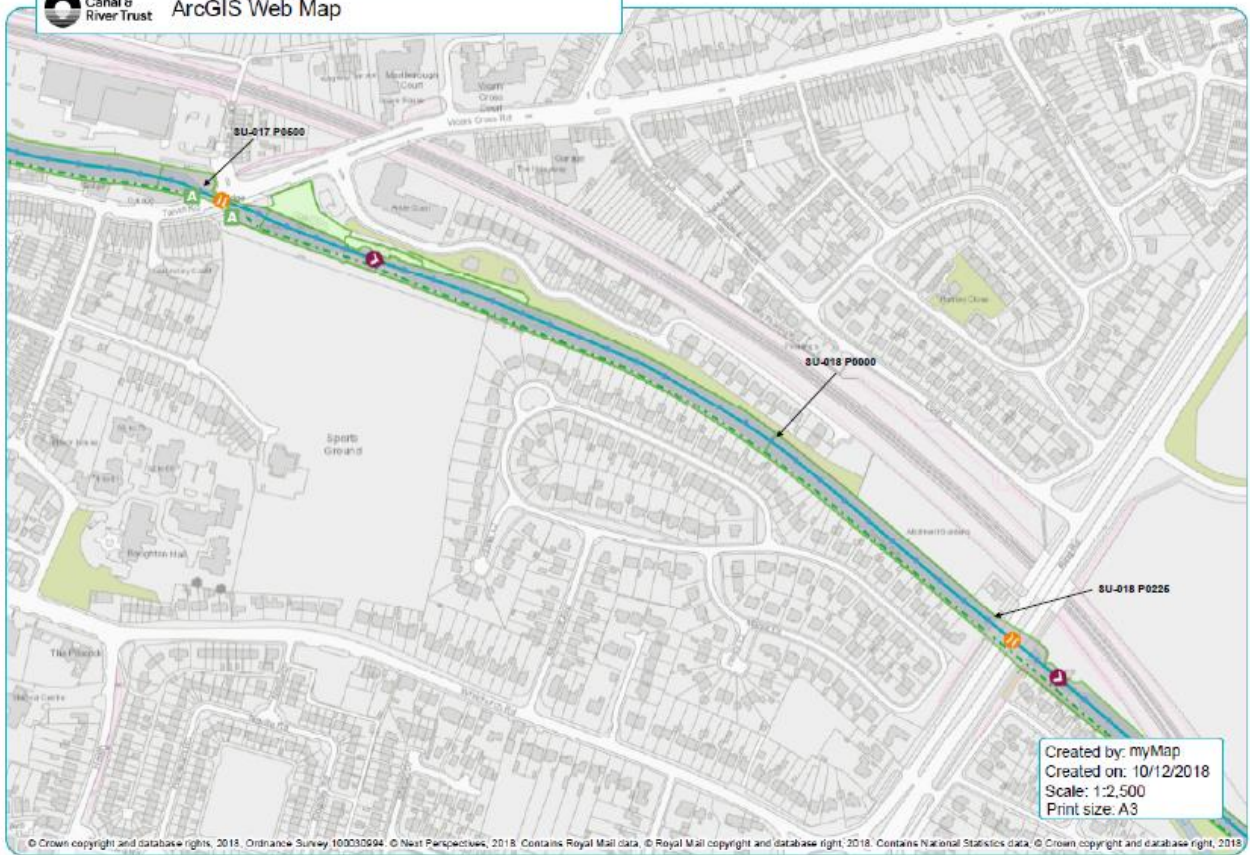
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Created on: 15/05/2019
Scale: 1: 25,000
Print size: A4









General Arrangement Design Drawing for Canal Towpath Section Improvements:





































Chester Towpath Survey








Chainage	Existing width (m)		Proposed width (m)		Comments/ Photo
	Verge	Towpath	Verge	Towpath	
SU-009 P0875	N/A	1.5	N/A	1.5	Towpath under Bridge 133 
SU-009 P0925	1.1	1.5	0.5	2.0	
SU-009 P0975	0.9	1.5	0.5	2.0	
SU-010 P0025	0.9	1.6	0.5	2.0	
SU-010 P0075	1.0	1.5	0.5	2.0	Fill required to rear verge 
SU-010 P0125	1.0	1.5	0.5	2.0	


SU-010 P0175	1.0	1.45	0.5	2.0	Fill required to rear verge 
SU-010 P0225	0.9	1.5	0.5	2.0	
SU-010 P0275	1.3	1.6	0.5	2.0	
SU-010 P0325	1.15	1.75	0.5	2.0	Min 15m 1.0x1.0m gabions required 
SU-010 P0375	0.8	1.5	0.4	2.0	Fill required to rear verge 
SU-010 P0400	0.7	1.5	0.4	1.8	Pinch point 
SU-010 P0425	1.2	1.4	0.5	2.0	


SU-010 P0475	1.05	1.4	0.5	2.0	
SU-010 P0525	1.0	1.5	0.5	2.0	
SU-010 P0575	0.8	1.4	0.4	2.0	
SU-010 P0625	0.8	1.5	0.4	2.0	
SU-010 P0675	0.8	1.5	0.5	2.0	
SU-010 P0725	N/A	1.5	N/A	1.5	Railway bridge 
SU-010 P0775	1.0	1.3	0.5	2.0	
SU-010 P0800	0.55	1.25	0.5	1.5	Pinch point, steep rear verge 





SU-010 P0825	0.8	1.2	0.5	1.5	Pinch point, steep rear verge 
SU-010 P0875	0.7	1.25	0.5	1.5	Pinch point, steep rear verge 
SU-010 P0925	0.8	1.25	0.5	1.5	Pinch point, steep rear verge 
SU-010 P0975	0.9	1.4	0.5	1.5	Pinch point, steep rear verge 
SU-011 P0025	0.6	1.4	0.5	1.5	Pinch point, steep rear verge 
SU-011 P0075	0.7	1.35	0.5	2.0	
SU-011 P0125	1.1	1.4	0.5	2.0	
SU-011 P0175	1.4	1.45	0.5	2.0	
SU-011 P0225	1.0	1.4	0.5	2.0	



SU-011 P0275	0.9	1.4	0.5	2.0	
SU-011 P0325	0.9	1.3	0.4	1.8	4m 1.0x1.0m gabions with steps over 
SU-011 P0375	0.9	1.45	0.4	2.0	
SU-011 P0425	0.8	1.4	0.5	2.0	
SU-011 P0475	1.0	1.5	0.5	2.0	
SU-011 P0525	1.4	1.4	0.5	2.5*	
SU-011 P0575	1.1	1.5	0.5	2.5*	
SU-011 P0625	1.1	1.45	0.5	2.5*	

SU-011 P0675	1.0	1.45	0.5	2.5*	
SU-011 P0725	1.0	1.5	0.5	2.5*	
SU-011 P0775	0.9	1.4	0.5	2.5*	
SU-011 P0825	1.1	1.3	0.5	2.5*	2.2m pinch point at sign post 
SU-011 P0875	1.2	1.3	0.5	2.5	
SU-011 P0925	1.2	1.3	0.5	2.5	
SU-011 P0975	1.2	1.25	0.5	2.5	

SU-012 P0025	1.2	1.3	0.5	2.5	
<p>* Note that a 2.5m path is achievable however it is advisable to reduce it to say 2.25m or 2.0m to avoid extending it too close to top of the rear embankment slope.</p>					

Chainage	Existing width (m)		Proposed width (m)		Comments/ Photo
	Verge	Towpath	Verge	Towpath	
SU-017 P0525	0.3	1.5	0.3	1.5	Towpath under Bridge 123 
SU-017 P0575	1.2	1.8	1.0	2.0	
SU-017 P0625	1.2	2.0	1.0	2.5	
SU-017 P0675	2.6	1.8	2.2	2.5	
SU-017 P0725	1.0	1.8	0.6	2.5	
SU-017 P0775	1.0	1.8	0.6	2.5	

SU-017 P0825	1.0	1.8	0.6	2.5		
SU-017 P0875	1.8	2.0	1.3	2.5+		
SU-017 P0925	1.6	2.0	1.2	2.5+		
SU-017 P0975	1.9	1.8	1.2	2.5+		
SU-018 P0025	1.7	1.9	1.2	2.5+		
SU-018 P0075	1.2	2.0	0.7	2.5		
SU-018 P0125	0.7	1.8	0.7	2.0		

SU-018 P0175	0.8	2.0	1.0	2.0		
SU-018 P0225	0.8	1.8	0.9	2.0		
+ Note that a 3.0m path is achievable however it is advisable to maintain it at 2.5m to preserve the verge & keep a more even width between the bridges.						

Appendix I

Local Match Funding

The Council's local match funding for the Chester – Ellesmere Port Canal Towpath scheme comes from the annual grant allocation from the Departments for Transport, Integrated Transport Block that provides funding support for transport capital improvements schemes costing less than £5 Million. Schemes can include small road projects, road safety schemes, bus priority schemes, walking and cycling schemes and transport information schemes.

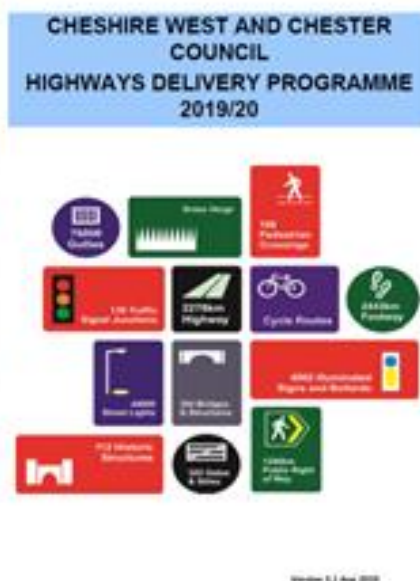
Cheshire West and Chester Council, Highways Delivery Programme for 2019/20

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

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

The local funding match identified for the committed Chester to Ellesmere Port canal towpath scheme of £0.568m (46%) is supplemented by various secured S106 funding contributions totalling £0.195m (16%). These funding streams have been ring-fenced, using the Integrated Transport Block LTP resources in 2019-20 and secured S106 contributions, with budgets carried forward into 2020-21 for scheme delivery/construction.

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



Appendix J

	Value	Formula	Source
Construction Cost	£1,222,717.00	(a)	Project information
% of cost spent on salaries	26.96%	(b)	Annual Business Survey, ONS, 2017 (construction sector) by region
Salary expenditure in North West	£329,677.92	(c)=(a)*(b)	Calculation
Average mean salary for North West	£31,982.00	(d)	Annual Survey of Hours and Earnings, ONS, 2018 (Full time mean wages in construction sector)
Direct job years supported	10.31	(e)=(c)/(d)	Calculation
1 FTE=10 employment years	10	(f)	Best Practice Assumption
Direct jobs supported	1.03	(g)=(e)/(f)	Calculation
Leakage	38.80%	(h)	
Net direct FTEs	0.63	(i)= (g)-(g*(h))	Calculation
Composite multiplier of 1.29	1.29	(j)	HCA Additionality Guide 2014
Indirect & induced jobs (Composite multiplier of 1.29)	0.81	(k)=(j)*(i)	Calculation
Total jobs (Direct and Indirect)	1.44	(l)=(k)+(i)	Calculation
Average GVA per worker, North West Construction	£45,184.60	(m)	Region by industry labour productivity, ONS, 2018
Total GVA supported	£65,277.21	(n)= (l)*(m)	Calculation